

RESOLUTION

RESOLUTION AUTHORIZING THE ADOPTION OF AMENDMENT NO. 2 TO THE 2050 REGIONAL TRANSPORTATION PLAN (RTP) FOR THE RENO-SPARKS URBANIZED AREA.

WHEREAS, Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613, require the preparation of a Regional Transportation Plan (RTP) by the Metropolitan Planning Organization (MPO); and

WHEREAS, the Regional Transportation Commission of Washoe County (RTC) has been designated as the Metropolitan Planning Organization (MPO) for the Reno-Sparks Urbanized Area of Washoe County; and

WHEREAS, RTC, through the conduct of a continuing, comprehensive and coordinated transportation planning process and in conformance with all applicable federal requirements, has prepared Amendment No. 2 to the 2050 Regional Transportation Plan (RTP); and

WHEREAS, RTC finds that pursuant to Title 40 of the Code of Federal Regulations, Part 93, this amendment to the 2050 Regional Transportation Plan conforms with the intent of the State Air Quality Implementation Plan; and,

WHEREAS, RTC finds that Amendment No. 2 to the 2050 Regional Transportation Plan has been prepared through a process of community and agency coordination and participation in accordance with the RTC's adopted Public Participation Plan;

NOW, THEREFORE, BE IT RESOLVED BY THE REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY that the Regional Transportation Commission does hereby adopt and endorse the 2050 Regional Transportation Plan.

CERTIFICATE

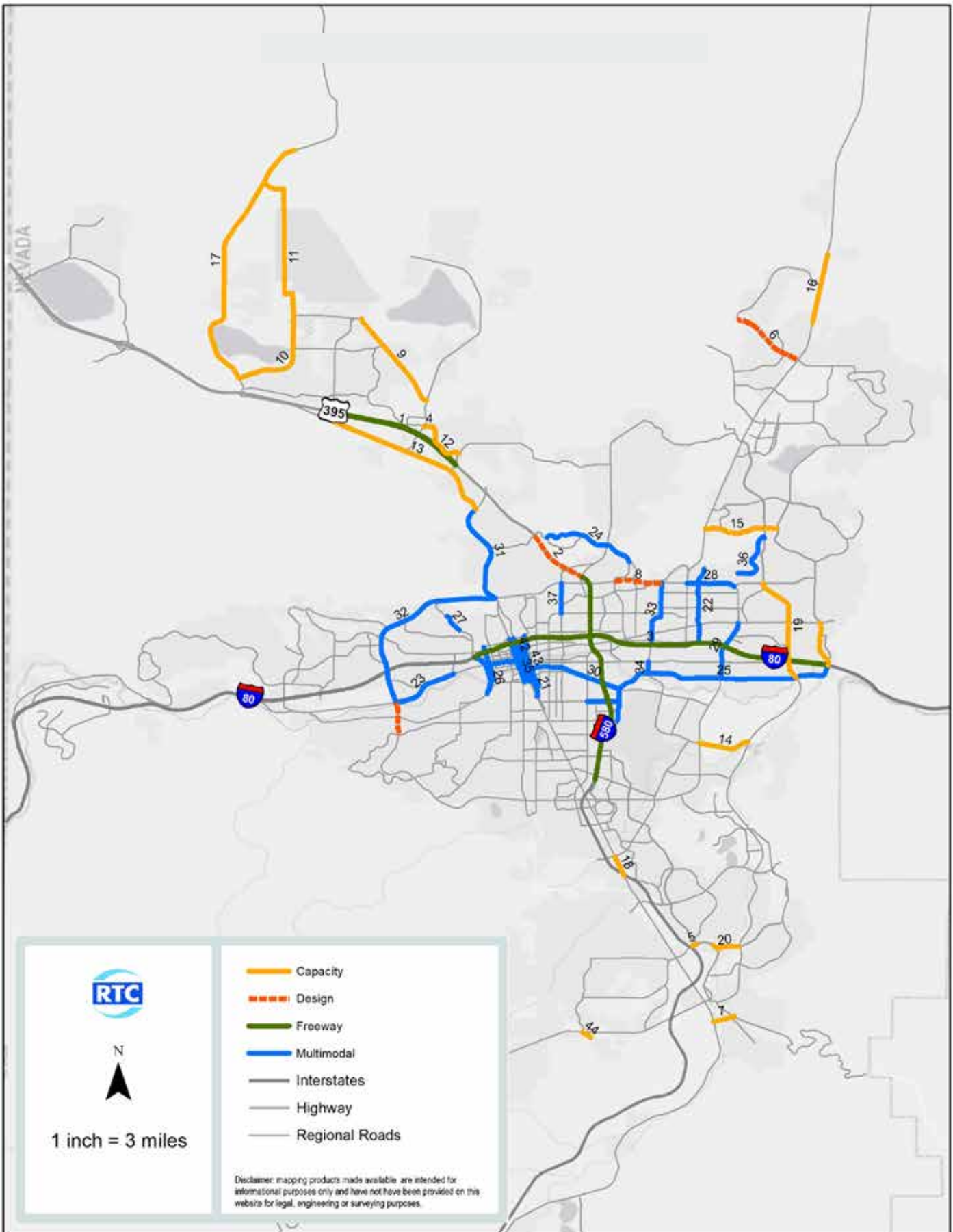
The undersigned, duly qualified Chairperson of the Regional Transportation Commission, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting held on January 19, 2024.



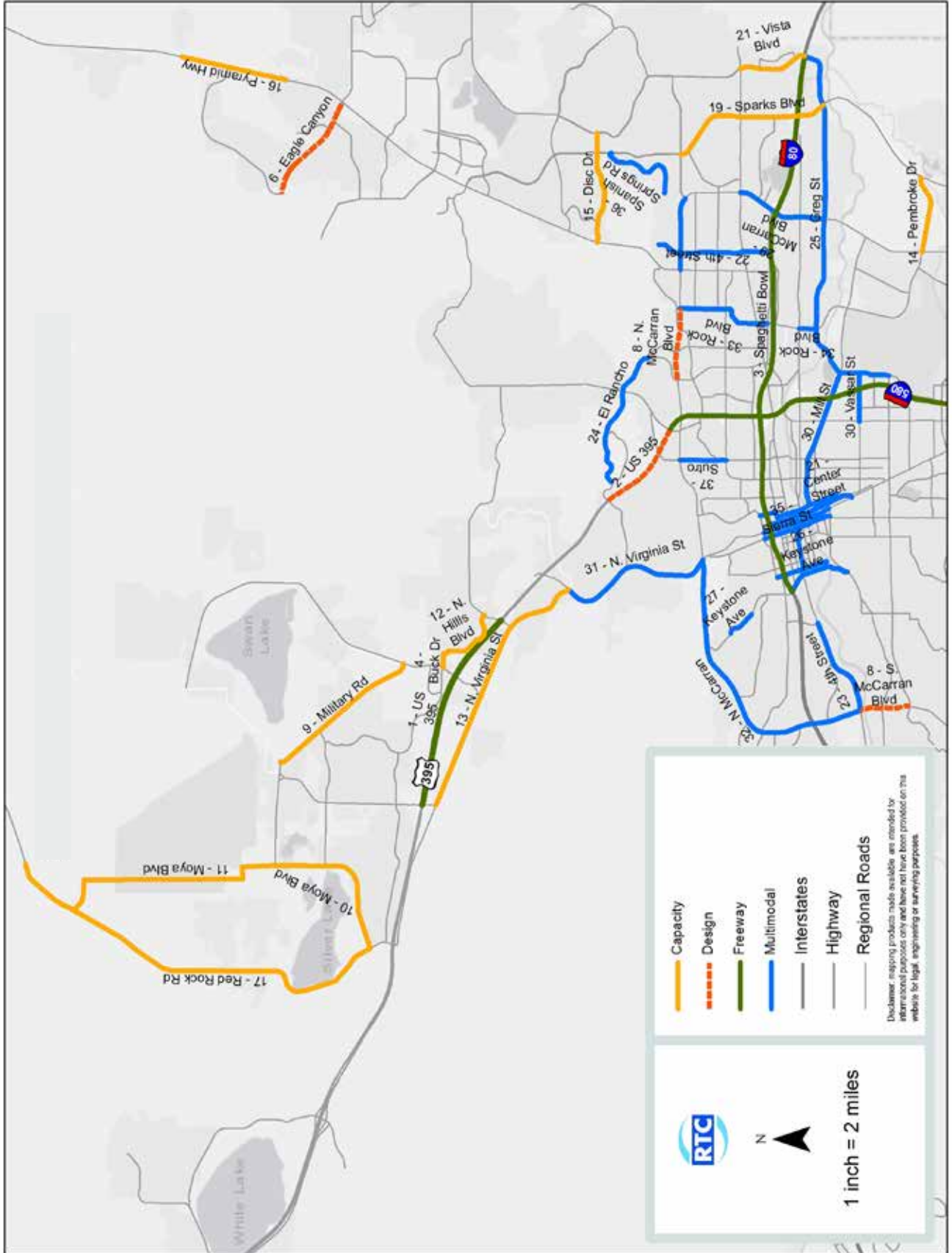
Ed Lawson, Chair
Regional Transportation Commission

2026-2030 Listing (continued)				
34	Rock Blvd - Multimodal & Safety Improvements	Greg St to Glendale Ave	\$3,823,000	Regional, Federal
35	Sierra St - Widen Sidewalks	California Ave to 9th St	\$5,060,000	Regional
36	Spanish Springs Rd - Safety & Multimodal Improvements	N Truckee Lane to Sparks Blvd	\$8,500,000	Local, Federal*
37	Sutro - Multimodal	N McCarran to Oddie Blvd	\$8,995,000	Regional
Amended Projects				
38	Center St - Widen Sidewalks & Add Bike Lanes	9th St to Moran	\$10,000,000	Regional
39	Vassar St - Bike Facility	Kietzke Ln to Terminal Way	\$1,219,000	Regional
40	Vine St - Bike Facility	Riverside Drive to University Terrace	\$11,300,000	Regional
41	3rd St Bike Facility	Vine St - Evans St	\$7,500,000	Regional
42	Virginia St Multimodal	California Ave - Vine St	\$5,550,000	Regional
43	Lake St/Sinclair St/ Evans Ave	Holcomb Ave - 9th St	\$4,700,000	Regional
44	Butch Cassidy Dr	Extension to Thomas Crk/Mt Rose Hwy	\$11,700,000	Regional

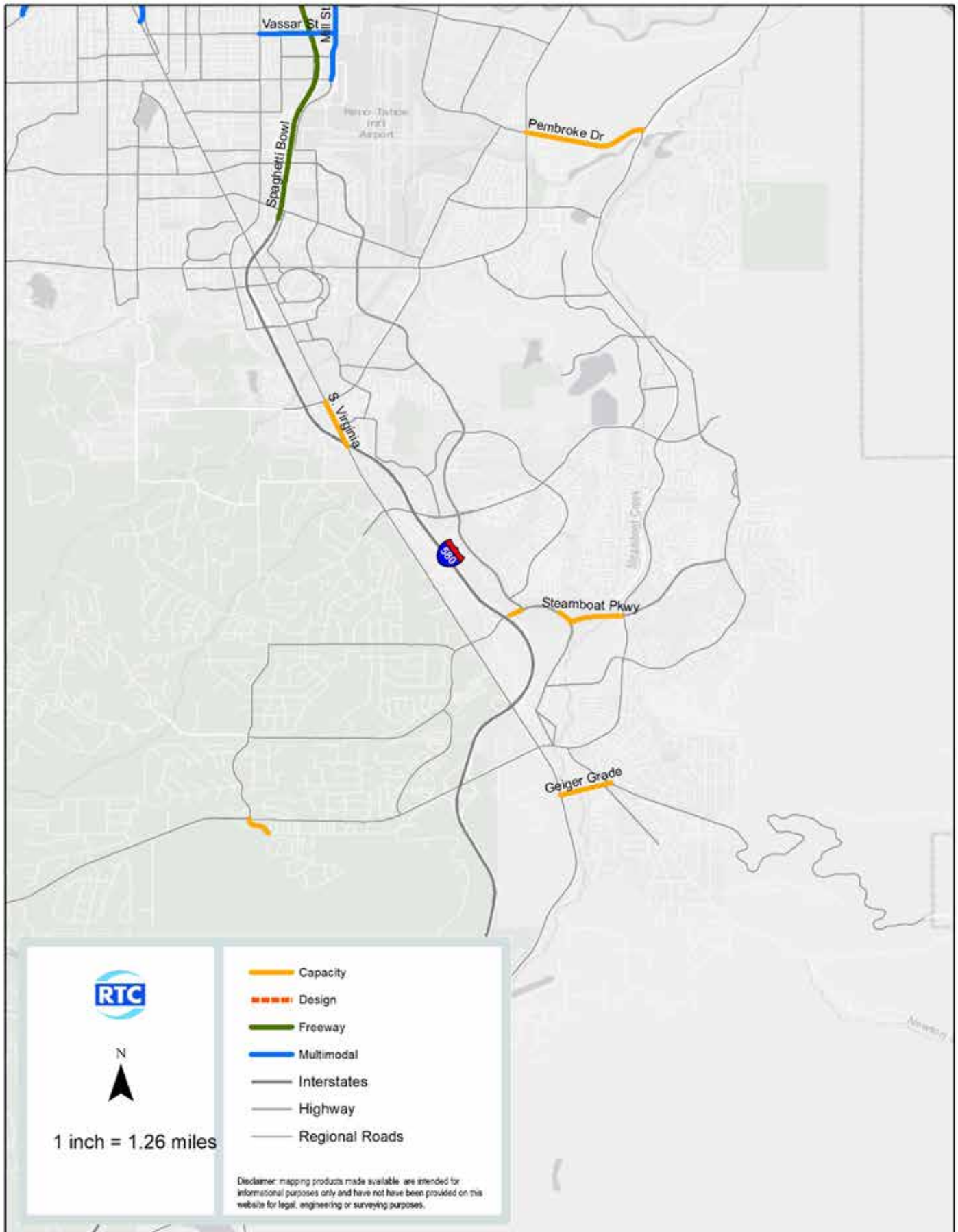
RTP 2050 PROJECTS (2026-2030)



RTP 2050 PROJECTS – NORTH (2026-2030)



RTP 2050 PROJECTS – SOUTH (2026-2030)



APPENDIX C – AIR QUALITY ANALYSIS & CONFORMITY DETERMINATION (12/20/2023)

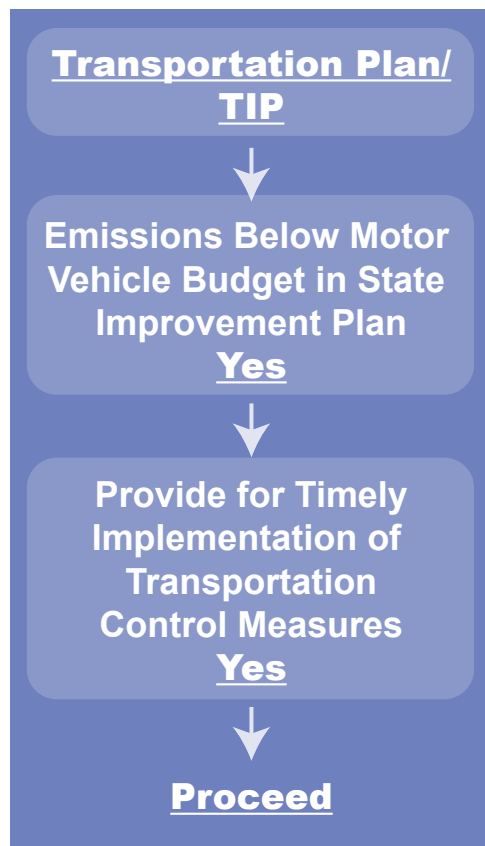
The Clean Air Act Amendments (CAAA) of 1990 require that each state environmental agency develop a State Implementation Plan (SIP). The SIP shows how the state will implement measures designed to improve air quality to meet NAAQS for each criteria air pollutant, according to the schedules included in the CAAA.

Since emissions from motor vehicles make a significant contribution to air pollution, the CAAA also requires that transportation officials make a commitment to programs and projects that will help achieve air quality goals including:

- Providing for greater integration of the transportation and air quality process.
- Ensuring that transportation plans, programs and projects conform with the SIP.
- Reduction in the growth in VMT and congestion in areas that have not attained the Environmental Protection Agency's (EPA) air quality standards.

Conformity for the RTP and the Transportation Improvement Program (TIP) are demonstrated when projected regional emissions generated by the plan and TIP do not exceed the region's motor vehicle emissions budgets as established by the SIP. While the MPO is ultimately responsible for making sure a conformity determination is made, the conformity process depends on federal, state and local transportation and air quality agencies working together to meet the transportation conformity requirements. The roles and responsibilities of the partner agencies involved in the air quality conformity analysis are defined in the Washoe County Transportation Conformity Plan. The plan was adopted by RTC and the Washoe County District Board of Health in January 2013.

Transportation Conformity



STATUS OF AIR QUALITY POLLUTANTS

Criteria pollutants are considered on a county-wide basis if actual pollutant levels are exceeded outside of the core area of the Truckee Meadows. The core area of the Truckee Meadows is designated as the Hydrographic Area #87 which is shown in Figure D-1. The current status of the various pollutants in Washoe County is listed below:

CO (8-hr): Attainment/Maintenance for Hydrographic Area #87.

Attainment/Unclassifiable for the rest of Washoe County.

PM₁₀ (24-hr): Attainment/Maintenance for Hydrographic Area #87.

Attainment/Unclassifiable for the rest of Washoe County.

All other pollutants (all averaging times): Attainment/Unclassifiable for the entire county.

In 2015, EPA strengthened the 8-hour ozone standard from 0.075 to 0.070 ppm. EPA formally designated the entire county as Attainment/Unclassifiable in 2018.

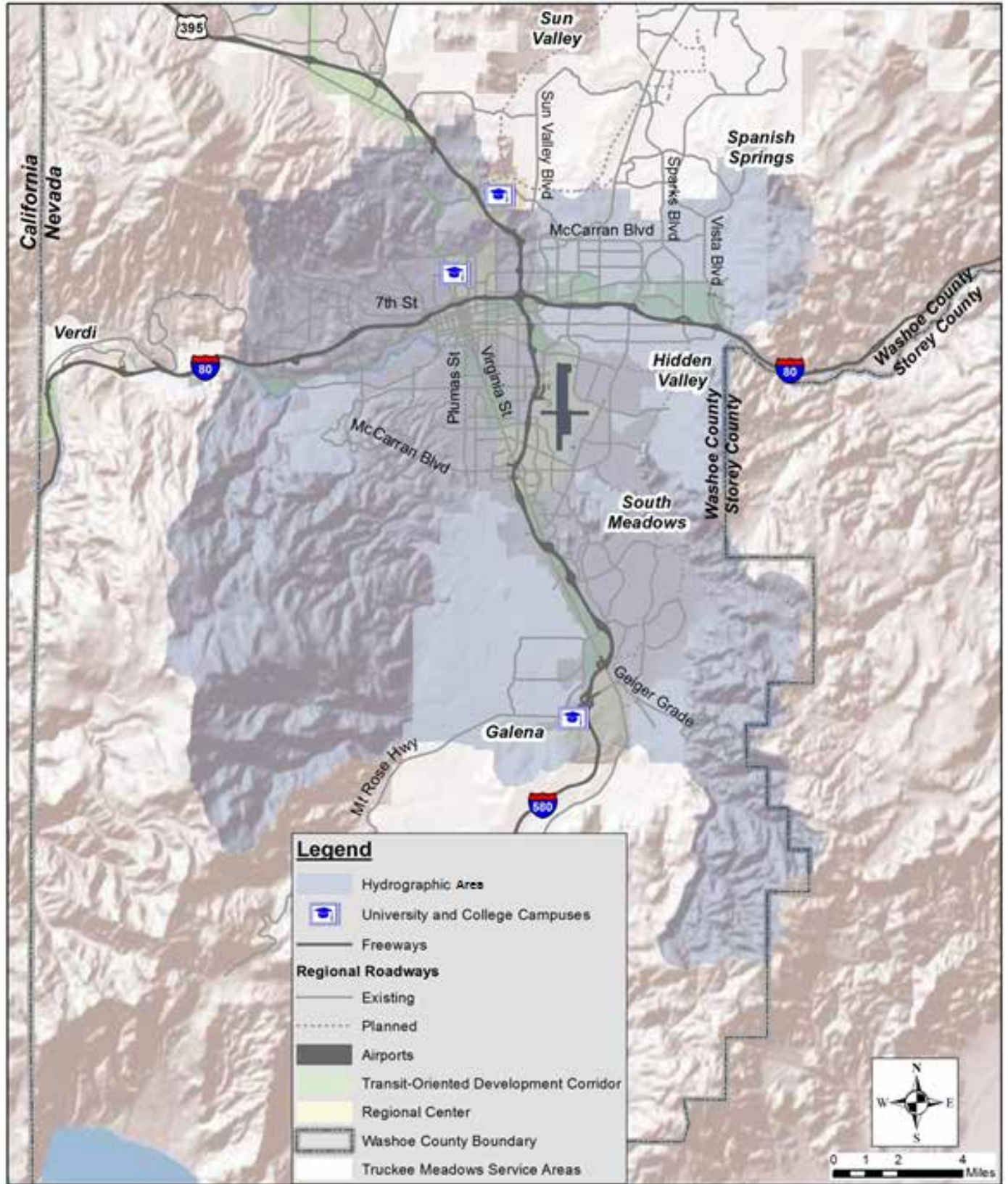
In 2006, EPA strengthened the 24-hour PM_{2.5} in aerodynamic diameter from 65 micrograms per cubic meter (µg/m³) to 35 µg/m³. This final rule became effective on December 18, 2006 and Washoe County was designated as Attainment/Unclassifiable.

Regional emissions analyses were performed for CO and PM₁₀ to demonstrate document conformity with Motor Vehicle Emissions Budgets in the CO and PM₁₀ State Implementation Plans. The RTC, in collaboration with the local agencies, has also been implementing programs that reduce motor vehicle emissions in the region.

TRAVEL FORECASTING MODEL & MOVES EMISSION MODEL

The RTC's travel demand model was developed on the TransCAD platform. The model uses the 2020 Consensus Forecast population and employment provided by the Truckee Meadows Regional Planning Agency.

**Figure D-1
RENO/SPARKS HYDROGRAPHIC AREA #87**



EPA's MOtor Vehicle Emission Simulator (MOVES) is a state-of-the-science emission modeling system that estimates emissions for mobile sources at the national, county, and project level for criteria air pollutants, greenhouse gases, and air toxics. MOVES4 is now the latest official version of MOVES. The analysis uses MOVES4 to calculate emission data.

AIR QUALITY ANALYSIS PLAN REQUIREMENTS

Federal regulations are specific in defining the level of air quality analysis necessary for incorporation into the RTP. Section 93, Title 40 of Code of Federal Regulations (CFR) dated August 15, 1997 (effective September 15, 1997), pertains to the criteria and procedures necessary to analyze the air quality impacts of the RTP. For the purposes of an air quality determination, the analysis years are 2020, 2025, 2030, 2040, and 2050. No air quality analysis is required for the street and highway projects identified as unfunded needs. A summary of requirements is listed below:

- A. The RTP must contribute to emission reductions in CO non attainment/maintenance areas.
- B. Air quality analysis years must be no more than 10 years apart.
- C. In CO and PM₁₀ non-attainment/maintenance areas, analysis must be performed for both pollutants.

- D. The last year of the RTP (2050) shall also be an analysis year.
- E. An analysis must be performed for each year contained in the motor vehicle emission budget (MVEB) for the Hydrographic Area #87 for both CO and PM₁₀, as budgets have been established for these pollutants.
- F. For both CO and PM₁₀, the analysis of emissions for the required years cannot exceed the MVEB.

AIR QUALITY ANALYSIS CREDITING PROVISIONS

Federal regulations also allow for crediting procedures over the life of the RTP for the implementation of Transportation Control Measures (TCMs) in which emissions reductions can be quantified. These TCMs are critical to areas such as Washoe County that have and are expected to have continued growth in population and VMT. Several specific TCM measures are in progress or planned in Washoe County that will have quantifiable emissions reductions. These include:

- A. Traffic Signal Optimization Program
- B. Conversion of the Public Transit Fleet Cleaner Fuels
- C. Implementation of Trip Reduction Programs

These TCMs have been the focus of studies to quantify the air quality benefit of each. The TCMs are described below. The RTC is not taking any credit for reduced emissions associated with these TCMs but may choose to take credit in the future, if conditions warrant.

TRAFFIC SIGNAL OPTIMIZATION/TIMING UPGRADE PROGRAM

Traffic signal coordination and improvements seek to achieve two primary objectives: 1) improved traffic flow resulting in improved level of service and 2) mobile source emission reductions through decreased delay, fewer accelerations/decelerations and a decreased number of stops. The RTC has reviewed several studies and federally accepted models to quantify the reduction of mobile emissions from signal coordination programs. These include signal coordination studies conducted by several cities in southern California and the California Department of Transportation (CALTRANS). A comparison of before and after field studies was conducted and the improvements in all three peak periods were noted. Examples included a statewide average reduction of 14 seconds in stop delay and a 12% reduction in the number of stops per mile in the afternoon peak period. Several methodologies were used to take the results of studies to quantify the emission reductions from signal coordination programs.

The pollution reduction results (tons/per day or percentage reduction) from each model vary as some models focus on corridor specific reductions while the others are more of an area-wide reduction projection. Pollutant reductions ranged from 11% along specific corridors to 3% to 4% on a regional level.

The RTC has initiated a region-wide traffic signal optimization and improvements program to enhance the capacity of the existing system and reduce traffic congestion in the region. This is an ongoing program that will allow nearly 400 intersections in the Truckee Meadows to be coordinated.

CONVERSION OF RTC ACCESS & RTC RIDE FLEETS TO ALTERNATIVE OR CLEANER BURNING FUELS

Almost 8 million annual passengers with 2.9 million miles are provided service by the **RTC RIDE** public transit and **RTC ACCESS** paratransit. While this is a small percentage of total daily travel, it is important in terms of air quality. All **RTC RIDE** buses are comprised of electric, hybrid diesel-electric and bio-diesel vehicles. **RTC ACCESS** cut-away vehicles are fueled by Compressed Natural Gas (CNG). These vehicles can reduce mobile emission totals.

Estimates by the California Air Resources Board between standard urban diesel and biodiesel or CNG determined that NOx emissions from vehicles with CNG or cleaner burning diesels were reduced approximately 60%.

RTC currently has 23 zero emission electric buses and will be adding 8 more to the Virginia Line RAPID corridor over the coming years. In addition, RTC is exploring hydrogen fuel cell technology for the next generation of zero emission vehicles.

TRIP REDUCTION PROGRAMS

The RTC's trip reduction program, **RTC SMART TRIPS**, encourages the use of sustainable travel modes and trip reductions strategies such as telecommuting, compressed work weeks, and trip chaining. Major components of the program include a bus pass subsidy program in which the RTC matches an employer's contribution to their employees' 31-day transit passes up to 20%; a subsidized vanpool program, **RTC VANPOOL**; and an on-line trip matching program, **RTC TRIP MATCH**, that makes it quick, easy, and convenient to look for carpool partners as well as bus, bike, and walking buddies for either recurring or one time trips. One of the most common deterrents to ridesharing is the fear of being "stranded."

Consequently, people who either carpool or vanpool to work can sign up for the Guaranteed Ride Home program and be reimbursed for a taxi ride home up to four times a year if an unexpected event prevents normal ridesharing arrangements from working. Making trips safely on foot and by bicycle are also promoted by the **RTC SMART TRIPS** program throughout the year.

The goals of these programs are to promote trip reduction on a region-wide level, improve air quality, and reduce vehicle miles of travel and traffic congestion. During the period from July through September 2020 the air quality benefits of the program were substantial, as shown in Table C-1. The data included the number of people in each vanpool and the average daily trip mileage. The air pollution calculation was obtained by multiplying the number of passenger trips for each vanpool per month by the average daily trip mileage for each vanpool per month and totaling those results to estimate the total VMT eliminated through the program due to the vanpool passengers not driving alone to work. The reduction in VMT was then multiplied by the pollutant factors per mile with those results outlined in the chart below. The emissions factors per mile for each pollutant were provided by WCHD-AQMD.

**Table C-1
RTC VANPOOL Air Pollution
Reductions (July-September 2020)**

Volatile organic compounds (VOC)	12,617.3 lbs
Nitrogen Oxide (NOx)	7,088.4 lbs
Carbon Monoxide (CO)	93,920.2 lbs
PM ₁₀	50.5 lbs
Particulate Matter (PM _{2.5})	47.0 lbs
Carbon Dioxide (CO ₂)	3,783,407.0 lbs

RTC SMART TRIPS program continues to grow and add more participants. RTC TRIP MATCH is a web-based carpool, bike, bus and walking buddy matching service that eliminates single occupant travel miles.

RTC TRAVEL DEMAND MODEL

2020, 2025, 2030, 2040 and 2050 networks were established for this RTP air quality analysis. The 2020 network consists of the current roadway network and the current transit network. Each of the remaining networks is comprised of the previous model year network with the capacity related projects and transit service changes included in the RTP.

AIR QUALITY ANALYSIS

An emission test on both CO and PM₁₀ must be successfully completed to make a finding of conformity. The area of analysis for these pollutants is the Hydrographic Area #87. As stated previously, the CO and PM₁₀ emissions for the required analysis years cannot exceed the established motor vehicle emissions budget. Analysis is performed for, 2025, 2030, 2040 and 2050 for both pollutants.

To initiate the air quality conformity determination, the emission levels for the pollutants in each analysis year are generated. The VMT for each facility type is derived from the RTC's travel demand model. Many local roads are approximated as centroid connectors in the model network. Since centroid connectors are not actual roads, the VMT's for local roads are estimated as 11.67% (urban) and 6.57% (rural) of the total VMT's based on NDOT's 2019 Annual Vehicle Miles of Travel Report (August 2020). Average speed by facility type from RTC's travel demand model is provided as an input to the MOVES model. Total emissions for each facility type are then added to get a daily emission total for the roadway system in the analysis area. Emission totals are shown in pounds per day (lbs./day). The Interagency Air Quality Consultation Team recommended approval of the air quality analysis on February 23, 2021.

CO ANALYSIS

The MVEB for carbon monoxide (CO), effective October 31, 2016, is shown in Table D-2, which also includes the CO emissions for all analysis years of the RTP. All RTP analysis years are within the MVEB. The tables supporting this analysis are contained at the end of this chapter.

Table C-2
CO Emissions Analysis (lbs/day)

Analysis Year	MVEB	RTP Analysis
2020	172,670	64,477
2025	171,509	55,270
2030	169,959	44,484
2040	169,959	32,303
2050	169,959	31,450

PM₁₀ ANALYSIS

The MVEB for PM₁₀, effective January 6, 2016, is shown in Table D-3, which also includes the PM₁₀ emissions for all analysis years of the RTP. All RTP analysis years are within the MVEB. The tables supporting this analysis are contained at the end of this chapter.

Table C-3

PM₁₀ Total Emissions (lbs/day)

Analysis Year	MVEB	RTP Analysis
2020	6,088	3,514
2025	6,473	3,535
2030	6,927	3,718
2040	6,927	3,970
2050	6,927	4,373

SUMMARY

A strong commitment to fund and implement feasible TCM measures must be made if acceptable air quality standards are to be sustained. The local jurisdictions and NDOT, through the RTP process, have made the commitment to fund TCMs such as ridesharing, traffic flow improvements, signal coordination, and conversion of public transit fleet to cleaner burning fuels. The 2050 RTP includes significant investments in bicycle and pedestrian infrastructure, consistent with the Complete Streets Master Plan adopted by RTC in 2016. Based on existing and planned commitments, the air quality analysis conducted in this chapter demonstrates that the required air quality conformity determination can be made and the RTP shown to be in conformance with federal air quality regulations.

**Table C-4
Paved Road Fugitive Emission Factors (lb/VMT)**

Facility Type	2020	2020-2050
Interstate	0.00013	0.00012
Other Fwys	0.00013	0.00012
Major Arterial	0.00013	0.00012
Minor Arterial	0.00034	0.00033
Collector	0.00083	0.00080
Local	0.00209	0.00201

Notes:

Emission factors for Paved Roads PM₁₀ are calculated from an equation in EPA's AP42, Section 13.2.1, 1/11. The 2020 emission factors are calculated based on actual 2020 climatic data for Reno, whereas the 2025 to 2050 emission factors are calculated based on the 30-year Normal Climate data for Reno from 1981 to 2010.

Emission factors for On-Road CO and PM₁₀ are not available, they are calculated in MOVES4 and the output is generated as total emissions.

**Table C-5
VMT by Facility Type by Analysis Year (Hydrographic Area #87)**

Facility Type	2020	2025	2030	2040	2050
Interstate	2,563,692	2,885,640	3,023,333	3,299,144	3,443,850
Other Fwys	498,488	559,638	583,148	682,141	783,800
Major Arterial	1,861,219	1,974,116	2,110,900	2,242,798	2,379,033
Minor Arterial	789,911	833,641	869,343	955,260	989,704
Collector	237,424	250,406	262,301	266,891	284,744
Local	777,981	850,240	895,421	973,498	1,030,355
Total	6,728,714	7,353,681	7,744,446	8,419,731	8,911,485

Table C-6
Emissions (lbs/day)

Analysis Year	CO	On-Road Vehicles PM ₁₀	Diesel Idling PM ₁₀	Paved Road Fugitive PM ₁₀	Unpaved Road Fugitives PM ₁₀	Road Construction PM ₁₀	Total PM ₁₀ Emissions
2020	64,477	648	0.336	1,750	877	239	3,514
2025	55,270	623	0.080	1,767	892	253	3,535
2030	44,484	632	0.035	1,870	947	269	3,718
2040	32,303	646	0.007	2,015	1,024	285	3,970
2050	31,450	699	0.003	2,236	1,136	302	4,373

Table C-7
Capacity Projects on Model Network and Model Years

2021-2025 Projects	Limits	Model Year
US 395 - Add SB Lane, Aux Lanes, NB & SB	N McCarran to Golden Valley	2025
Spaghetti Bowl Phase 1	Multiple locations	2025
I-80 Widening	W McCarran Blvd to Keystone Ave	2025
Lemmon Drive Segment 1 - Widen 4 to 6 Lanes	US 395 and Military Rd	2025
Lemmon Drive Segment 2 - Widen 2 to 4 Lanes/Reconstruct	Fleetwood Dr to Ramsay	2025
McCarran Blvd Intersection & Operations	Kietzke to Greensboro	2025
Mill St	Kietzke to Terminal	2025
Pyramid Hwy	Queen Way to Golden View	2025
Sky Vista Pkwy - Widen 2 to 4 Lanes	Silver Lake Rd to Lemmon Dr	2025
Sparks Blvd	Greg Street to N side of Baring Blvd	2025
Damonte Ranch Pkwy Extension	Veterans Pkwy to Rio Wrangler Pkwy	2025
Daybreak Regional Rd Network (South Meadows)	Multiple locations	2025
Dolores Drive Extension	West to Lazy 5 Pkwy	2025
Highland Ranch Pkwy - Widening	Pyramid Highway to 5 Ridges entrance	2025

Capacity Projects on Model Network and Model Years (continued)

Kiley Pkwy	Wingfield Hills Rd to Henry Orr Pkwy	2025
Lazy 5 Pkwy	W Sun Valley Arterial to Pyramid Hwy	2025
Meridian & Santerra Regional Road Network (Verdi)	Multiple locations	2025
N/S Connector Rd	Stonebrook Pkwy to Wingfield Hills Rd	2025
Rio Wrangler Pkwy Extension (North)	Bucephalus Pkwy to South Meadows Pkwy	2025
Rio Wrangler Pkwy Extension (South)	Damonte Ranch Pkwy to Veterans Pkwy	2025
South Meadows Extension	Mojave Sky Dr to Rio Wrangler Pkwy	2025
Stonebrook Pkwy	N/S Connector Rd to Pyramid Hwy	2025
Wingfield Hills Rd Extension	West to David Allen Pkwy	2025
White Lake Pkwy - Widen	395 Interchange to North Town Center Rd	2025
5th Street - Multimodal	Keystone to Evans	2025
E 6th Street - Bicycle Facility & Safety Improvements	Virginia St to 4th St	2025
2026-2030 Projects	Limits	Model Year
US 395 - Additional Lane in Each Direction	Golden Valley to Stead Blvd	2030
Spaghetti Bowl Phase 2	Multiple locations	2030
Buck Dr - Widen 2 to 4 Lanes	Lemmon Dr to N Hills Blvd	2030
Damonte Ranch Pkwy - Widen	Double R to I 580	2030
Geiger Grade - New 4 Lane Rd	Virginia St to Toll Rd	2030
Military Rd - Widen 2 to 4 Lanes	Lemmon Dr to Echo Ave	2030
Moya Blvd - Widen 2 to 4 Lanes	Red Rock Rd to Echo Ave	2030
Moya Blvd Extension	Red Rock Dr to Echo Ave	2030
N Hills Blvd	Golden Valley Rd to Buck Dr	2030
N Virginia St - Widen 2 to 4 lanes & Multimodal	Panther Dr to Stead Blvd	2030
Pembroke Dr - Widen	McCarran to Veterans	2030
Pyramid Hwy/395 Connector Phase 2	Widen Disc Dr from Pyramid to Vista Blvd	2030

Capacity Projects on Model Network and Model Years (continued)

Pyramid Hwy - Add southbound Lane	Ingenuity to Egyptian	2030
Red Rock Rd - Widen 2 to 4 Lanes	US 395 to Placerville Dr	2030
S. Virginia Street - Add NB Lane	Longley Ln to I-580	2030
Sparks Blvd - Multimodal Improvements and Widen 4 to 6 Lanes	Greg St to Baring Blvd	2030
Steamboat Pkwy and Damonte Ranch Pkwy - Widen	Veterans Pkwy to Promenade Way	2030
Vista Blvd - Widen 4 to 6 Lanes	I-80 to Prater Way	2030
Butch Cassidy extension	West end of existing Butch Cassidy to Thomas Creek/Mt. Rose intersection	2030
Downtown Reno bike network related lane reductions	Virginia Street: 5th Street to 8th Street	
Amended Projects		
Center Street sidewalks & add bike lanes	9th Street to Moran	2030
Lake St/Sinclair St/Evans Ave	2nd Street to 4th Street	2030
Vassar Street Bike Facility	Kietzke Ln to Terminal Way	2030
Vine Street - Bike Facility	Riverside Drive to University Terrace	2030
2031-2050 Projects	Limits	Model Year
Spaghetti Bowl Phases 3-5	Multiple locations	2040
US 395 Widen for Connector Traffic - Additional NB Lane	Clear Acre to Parr Blvd	2040
I-580 - Widening	Neil Rd to S Virginia St/ Kietzke Ln	2040
I-80 - Widening	Garson Rd to West 4th St	2040
9th Street Extension	To N Wells Ave	2040
Arrowcreek Pkwy - Widen	Wedge Pkwy to Thomas Creek Rd	2040
Arrowcreek Pkwy - Widen 2 to 4 Lanes	Wedge Pkwy to Zolezzi Ln	2040
Golden Valley Road/7th Ave (O'Brien Pass)	N Hills to W 7th Ave	2040

Capacity Projects on Model Network and Model Years (continued)

Highland Ranch Parkway - Widen	Pyramid to Sun Valley Blvd	2040
Lemmon Dr Extension	To Red Rock Rd	2040
McCarran Blvd	Plumb Ln to Mayberry Dr	2040
McCarran Blvd - Widen 4 to 6 Lanes	El Rancho Dr to Rock Blvd	2040
McCarran Blvd - Widen 4 to 6 Lanes	Sky Mountain Dr to I80	2040
McCarran Blvd - Widen 4 to 6 Lanes	7th St to N Virginia St	2040
McCarran Blvd- Widening	Mayberry to 4th St	2040
Mira Loma Dr - Widen 2 to 4 Lanes	McCarran to Veterans	2040
Panther Extension	N Virginia to Panther to N Hills Blvd	2040
Pyramid/395 Connector Phase 3 Construct Connector	US 395 to Pyramid Hwy south of Sparks Blvd, Disc Dr ext	2040
Record St - Realignment and Parking Garage Access	Evans Ave to 9th St; Lake St to Evans Ave	2040
Rio Wrangler - Widen	Spring Flower Dr to Western Skies Dr	2040
Robb Dr Extension	4th Street to I-80	2040
S. McCarran - Widen	Manzanita to Plumb Ln	2040
S. McCarran - Widen	Lakeside to Manzanita	2040
Vista - Widening	Wingfield Pkwy to Hubble Dr	2040
Vista Knoll Pkwy Ext	To Lemmon Dr	2040
West Sun Valley Arterial - New 4 Lane Road	Dandini Blvd to Eagle Canyon	2040
Center St/Mary St - Buffered Bike Lanes	Liberty St - Plumas St	2040
Sutro/Kirman - Sidewalks	Truckee River to Plumb Ln	2040
Vista Blvd - Sidewalks and Bike Lanes	Greg St to S Los Altos Pkwy	2040
I-80 Operations & Capacity	Vista Blvd to US Pkwy	2050
US 395 - Widening	Stead to Red Rock Rd	2050
Eagle Canyon Extension -Widen 2 to 4 Lanes	Pyramid Hwy to W Calle de la Plata	2050
Eagle Canyon Extension - New 4 Lane Road	Lemmon Valley to Spanish Springs	2050

Capacity Projects on Model Network and Model Years (continued)

Echo Ave Extension	Red Rock Rd to Moya Blvd	2050
Estates Dr - Reconstruct	Lemmon Dr to Golden Valley Rd	2050
Pyramid/395 Connector Phase 4 System Ramps	System Ramps at US 395	2050
Pyramid Hwy Phase 5 - Widen	6 lanes from Sparks to La Posada, 4 lanes from Egyptian to Calle de la Plata	2050
Silver Knolls Blvd - New Road	Red Rock Rd to Silver Knolls Blvd	2050
SS/ER Parkway - New Road	Red Rock Rd to Mud Spring Dr	2050
TRI Center Northern Connection	La Posada to TRI Center	2050
TRI Center Southern Connection	Eastern Daybreak Boundary to Washoe County Line	2050
White Lake Pkwy - Widen	North Town Center Rd to Village Pkwy	2050
North Virginia - New Road	Stead to White Lake	2050

Notes:

This table includes only projects that impact network capacity for the air quality analysis. Other non-capacity related projects in the RTP projects are not listed here.