

**Location:**



**REGIONAL TRANSPORTATION COMMISSION**  
**1105 Terminal Way, 1<sup>st</sup> Floor Great Room, Reno, NV**  
**Date/Time: 9:00 A.M., Friday, January 17, 2025**

**REGIONAL TRANSPORTATION COMMISSION**  
**OF WASHOE COUNTY**  
**BOARD MEETING AGENDA**

- I. The Regional Transportation Commission Great Room is accessible to individuals with disabilities. Requests for auxiliary aids to assist individuals with disabilities should be made with as much advance notice as possible. For those requiring hearing or speech assistance, contact Relay Nevada at 1-800-326-6868 (TTY, VCO or HCO). Requests for supporting documents and all other requests should be directed to Michelle Kraus at 775-348-0400 and you will receive a response within five business days. Supporting documents may also be found on the RTC website: [www.rtcwashoe.com](http://www.rtcwashoe.com).
- II. This meeting will be televised live and replayed on RTC's YouTube channel at: [bit.ly/RTCWashoeYouTube](https://bit.ly/RTCWashoeYouTube)
- III. Members of the public in attendance at the meeting may provide public comment (limited to three minutes) after filling out a request to speak form at the meeting. Members of the public that would like to provide presentation aids must bring eight (8) hard copies to be distributed to the Board members at the meeting. Alternatively, presentation aids may be emailed, in PDF format only, to [mkraus@rtcwashoe.com](mailto:mkraus@rtcwashoe.com) prior to 4:00 p.m. on the day preceding the meeting to be distributed to the Board members in advance of the meeting. Members of the public may also provide public comment by one of the following methods: (1) emailing comments to: [rtcpubliccomments@rtcwashoe.com](mailto:rtcpubliccomments@rtcwashoe.com); or (2) leaving a voicemail (limited to three minutes) at (775) 335-0018. Comments received prior to 4:00 p.m. on the day preceding the meeting will be entered into the record.
- IV. The Commission may combine two or more agenda items for consideration and/or may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.
- V. The supporting materials for the meeting will be available at <https://rtcwashoe.com/news/board-meeting-notes/>. In addition, a member of the public may request supporting materials electronically from Michelle Kraus at the following email address: [mkraus@rtcwashoe.com](mailto:mkraus@rtcwashoe.com).

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**1. Call to Order:**

- 1.1. Roll Call
- 1.2. Pledge of Allegiance

**2. Public Comment:** *Public comment taken under this item may pertain to matters both on and off the agenda. The Chair may take public comment on a particular item on the agenda at the time it is discussed. Comments are to be made to the Board as a whole and not to individual commissioners.*

**3. Approval of Agenda (For Possible Action)**

**4. Consent Items (For Possible Action):**

- 4.1. Minutes
  - 4.1.1 Approve the meeting minutes for the 12/20/2024 RTC Board meeting. (For Possible Action)
- 4.2. Reports
  - 4.2.1 Acknowledge receipt of the monthly Procurement Activity Report. (For Possible Action)

- 4.2.2 Acknowledge receipt of the monthly Planning Activity Report. (For Possible Action)
- 4.2.3 Acknowledge receipt of the monthly Engineering Activity Report. (For Possible Action)
- 4.2.4 Acknowledge receipt of the monthly Public Transportation and Operations report for December. (For Possible Action)
- 4.2.5 Acknowledge receipt of the monthly Community Outreach and Media Activity Report. (For Possible Action)
- 4.2.6 Acknowledge receipt of the Summary Report for the Technical, Citizens Multimodal, and Regional Road Impact Fee Advisory Committees. (For Possible Action)

#### 4.3. Planning Department

- 4.3.1 Acknowledge receipt of information on the fiscal year (FY) 2024 Safe Streets and Roads for All grant program award and execution of the grant agreement. (For Possible Action)
- 4.3.2 Approve the Coordinated Public Transit-Human Services Transportation Plan (CTP). (For Possible Action)

#### 4.4. Engineering Department

- 4.4.1 Acknowledge receipt of information regarding an automatic annual increase of 4.3% to the Regional Road Impact Fees as allowed by NRS 278B.225 and required by ordinances adopted by Washoe County, the City of Reno, and the City of Sparks. (For Possible Action)
- 4.4.2 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire a temporary construction easement interest on a portion of APN 037-020-26 and 037-020-33 from Prime Park Vista, LLC, which are needed to construct the Sparks Blvd Capacity Improvement project. (For Possible Action)
- 4.4.3 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire a fee simple interest in, and a permanent easement and a temporary construction easement interest on, portions of APN 036-540-08 from RJ Plaza, LLC, which are needed to construct the Sparks Blvd Capacity Improvement Project. (For Possible Action)
- 4.4.4 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire a fee simple in, and a temporary construction easement interest on, portions of APN 037-400-10 from Surf Thru, Inc., which are needed to construct the Sparks Blvd Capacity Improvement Project. (For Possible Action)
- 4.4.5 Approve a contract with HDR Engineering, Inc., to perform construction management services related to the Sparks Boulevard Capacity Improvement Project, in an amount not-to-exceed \$6,598,061. (For Possible Action)
- 4.4.6 Approve Amendment No. 2 to the contract with Jacobs Engineering Group, Inc., for engineering during construction and construction surveying for the Arlington Avenue Bridges Project, in the amount of \$609,891, for a new total not-to-exceed amount of \$5,005,639. (For Possible Action)
- 4.4.7 Approve a contract with Parametrix, Inc., for environmental and design services related to the Sixth Street for All Project, in an amount not-to-exceed \$2,720,536. (For Possible Action)
- 4.4.8 Approve a contract with Construction Materials Engineers, Incorporated for construction management services associated with the Mill Street Capacity and Safety Project, in an amount not-to-exceed \$2,340,788. (For Possible Action)

**5. Discussion Items and Presentations:**

- 5.1. Receive a presentation on the Draft 2050 Regional Transportation Plan Update (RTP). (For Possible Action)
- 5.2. Receive a presentation on the RTC Communications and Outreach Program. (Informational Only)
- 5.3. Elect a Commissioner representing Washoe County to serve as RTC Chair for calendar years 2025 and 2026, and elect a Commissioner to serve as RTC Vice Chair for calendar years 2025 and 2026. (For Possible Action)

**6. Reports (Information Only):**

- 6.1. Monthly verbal update/messages from RTC Executive Director Bill Thomas - no action taken.
- 6.2. Monthly verbal update/messages from Paul Nelson, RTC Government Affairs Officer on federal matters related to the RTC - no action will be taken.
- 6.3. Monthly verbal update/messages from NDOT Director Tracy Larkin Thomason or designated NDOT Deputy Director - no action will be taken.

**7. Commissioner Announcements and Updates:** *Announcements and updates to include requests for information or topics for future agendas. No deliberation or action will take place on this item.*

**8. Public Comment:** *Public comment taken under this item may pertain to matters both on and off the agenda. The Chair may take public comment on a particular item on the agenda at the time it is discussed. Comments are to be made to the Board as a whole and not to individual commissioners.*

**9. Adjournment (For Possible Action)**

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**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.1.1

To: Regional Transportation Commission

From: Michelle Kraus, Clerk of the Board

**SUBJECT: Draft Meeting Minutes for 12/20/2024**

**RECOMMENDED ACTION**

Approve the meeting minutes for the 12/20/2024 RTC Board meeting.

**BACKGROUND AND DISCUSSION**

See attached for Background and Discussion.

**FISCAL IMPACT**

There is no fiscal impact related to this action.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.

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**REGIONAL TRANSPORTATION COMMISSION  
WASHOE COUNTY, NEVADA**

**FRIDAY**

**9:02 A.M.**

**December 20, 2024**

**PRESENT:**

**Ed Lawson, Chair, Mayor of Sparks  
Alexis Hill, Vice Chair, Washoe County Commissioner  
Mariluz Garcia, Washoe County Commissioner (Via Phone)  
Hillary Schieve, Mayor of Reno  
Devon Reese, Reno City Council  
Bill Thomas, RTC Executive Director  
Adam Spear, Legal Counsel  
Sajid Sulahria, Deputy Director of NDOT**

**ABSENT:**

**Tracy Larkin Thomason, Director of NDOT**

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The regular monthly meeting, held in the 1<sup>st</sup> Floor Great Room at Regional Transportation Commission of Washoe County, Reno, Nevada, was called to order by Chair Lawson. The Board conducted the following business:

***Item 1           CALL TO ORDER***

- 1.1   Roll Call
- 1.2   Pledge of Allegiance

***Item 2           PUBLIC INPUT***

Chair Lawson opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda. One public comment was received via email.

Michael Gawthrop-Hutchins, local resident, received via email on December 18, 2024 at 12:25 p.m. as follows: Good morning RTC Board Members and staff. My comment is not related to any item on today's agenda, I wanted to ask that staff and the board consider something for a future board meeting. As things stand, the Transit Optimization Plan calls for the elimination of Routes 6 and 16, with the areas that they serve to be covered by FlexRIDE instead. While I understand the appeal of FlexRIDE, I do have concerns that historically, FlexRIDE service has topped out at around 3.5 passengers per revenue hour, while according to the operating statistics report from September of this year, Routes 6 and 16 have 15.6 and 13.2 passengers per revenue hour respectively. While I understand that each revenue hour is cheaper to operate for FlexRIDE than fixed route, but unless there is some drastic efficiency improvement that can be made to FlexRIDE, that is nearly four times as many revenue hours needed to carry the same number of passengers. Additionally, while I appreciate the convenience of curb to curb service, I also understand the concern that many people have with the lack of a predictable schedule. There is some comfort in knowing exactly when I need to leave each morning to get to work, there is some comfort in knowing that a trip that took half an hour, door to door, today, will take half an hour tomorrow as well (even if I am having to walk more instead of having curb to curb service). I do not often use Route 6 or 16, so this change wouldn't direct impact me that much,

except for the fact that if this replacement service is considerably more expensive than what it currently costs and/or it reduces ridership overall, it has the chance to impact the level of service that can be provided on the routes that I do use. Given that this is something that could have system wide impact, it would be worthwhile for the RTC Board to be much more thorough (or at least transparent) in how it was determined that this planned change was the best course to take and what other options were/are available.

**Item 3            *APPROVAL OF AGENDA***

On motion of Vice Chair Hill to approve agenda, seconded by Commissioner Reese, which motion unanimously carried, Chair Lawson ordered that the agenda for this meeting be approved.

**Items 4            *CONSENT ITEMS***

**4.1     *Minutes***

4.1.1 Approve the meeting minutes for the 11/15/2024 RTC Board meeting. (For Possible Action)

**4.2.    *Reports***

4.2.1 Acknowledge receipt of the monthly Procurement Activity Report. (For Possible Action)

4.2.2 Acknowledge receipt of the monthly Planning Activity Report. (For Possible Action)

4.2.3 Acknowledge receipt of the monthly Engineering Activity Report. (For Possible Action)

4.2.4 Acknowledge receipt of the monthly Public Transportation and Operations Activity Report. (For Possible Action)

4.2.5 Acknowledge receipt of the monthly Outreach Report from the Communications staff. (For Possible Action)

4.2.6 Acknowledge receipt of the monthly summary report for the Technical, Citizens Multimodal, and Regional Road Impact Fee Advisory Committees. (For Possible Action)

**4.3     *Engineering Department***

4.3.1 Approve a contract with Avenue Consultants, Inc., for services associated with alternative project delivery support, program process improvement, and project management support, in an amount not-to-exceed \$600,000. (For Possible Action)

4.3.2 Approve a contract with Wood Rodgers, Inc., for preliminary design related to the University Area Transportation Project, in an amount not-to-exceed \$565,770. (For Possible Action)

4.3.3 Approve Amendment #1 to the contract with Wood Rodgers, Inc., for the West Fourth Street Downtown project, in the amount of \$525,850, for a new total not to-exceed amount of \$1,267,330. (For Possible Action)

4.3.4 Approve a contract with Q&D, Inc., for Construction Manager at Risk (CMAR) pre-construction services for the Sierra Street Bridge Replacement Project, in an amount not-to-exceed \$643,075. (For Possible Action)

4.3.5 Approve a contract with Atkins North America, Inc., for right of way acquisition support services for the Military Road Capacity and Safety Project, in an amount not-to-exceed \$318,575. (For Possible Action)

- 4.3.6 Approve a Reimbursement Agreement with the City of Sparks for betterment improvements on the Sparks Boulevard Capacity Improvement Project, in the amount of \$1,299,709. (For Possible Action)
- 4.3.7 Approve a contract with Wood Rodgers, Inc., to perform a feasibility study, conceptual alternatives analysis, and environmental studies for the La Posada Drive to Tahoe Reno Industrial Center Roadway Alignment and Feasibility Study, in an amount not-to-exceed \$1,418,537. (For Possible Action)
- 4.3.8 Approve Amendment No. 1 to the contract with Parametrix, Inc., for preliminary and final design services, environmental documentation, and regulatory permitting support for the Keystone Avenue Bridge Replacement Project, in the amount of \$5,284,543, for a new total not-to-exceed amount of \$6,658,997. (For Possible Action)
- 4.3.9 Approve a contract with Innovative Contracting and Engineering LLC for independent cost estimating services related to the Sierra Street Bridge Replacement Construction Manager at Risk (CMAR) Project, in an amount not-to-exceed \$432,471. (For Possible Action)
- 4.3.10 Approve a contract with CA Group, Inc., for design services and engineering during construction services for the Traffic Engineering Spot Project 26-01, in an amount not-to-exceed \$345,699. (For Possible Action)
- 4.3.11 Approve Amendment #1 to the contract with CA Group, Inc., for additional environmental and design services related to the Eagle Canyon Safety and Operations Project, in the amount of \$143,555, for a new total not-to-exceed amount to \$441,754. (For Possible Action)

#### **4.4 Public Transportation/Operations Department**

- 4.4.1 Approve a contract with Ballard Power Systems, Inc., for a comprehensive workforce development fuel cell training system, for a total not-to-exceed amount of \$644,500. (For Possible Action)

On motion of Commissioner Schieve to approve Consent Items, seconded by Commissioner Reese, motion unanimously carried, Chair Lawson ordered that all Consent Items be approved.

#### ***Item 5 DISCUSSION ITEMS AND PRESENTATIONS***

- 5.1 Receive a report on the FY 2024 Annual Comprehensive Financial Report (ACFR) for the Regional Transportation Commission of Washoe County and authorize staff to submit the document to the Nevada Department of Taxation. (For Possible Action)

Christian Schonlau, RTC Director of Finance/CFO provided a presentation and discussion. I'd just like to thank my staff and everyone at RTC for their involvement in the preparation of our financial report. It is a month's long process. It really takes everyone in the agency, and we cannot do it without everyone's involvement. So, thank you.

There are several reasons or statutory requirements that bring us to the Board for this item. The first is NRS 354624, which requires us to submit our annual audit in front of the Board. US federal code CFR 200 requires us to prepare our financial reports in a certain manner, since we do receive federal funding, we have a secondary piece of our audit, which is the single audit, and that is also performed in accordance with NRS. 354 624.

We use our financial report for several things, one of which is reaching our strategic goals. We use our prior year position to determine our future year budget, which I'm sure everyone in the agency is

excited to take on in the next couple of months. We use that information for our five year planning to develop our CIP. You all just went through several iterations of our FTP updates, which will be brought to you next month, and that information is also included in that planning effort. Then we use our fuel tax history to leverage our federal funding and determine the amount of street and highway expenditures for the agency.

I'm happy to report again that we received an unmodified opinion, which is the highest rating. There are no findings or management comments on the financial audit, and there were also no findings or management comments on the A-133 single audit. We do have our audit partner, Crow LLP, Stacy Curnow here via phone if you did have questions on the document. I'm also happy to answer any as well.

On motion of Vice Chair Hill to approve, seconded by Commissioner Reese, motion unanimously carried, Chair Lawson ordered that Item 5.1 be approved.

## 5.2 Approve the RTC federal priorities and provide direction accordingly. (For Possible Action)

Paul Nelson, RTC Government Affairs Officers provided a presentation and discussion. Federal priorities are a list of projects and policies that we have prioritized to figure out which ones we're going to federalize. Then as grants come down the turn, we will look at those grants and see which ones align with some of these priorities.

We have two new priorities for 2025. The first one is the transportation expansion at Fourth Street Station. The second one is the transportation expansion to the Tahoe-Reno Industrial Center. To TRIC, we have the north route from La Posada Drive that will go over to USA Parkway, and then also the south route from South Meadows Parkway out to USA Parkway. We're also doing a feasibility study for commuter rail to see if that would be an option for getting people to and from the Tahoe-Reno Industrial Center from Reno and Sparks.

The next one is the Sun Valley Community Gateway project. This is about an \$80 million project, and a big chunk of that really has to do with the drainage. It's going to really improve bicycle infrastructure and sidewalks, as well as the roadway itself.

The Keystone Avenue Bridge is our third of three downtown bridge replacements. We're going to start construction on this after the Arlington Bridge's replacement and the Sierra Street Bridge replacement. Keystone bridge is structurally deficient, and it was built in the 1960s. We're going to keep it at four lanes and add some pedestrian and bicycle access to this bridge.

Highland Ranch Parkway, Pyramid Highway intersection. This is a real congestion issue along Pyramid Highway, especially for people coming down Highland Ranch. The idea is to build a grade separated intersection that will allow traffic on Pyramid Highway to continue moving and then the Sparks Boulevard and Highland Ranch traffic can flow underneath the bridge.

The next one is the Geiger grade realignment. This one will make a cut through between Geiger Grade and US395. Toll Road is really aimed to take some of the congestion away from that roundabout over there at Veterans Parkway and take it over to 395 instead of up towards the intersection right where the Summit Mall is and the bus maintenance facility replacement. We know we're going to have to relocate because of Phase 4 of the Spaghetti Bowl project. We are looking at possibly expanding over at the Sutro facility where MTM operates. This is also one of our priority highlights.



We've had recent accomplishments with our Federal Priorities, Lemon Drive Improvements and Resiliency Project. We received \$25 million from RAISE and staff is working to finalize the environmental process in the spring, and 60% design is expected during the summer. We received a low note Vehicle Program Grant for \$8.78 million. We ordered six hydrogen buses back in February, and they're slated to be delivered sometime this spring. We signed a temporary fueling facility contract and we are working on a permanent fueling facility contract. We also received a Safe Streets 4 All Grant of \$8.9 million for Sixth Street For All. This is part of our high injury network.

A Professional Services Agreement for Environmental and Design is anticipated to be presented to the board at the January meeting for approval. The Truckee Meadows Safety Action Plan is a planning grant from Safe Streets for all for \$1.2 million. We're really going to look at the region, look at the different roadways and intersections to find out where some of those trouble spots are and where we can make the area a lot safer. The grant contract with FHWA is in process. Arlington Avenue Bridges replacement received \$7 million from the RAISE Grant program. We're supplementing that with CBG funding of \$5.9 million and we also received some congressional funding of \$2 million.

The Army Corps of Engineers River permit is anticipated next month, and construction is expected to begin in May. We are expecting to receive some congressionally directed spending pending the appropriations bill. Eagle Canyon safety and operations, we will receive \$1 million. This comes from Congressman Mark Hamidi's office and then the Whitten Road Pedestrian improvements. That's \$2.5 million, and the Reno-sparks Traffic Management Center for \$1 million. Those two came out of Senators Cortez Masto and Rosen's offices.

Vice Chair Hill asked if Storey County is also making this a priority for their federal requests?

Chair Lawson said he has spoken with Storey County and they are very supportive of everything we are doing and want to participate.

Mayor Schieve asked for some background on the Truckee Meadows Safety Plan.

Vanessa Lacer, RTC Planning Director, we have a current Vision Zero Safety Action Plan. Things have changed a little bit about how the high injury network is being identified, so we're looking not just at crash data but at dangerous attributes of the roadways. A little bit more of a holistic look, so we can revamp the plan that we currently have. All the local government agencies will be involved as we develop that plan. It's going to be a little while before it comes to us, as we're still in the process of working out the contract with FHWA. The FHWA grant is \$1.2 million and the Safe Streets 4 All for Sixth Street is \$8.9 million.

Commissioner Garcia, the recent accomplishments slide is very impressive. I think I'm going to get spoiled with all of these amazing groundbreaking and ribbon cuttings. These are like, multi-generational improvements and to be a part of it at this time on the RTC board is like a really special time, so hopefully that trend continues. I'm very supportive of these priorities throughout the region, particularly excited about the Sun Valley Community Gateway project and the Highland Ranch Parkway. Those are things that I get phone calls about all the time. So, thank you again for helping champion that across the region. I'm really personally excited about the rail feasibility study. I think a lot of our constituents have come to us with that interest, just as an important area to explore. So overall, just really supportive of this. Thank you.

Commissioner Reese, for my part, I also want to talk about the safety grant. There are two things that sort of strike me as important. One is the way in which we prioritize connectivity regionally. Some of

that plays out in the ways we've allowed transportation corridors along the river to connect, then into streets and streetscapes. I think this is one of the important things that has changed about this board is that we have prioritized seeing multimodal transportation and trails and bicycle facilities as an important step in how we view transportation more broadly, because it's not just about streets and buses. So, I want to make sure that's clear.

The other thing is in transportation or in the zero fatalities with Vision zero. The Damonte Ranch and Double Diamond area where we have human and horse interactions on our roadways. This is another area where I think we have to think about the ways in which those things apply to a safer community. I want us to make sure that we are thinking not just about how cars and bicycles or buses would interact, but also the environment that we've moved into when we have horse fatalities and hopefully no human fatalities as a result of those things. What can you say about that?

Vanessa Lacer, RTC Planning Director, it's not exactly wildlife management, but the City of Reno and the Nevada Department of Agriculture and NDOT are all down in the Damonte Ranch Virginia Range area. We're trying to figure out how do we keep building into areas where horses previously roamed very freely and it becomes very challenging because we've built into those areas, so horses come into the neighborhoods. Unfortunately, we've had maybe 26 horse vehicle accidents. We are doing a fencing plan along a lot of that roadway and I think that's something that the RTC should consider participating in. I think it makes sense from a transportation safety standpoint, and also just in the built environment, especially if you think about where the future growth patterns. Many of us also serve on the Regional Governing Board, and we can see the different tiering as we go forward. If we don't have the foresight to plan for this today, I think we're going to dramatically increase the potential for those interactions to happen.

The Safety Action Plan has a relatively limited scope. So, it's not going to be looking at development patterns per se for the entire region. It's really going to be looking at safety. The goal of that plan is to reduce injury and fatalities to humans. We will be looking at risk and assessing risk with horse human interaction and we will be looking at all layers of risk. What is the risk to humans? What is the risk to humans walking, biking and in cars? What is the environment that we're working in? What are the conditions. We'll be doing a risk assessment, but the plan really does focus on not just the built environment but also behavior, so a safe systems approach is what we're moving into with this new phase of Vision Zero.

Bill Thomas, RTC Executive Director, I think what Vanessa is pointing out is the question is going to come down to how do you prioritize? So, we're introducing something that's a little different and we'll put it in the plan, but it will be done in context. These safety plans really are human based because they're driven out of the federal level. So, we will respect that, but we also will flavor it with what the issue is locally, and I will assure you it will be part of the conversation.

Mayor Schieve, I would love to see a more in depth presentation on this so that we can also give you some guidance on the areas and the feedback that we get from the community members, and things that we might not have even thought about. I would love to see something like this sooner than later and I'd also like to see more on Vision Zero. Such as, what have we spent money on? I would suggest that all of us as commissioners get more money in contingency, so at least we can address some of the high risk concerns that we've heard today.

Commissioner Reese, just to close the loop, I want to make sure that it is understood that the reason why I bring up the horses in South Reno is because it's been brought to us. I do not live in South Reno, but I want our residents throughout our region to feel safe where they live and there is a growing sense

of what happens when horses and cars interact. There haven't been any human fatalities yet, but it's devastating. We're trying to be responsive to our constituents and you help us to do that. Thank you so much.

On motion of Commissioner Reese to approve, seconded by Vice Chair Hill, motion unanimously carried, Chair Lawson ordered that Item 5.2 be approved.

5.3 Receive a report on the draft Coordinated Public Transit-Human Services Transportation Plan (CTP). (Informational Only)

Graham Dollarhide, RTC Planning Manager and I'll be giving a presentation on the Coordinated Public Transit Human Services Transportation Plan (CTP).

Some background information on the CTP, is a coordinated plan required by the FTA under the Section 5310 Grant Program. This program is designed specifically to enhance mobility for seniors and individuals with disabilities. Projects seeking to utilize Section 5310 funds must be identified in a locally developed coordinated plan.

The FTA section 5310 funds programs and projects are operated by eligible providers, including State and Local Governmental agencies and nonprofit organizations, so not just RTC is eligible to receive these funds. The focus of a coordinated plan is typically on identifying unmet needs and gaps in transportation services. However, the CTP has been developed to acknowledge all of the good things being done by the existing programs and services in the transportation sector. The document must be updated at least every four years and it's recommended that it be done in alignment with the Regional Transportation Plan (RTP) cycle.

Historically, the RTC has issued a call for projects to award the Federal 5310. However, the strings attached to federal money as we know, can be too cumbersome and in this case subrecipients. In the past FTA 5310 have made a request to RTC and RTC has obliged in creating a 5310 equivalent sales tax funding program, wherein the RTC utilizes all of the FTA dollars for its projects and programs related to the Section 5310 program. In turn there is an equivalent amount of sales tax dollars available for these other agencies. This has reduced reporting and other federal requirements, as well as reduced the oversight and administrative burden for the RTC, making funding for these programs more accessible to the nonprofit agencies and others as well.

The CTP development process included data that was collected on regional demographics, Transportation service providers, and input that was gathered from public and stakeholder surveys as part of the outreach process. The outreach process involved a stakeholder agency survey, a public survey, and a stakeholder workshop. The Stakeholder Agency survey was conducted electronically and gathered information on each agency's profile, the services and programs they offer, as well as operational details for those agencies that directly operate transportation services. It also gathered their thoughts on the state of transportation in the region, as well as their thoughts on unmet needs and gaps in service. The public survey was conducted in person during a series of events throughout the month of May and included a Spanish language version. RTC staff was available to assist survey takers with both the English and Spanish versions, and the survey collected information from members of the public on their transportation, service, uses and habits and preferences, as well as their perceptions on unmet needs and gaps in service. The stakeholder workshop provided data analyzes from the aforementioned demographic data. Transportation service agency providers, as well as survey results from the stakeholder agencies and public surveys. And that was that was provided to the workshop participants in order to facilitate a more robust discussion about unmet needs and gaps in service.

With the input from the surveys, the CTP recommends the following as top five priorities, which are unranked include, expanding service areas, expanding FlexRIDE service areas as well as transportation based in rural areas, better information sharing and provision of training, development of a uniform integrated trip booking and scheduling platform and implementation priority is to improve existing and create additional travel options. Some strategies under this option include service improvements for nonprofit transportation providers and expansion of door to door transportation options. Currently, door to door services are not offered by RTC and are best left to the nonprofit sector. For some quick context, that type of service oftentimes includes another personal care attendant that will arrive at the origin of the passenger, and actually go into the home and/or assist them out of the building, down the steps or walkway and into the vehicle, then transport them to their destination, whether that be a grocery store or medical office. Assist them out of the vehicle, into the building and then actually to the doctor's office in this case. So again, not a service currently offered by RTC, but something that is needed and desired.

The draft CTP was presented to the RTC, TAC, and CMAC, as well as the Senior Coalition of Washoe County. Looking ahead, staff will incorporate final comments from the public RTC's advisory committees and members of the board into a final version, which is anticipated to be adopted in January. Comments will be accepted through December 24th, 2024 and can be submitted to staff and the full draft CTP can be viewed on RTC's website.

One change in particular that I want to mention is that the final plan, which will be brought back to the board in January for potential adoption, will include a change to Table 6.2 on page 69 of the draft plan. This will change what's shown in the table from what currently exists there to showing only the biennial 5310 equivalent program grant funding the amount of \$1,151,752, which was available for this most recent FY 22-23 biennium. The FY 24-25 call for projects is anticipated this summer of 2025. After adoption, anticipated again during the January meeting, FTA 5310 and RTC 5310 equivalent program funding will be utilized according to the priorities established in the CTP.

Vice Chair Hill, thank you, this is great, and I appreciate the presentation. On additional funding, I'm just looking to you, Bill. Is this where you're thinking RTC needs to look at taxing other revenue sources that we're not getting through the gas tax? Is that the thought?

Bill Thomas, RTC Executive Director, without digging deeper into what you hear all the time, we can always use more money. There are some challenges that this particular plan addresses that go deeper than what we can do. What I mean by that is with our public transportation program, we always have to look at that we only have so many dollars, we only have so many buses and we only have so many drivers. How do I prioritize this particular group? We can certainly go back and look at if there are funding sources right now because it's federally funded. That's kind of the driver of how much we invest in this particular program, but what we're going to be doing, which I share with the whole board, is we're going to really be looking deeply at the plan at your retreat in March at public transportation. This would be a good thing to put in the mix to say, okay, if there are funding sources, what would they be? If there aren't, then what is the prioritization of other things we can't do if we do that? With sales tax, we do have a cap in terms of how much we get that's driven by the rate more than what our needs are. I guess my answer is we will look at it holistically at your board retreat in March, but if you want something more urgent than that, certainly we can bring it back. I don't know that we'll have any answers by then, though.

Vice Chair Hill, that's great. Under the funding sources outlined, I didn't see funding for Incline Village and Senior Transit up there, is that through this funding source or is that separate?

Susie Trinidad, ADA Paratransit Administrator, every year RTC budgets for senior transportation for Washoe County, Incline, Gerlach, and also Pyramid Lake. That money comes from sales tax funding, but it's not included on the CTP.

Commissioner Reese, Mr. Dollarhide, thank you for the excellent presentation. There was an emailed public comment from Michael Gawthorpe. It was about the elimination of Route 6 and 16 and then more movement towards FlexRIDE. Is this the type of public comment that you would take into this report, and it would be incorporated into it? I'm just trying to figure out where that plays into the public engagement and outreach.

Graham Dollarhide, thank you for passing that along. Comments specific to fixed route changes would be more appropriate for our TOPS plan, but we did mention FlexRIDE in this report.

## ***Item 6            REPORTS (Informational Only)***

### **6.1    RTC Executive Director Report**

1. Congratulations to the board members on your reappointment.
  - We appreciate your work at the RTC and we're looking forward to the next year under your leadership. Next month, you will elect a new Chair and Vice Chair. The bylaws require that the new Chair will come from the Washoe County Board of Commissioners. In two years, the board will elect a Commissioner who represents the City of Reno. Because of that, it has been practice that the board elects a Commissioner from that entity to be the Vice Chair, this time around.
2. One of our priorities this past year was to improve lines of communication between public transit staff and the Keolis drivers and mechanics.
  - We recently conducted a survey of employees and staff – and we met with union stewards to discuss issues with routes and schedules. That led to next month's changes to the Routes 5 and 7 weekend schedules because these were their highest priorities. The stewards are surveying the drivers for additional suggestions. Keolis will hold an employee town hall meeting early next year with RTC staff to continue the open communication between our groups.
3. Ridership continues to increase on our fixed bus routes.
  - We are now at 28 straight months of ridership. We hope this trend continues into the new year. Reliability, frequency, and experienced bus drivers are some of the reasons for this success. We're also doing more outreach in the Spanish-speaking community. Thank you, Jim Gee, the Public Transportation Department, and Keolis for your hard work to make this happen.
4. The RTC will provide free public transportation for anyone this New Years Eve – from 6 p.m. to 2 a.m.
  - Public transit is a great option for people who plan on going out to celebrate the new year. Not only does it relieve congestion and parking challenges but it's a great way for people to get home safely if they've been drinking. We are also encouraging people to have a designated driver or take a cab, Uber, or Lyft if they're under the influence of alcohol.
5. Last Thursday, we held our annual Stuff A Bus Holiday Food Drive.
  - We had a great turnout from the community who filled the bus with non-perishable food and cash donations. We delivered the bus to the "KTVN Share Your Christmas Food Drive" Friday, which all went to the Food Bank of Northern Nevada. We are very proud to help our neighbors who are struggling to put food on the table, especially during the holidays. This year, we also accepted gifts for the Toys for Tots Program. Thank you to all our staff who volunteered and donated to these causes.

6. I am pleased to announce our newest employee.
  - Shay League joined the RTC Planning Department on November 18th as our new Senior Technical Planner. Shay is a U.S. Navy Veteran and has a Bachelor of Science in Planning from Arizona State University. She has experience in urban planning and project management. She's on track to receive her American Institute of Certified Planners certification in 2025. Shay most recently worked as a Senior Planner for the City of Fernley.
7. Congratulations to Jim Gee on his fifth anniversary at RTC.
  - Jim has done a great job in the Public Transportation Department during his tenure here. He took over as the PTO Director one year ago and has been very successful in his new role.
8. I would also like to congratulate James Ross and Sai Sun for completing their first year at RTC.
  - James is one of our Facilities Maintenance Specialists. Sai is our Transit Planner. Thank you both for your effort and keep up the good work.
9. The MTM Employee of the Month is Gerald VanJohnson.
  - Gerald transferred to Reno nine years ago after working as a paratransit driver in Las Vegas, so he's quite the novice. Clients cherish Gerald and request his services more than any other driver. He is the epitome of a safe and professional driver. He always has encouraging words for everyone – both colleagues and clients. Gerald is always reliable and never misses a day of work. In his spare time, he enjoys going for walks and reading.
10. The Keolis Driver of the Month is Thomas Parsons.
  - Thomas has worked as a bus operator for Ride since July of 2006. His accomplishments in November consist of 96% on-time performance, zero preventable accidents, and no customer complaints. Thomas may not be the loudest voice in the room, but his focus and dedication speak volumes. He's a huge LA Dodgers fan and loves to watch them play.

Lastly, I would like to wish everyone a Merry Christmas and a Happy New Year.

## **6.2 RTC Federal Report**

Paul Nelson, RTC Government Affairs Officer. Congress has quite a bit of legislation to deal with as the new year approaches. Top of mind right now is the deadline today to Agree on a spending package to avoid the government shutdown. Speaker Johnson says they do have a plan in place to avert that shutdown. A CR would fund the government until March 14th. Some of the provisions would likely include 100% federal funding for the Francis Scott Key Bridge, and billions of dollars in emergency relief programs. The debt ceiling will be reinstated January 2nd, so Congress will either have to raise or suspend the debt ceiling by summer to avoid a global financial crisis.

The Senate will be dealing with confirmation hearings for Trump's cabinet, and both chambers will likely be working on legislation to repeal parts of the Inflation Reduction Act and expand the 2017 tax cuts. The Government Accountability Office recently reviewed DOT's fiscal year 22 evaluations of the Bridge Investment Program. It found that DOT didn't always document evaluations against merit review or how it reached a consensus on reviews. Geo recommended that DOT improve instructions for reviewers on these issues.

The Supreme Court heard arguments on a case involving a Utah rail line that's been halted over environmental concerns. The reason this could have an impact is because it really could have implications for how environmental reviews are done in the future and the court will likely issue a ruling in June.

Congressman Crawford has dropped out of the race for TNI chair, so Chairman Sam Graves will be running unopposed and will retain the gavel. DOT will redistribute unobligated balances to State DOTs under the formula for the BG program. It will also determine the unobligated TIFIA amounts during the next two fiscal years, and put that funding into the BG program as well.

### **6.3 NDOT Director Report**

NDOT Deputy Director Sajid Sulahria gave a presentation and a summary on the following topics:

- Upcoming closure of Stoker Avenue – West Reno
- U.S. 395 North Valleys Construction Update
- December 9, 2024 Earthquake – 25+ Bridges Inspected and No Earthquake Damage Found
- Regional Staffing Levels – Decreased Vacancies in District 2/Northwestern Nevada - Green
- Happy Holidays to Everyone

#### ***Item 7 COMMISSIONER ANNOUNCEMENTS AND UPDATES***

Mayor Schieve, on the discussion of horse fencing for safety. NDOT recognized the problem and put in about \$300,000, I appreciate you so much, thank you. The City put in close to \$1 million to get this fence going and we are now this close to getting it done. There is a gap of \$50,000 and I would love for this board to put it on their next agenda to vote on that so we could get the fence done, as it is about safety.

#### ***Item 8 PUBLIC INPUT***

Chair Lawson opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda.

Mr. Mark Markel, local resident who was injured by a drunk driver, would like everyone to be aware of the dangers of drunk driving and to please use a designated driver and do not get behind the wheel intoxicated.

#### ***Item 9 ADJOURNMENT***

There being no further business to come before the Board, the meeting was adjourned at 10:16 a.m.

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ED LAWSON, Vice Chair  
Regional Transportation Commission

**\*\*Copies of all presentations are available by contacting Michelle Kraus at [mkraus@rtcwashoe.com](mailto:mkraus@rtcwashoe.com).**



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.2.1

To: Regional Transportation Commission

From: Christian Schonlau, Director of Finance/CFO

**SUBJECT: Procurement Activity Report**

**RECOMMENDED ACTION**

Acknowledge receipt of the monthly Procurement Activity Report.

**BACKGROUND AND DISCUSSION**

See Attachment A for Background and Discussion.

**FISCAL IMPACT**

There is no fiscal impact related to this action

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.

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## ATTACHMENT A

### PROJECTS CURRENTLY ADVERTISED

<b><u>Invitations for Bids (IFB)</u></b>	
<b>Project</b>	<b>Due Date</b>
Mill Street Construction	January 30, 2025

<b><u>Request for Proposals (RFP)</u></b>	
<b>Project</b>	<b>Due Date</b>
N/A	

### REPORT ON INVITATION FOR BID (IFB) AWARDS

*Per NRS 332, NRS 338 and RTC's Management Policy P-13 "Purchasing," the Executive Director has authority to negotiate and execute a contract with the lowest responsive and responsible bidder on an Invitation for Bid (IFB) without Commission approval.*

<b>Project</b>	<b>Contractor</b>	<b>Award Date</b>	<b>Contract Amount</b>
Veterans Parkway ITS	Titan Electric	12/23/2024	\$1,682,550

### PROFESSIONAL SERVICES/CONSULTING AGREEMENTS

*Per RTC's Management Policy P-13 Executive Director has authority to approve contracts greater than \$25,000 and less than (or equal to) \$100,000.*

<b>Project</b>	<b>Contractor</b>	<b>Contract Amount</b>
N/A		

### CHANGE ORDERS AND CONTRACT AMENDMENTS WITHIN EXECUTIVE DIRECTOR'S RTC'S P-13 PURCHASING POLICY AUTHORITY

<b>Project</b>	<b>Contractor</b>	<b>Approval Date</b>	<b>CO / Amend. Number</b>	<b>CO / Amend. Amount</b>	<b>Revised Total Contract Amount</b>
SR-2961 Reno XHE40 (6 bus purchase)	New Flyer of America	12/6/2024	CO2	\$44,686	\$8,516,559
Hydrogen Fuel Cell Electric Bus and Infrastructure	Krueger Transport LLC	12/26/2024	Amend. 4	\$72,409	\$252,409



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.2.2

To: Regional Transportation Commission

From: Vanessa Lacer, Planning Director

**SUBJECT: Planning Activity Report**

**RECOMMENDED ACTION**

Acknowledge receipt of the monthly Planning Activity Report.

**BACKGROUND AND DISCUSSION**

See Attachment A for Background and Discussion.

**FISCAL IMPACT**

There is no fiscal impact related to this action.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.

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## PLANNING STUDIES

<b>Neighborhood Network Plans 1 &amp; 2</b>	
Marquis Williams, Project Manager	<a href="https://rtcwashoe.com/planning/active-transportation-plan/">https://rtcwashoe.com/planning/active-transportation-plan/</a>
<i>Status: Initial outreach completed for the first of two Neighborhood Network Plans, with subsequent meetings for both plans scheduled for January, February, and March of 2025.</i>	

<b>RTC Regional Travel Demand Model Update</b>	
Xuan Wang, Project Manager	<a href="https://www.rtcwashoe.com/mpo-reports/model2023/">https://www.rtcwashoe.com/mpo-reports/model2023/</a>
<i>Status: The project team completed the model calibration. Model runs were conducted for RTP analysis.</i>	

<b>RTC Regional Transportation Plan Update</b>	
Vanessa Lacer, Project Manager	<a href="https://rtcwashoe.com/planning/regional-planning/rtp/">https://rtcwashoe.com/planning/regional-planning/rtp/</a>
<i>Status: The draft plan is available for review and public comment from January 3 to February 1, 2025 at <a href="https://rtcwashoe.com/planning/regional-planning/rtp/">https://rtcwashoe.com/planning/regional-planning/rtp/</a></i>	

## ONGOING PROGRAMS

<b>Data Collection Program</b>	
Xuan Wang, Project Manager	<a href="https://d1m.maps.arcgis.com/apps/mapviewer/index.html?webmap=06f3673e1e40454cbabbb57e67b424e2">https://d1m.maps.arcgis.com/apps/mapviewer/index.html?webmap=06f3673e1e40454cbabbb57e67b424e2</a>
<i>Status: Data collection started for scheduled sites. Continue to identify sites for data collection.</i>	

<b>Active Transportation Program</b>	
RTC Planning and Engineering Staff	<a href="https://www.rtcwashoe.com/metropolitan-planning/">https://www.rtcwashoe.com/metropolitan-planning/</a>
<i>Status: First Active Transportation Technical Advisory Committee (AT-TAC) meeting scheduled tentatively for January 2025.</i>	

<b>Vision Zero Truckee Meadows</b>	
RTC Planning Staff	<a href="https://visionzerotruckeemeadows.com/">https://visionzerotruckeemeadows.com/</a>
<i>Status: SS4A planning funds totaling \$1.2 million in federal dollars awarded with agreement kickoff meeting held 12/4/24. Once executed, staff will release an RFP for consultant support in the development of a Comprehensive Safety Action Plan and a predictive safety tool for use in developing future roadway projects. Next Vision Zero Truckee Meadows Task Force meeting scheduled for early in calendar year 2025.</i>	



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.2.3

To: Regional Transportation Commission

From: Dale Keller, Director of Engineering

**SUBJECT: Engineering Activity Report**

**RECOMMENDED ACTION**

Acknowledge receipt of the monthly Engineering Activity Report.

**BACKGROUND AND DISCUSSION**

See attachment for Background and Discussion.

**FISCAL IMPACT**

There is no fiscal impact related with this action.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.

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# RTC Engineering Monthly Report

## Active Transportation Projects

### Biggest Little Bike Network

Sara Going, Project Manager

<https://rtcwashoe.com/projects/biggest-little-bike-network/>

**Status:** The public comment period for the 30% project design concepts ended on October 21, 2024. The project team will review comments as it further develops the project design.

### Eagle Canyon Safety and Operations

LaShonn Ford, Project Manager

<https://rtcwashoe.com/projects/eagle-canyon-safety-and-operations/>

**Status:** The project design has reached 90% design.

## Capacity/Congestion Relief Projects

### Buck Drive Circulation

Maria Paz Fernandez, Project Manager

<https://rtcwashoe.com/projects/buck-drive-circulation/>

**Status:** Kimley Horn & Associates is the selected firm for design and construction engineering services. Ongoing coordination with City of Reno staff. Sixty percent (60%) design plans are expected to be shared with City of Reno by January 2025. Construction is tentatively scheduled for spring 2025.

### Butch Cassidy Drive Extension

Kimberly Diegle, Project Manager

<https://rtcwashoe.com/projects/butch-cassidy-drive-extension/>

**Status:** Preliminary design is underway.

### Geiger Grade Road Realignment

Kimberly Diegle, Project Manager

<https://rtcwashoe.com/projects/geiger-grade-road-realignment/>

**Status:** RTC has begun the feasibility study for the project.

### Legends Roundabouts

Sara Going, Project Manager

<https://rtcwashoe.com/projects/legends-roundabouts/>

**Status:** The project is currently under design.

### Military Road Capacity & Safety

Austin McCoy, Project Manager

<https://rtcwashoe.com/projects/military-road-capacity-safety/>

**Status:** The RTC, in cooperation with the City of Reno, is in the final design phase for the project.

## North Valleys North Virginia Street Capacity

Garrett Rodgers, Project Manager

<https://rtcwashoe.com/projects/north-valleys-north-virginia-street-capacity/>

**Status:** Project is just getting started and looking at early scoping and schedule items. Currently performing survey, geotechnical investigations, hydrology/hydraulics analysis, traffic modeling and preliminary engineering. Preliminary engineering has progressed to 30% Design.

## Pembroke Drive Capacity & Safety

Maria PazFernandez, Project Manager

<https://rtcwashoe.com/projects/pembroke-drive-capacity-safety/>

**Status:** Nichols Consulting Engineers (NCE) was the selected design consultant. Preliminary design alternatives were updated to include widening to two (2) lanes in each direction. Sixty percent (60%) design plans are expected to be submitted to the City of Reno in January 2025.

## Pyramid Highway Operations Improvements

Jessica Dover, Project Manager

<https://rtcwashoe.com/projects/pyramid-highway-operations-improvements/>

**Status:** 30% design complete Winter 2024

## Pyramid Improvement Phase 1

Amanda Callegari, Project Manager

<https://rtcwashoe.com/projects/pyramid-highway-us-395-connection-project/>

**Status:** The Nevada Department of Transportation (NDOT) is performing the construction administration of Phase 1 of the overall Pyramid/395 Connector (NDOT Contract 3948). Construction began May 1, 2023 and is anticipated to take approximately 2 years to complete. Information regarding public meetings, project details, and construction updates can be found on the project website [www.pyramidhighway.com](http://www.pyramidhighway.com). Additionally information can be found on either the RTC or NDOT websites.

## Pyramid Wy, Sparks Blvd, Highland Ranch Pkwy Intersection

Austin McCoy, Project Manager

<https://rtcwashoe.com/projects/pyramid-way-sparks-boulevard-highland-ranch-intersection/>

**Status:** Preliminary design and data collection has begun. This project involves providing 60% level design for the Pyramid/Sparks Interchange as well as preliminary (30%) design of the Connector (the new roadway from Pyramid Highway to US 395), identified as Phase 3 in the draft phasing plan of the FEIS.

A packaging plan and phasing evaluation will be conducted for the overall Pyramid Highway/US 395 Connector project to better address potential funding availability for construction implementation. Traffic modeling and analysis will be utilized in a scenario approach to support the packaging and phasing effort alongside public involvement and a National Environmental Policy Act (NEPA) compatibility review.

## S Virginia Street & I-580 Exit 29 Capacity & Safety

Maria PazFernandez, Project Manager

<https://rtcwashoe.com/projects/south-virginia-street-and-i-580-exit-29-capacity-and-safety/>

**Status:** Construction is substantially completed as of December 9, 2024.

Due to weather, during the Spring 2025, landscape and other miscellaneous items will be finalized.

Traffic signal at I-580 exit 29 northbound off-ramp is expected to be operational by the end of December 2024.

## South Meadows Traffic Enhancements

Austin McCoy, Project Manager

<https://rtcwashoe.com/projects/south-meadows-traffic-enhancements/>

**Status:** Construction is complete. Thank you for your patience during this project.



## Sparks Boulevard Capacity Improvement

Garrett Rodgers, Project Manager

<https://rtcwashoe.com/projects/sparks-boulevard-capacity-improvement-greg-street-to-baring-boulevard/>

**Status:** The Federal Highway Administration (FHWA) approved a Finding of no Significant Impact (FONSI) in March 2024 regarding the Environmental Assessment (EA) for this project. Project team is advancing design for the segment of the project between I-80 and Baring Blvd (Phase 2).

More information is available at SparksBlvdProject.com.

Construction is complete for the southern segment (Phase 1) of the project, between Greg St and I-80.

## Steamboat Parkway Improvement

Garrett Rodgers, Project Manager

<https://rtcwashoe.com/projects/steamboat-parkway-improvement-damonte-ranch-pkwy-to-veterans-pkwy/>

**Status:** Project is approaching completion. Remaining scope includes landscaping, decorative lighting, and fire station signal head replacement.

## Vista Boulevard/Disc Drive Intersection Improvement

Alex Wolfson, Project Manager

<https://rtcwashoe.com/projects/vista-boulevard-disc-drive-intersection-improvements/>

**Status:** Project design completed and right of way acquired. Final utility coordination in progress. Construction contract is expected to bid in February 2025 with construction beginning in Spring 2025.

## Corridor Improvement Projects

### Arlington Avenue Bridges NEPA/Design/EDC

Bryan Byrne, Project Manager	<a href="https://rtcwashoe.com/construction-projects/arlington-avenue-bridges-project/">https://rtcwashoe.com/construction-projects/arlington-avenue-bridges-project/</a>
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**Status:** Project is tentatively scheduled for construction to begin May of 2025.

For additional information please visit: [ArlingtonBridges.com](http://ArlingtonBridges.com)

### Keystone Ave Bridge Replacement

Sara Going, Project Manager	<a href="https://rtcwashoe.com/projects/keystone-avenue-bridge-replacement/">https://rtcwashoe.com/projects/keystone-avenue-bridge-replacement/</a>
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**Status:** The Feasibility Study was completed in August 2024. The team will soon advance the project into Preliminary Design.

### Lemmon Drive Traffic Improvements and Resiliency

Bryan Byrne, Project Manager	<a href="https://rtcwashoe.com/projects/lemmon-drive-traffic-improvements-and-resiliency/">https://rtcwashoe.com/projects/lemmon-drive-traffic-improvements-and-resiliency/</a>
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**Status:** The project is actively advancing in completing the necessary NEPA studies. The project team is working to address public input into the design. Team is progressing into the 60% design phase of the project. More information can be found on the projects website at <https://northvalleysimprovements.com/>

### McCarran Boulevard Safety and Operational Improvements

Jessica Dover, Project Manager	<a href="https://rtcwashoe.com/projects/mccarran-boulevard-safety-and-operational-improvements/">https://rtcwashoe.com/projects/mccarran-boulevard-safety-and-operational-improvements/</a>
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**Status:** Project Prioritization Phase underway. The Prioritization Working Group (PWG) has been established to assist in coordination efforts between RTC, NDOT and Local Agencies. The PWG is currently reviewing:  
proposed future projects; and prioritization model criteria. Conceptual Engineering anticipated Spring 2025.

### Mill Street Capacity & Safety

Kimberly Diegle, Project Manager	<a href="https://rtcwashoe.com/projects/mill-street-capacity-and-safety/">https://rtcwashoe.com/projects/mill-street-capacity-and-safety/</a>
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**Status:** Final design is complete and the project will advertise for construction in January 2025 for the Mill Street improvements. Please visit [www.MillStreetWidening.com](http://www.MillStreetWidening.com) for additional information.

## Oddie / Wells Corridor Multi-Modal Improvements

Maria PazFernandez,	<a href="https://www.senserashsystems.com/public/cameras/oddiewellsproject">https://www.senserashsystems.com/public/cameras/oddiewellsproject</a>
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**Status:** Project is substantially completed.

Punchlist and landscape maintenance work being performed with intermittent lane/shoulder closures.

## Sierra Street Bridge Replacement

Bryan Byrne, Project Manager	<a href="https://rtcwashoe.com/projects/sierra-street-bridge-replacement/">https://rtcwashoe.com/projects/sierra-street-bridge-replacement/</a>
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**Status:** The design team is working on the 60% design, expected submittal is May 2025. The project is also transitioning to a CMAR (Construction Manager at Risk) delivery method, which will engage a contractor during the design phase to enhance collaboration. For more details, visit the project website at [www.sierrastreetbridge.com].

## Sun Valley Boulevard Corridor Improvements - Phase 2

Jessica Dover, Project Manager	<a href="https://rtc2023.wpengine.com/construction-projects/sun-valley-boulevard-corridor-improvements-phase-2/">https://rtc2023.wpengine.com/construction-projects/sun-valley-boulevard-corridor-improvements-phase-2/</a>
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**Status:** NCE is continuing preliminary design efforts; 30% design is anticipated Spring 2025

## West Fourth Street Downtown

Scott Gibson, Project Manager	<a href="https://rtcwashoe.com/projects/west-fourth-street-downtown/">https://rtcwashoe.com/projects/west-fourth-street-downtown/</a>
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**Status:** Wood Rodgers 60% design plans have been completed and submitted to the city of Reno and utilities for review.

## West Fourth Street Safety

Scott Gibson, Project Manager	<a href="https://rtcwashoe.com/projects/west-fourth-street-safety/">https://rtcwashoe.com/projects/west-fourth-street-safety/</a>
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**Status:** 90% design plans have been completed and RTC continues working with NDOT to complete reports for the environmental review. ROW activities are also underway.

## Pavement Preservation Projects

### 2025 Bridge Maintenance

Scott Gibson, Project Manager

<https://rtcwashoe.com/projects/2025-bridge-maintenance/>

**Status:** A field visit with the City of Reno was held to identify design issues for each bridge. HDR is working on 60% plans for this project. Construction is not anticipated until Spring 2025.

### Arrowcreek/Wedge Rehabilitation

Jessica Dover, Project Manager

<https://rtcwashoe.com/projects/arrowcreek-parkway-wedge-rehabilitation/>

**Status:** 50% design complete, 90% design is underway

### La Posada Corrective

Bryan Byrne, Project Manager

<https://rtcwashoe.com/projects/la-posada-corrective-project/>

**Status:** The project will begin data gathering and progress towards a 50% design package.

### Las Brisas and Los Altos Resurfacing

Jessica Dover, Project Manager

<https://rtcwashoe.com/projects/las-brisas-and-los-altos-resurfacing/>

**Status:** Work on Las Brisas BLVD and Los Altos PKWY has reached Final Completion. Project Close out activities underway

### Meadowood Rehab

Garrett Rodgers, Project Manager

<https://rtcwashoe.com/projects/meadowood-rehab/>

**Status:** Team is addressing 100% design submittal comments and progressing the final design submittal. Right-of-Way process is on-going.

## Prater Way Rehabilitation

Kimberly Diegle, Project Manager

<https://rtcwashoe.com/projects/prater-way-rehabilitation/>

**Status:** Data collection of the existing conditions is underway. Analysis of corridor configuration alternatives will follow in the fall/winter.

## Raleigh Heights Rehabilitation

Austin McCoy, Project Manager

<https://rtcwashoe.com/projects/raleigh-heights-rehabilitation/>

**Status:** Sierra Nevada Construction and the RTC have completed major construction items.

## Traffic Engineering/ITS

### Veterans Parkway ITS

Austin McCoy

<https://rtcwashoe.com/projects/veterans-parkway-its/>

The project is currently being advertised for bids.

### Traffic Signal Modifications 23-01

Sara Going

<https://rtcwashoe.com/projects/traffic-signal-modifications-23-01/>

Summit Line Construction, Inc. began construction in July 2024. Work will continue through November 2024.

### Veterans Roundabout Modifications

Jessica Dover

<https://rtcwashoe.com/projects/veterans-roundabout-modifications/>

Final design anticipated early 2025

### Traffic Signal Timing 7

Alex Wolfson

<https://rtcwashoe.com/projects/traffic-signal-timing-7-project/>

New timing plans will be implemented in January for the following corridors:

- Wells Avenue between Interstate 80 and Sutro Street
- Oddie Boulevard between Sutro Street and Pyramid Way

The next corridors planned for retiming will be:

- South McCarran Blvd between Skyline Blvd and Airway Dr
- Sparks Blvd between Greg St and Los Altos Pkwy (adaptive signal timing test)
- South Virginia St between Longley Ln and US-395

### Traffic Signal Modifications 24-01

Sara Going

<https://rtcwashoe.com/construction-projects/traffic-signal-modifications-24-01/>

Sierra Nevada Construction has completed work on the Midtown portion of the project. Construction will resume in the spring on McCarran & 7th Street and Sparks sites.

### Traffic Signal Modifications (TSM) 25-01

LaShonn Ford

<https://rtcwashoe.com/projects/traffic-signal-modifications-25-01/>

Final design is underway.

### Sparks Intelligent Corridors

Alex Wolfson

<https://rtcwashoe.com/projects/sparks-intelligent-corridor/>

Communication improvements have been completed at all the applicable traffic signals. The dynamic traffic signal timing test on Sparks Blvd will go live after New Years Day and the virtual messaging test will go live shortly after that.

### Vista Boulevard/Prater Way ITS

Garrett Rodgers

<https://rtcwashoe.com/projects/vista-boulevard-prater-way-its/>

Design of project started in July 2023. 100% design submittal review is complete. Team is advancing necessary permits for project advertisement.

### Sparks/Ion Traffic Signal

LaShonn Ford

<https://rtcwashoe.com/projects/sparks-boulevard-ion-drive-traffic-signal/>

Preliminary design is underway.

## Traffic Signal Fiber 25-01

Austin McCoy

<https://rtcwashoe.com/projects/traffic-signal-fiber-25-01/>

RTC's consultant, Kimley-Horn and Associates, Inc., is working through final design.



## Other Projects

### Virginia Line BRT Improvements

Kimberly Diegle, Project Manager

<https://rtcwashoe.com/projects/virginia-line-brt-improvements/>

**Status:** Final design and right of way process is underway for this project. NV Energy is proceeding with an overhead to underground utility relocation project, anticipated to start in early 2025.

**REPORT ON NEGOTIATED SETTLEMENT AGREEMENTS FOR THE ACQUISITION OF PROPERTY**

<b>Project</b>	<b>Property Owner</b>	<b>Purchase Amount</b>	<b>Amount Over Appraisal</b>
Sparks Boulevard Improvement	SFP-B Limited Partnership	\$12,218.00	\$0
Sparks Boulevard Improvement	SREIT Sparks Business Center, L.L.C.	\$1,425.00	\$4,575.00
Sparks Boulevard Improvement	VM Properties Sparks, LLC	\$161,130.00	\$0
Sparks Boulevard Improvement	Washoe County School District	\$150,971.00	\$0

**CONTRACTS UP TO \$100,000**

<b>Project</b>	<b>Vendor</b>	<b>Scope</b>	<b>Amount</b>
Boomtown Garson Pedestrian Tunnel	Horrocks, LLC	Design services in connection with modifying the existing pedestrian tunnel under Boomtown Garson Road to accommodate roadway widening to be performed by NDOT	\$80,121.00
Sun Valley Community Gateway PROTECT Grant	Jacobs Engineering Group, Inc.	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Support	\$39,770.00



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.2.4

To: Regional Transportation Commission

From: James Gee, Public Transportation and Operations Director

**SUBJECT: Public Transportation and Operations Activity Report**

**RECOMMENDED ACTION**

Acknowledge receipt of the monthly Public Transportation and Operations report for December.

**BACKGROUND AND DISCUSSION**

See attachment for Background and Discussion.

**FISCAL IMPACT**

There is no fiscal impact related to this action.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.

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**BACKGROUND AND DISCUSSION**

**ATTACHMENT A**

**Highlights -**

**RTC Provided Free Transit Services on New Years Eve** – On Tuesday, December 31, RTC offered free transit service on New Year’s Eve to help the community to celebrate responsibly and keep our roads safe.

**RTC RIDE Key Highlights – December**

- 4 trainees released to Operations for revenue service
- Driver of the Month: *Thomas Parsons*
- 99% service hours and trips delivered

**Driver Bid for 2025 January Service Change**

- Stuff a Bus, Holiday Food Drive 12/12 & 12/13
- Employee Engagement:
  - 12/18 Ugly Sweater, and pizza
  - Festive Hats approved for the month of December
- 0 new Grievances filed, and 0 settled, No new ULP’s



**Keolis represented staffing headcount as of December 31, 2024:**

<b>Position</b>	<b>Total Employed</b>	<b>#Needed</b>
Coach Operator Trainees	17	0
Coach Operators	171	15
Dispatchers	6	0
Road Supervisors	4	0
Mechanic A	5	0
Mechanic B	4	0
Mechanic C	4	0
Facilities Technician	2	0
EV Technician	1	0
Utility Worker	11	0
Electronics Tech	2	0
Body Technician	1	0



**RTC ACCESS Key Highlights – December**

**Classes:** One class held on 12/10/2024, 4 hired ~ 1 in training

**Safety:**

- **Accidents:**
  - 1 preventable
  - 0 non-preventable
- **Incidents**
  - 0
- **Injuries:**
  - 1
- **YTD Preventable Accident Count:** 20
- **YTD Injury Count:** 6
  
- **December Safety Blitz'**
  - Find the Elf Security / Pre-Trip, Potluck, and safety signs on sticks.
- **December Safety Meeting**
  - The Mark and Run/Hide/Fight Security Videos.

**MTM represented staffing headcount as of December 30, 2024:**

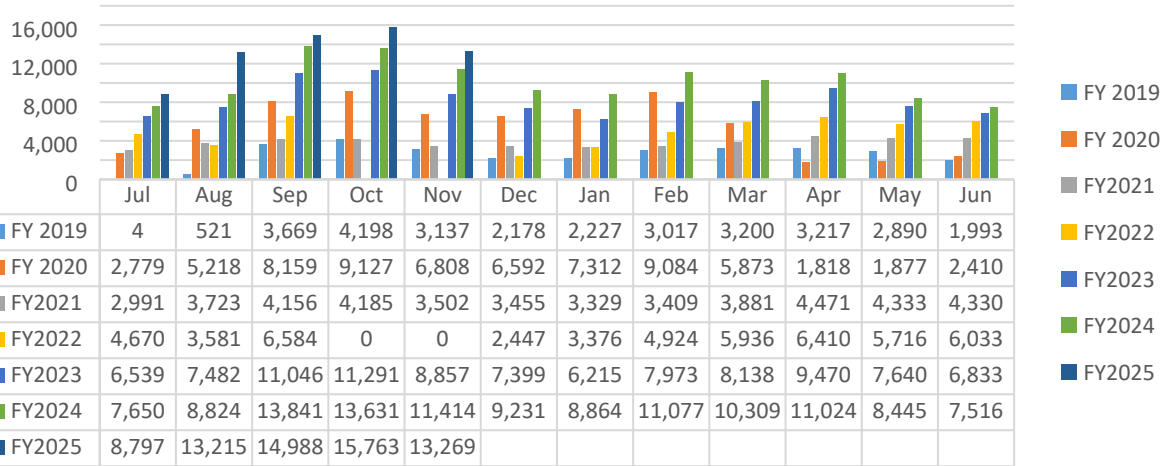
<b>Position</b>	<b>Total Employed</b>	<b>#Needed</b>
Drivers	53FT – 2PT	9FT – 0 PT
Dispatchers	4 FT	0
Reservationists	3.5 FTE's	1
Mechanic A	4 FT	0
Maintenance Technician	1	0
Utility Worker	1	0

**TRANSIT DEMAND MANAGEMENT (TDM) Update**

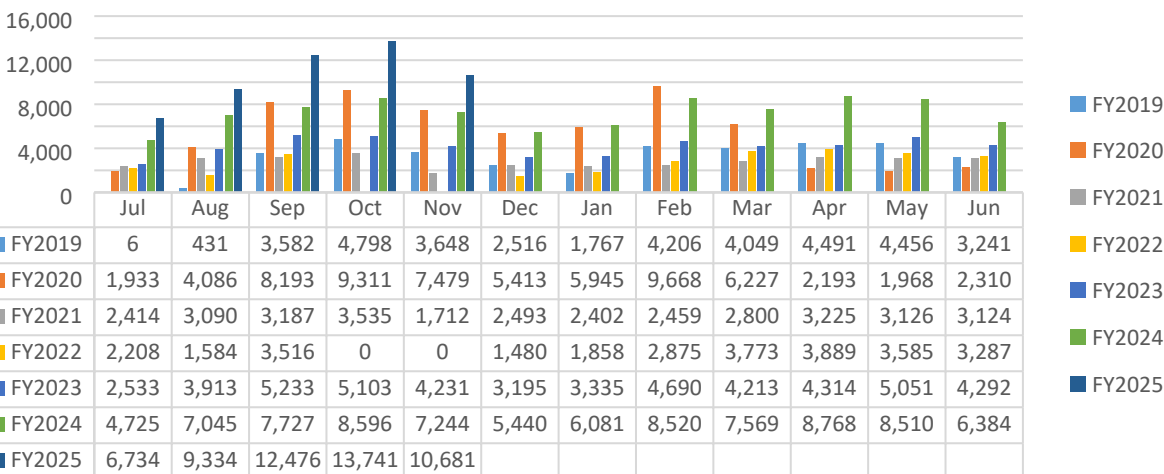
- Vanpools increased to 333 as staff added a vanpool to Mt. Rose and 2 at Palisades Tahoe. Staff is continually working with Lake Tahoe residents to start more vanpools and has some promising leads. Both the Truckee North Tahoe TMA (Transportation Management Association) and South Shore TMA have received grants to give further subsidies to support and assist vanpools. Staff is working with a group in Tahoe to increase the number of vans going to the Lake. Currently 27 vans are serving the Lake Tahoe area.
- Staff meets weekly with RTC's marketing consultant Celtis to discuss deliverables for the ED Pass program. RTC staff will be tabling events at UNR basketball games in the next 2 months. RTC will give away t-shirts to students featuring the Virginia line graphics. Celtis is working on an update to RTC's annual ad in the UNR's Visitor's Guide.
- Staff helped with RTC's Stuff a Bus food drive on December 12<sup>th</sup> at Sam's club.

Ridership numbers from the ED Pass Program through the month of November 2024:

### UNR Ridership by Month



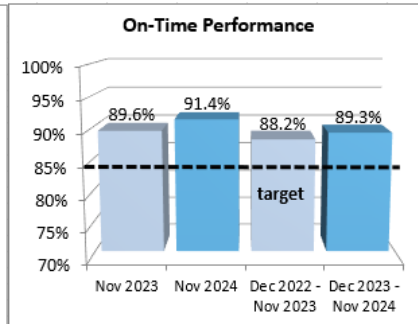
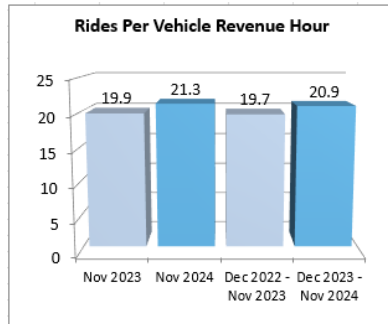
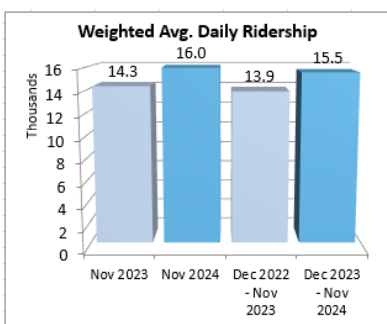
### TMCC Ridership by Month



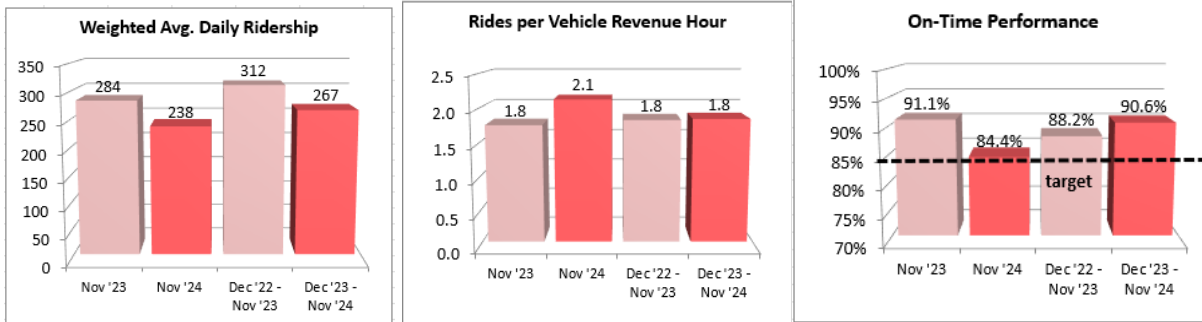
Once again, the program hit all time highs for the month of November with almost 24,000 trips!

### NOVEMBER 2024 TRANSIT PERFORMANCE

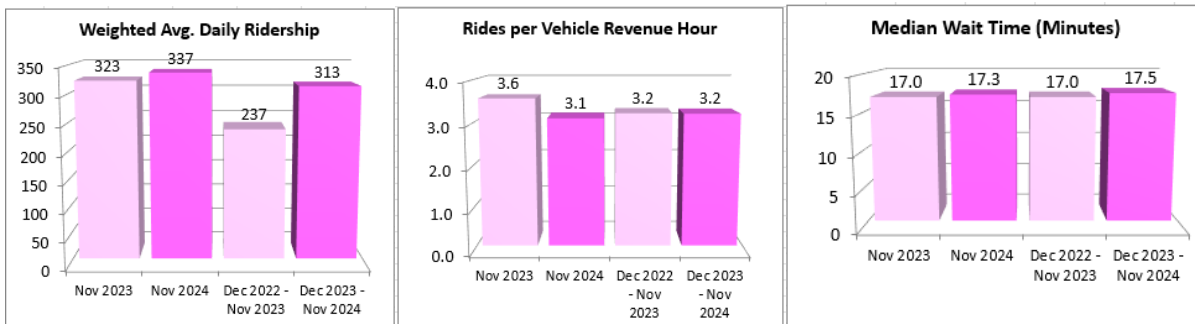
#### RTC RIDE



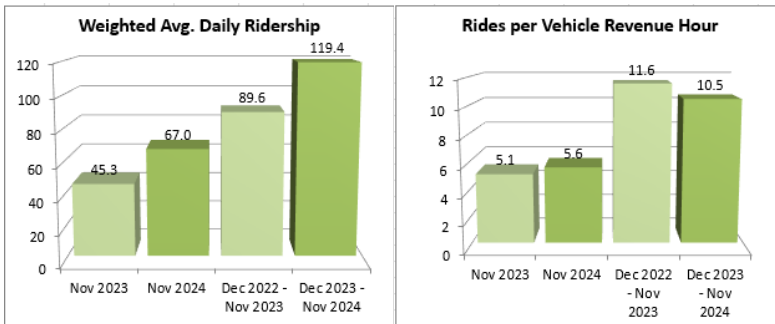
## RTC ACCESS



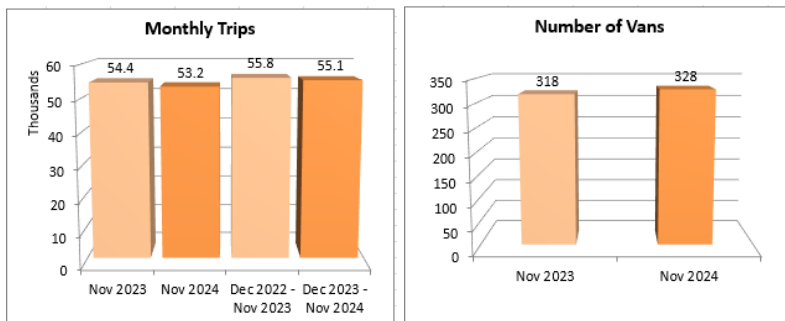
## RTC FlexRIDE



## TART



## RTC VANPOOL





**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.2.5

To: Regional Transportation Commission

From: Josh MacEachern, Public Information Officer

**SUBJECT: Community Outreach and Media Activity Report**

**RECOMMENDED ACTION**

Acknowledge receipt of the monthly Community Outreach and Media Activity Report.

**BACKGROUND AND DISCUSSION**

See attached for Background and Discussion.

**FISCAL IMPACT**

There is no fiscal impact related to this action.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.

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**> RTC Communications  
& Outreach Report  
December 1-31, 2024**



[www.rtcwashoe.com](http://www.rtcwashoe.com)

# > Outreach Activities

*Josh MacEachern, Project Manager*

## Press Releases:

**12.03.24 – Neighborhood Network Plan Pop-up Events**

**12.11.24 – Help RTC Stuff A Bus December 12**

**12.18.24 – New Traffic Signal at South Virginia & I-580**

**12.23.24 – RTC Holiday Hours / Free NYE Transit**

**12.30.24 – Free Safe Rides on NYE**

## Earned Media Mentions:

- **12.03.24 (FOX 11) – Neighborhood Network Plan Pop-Ups**
  - Potential Audience Reach: 1.7M\*
  - Advertising Value Equivalency: \$93k\*
- **12.03.24 (News 4) – Neighborhood Network Plan Pop-Ups**
  - Potential Audience Reach: 1.8M\*
  - Advertising Value Equivalency: \$65k\*
- **12.04.24 (News 4) – Neighborhood Network Plan Pop-Ups**
  - Potential Audience Reach: 1.8k
  - Advertising Value Equivalency: \$40
- **12.04.24 (News 4) – Neighborhood Network Plan Pop-Ups**
  - Potential Audience Reach: 13k
  - Advertising Value Equivalency: \$100
- **12.04.24 (FOX 11) – Neighborhood Network Plan Pop-Ups**
  - Potential Audience Reach: 5.5k
  - Advertising Value Equivalency: \$36
- **12.04.24 (FOX 11) – Neighborhood Network Plan Pop-Ups**
  - Potential Audience Reach: 4.2k
  - Advertising Value Equivalency: \$40

# > Outreach Activities

*Josh MacEachern, Project Manager*

## Earned Media Mentions Continued:

- **12.11.24 (FOX 11) – Stuff A Bus Food Drive**
  - Potential Audience Reach: 16k
  - Advertising Value Equivalency: \$283
- **12.11.24 (News 4) – Stuff A Bus Food Drive**
  - Potential Audience Reach: 987k\*
  - Advertising Value Equivalency: \$35k\*
- **12.12.24 (FOX 11) – Stuff A Bus Food Drive**
  - Potential Audience Reach: 3.8k
  - Advertising Value Equivalency: \$31
- **12.12.24 (FOX 11) – Stuff A Bus Food Drive**
  - Potential Audience Reach: 4.4k
  - Advertising Value Equivalency: \$44
- **12.12.24 (News 4) – Stuff A Bus Food Drive**
  - Potential Audience Reach: 1.6M\*
  - Advertising Value Equivalency: \$42
- **12.12.24 (News 4) – Stuff A Bus Food Drive**
  - Potential Audience Reach: 4.6M\*
  - Advertising Value Equivalency: \$99k\*
- **12.13.24 (News 4) – Stuff A Bus Food Drive**
  - Potential Audience Reach: 4.6k
  - Advertising Value Equivalency: \$46
- **12.30.24 (News 4/FOX 11) – Free Rides for New Years**
  - Potential Audience Reach: 23k
  - Advertising Value Equivalency: \$32
- **12.30.24 (News 4) – Free Rides for New Years**
  - Potential Audience Reach: 204k
  - Advertising Value Equivalency: \$284

# > Outreach Activities

*Josh MacEachern, Project Manager*

## Earned Media Mentions Continued:

- **12.30.24 (News 4) – Free NYE Transit**
  - Potential Audience Reach: 532k
  - Advertising Value Equivalency: \$52
- **12.30.24 (News 4) – Free NYE Transit**
  - Potential Audience Reach: 1.7M\*
  - Advertising Value Equivalency: \$161
- **12.30.24 (FOX 11) – Free NYE Transit**
  - Potential Audience Reach: 1M\*
  - Advertising Value Equivalency: \$57k
- **12.31.24 (News 4) – Free NYE Transit**
  - Potential Audience Reach: 22k
  - Advertising Value Equivalency: \$125
- **12.31.24 (FOX 11) – NYE Transit**
  - Potential Audience Reach: 4k
  - Advertising Value Equivalency: \$26
- **12.31.24 (KOLO 8) – RTC offering free rides for New Years**
  - Potential Audience Reach: 373k
  - Advertising Value Equivalency: \$516
- **12.31.24 (News 4) – NYE Transit**
  - Potential Audience Reach: 1.5M\*
  - Advertising Value Equivalency: \$32k\*



# > Outreach Activities

*Josh MacEachern, Project Manager*

## Public Outreach:

**12.05.24 – Neighborhood Network Plan Pop-up Event (Reno Public Market)**

**12.07.24 – Neighborhood Network Plan Pop-up Event (Reno-Sparks Convention Center)**

**12.12.24 – Stuff A Bus Holiday Food Drive**

**12.31.24 – KOLO 8 In-Studio NYE Free Rides**





















# > Video Production

*Paul Nelson, Project Manager*

- **12.3.24 – Stuff A Bus Holiday Food Drive**
- **12.10.24 – Winter Driving Safety**
- **12.17.24 – West Fourth Street Projects**
- **12.24.24 – New Year’s Eve Free RIDE**
- **12.31.24 – Neighborhood Network Plan**

## Other:

- **12.3.24 – Introducing RTC’s Neighborhood Network Plan**

	<b>The Road Ahead: Neighborhood Network Plan</b> The RTC is looking at 12 different neighborhoods throughout the region to find various ways to improve pedestrian and bicycle facilities. These...	 Public	None	Dec 31, 2024 Published
	<b>The Road Ahead: New Year's Eve Free RIDE</b> The RTC is providing free public transit for everyone on New Year's Eve from 6 p.m. to 2 a.m. Public transportation is a safe and convenient way for people...	 Public	None	Dec 24, 2024 Published
	<b>The Road Ahead: West Fourth Street Projects</b>     	 Public 	None	Dec 17, 2024 Published
	<b>The Road Ahead: Winter Driving Safety</b> The winter months can bring treacherous driving conditions. The Nevada Highway Patrol has some tips for adjusting to slick roads and snowy...	 Public	None	Dec 10, 2024 Published
	<b>Introducing RTC's Neighborhood Network Plans</b> The Regional Transportation Commission (RTC) of Washoe County is continuing to collect public feedback on the Neighborhood Network Plan, a...	 Public	None	Dec 3, 2024 Published
	<b>The Road Ahead: Stuff A Bus Holiday Food Drive</b> The RTC is holding its annual food drive on December 12 at Sam's Club on Kietzke Lane. The Food Bank of Northern Nevada is asking for nonperishabl...	 Public	None	Dec 3, 2024 Published

# > Social Media

*Josh MacEachern, Project Manager*

## Facebook

- Reach: 89.8k
- Content Interactions: 730
- Followers: 4.6k

## Instagram

- Reach: 3.5k
- Content Interactions: 143
- Followers: 2k

## X (Formerly Twitter)

- Followers: 2.2k

## YouTube

- Views: 2.2k (+272%)
- Watch time (hours): 58.4
- Subscribers: 455

## Email Marketing

- Subscribers: 1.4k
- New Years Free Rides (38.8% Opens)



## **REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.2.6

To: Regional Transportation Commission

From: Vanessa Lacer, Planning Director

**SUBJECT: Advisory Committees Report**

### **RECOMMENDED ACTION**

Acknowledge receipt of the Summary Report for the Technical, Citizens Multimodal, and Regional Road Impact Fee Advisory Committees.

### **BACKGROUND AND DISCUSSION**

The RTC has three advisory committees that provide input on a wide range of policy and planning issues as well as key planning documents and the RTC Budget. The committees include:

- The Citizens Multimodal Advisory Committee (CMAC), which includes members from the community. The RTC Board approves appointments to this advisory committee.
- The Technical Advisory Committee (TAC), which includes local public works directors, community development directors, and staff from other key agencies.
- The Regional Road Impact Fee Technical Advisory Committee (RRIF TAC), which was created to oversee and advise the local governments regarding land use classification assumptions and the Capital Improvements Plan (CIP) used in the impact fee program. The RRIF TAC consists of three representatives from each local entity, two RTC representatives, and four private sector members who are appointed by the RTC Board.

The CMAC met on 1/8/2025. Staff provided a presentation on the Draft 2050 Regional Transportation Plan (RTP). The presentation included the importance of the plan, highlighting its role in meeting federal and state requirements, ensuring eligibility for federal funding, and facilitating project implementation. Staff also overviewed Plan contents and methodology including Plan goals, project development, and project prioritization. Questions on this item included what organizations were eligible to submit projects through the RTP call for projects, how RTP survey data was used to inform transit planning, how the projected funding for transit was developed, the purpose of including private projects in the project list, and if the unfunded project list could be used to request more funding from the Legislature or Congressional representatives. Additionally, a suggestion was made to clarify Justice 40 areas on maps included in Chapter 10.

---



The TAC met on 1/09/2025. Staff provided a presentation on the Draft 2050 RTP, including the topics presented to the CMAC. Questions about this item included how projects identified for the Traffic Program were selected and implemented, and how to access the interactive RTP Draft Project Map.

No meeting of the RRIF TAC was held this month.

**FISCAL IMPACT**

There is no fiscal impact related to this action.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.3.1

To: Regional Transportation Commission

From: Vanessa Lacer, Planning Director

**SUBJECT: Safe Streets and Roads for All Grant Agreement**

**RECOMMENDED ACTION**

Acknowledge receipt of information on the FY 2024 Safe Streets and Roads for All grant program award and execution of the grant agreement.

**BACKGROUND AND DISCUSSION**

Staff recently received a notice of award of federal funding in the amount of \$1.2 million under the Safe Streets and Roads for All grant program. The award was made for the development of a Comprehensive Safety Action Plan for the Truckee Meadows area.

Prior to solicitation of consultant support for development of the plan, staff will need to continue to work with the FHWA Nevada Division to execute an agreement. This process includes reviewing the project scope and budget and making relatively minor adjustments as needed. The grant award was made based on the information provided in the grant application about the project and how well this information responded to the selection criteria stated in the Notice of Funding Opportunity.

The plan will be supported by robust data collection, including current crash data, roadway attributes necessary for adherence to the Highway Safety Manual predictive method, and other risk factors such as traffic volumes and presence of wildlife (such as horses). These data will be used to update the high-injury network, develop a predictive safety tool, and help identify project priorities. The safety tool will be used to identify corridors and intersections that are at greater risk for crashes resulting in serious injuries and fatalities and in applying appropriate and effective safety countermeasures to produce the greatest impact on reducing specific crash types.

This item supports Strategic Roadmap Goal #5, "Improve network safety" and FY 2025 RTC Goal, "Develop a Safety Action Plan for the Truckee Meadows".

---

**FISCAL IMPACT**

The match share for the development of this plan is \$300,000 and has been budgeted.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.3.2

To: Regional Transportation Commission

From: Graham Dollarhide, Planning Manager

**SUBJECT: Coordinated Public Transit-Human Services Transportation Plan**

**RECOMMENDED ACTION**

Approve the Coordinated Public Transit-Human Services Transportation Plan (CTP).

**BACKGROUND AND DISCUSSION**

The RTC has developed the Coordinated Public Transit-Human Services Transportation Plan (CTP) to fulfill requirements associated with the Federal Transit Administration's (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) grant program. As the designated recipient for Section 5310 funds, the RTC must update the CTP every four years to identify the region's unmet needs and gaps in transportation of these demographics. To be eligible for funding, projects must be included in a locally developed CTP. Additionally, RTC awards funding through the 5310 equivalent sales tax program to help meet the needs of seniors and individuals with disabilities. Developed with input from local representatives of public, private and nonprofit transportation and human services providers, as well the public, the CTP includes specific projects eligible for funding under the FTA's Section 5310 program and RTC's 5310 equivalent program.

RTC's last CTP was developed in 2020 and aligned with the completion of RTC's 2050 Regional Transportation Plan. This update to the CTP was also aligned with an associated update to the RTP.

A public comment period was held from November 25, 2024 – December 24, 2024. A presentation on the draft document was provided to the Citizens Multimodal Advisory Committee (CMAC), the Technical Advisory Committee (TAC), and the RTC Board. Staff incorporated comments received into the final document, as appropriate, and now seeks approval.

This item supports Strategic Roadmap Goal #4, "Proactively manage congestion" and FY 2025 RTC Goal, "Complete: Regional Transportation Plan Update".

---

**FISCAL IMPACT**

Funding for the development of the CTP was included in the FY 2024-2025 Unified Planning Work Program (UPWP).

**PREVIOUS BOARD ACTION**

12/20/2024 Received a report on the draft Coordinated Public Transit-Human Services Transportation Plan (CTP).



# CTP

Coordinated Public  
Transit-Human Services  
Transportation Plan

2025 Update





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<u>Introduction, Background, and Purpose</u>	
CHAPTER 2 .....	13
<u>Current Transportation Providers and Other Existing Conditions</u>	
CHAPTER 3 .....	33
<u>Stakeholder and Public Involvement</u>	
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<u>Identified Gaps in Service and Unmet Needs</u>	
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# CHAPTER 1

## Introduction, Background, and Purpose

As part of the Regional Transportation Plan (RTP) update process, the Regional Transportation Commission of Washoe County (RTC) has coordinated efforts and development timelines to include an update to its Coordinated Public Transit-Human Services Transportation Plan (CTP). Fundamental to the Federal Transit Administration’s (FTA) Section 5310 program is the requirement for projects that utilize this funding source to be “derived from a locally developed, coordinated public transit-human service transportation plan,” (also known as a “coordinated plan”). Beyond the requirements of the funding program, the CTP is an opportunity to collaborate with regional partners not normally involved in the transportation planning process, understand the needs of vulnerable populations, and to identify projects that will improve the overall transportation system for the Truckee Meadows region. This document supersedes RTC’s last CTP adopted in 2021 and will continue with regular updates according to the RTP’s four-year timeframe.

The following sections of this chapter address how this document complies with the requirements of 49 C.F.R. 5310 and the dynamic between the FTA’s Section 5310 program, RTC’s Section 5310 program, and the RTC’s 5310 equivalent sales tax program.

Subsequent chapters discuss the stakeholder, provider, and public outreach process, identifying existing conditions, and combining them with a demographic analysis before laying out an implementation plan based on unmet needs. It concludes with a comparison of needs to available resources as well as a summary of findings and recommendations.

## FEDERAL REQUIREMENTS OF THE SECTION 5310 PROGRAM

Title 49 U.S.C. 5310 authorizes the formula assistance program for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. The FTA refers to this formula program as “the Section 5310 program.” The FTA apportions the funds annually to States and/or Designated Recipients based on an administrative formula that considers the ratio of the number of seniors and individuals with disabilities in rural areas (under 50,000), small urbanized areas (50,000 – 200,000), and large urbanized areas (over 200,000.) These funds are subject to annual appropriations. The RTC is designated by the Governor as the Metropolitan Planning Organization (MPO) for the Reno metropolitan area. In that capacity, the RTC is responsible for establishing policy direction for transportation planning. This responsibility includes development and adoption of the RTP, the Regional Transportation Improvement Program (RTIP), the Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP), as well as the establishment and approval of federal funding priorities in certain program areas.

The RTC, under authority of the State, is the Designated Recipient of Section 5310 funding. The RTC Board has the final authority over expenditure to Section 5310 funding. The RTC’s Program Management Plan (PMP) describes how the RTC administers Section 5310 funding but was recently updated to reflect a change in the way this funding is distributed.

FTA Circular 9070.1G is an issuance of guidance on the administration of the transit assistance program for seniors and individuals with disabilities under 49 U.S.C. 5310. This document details eligibility requirements, the planning process for and contents of a coordinated plan, and the contents and cycle of the plan. These aspects are further discussed in more detail in the following section.



### Eligibility:

As noted above, the RTC is the designated recipient for Section 5310 funding. This designation is necessary for administration of funds and grants RTC responsibility for the selection of projects. Not less than 55 percent of available funding must be awarded to eligible agencies for carrying out “traditional” Section 5310 projects—those public transportation capital projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate. Only the following entities are eligible for allocations of traditional Section 5310 funding:

- a private nonprofit organization
- a state or local governmental authority that:
  - is approved by a state to coordinate services for seniors and individuals with disabilities; or
  - certifies that there are no nonprofit organizations readily available in the area to provide the service.

For non-traditional, or “other,” 5310 projects, the list of eligible entities is as follows:

- a state or local governmental authority
- a private nonprofit organization
- an operator of public transportation that receives a Section 5310 grant indirectly through a recipient (i.e., a private taxi company that provides shared-ride taxi service to the general public on a regular basis).

In the past, the RTC has made awards to eligible agencies through subrecipient agreements that allow them to carry out projects according to the respective agreement. However, this necessitated smaller agencies, sometimes lacking the necessary expertise to manage federal awards, to navigate challenging project requirements, where the benefits may not have justified the administrative burden imposed by federal regulations.

The RTC no longer suballocates Section 5310 funding, but still uses these same eligibility requirements for its 5310 equivalent sales tax funding program. More information about this program is provided on page 10.

### Planning Process:

The FTA strongly encourages coordination and consistency between the local coordinated public transit-human service transportation plan and metropolitan transportation planning process. To be eligible for Section 5310 funding, projects in urbanized areas must be included in the metropolitan transportation plan (the RTC’s RTP), the transportation improvement program (the RTC’s Regional Transportation Improvement Program—RTIP), and the statewide transportation improvement program (STIP, developed by the Nevada Department of Transportation).

Further, the coordinated plan must be developed and approved through a process that included participation by seniors; individuals with disabilities; representatives of public, private, and nonprofit transportation and human services providers; and other members of the public.

Chapter 2 of this document details the stakeholder and public involvement component of how this plan was developed, including the methodology, inventory, and various outreach activities.

### Plan Contents and Cycle:

A locally developed, coordinated public transit-human services transportation plan identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services and projects for funding and implementation. The level to which these and other issues are addressed should be consistent with available resources and the complexity of the local institutional environment.

At a minimum, a coordinated plan must include:

- an assessment of available services that identifies current transportation providers (public, private, and nonprofit);
- an assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
- strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
- priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

The coordinated plan must be updated at least according to the RTP’s update cycle, which, in RTC’s case, is every four years. The RTC generally does not update its RTP or CTP more frequently than every four years, but will, on occasion, make amendments to the RTP. Amendments made to projects from the CTP are done via the RTIP and according to procedures outlined in the RTC’s PPP.

## RELATION TO OTHER PLANS

### Previous CTP

The RTC’s previous CTP was completed in December 2020 and was intended to serve as a framework to improve coordination among transportation service providers and human service agencies to enhance transportation services for disadvantaged populations, as well as meet federal requirements for a locally developed, coordinated public transit-human services transportation plan. This CTP represents a continuation of transportation coordination and planning efforts that had begun under the first CTP completed in 2007 and were carried forward through each iteration of the plan.

However, this document also represents a deviation from standard practice in that projects are prioritized differently in response to the recent change in how funding is distributed. This change is discussed in more detail in the Additional Context section on page 10.

### RTP

The RTC coordinates development of its CTP with its RTP development process for better consistency between the two documents and to achieve efficiencies in the similarly framed processes. For example, outreach activities during events specifically for seniors and individuals with disabilities were also used as opportunities to reach those demographics as part of the RTP outreach efforts. While the projects selected for award through the 5310 equivalent sales tax funding program are not required to be incorporated into the RTP, the awards will still be made based upon the prioritizations established and set forth in the CTP. All projects identified and funded through the CTP—whether using Section 5310 or sales tax revenues—will support many of the RTP’s goals and objectives, which reflect those established at the federal, state, and local levels.

The nine overarching goals of the RTP developed in parallel with this CTP are:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on roadways.
- **Maintain Infrastructure Condition** – To maintain regional roadway infrastructure in a state of good repair.
- **Congestion Reduction** – To achieve a significant reduction in congestion on the roadway network.
- **System Reliability and Resiliency** – To improve the efficiency, resiliency, and overall reliability of the multimodal transportation system.

- **Freight Movement and Economic Vitality**
  - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Equity and Environmental Sustainability**
  - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays**
  - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process.
- **Accessibility and Mobility**
  - To increase the accessibility and mobility of people on the multimodal transportation system and enhance the integration and connectivity of the multimodal transportation system.
- **Integrated Land-Use and Economic Development**
  - To increase partnership among local jurisdictions and other stakeholders to identify how transportation investments can support regional development, housing, and tourism goals.

The RTP’s objectives support the achievement of the goals for the multimodal transportation system. They are intended to reflect outcomes that are experienced by system users and the public, and integrate the objectives described in state transportation plans and processes. Each goal is addressed in its own chapter of the RTP. Each of those chapters identifies the associated objective, and the ongoing and planned efforts and strategies to achieve the goal.

## Transportation Optimization Plan Strategies

The RTC’s short-range transit plan, known as Transportation Optimization Plan Strategies (TOPS), generally seeks to improve mobility and enhance quality of life in the region through enhanced transit service. While the plan aims to improve transit for all users, seniors and individuals with disabilities were among the key demographics considered in determining areas for potential demand. It also makes service recommendations specific to these groups through RTC’s Washoe Senior Ride program and ACCESS paratransit service. The goals and objectives of TOPS were derived from the prior short-range plan, and consider those outlined in the RTP:

- Enhance mobility for all residents of Washoe County
  - Provide fixed-route or microtransit service to most residents in the urbanized areas of Washoe County
  - Provide paratransit within 3/4 mile of fixed-route network by time of day and hour
  - Provide minimum frequencies and span of service based fixed-route service types
  - Integrate public transportation services for seamless travel between modes
- Ensure that service is safe, reliable, comfortable, and customer focused
  - Maintain and operate transit vehicles and stations to ensure customer safety (Safe)
  - Provide services which pick-up and drop-off customers consistently on-time (Reliable)
  - Provide service with adequate seating on-board vehicles (Comfortable)
  - Interact with customers in a courteous and helpful way (Customer Focused)
- Deliver service cost-effectively
  - Provide service which meets minimum productivity standards
  - Provide service which is a good value for taxpayers and customers
  - Test and evaluate innovative transit technologies and service delivery models
- Promote transit service as part of a sustainable future in Washoe County

- Provide frequent service on key corridors in support of transit-oriented development
- Extend the reach of the transit service by integrating with other alternative transportation modes
- Enhance the air-quality benefits of public transportation by providing service with low/no emission vehicles

## Public Participation Plan

Federal regulations establish minimum standards for public participation to which development of the CTP must adhere. The RTC’s Public Participation Plan (PPP), last updated in 2022, details the public participation process, consistent with U.S. Department of Transportation and Nevada Revised Statutes requirements.

It articulates the RTC’s commitment to an open and transparent interface with the public and relevant agencies to support the regional transportation planning process. Below are the overarching implementation tactics of the PPP which are consistent with the requirements outlined in 23 CFR 450.216. These principal objectives for public involvement are critical to the successful development and implementation of RTC’s transportation plans and projects.

- Seek valuable public participation throughout the planning process
- Seek Board and elected-representative involvement to ensure coordination with high-level regional and statewide plans
- Use effective, accessible, and equitable avenues for distributing information and receiving comments while engaging traditionally underserved populations
- Inform and educate the public during the planning and decision-making processes using accessible in-person and virtual tools
- Design participation initiatives that will support and encourage effective participation
- Conduct outreach that bridges language, cultural, and economic differences

- Provide reasonable accommodation(s) and access to people with disabilities, so that everyone can easily participate in the regional planning process
- Consider, evaluate, and respond to all public input
- Evaluate the public participation process regularly

The CTP’s public participation strategies are unique in that they deal specifically with populations that are typically underrepresented.

Following the process outlined in the PPP ensures transportation improvements are customized to the needs of these groups.

## Statewide Coordinated Human Services Transportation Plan

The Nevada Department of Transportation’s (NDOT) Coordinated Human Services Transportation Plan, last published in 2019, was developed at a statewide level and specific to the needs of rural areas. While the plan’s focus is on meeting statutory requirements of the Section 5310 program, it is also viewed as a useful tool for generally identifying transportation resources and gaps in service, regardless of funding type. Many of these gaps in service are issues in rural communities—and the plan’s goals and strategies are tailored to address these issues. However, many of the issues faced by rural communities are centered around gaining access to urban parts of the state. Coordinating urban and rural services and opening lines of communication between the two are essential to the success of many of these goals. The plan details available resources and unmet needs by county, with Washoe County experiencing issues from a lack of services outside the urbanized area. NDOT and RTC share many of the area’s same partners in developing their respective coordinated plans, which also cover much of the same clientele. It is therefore necessary to coordinate efforts in order to minimize duplication of services and to maximize limited funding.



**ADDITIONAL CONTEXT**

**Program Management Plan**

As referenced earlier in this chapter, the RTC’s Program Management Plan, which describes the RTC’s process for managing the FTA Section 5310 program funds, was recently updated to reflect changes to the way the RTC allocates this funding. Historically, the RTC has made Section 5310 funding available via a competitive selection process consistent with federal regulations. In response to subrecipient requests for increased operating assistance and fewer administrative requirements, the RTC discontinued award of Section 5310 funding to external agencies. This federal funding is now reserved solely for use by the RTC but continues to fund projects identified in the CTP. The RTC, in turn, makes an equivalent amount of local sales tax dollars available to previously eligible agencies using eligibility and project requirements that are similar to those used for the Section 5310 program. This limits the oversight and reporting requirements for the RTC and its awardees.

Where a minimum of 55 percent of funds had to be spent on capital projects, now the entirety of available funding can be spent on operating; and where oversight of projects continues to be required, now federal regulations no longer apply. However, the RTC still conducts a call for projects (similar to the competitive selection process), and still funds projects in support of those that were identified and prioritized as part of the coordinated planning process. The FTA notes that, while the plan is only required in communities seeking funding under the Section 5310 program, a coordinated plan should incorporate activities offered under other programs sponsored by federal, state, and local agencies to greatly strengthen its impact.

The approach described above allows for the development of more viable and longer-term senior/disabled transportation projects, reduces the administrative burden and oversight of those programs, increases operating dollars, and allows for other efficiencies. The proposed change was provided to the public and stakeholders for review and comment and submitted to the FTA when finalized.

**Plan Purpose and Approach**

As previously discussed, this plan follows closely the requirements of the Section 5310 program. Many of the plan’s elements are dictated by these requirements.

However, this plan will also address ways to maximize the use of existing resources and increase the efficiency of transportation service delivery among various agencies and organizations through private, nonprofit, and public sectors. Overall, this is an opportunity to identify unmet needs for seniors and people with disabilities, reduce duplication of services, and improve the coordinated transportation system in the region.

The context surrounding this CTP is important to understand. The dynamic between the Section 5310 program and the equivalent sales tax program highlights the need for continuation of existing RTC programs and services versus the need for new or specialized services. Because projects funded by the Section 5310 program must be included in the CTP, and because the RTC has dedicated Section 5310 funding to its services, these projects and services must be identified during the planning process. However, it is the unmet needs and gaps in service that are typically the focal point of coordinated plans.

The planning process itself began with an understanding of the local community using an inventory of the existing transportation services in Washoe County and an analysis of demographic data, and expanded through the use of provider and other stakeholder interviews. These interviews were used to update information about existing transportation services and to identify unmet transportation needs and gaps in service. This was necessary to identify any potential duplications of service, how to best serve unmet needs, and to identify ways to improve the efficiency of service delivery in Washoe County. This information was disseminated internally and to stakeholders for review and approval. Key to the initial review was inclusion of community and stakeholder survey responses.

An opportunity to review the full draft report was later provided, with final comments incorporated prior to plan adoption. Weekly internal meetings were scheduled to discuss progress, key issues, direction, and next steps.

The result of these efforts is an updated CTP completed in coordination with the RTP and incorporated as an attachment. The following chapters contain the details of this process and the results of this most recent locally developed, coordinated effort.





## CHAPTER 2

### Current Transportation Providers and Other Existing Conditions

The mix of transportation services in Washoe County includes public transit services, private for-profit and not-for profit providers, non-emergency medical providers, third-party network companies, and more. Some services have specific eligibility requirements and others are open to the public. Some have limited service areas or operational days and times while a few serve the entire region during most or all days and hours. This chapter reviews existing transportation services available throughout Washoe County, including when and where they operate, eligibility requirements, and operating characteristics such as service area, operating days and times, and whether there is a fee for the service.

Additionally, this chapter presents the demographics for the Reno-Sparks area and includes a discussion of how this data may impact transit ridership and decisions about where or what types of service may be needed. Certain demographic characteristics are strong indicators of demand for transportation service. For example, demographic factors showing high population densities of seniors, individuals with disabilities, and zero vehicle households indicate the potential for a higher propensity for transportation service need and use.

The following sections of this chapter provide details of the current transportation services available in the area, as well as demographics key to determining the area's level of transit propensity.

#### CURRENT TRANSPORTATION PROVIDERS

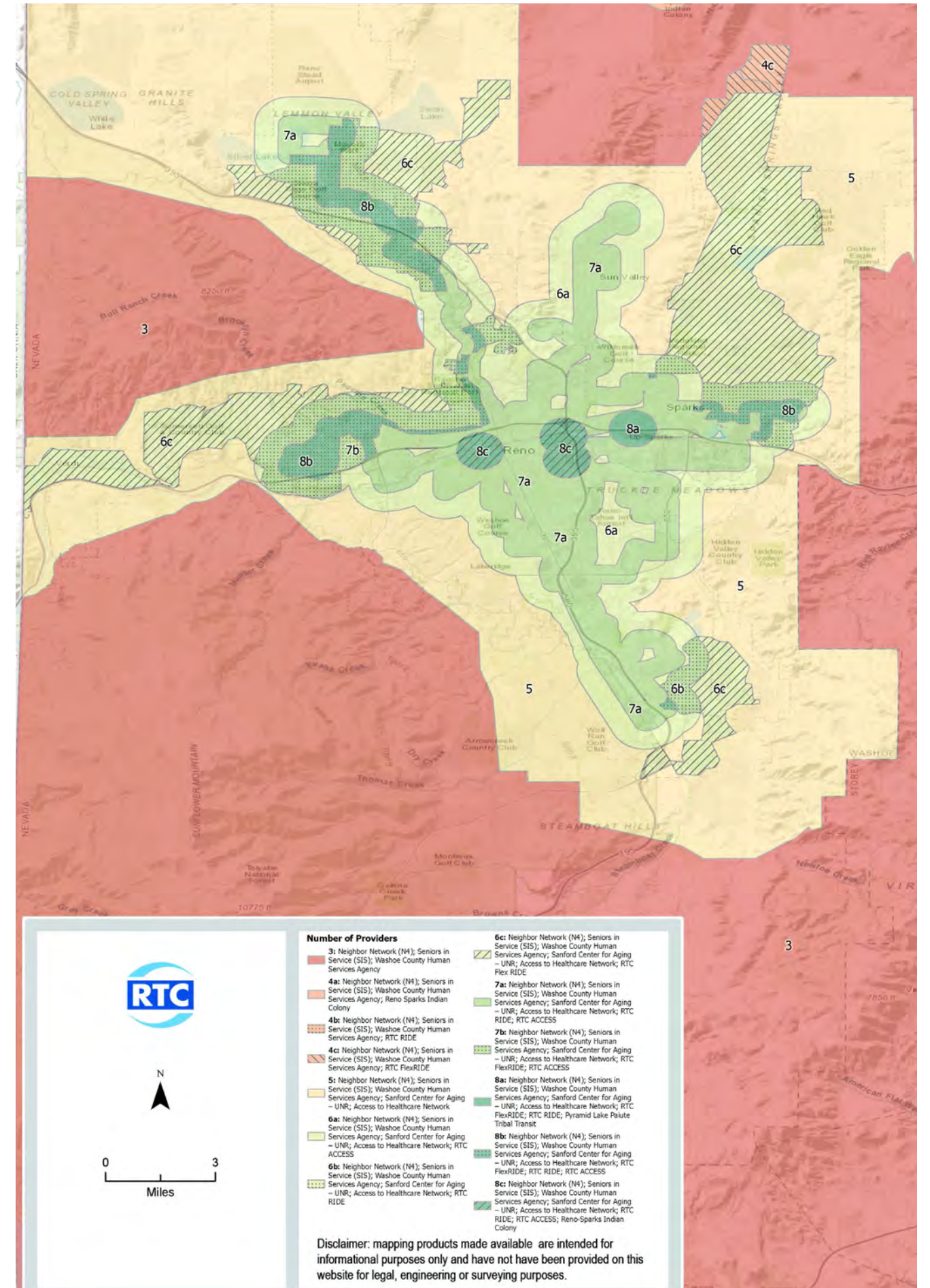
Each transportation service provider tracks the information important to their organization, and therefore not all data are available in a consistent format. Information is summarized as comprehensively as possible to provide a picture of what transportation options are available to Washoe County residents. A map of provider service areas is provided in Map 2.1 and data on each of the providers is summarized in Table 2.1.

**Table 2.1 – Service Provider Inventory**

Providers			Hours			Fares	
Services	Service Area	Eligibility to Ride	Weekdays	Saturdays	Sundays	Base 1-Way	Discounted
RTC RIDE	Reno/Sparks area	None	24 hrs/day			\$2.00	\$1.00 <sup>1</sup>
RTC ACCESS	Within 3/4-mile of RTC RIDE (fixed-route)	ADA Eligible	Same as RTC RIDE (fixed-route) service			\$3.00 <sup>2</sup>	NA
RTC FlexRIDE	Spanish Springs/Sparks	None	5:30 AM - 11:00 PM	6:00 AM - 10:30 PM	6:00 AM - 10:30 PM	\$2.00	\$1.00
	Verdi/Somerset	None	5:30 AM - 11:00 PM	6:20 AM - 9:00 PM	6:20 AM - 9:00 PM	\$2.00	\$1.00
	North Valleys	None	5:30 AM - 11:00 PM	6:20 AM - 9:00 PM	6:20 AM - 9:00 PM	\$2.00	\$1.00
	South Meadows	None	6:20 AM - 9:00 PM	6:20 AM - 9:00 PM	6:20 AM - 9:00 PM	\$2.00	\$1.00
Pyramid Lake Paiute Tribal Transit	Local (Nixon); Reno; Fernley; Sparks	None	5:00 AM - 7:00 PM	None	None	\$1.00	\$0.50
Reno-Sparks Indian Colony	Hungry Valley - Reno - Sparks	None	5:00 AM - 6:00 PM	None	None		
Neighbor Network (N4)	Primarily Washoe County, with some programs in 12 counties in Northern Nevada	Program-based	Available 24/7			Varies by client	
Access to Healthcare Network	Reno/Sparks area	Elderly, disabled, medical trips	8:00 AM - 5:00 PM	None	None	None	
Washoe County DHHS - Seniors	Gerlach, Nevada	Seniors 60+	Varies: 1-2X/week			None	
	Lake Tahoe area	Seniors 55+	Varies: most days and hours			Varies; \$5 - \$60	
Sanford Center for Aging - UNR	Reno/Sparks area	Seniors 60+ with limited access to transportation and socially isolated	As needed, depending on volunteer availability			None	None
Seniors in Service (SIS)	Northern Nevada	Seniors 60+ with limited access to resources and who are low-income	8:00 AM - 5:00 PM (8:00 AM - 12:00 PM Fridays)	None	None	None	None

Note 1: RTC RIDE is free for UNR and TMCC faculty and students with a UNR or TMCC ID.  
 Note 2: RTC ACCESS offers a “will-call” fare of \$6.00 per trip for return medical trips for flexibility.

**Map 2.1 – Provider Service Areas**



## Public Transit

Public transportation is provided through the RTC which operates a variety of services including the regional fixed-route bus system, RTC RIDE; the complementary demand-responsive, paratransit service, RTC ACCESS; RTC FlexRIDE; RTC REGIONAL CONNECTOR; Washoe Senior Ride subsidized Taxi Bucks and Lyft/Uber voucher programs; and RTC SMART TRIPS. Collectively, these services provide transportation options throughout the Reno-Sparks area and are described individually below. Additionally, there are other systems, such as the Eastern Sierra Transit Authority and Churchill Area Regional Transportation, that provide service to the Reno-Sparks area but are unlikely to be used by residents of the area.

### RTC RIDE

RTC RIDE is fixed-route service which was initiated in September 1978 and operates throughout Reno and Sparks. RTC's buses have been wheelchair accessible since the 1980's, with the fleet becoming fully accessible in the 1990's. Some routes are operated 24 hours per day, seven days per week. The 4TH STREET STATION in downtown Reno is the central transit hub, and the CENTENNIAL PLAZA in Sparks is a secondary transit hub.



Base fares are \$2.00 one-way, or \$1.00 discounted (seniors, persons with disabilities, youth, and veterans). University of Nevada, Reno (UNR) and Truckee Meadows Community College (TMCC) students and faculty ride free with a school identification. Ridership on RTC RIDE totaled 5.29 million passenger trips in FY 2024 at an operating cost of \$40.3 million. The fixed-route fleet consists of 67 vehicles.

### RTC ACCESS



RTC ACCESS is the paratransit service that provides door-to-door, prescheduled transportation for people who meet the eligibility criteria of the Americans with Disabilities Act (ADA). RTC ACCESS passengers have disabilities which prevent them from riding RTC RIDE independently some or all of the time. The service is shared-ride and trips must be scheduled one to three days in advance. Fares are \$3.00 per one-way trip, although there is an option for a "will-call" return medical trip for \$6.00 (allowing passengers flexibility when unsure what time return trips will be needed). Annual ridership was 121,318 in FY 2024, with an operating cost of \$5.6 million. The fleet consists of 62 vehicles. Passengers using wheelchairs account for 25 percent of passenger trips.

### RTC FlexRIDE



The RTC's FlexRIDE is curbside-to-curbside transit service available in select areas of Sparks/Spanish Springs, North Valleys, Verdi/Somerset, and South Meadows. Scheduling a FlexRIDE is done through a smartphone app or by calling a dispatcher. The average wait time is about 20 minutes but could take up to one hour. Fares are \$2.00, or \$1.00 discounted. Because this is a new service, ridership data is limited. Annual ridership was 106,841 in FY 2024, with an operating cost of \$2.4 million. The fleet consists of 23 vehicles.

### RTC REGIONAL CONNECTOR

The RTC offers intercity, commuter service between Reno and Carson City. Base fares are \$5.00 one way, or \$2.50 discounted. A 10-ride pass is \$42.50 or \$21.25 discounted. Three morning and three afternoon round trips are operated Monday through Friday. Annual ridership was 20,169 in FY 2024, with an operating cost of \$0.52million. The fleet consists of 3 vehicles.

### RTC Washoe Senior Ride Taxi Bucks Program

The Washoe Senior Ride (WSR) Taxi Bucks program is a subsidized taxi program of the RTC and is funded by the one-quarter percent of Washoe County sales tax that is allocated for public transportation.

WSR provides alternative, reliable, and affordable transportation to Washoe County residents who are 60 years and older, RTC ACCESS clients (any age), and Washoe County Veterans (any age). Applicants must be Washoe County residents, and all trips must begin and end within the Washoe County, Reno-Sparks boundary.

Each month WSR registered participants will receive a \$60 taxi fare subsidy. Participants are issued an RTC WSR CardONE re-loadable card, which can be used to pay any part of a taxi fare. The taxi fare subsidy automatically loads each month for the duration of the program, and unused taxi fares do not roll over to the next month. This program and the subsidy are subject to available funding and may be changed or terminated by the RTC at any time. The WSR program cannot be used in conjunction with the RTC Washoe Lyft/Uber Rides voucher program. There are currently three participating Taxi Companies which are all available 24 hours a day, seven days a week: Reno/Sparks Cab Company, Yellow Cab Company, and Reno Ryde.



The RTC Washoe Lyft or Uber Rides is a voucher program that functions much in the same way as the WSR program discussed above. The primary difference is that all aspects of the trip (payment and reservation) are done through the Lyft and Uber apps. Vouchers are automatically loaded into the app each month. Additionally, trips must be made within the Reno-Sparks area, subject to service areas as defined by Lyft and Uber.

### **RTC SMART TRIPS**

RTC SMART TRIPS, a regional commuter assistance program, offers transportation alternatives essential to the region's seamless transit system. RTC SMART TRIPS provides services that make alternative transportation, such as carpooling, vanpooling, mass transit, and biking more affordable, accessible and convenient.

It is a free service provided by the RTC to encourage businesses and individuals to use alternative modes of transportation.

The program has information on bus subsidy programs (and tax benefits), carpools, and rideshares. For example, the program includes access to a trip-match feature that uses advanced technology to make finding carpool, bike, walking and bus buddies easy, fast, convenient, and accurate. There is also an array of options provided for businesses participating in the program voluntarily or as a condition of a land development project.

### **Tribal Transit**

Within Washoe County, tribal transit services are operated by the Pyramid Lake Paiute Tribe and the Reno-Sparks Indian Colony. The services provided by each are described below.

#### ***Pyramid Lake Paiute Tribal Transit***

The Pyramid Lake Paiute Tribe (PLPT) operates transportation to the local communities around Pyramid Lake, as well as the surrounding communities of Fernley and Sparks. PLPT also has service to various Native American events on occasion. Non-urbanized sales tax funds are passed through to this program (\$20,000) annually.

Route service originates in Nixon with destinations in Wadsworth, Fernley, and the Reno-Sparks area. Passengers can connect to various locations for shopping, human services, medical, employment, and other purposes. Commuters can also travel to destinations throughout the greater Reno-Sparks area by using the stop at Centennial Plaza to connect to the RTC's fixed-route system.

Shopping trips include destinations such as the Fernley Walmart, Raley's grocery store, and the Outlets at Legends mall. Social Services destinations include stops in Fernley and Reno-Sparks allowing riders to go to the Nevada State Welfare office in Sparks, Pyramid Lake Social Services, Reno-Sparks Indian Colony Human Services and Inter-tribal Council of Nevada. Health centers are accessible by transit at the Pyramid Lake Health Clinic, and Reno-Sparks Indian Colony Tribal Health Center.

Base fares are \$1.00, or \$0.50 discounted for ages 60 and over or students with ID ages six to 17. Monthly passes are available for \$45.00 for unlimited service (\$22.50 discounted).

The service is operated using two 14-passenger vehicles. In FY 2022, approximately 2,500 one-way passenger trips, almost 160,000 vehicle miles and over 7,100 hours of service were provided. The service cost about \$430,000 to operate, funded primarily with FTA 5311 funds provided through NDOT.

#### ***Reno-Sparks Indian Colony***

Located in Reno, Nevada, the Reno-Sparks Indian Colony (RSIC) consists of about 1,300 members. The reservation lands include the original 28-acre Colony located in central Reno and another 15,539 acres in Hungry Valley, which is 19 miles north of the Colony and west of Spanish Springs. RSIC operates transportation services for community members, residents, and guests to seek and maintain medical services, employment opportunities, and human services. Transportation services are also offered to the RSIC community to reduce the dependence and cost associated with operating an automobile. Fixed-route transit service is offered on weekdays between 5:00 a.m. and 9:30 p.m. and on Saturdays from 10:00 a.m. to 4:00 p.m. The route is operated between the Reno and Hungry Valley communities and connects Tribal Members with Tribal Government services, the RSIC Tribal Health Center, Walmart, residential neighborhoods, and Tribal Enterprises.

### **Human Service Agency and Nonprofit Transportation**

Many human service agencies and private, not-for-profit organizations offer transportation services either directly, through mileage reimbursement programs, or through referrals in Washoe County. These are described in the following.

#### ***Access to Healthcare Network***



Access to Healthcare Network's (AHN) overall purpose is to improve the health and well-being of individuals in the community by providing and expanding access to services that address the clinical and social determinants of health. In addition to providing direct service to over 170,000 uninsured, underinsured, and low-income Nevada residents since its inception in 2006, AHN also acts as an intermediary organization through its model of community "Shared Responsibility" to support, strengthen, and integrate the health care and social service delivery system and stakeholders.

- Non-Emergency Medical Transportation – for the past six years, AHN has operated a non-emergency medical transportation division in partnership with Nevada providers, healthcare payers, and local governments that provides over 11,000 rides annually to seniors and the disabled throughout Northern Nevada, including rural communities.

- Medical Discount Program – the AHN Medical Discount Program (MDP) is the first and only nonprofit medical discount program in the entire nation. It is designed to create a functional system of care for uninsured and underinsured Nevada residents by providing access to comprehensive and high-quality care at an affordable price. The core of the MDP is its comprehensive network of health, but the MDP has also been proven to reduce fees. Through evidence-based clinical care coordination, health literacy education, and case management of the social determinants of health, the MDP has provided access to healthcare services to over 85,000 low-income, uninsured, and underinsured Nevada residents.

AHN provides transportation service throughout the Reno-Sparks area Monday through Friday, 8:00 a.m. to 5:00 p.m. They serve seniors 60 years of age and older, individuals with disabilities, and those qualifying as low-income. Service is provided at no cost and operates with support from multiple funding sources. In 2021, AHN provided 3,027 hours and 70,458 miles of service and provided 9,810 passenger trips.

#### ***Neighbor Network of Northern Nevada***

Neighbor Network of Northern Nevada, also known as N4, is a private, nonprofit human services agency, established in 2015. N4 operates four core programs and transportation is an offered service in each, as discussed below:

- Time Exchange – this program provides a way for people to give and receive services without exchanging money. When a member provides a service to another member, one hour, or one time credit, is earned for each hour spent providing the service. Members can then exchange their time credits for an equivalent amount of service from another member (including requesting rides). One hour of service provided during an exchange is valued the same, no matter the type of work.

- Volunteer Village – this program builds partnerships with local organizations. N4 members can opt into the volunteer pool without enrolling in the time exchange to help people become more comfortable with serving their community. Volunteers offer rides and other support to N4’s members.
- N4 Connect – this program helps people with disabilities and adults over 60 access affordable supplemental transportation with free and discounted Lyft rides. Each N4 Connect member may request a free \$80 ride voucher each month that is valid for 365 days. Members may request an additional \$80 voucher each month with a 50% discount if they choose. Members may receive up to two \$80 ride vouchers (total of \$160 benefit) per month. Additionally, members have the option of learning how to use Lyft with their personal smartphone, or by contacting the N4 office to schedule a concierge Lyft ride if they do not own a smartphone. The Lyft concierge service has a \$5 service fee for each \$80 ride voucher.



- Community Care – this program provides people with disabilities and older adults in-home and community-focused services that increase engagement by using a person/family-centered approach to care planning.

Types of services offered include respite services for family care partners, companion services, personal care, social, transportation, recreational and educational activities, care consultation/options counseling, and opportunities for civic engagement and self-advocacy.

The Time Exchange, Volunteer Village, and Community Care programs cover most of Northern Nevada including Washoe, Carson City, Douglas, Lyon, Churchill, Storey, Humboldt, Elko, White Pine, Pershing, Lander, and Eureka counties. The service area for N4 Connect covers Washoe County.

To be eligible for the Time Exchange and Volunteer Village programs, individuals must be at least 18 years of age and live within the service area (Northern Nevada). Eligibility for the Community Care program requires that an individual be either: at least 18 years of age and disabled; living with dementia at any age; or at least 60 years of age and living in Northern Nevada. The N4 Connect program requires that an individual be either at least 18 years of age and disabled or at least 60 years of age.



All program services are available 24 hours per day, seven days per week and are primarily free of charge, but are subject to the terms noted above.

N4 Connect is funded through various state and federal grants and service contracts. Community Care rides are funded by N4’s state care service contracts and various respite care grants.



#### **United Cerebral Palsy of Nevada**

United Cerebral Palsy (UCP) of Nevada provides independent living education and vocational training for those living with intellectual and neuromuscular disabilities. In addition, the organization coordinates limited transportation to various social and recreational activities such as day trips to the park, library, restaurants, and stores using three minivans. Two of the minivans were purchased using FTA 5310 funds.

UCP provides transportation service throughout the Reno-Sparks area Monday through Friday from 9:00 a.m. to 3:00 p.m. Transportation is provided to clients of UCP at no cost.

#### **Sanford Center for Aging**

The Sanford Center for Aging is housed within UNR’s School of Medicine. Their mission is to enhance the quality of life and well-being among elders through education, translational research and community outreach. The Sanford Center offers a variety of programs, services, and educational coursework designed to improve the quality of life for elders.

Free, person-centered, door-through-door transportation is provided to individuals enrolled in the Volunteer Transportation Program or Senior Outreach Services. Transportation is tailored to each individual’s needs, providing access to socialization activities, community wellness programs, essential errands like grocery shopping and accessing social services, as well as medical appointments.

Most rides are provided by volunteers driving their personal vehicles, who can request mileage reimbursement. Transportation is also provided by part-time staff driving an 8-passenger wheelchair-accessible van or a Toyota RAV4.

The Sanford Center for Aging provides transportation service throughout the Reno-Sparks area on an as-needed basis and depending on volunteer availability. Their transportation programs serve adults age 60+ with limited access to other transportation options, who are socially isolated, and prioritizes individuals with limited financial resources. An in-home assessment is required as part of the enrollment process. Service is provided at no cost and operates with support from multiple funding sources, including the RTC’s 5310 equivalent sales tax program, State of Nevada Aging and Disability Services, AmeriCorps Seniors RSVP, and community donations.

#### **Seniors in Service**

Seniors in Service (SIS) is a private, not-for-profit organization which operates several programs to support seniors, including the Senior Companion Program of Northern Nevada, Foster Grandparent Program of Northern Nevada, and Seniors in Service Respite program. Transportation is supported through a mileage reimbursement program using volunteers and administered under the umbrella of the organization. Volunteers are reimbursed with a \$4 per hour stipend and at \$0.65 per mile as of 2024.





SIS provides transportation service throughout Northern Nevada 8:00 a.m. to 5:00 p.m., Monday through Thursday, and 8:00 a.m. to 12:00 p.m. on Fridays. Their transportation programs serve adults who are 60 years of age or older, are low-income, and have limited access to resources. Service is provided at no cost, but the client must be receiving services from a Senior Companion Volunteer who is also willing to provide transportation.

### ***Washoe County Human Services Agency***

The Washoe County Human Services Agency (HSA) provides transportation services using two vehicles. One of the vehicles is located in Gerlach and provides transportation into Reno once or twice per week, serving a total of 40 passengers annually. Passengers must be a resident of Gerlach or Nixon and be 60 years of age or older.

The service operates between Gerlach and the Reno-Sparks area on an as-needed basis and at no cost to the passengers.

The Washoe County HSA also passes through sales tax funds to the Incline Village General Improvement District to support their senior transportation program. This program provides transportation to select areas of Washoe County, Carson City, Douglas County, Kings Beach, Truckee, and, on occasion, Stateline. This program provides several scheduled trips weekly, plus on-demand service. The service generally operates most days and hours and requires passengers to be residents of Incline Village and be 55 years of age or older. The cost per trip varies by the type of service provided and generally decreases as the level of necessity increases. Weekly group shopping/errands/appointments to Reno or Carson (alternating locations), is \$10 per person; local shopping/errands/appointments (Incline Village & Kings Beach) occur on Wednesdays and Fridays and are five dollars per person. On-demand service is \$45 per person round-trip to any service location with reasonable wait time (there is no additional charge for caregivers or other personal care attendants). Service to or from the Reno-Tahoe International Airport is \$60 per person.

### **Private Transportation**

There are several private, for-profit transit service providers operating in Washoe County. Some of these operators are considered quasi-public because they are heavily subsidized. Others have been established specifically for their clientele and are not open to the public but serve target populations. These services are outlined below.

#### ***Amtrak***

Amtrak was created by Congress in 1970 to take over the majority of intercity passenger rail services previously operated by private railroad companies in the United States. Those companies showed they had operated these services at a net loss for many years.

As defined by the U.S. Congress, Amtrak's mission is to "provide efficient and effective intercity passenger rail mobility consisting of high-quality service that is trip-time competitive with other intercity travel options." Amtrak is a federally chartered corporation, with the federal government as majority stockholder. However, Amtrak is operated as a for-profit company, rather than a public authority.

Amtrak offers passenger east-west rail service through northern Nevada on the California Zephyr line, which is operated as a long distance route between San Francisco and Chicago. Amtrak serves Reno using the station in downtown, which is owned by the City of Reno and is located one block south of the RTC 4TH STREET STATION. During FY 2023, Amtrak ridership at the Reno station was 72,408.



#### ***Greyhound/FlixBus***



Greyhound, acquired in 2021 by FlixBus, provides long-distance intercity bus transit, mostly along the I-80 corridor. Greyhound interlines with Amtrak for some trips but generally provides over-the-road coaches traveling daily to and from Northern California and Chicago and other points east. Greyhound buses use the RTC CENTENNIAL PLAZA as a primary station location, but also has stops at the Reno-Tahoe International Airport and Downtown Reno, including the Amtrak station.

#### ***Bus Charters and Rentals***

The following companies provide bus charters and rentals or are bus lines serving the Reno-Sparks area: Airport Mini Bus, All West Coach Lines, Amador Stage Lines, El Camino Trailways, My Ride to Work, and Divine Transportation. These companies provide a mix of scheduled and chartered services in and around the region.

#### ***Taxicabs***

Three taxicab companies have offices in the Reno-Sparks area. These include Reno-Sparks Cab Company, Reno Ryde, and Yellow Cab Company. Each provides standard taxicab service and also contracts with the RTC for the taxi voucher program.



#### ***Limousines***

Of the numerous limousine companies that run trips into the Reno-Sparks area, the following are locally-based: Bell Limo, Executive Limousine, and Reno Tahoe Limousine.

#### ***Assisted Living and Retirement Residences***

Most assisted living facilities and nursing homes have vans for patient transportation, including Kiley Ranch Senior Living, LifeCare Center of Reno, and Rosewood Rehabilitation.

Retirement homes in the Reno-Sparks area typically offer shuttle bus or van services that provide transportation for residents on a scheduled basis or for special events. Generally, this service is limited to certain days or times of day. Unscheduled trips are limited in availability or are unavailable. Residences with shuttle bus or van service include facilities around the region, such as: Clearwater at Rancharrah, Amada Senior Care, Atria Summit Ridge, The Fountains Senior Care, Park Place Assisted Living, Promenade on the River, Summerset Senior Living, and The Seasons.

RTC ACCESS provides transportation for qualified individuals to all the above facilities. Many of the facility staff travel to/from work on RTC RIDE.

### **Transportation Information and Referral Services**

Information on transportation resources and referrals are provided through several organizations and agencies. Information sharing is important to limit duplication of services, keep service providers apprised of how best to serve their clients, and ultimately allows individuals to make the best decisions about how to access services. A summary of some of the region's information and referral services is provided in the following.

### Nevada 2-1-1

Nevada 2-1-1 is the State of Nevada’s most comprehensive, free connection to critical health and human services. Information about local community services is available in a single statewide location that can be accessed via voice, text and online.

Launched in February 2006, Nevada 2-1-1 is a program of the Nevada Department of Health and Human Services (DHHS) that is committed to helping Nevadans connect with the services they need. Whether by phone or internet, their goal is to present accurate, well-organized and easy-to-find information from state and local health and human services programs. Nevada 2-1-1 connects individuals and providers to essential health and human services resources, and is a free, confidential service available 24 hours a day, 7 days a week, 365 days a year.

Nevada 2-1-1 has information about:

- Basic human needs resources (housing and shelter, food, temporary financial assistance, employment, and transportation)
- Physical and mental health resources (licensed health (physical and mental) facilities, addiction resources, crisis intervention, STD testing and programs, and COVID-19 resources)
- General support and information (Nevada Care Connection Resource Centers, education, animal services, and family support)
- Support for older Americans and persons with disabilities (disability services, senior services, and dementia support)
- Support for children and youth (youth and young adult services, infant and child services, and maternity services)
- Safety and security (adult protective services, resources for victims of crime, human or sexual exploitation resources, and domestic violence services)
- Other (Veteran services, local and seasonal events, legal assistance, and Native American services)

### Access to Healthcare Network (AHN)

AHN operates a statewide resource line that receives 36,000 calls annually and provides healthcare and social service eligibility and referrals as well as enrollment assistance for Medicare, Medicaid/NV Check-up, and Affordable Care Act-based insurance. In addition to determining eligibility for and providing enrollment assistance into AHN-administered programs, the resource line will also screen for and make referrals to outside community resources such as SNAP/TANF, food-related community organizations, transportation-related organizations, housing-related organizations, and other services that address the social determinants of health.

### RTC Travel Training Program

The RTC’s Travel Training program is a comprehensive instruction delivered by Travel Trainers on a one-to-one basis that teaches seniors and individuals with disabilities how to travel independently on public transit. Participants will receive public transportation information and training, and support centered on the safe and independent use of public transportation. The program is available for riders over 60 or with a disability. Travel Training focuses on the public transit routes that an individual would take between home and school, shopping employment or medical appointments. It is a fundamental precursor to achieving self-determined transition outcomes in education, employment, independent living and community integration.

### DEMOGRAPHIC CHARACTERISTICS

The following demographic analysis was done by tract, which is a census-defined boundary. These boundaries do not necessarily denote neighborhoods or communities, but rather act as a standardized means for analysis. Unless noted otherwise, all data listed in this section are from the 2022 U.S. Census American Community Survey (ACS) one-year estimates. Together, the individual demographics provide context for where and what types of service may be needed.

All demographic categories discussed are considered transit-dependent, according to industry standards.

### Population Density

Population density is used to determine where population is concentrated. Transit is generally more successful (and more concentrated) in areas with greater concentrations of population. However, the size of the census tracts can skew the location of population concentrations. As shown in Figure 2.1, the population is most dense in central Sparks and portions of central Reno, as can be expected. However, there are also outlying areas with higher levels of population density, such as in Stead and South Reno, that are covered well by transit service (see Map 2.1). It is also noteworthy that the densest part of the region is just to the south and west of the Peppermill Resort Spa Casino.

### Older Adults

The older adult population, defined by the U.S. Census Bureau as people 65 years of age or older, represents a significant number of the national transit-dependent population and represents 17.8 percent of the total population in Washoe County. Access to transit can help individuals, particularly older adults with frailty or other physical limitations or who are unable to maintain a valid driver’s license, continue to live independently and free from social isolation. As shown in Figure 2.2, the density of older adults is common to central Sparks and portions of central Reno. There are some outlying areas (Mira Loma and west Reno) that are also densely populated by older adults. The densest areas are small pockets in Downtown Reno and just south of the Peppermill. The RTC service area covers most of the areas of higher density.



### Persons with a Disability

Broadly speaking, individuals may experience disability if they have difficulty with certain daily tasks due to a physical, mental, or emotional condition. The Census Bureau collects disability data by asking questions about difficulty with daily activities and other functional limitations. Approximately 13.1 percent of the population in Washoe County has some type of disability. As shown in Figure 2.3, areas with higher densities of persons with a disability are primarily within central Sparks and portions of central Reno. There are some concentrations of persons with a disability in more outlying areas such as Stead, the northern portion of Sun Valley, and the Mira Loma area. However, these areas are all within the RTC’s ACCESS service area. The area most densely populated with persons with a disability is the area just south and west of the Peppermill.



Figure 2.1 – Population Density

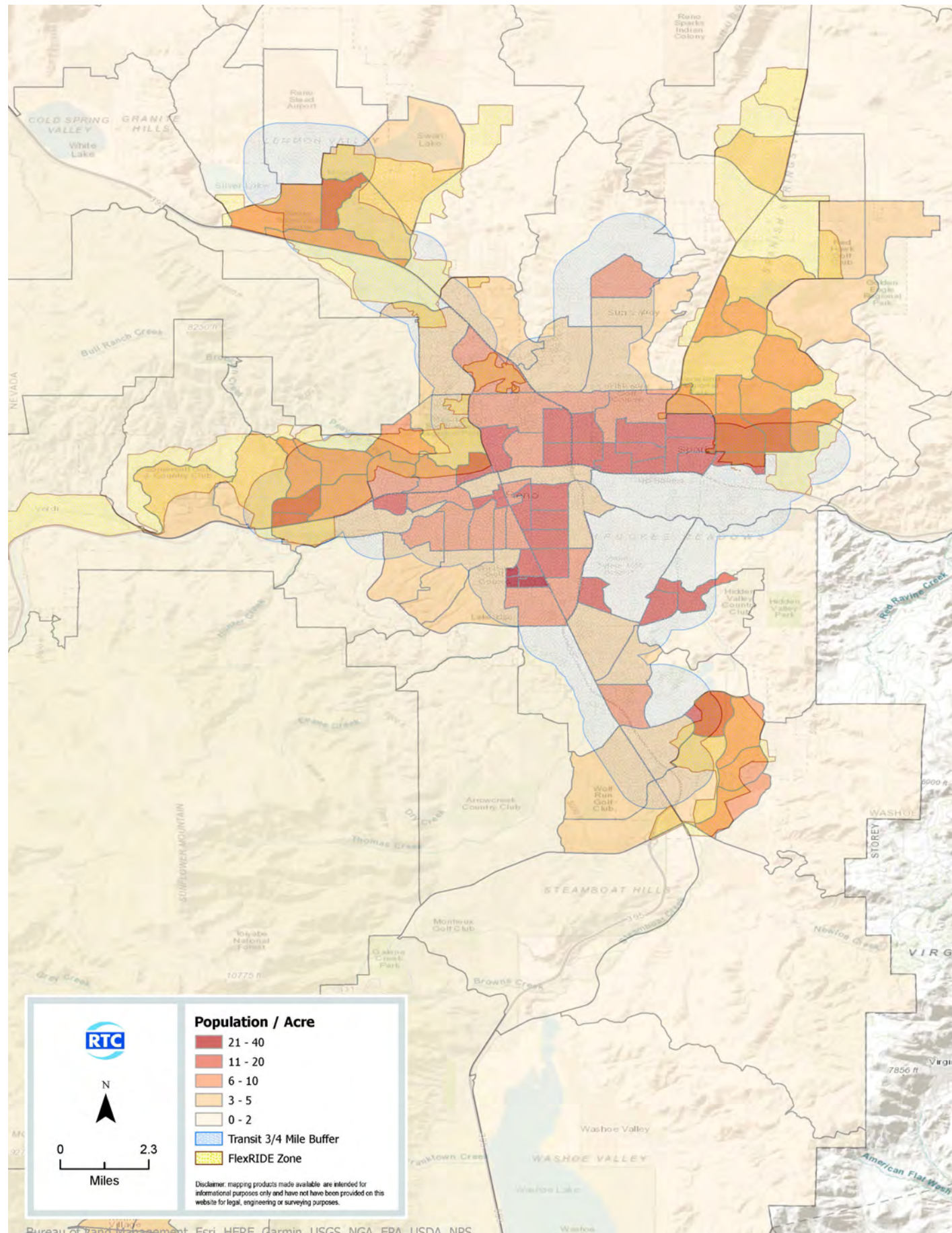
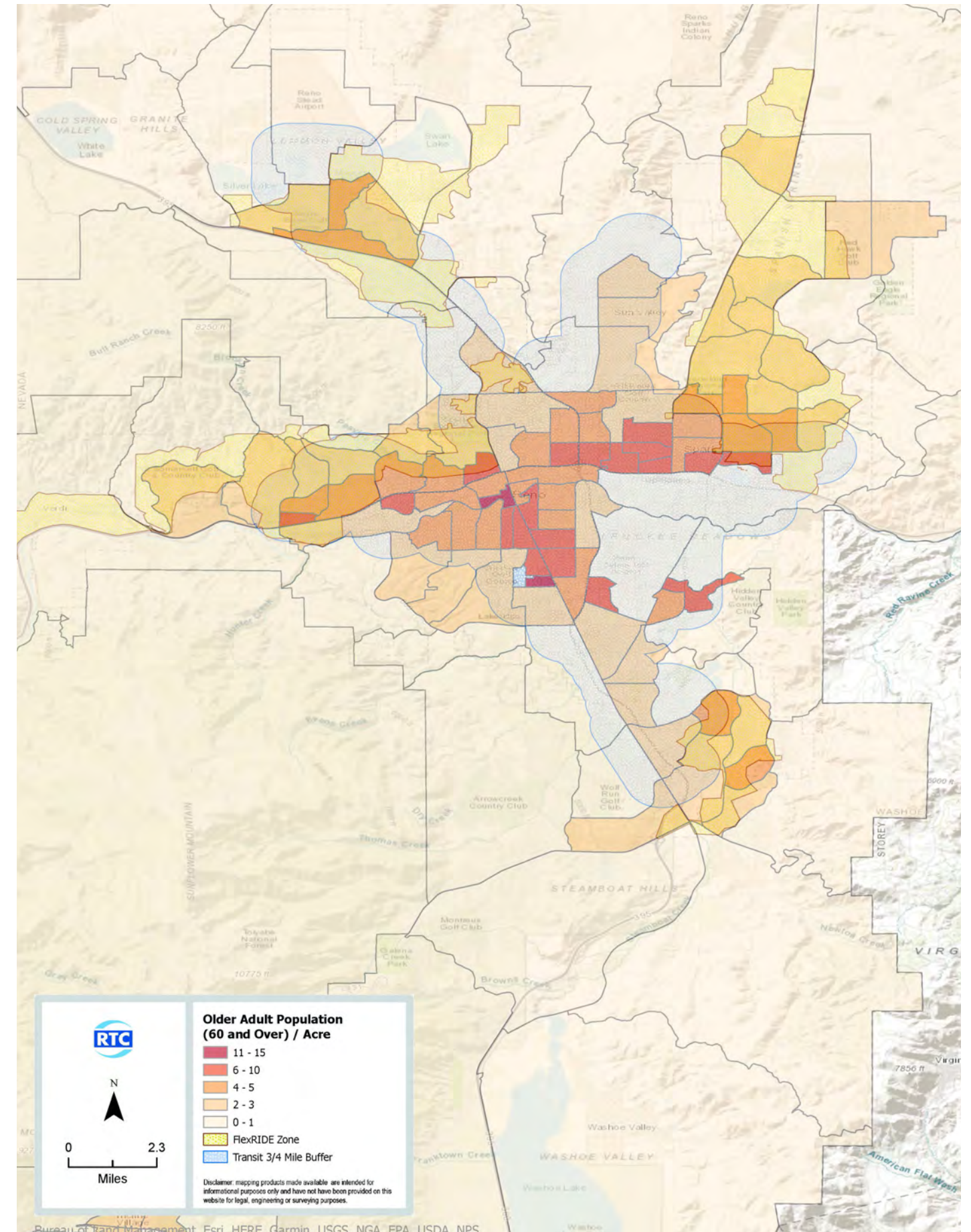
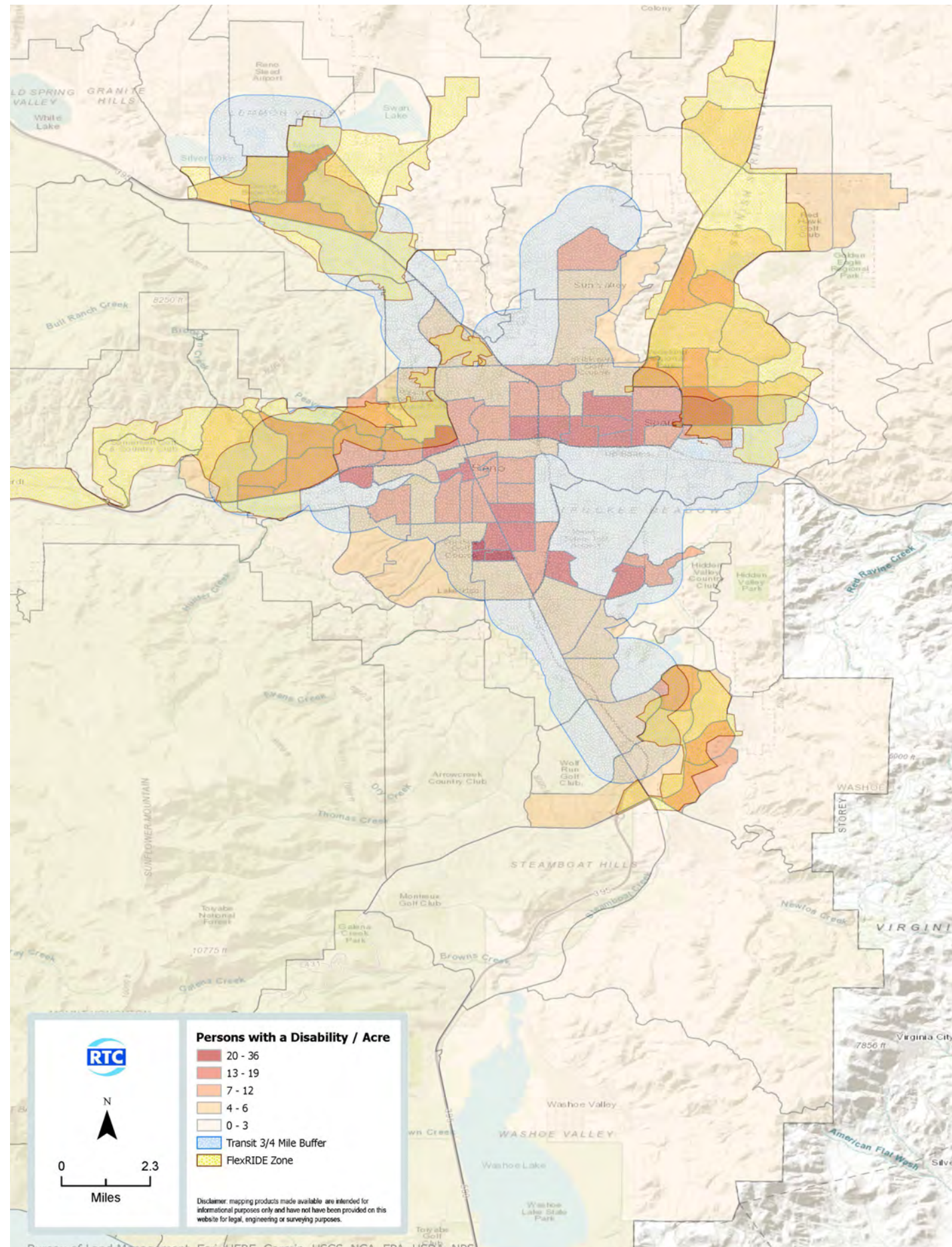


Figure 2.2 – Density of Older Adults



**Figure 2.3 – Density of Persons with a Disability**



### Low-Income Populations

Low-income populations, as defined by the FTA, includes persons whose household income is at or below the Department of Health and Human Services' poverty guidelines. The low-income population listed in the tables and GIS maps include people who are living below the poverty line using the Census Bureau's poverty threshold. Approximately 10.2 percent of the population of Washoe County is considered to have low income. As shown in Figure 2.4, the areas with some of the highest densities of low-income households are mainly central Sparks and portions of central Reno. Consistent with the outlying areas as more densely populated with persons with a disability, low-income households are also concentrated in Stead, the northern portion of Sun Valley, and the Mira Loma area. Similarly, the area most densely concentrated with low-income households is the area just south and west of the Peppermill.

### Zero-Vehicle Households

Individuals residing in zero-vehicle households are generally highly dependent on transit, as they do not have access to a private vehicle. Approximately 6.9 percent of households in Washoe County reported having no vehicle available for use. The density of zero-vehicle households for the greater Reno-Sparks area is shown in Figure 2.5. The highest concentrations of zero-vehicle households are on either side of U.S. 395 just north of Interstate 80, the Wells District (and vicinity), and the area around the Peppermill. As can be expected, concentrations of zero-vehicle households in outlying areas are minimal to non-existent.

Overall, there is much consistency between the areas of the region with the highest concentrations of transit-dependent populations, including general population density. Central Sparks and portions of central Reno were common to most categories, as were the outlying areas of Stead, Sun Valley, and Mira Loma. Common to all evaluated demographic categories was the area along the southern border of the Peppermill. This area is served well by transit, including the RTC's Virginia Line (bus rapid transit service) and all human service and nonprofit agencies included in the analysis for this CTP.



Figure 2.4 – Density of Low-Income Households

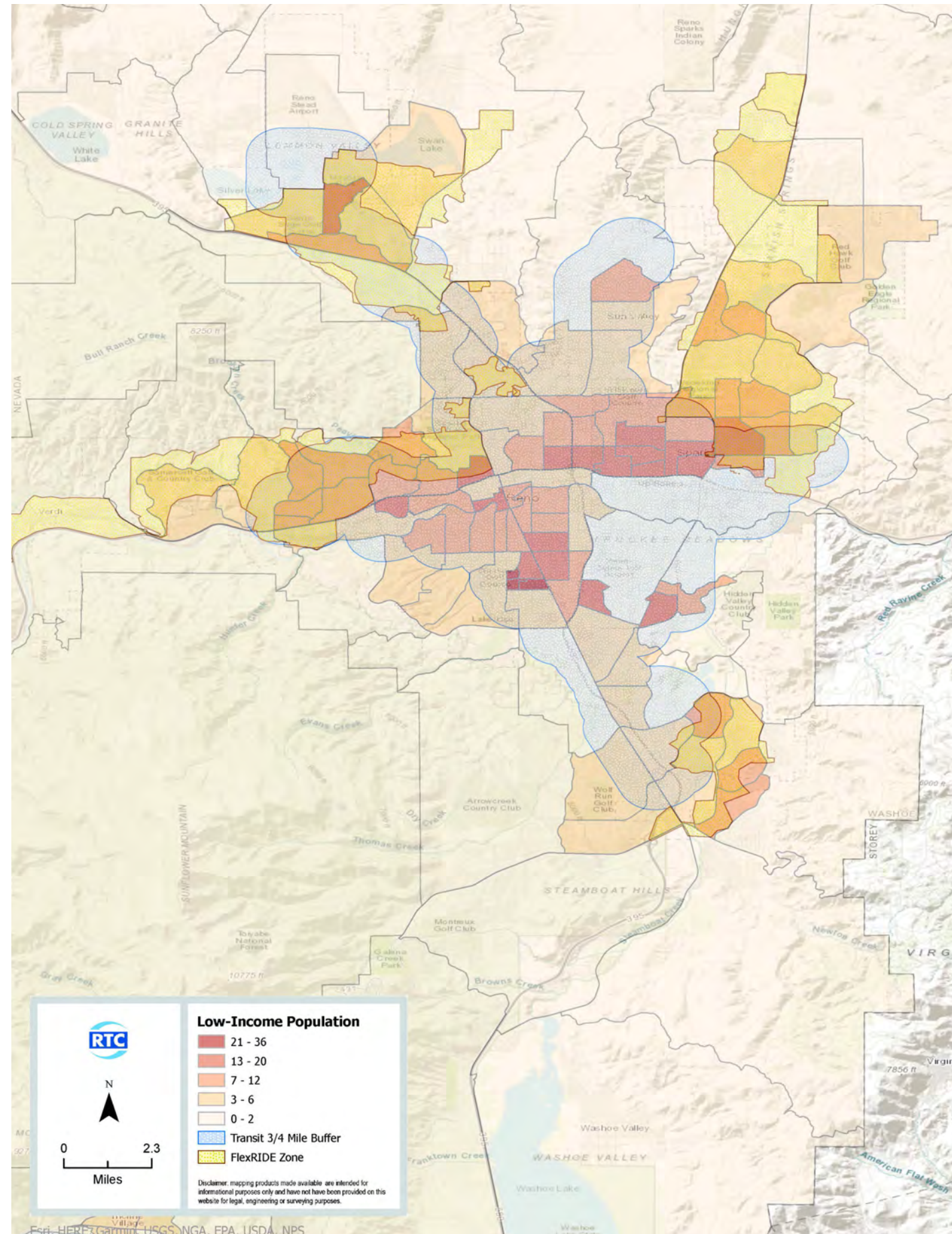
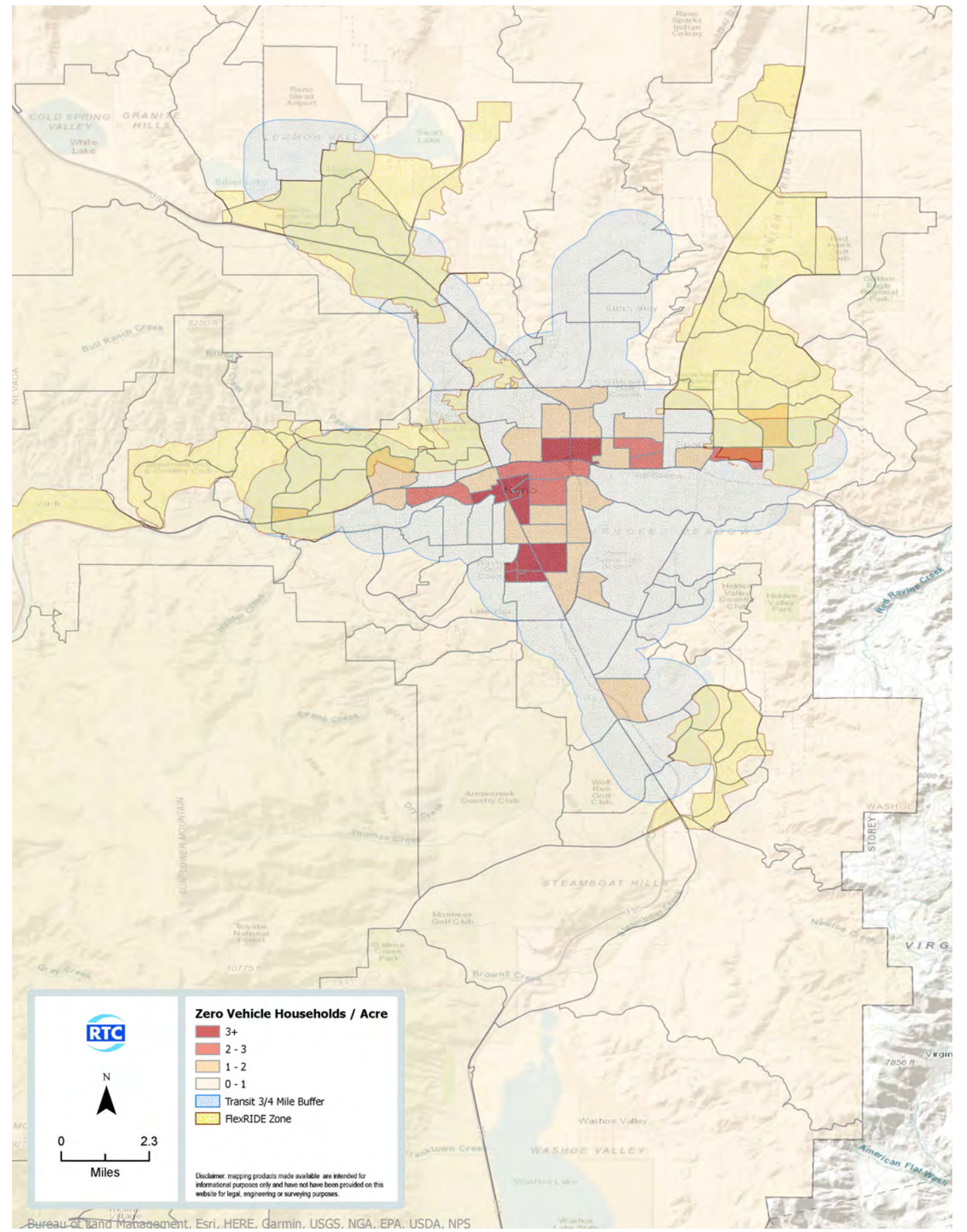


Figure 2.5 – Density of Zero-Vehicle Households





Home / Public Transportation

## Resources and Reports

### COORDINATED HUMAN SERVICES TRANSPORTATION PLAN (CTP)

The CTP is a five-year plan focusing on the transportation needs of a particular segment of the population—seniors and individuals with disabilities. The plan aims to identify the unmet needs of these demographics and to improve the coordinated transportation system in the region through reduced duplicated services and filling identified gaps in service. This process involves gathering stakeholder and public input.

Below is a link to a survey that allows the public to provide feedback that will help the RTC understand the current unmet needs and other issues in the region.

Take the Survey

# CHAPTER 3

## Stakeholder and Public Involvement

Public input, particularly from stakeholders, is an essential component of any CTP. The RTC, as part of the CTP update process, provided multiple opportunities for the public and stakeholders to participate, inclusive of surveys, in-person events, and a workshop. The following sections contain the methodology and other details of these efforts.

### STAKEHOLDER INVENTORY SURVEY

As a first step in the stakeholder and public outreach process, the RTC identified and contacted stakeholders involved in the provision of service to seniors and individuals with disabilities. Using the list of stakeholders from the previous CTP as a starting point, agencies were confirmed to still be active and relevant, with new agencies added as necessary. Individual contacts from the array of human services agencies, nonprofits, human service transportation providers, medical providers, veteran's services, and transportation network companies were also confirmed and updated.

An initial request was made to agency contacts to complete a stakeholder inventory survey. The list of stakeholders contacted is shown in Appendix A. A second request was made two weeks later to generate more responses to the initial survey. As a final follow-up, agencies providing direct transportation services were contacted to confirm details of their operating characteristics, which can be found in Chapter 2. Appendix A identifies which stakeholders participated, regardless of whether participation came after the initial or follow-up request. The survey included questions related to each contact's agency profile, services and operational details, and provided opportunities to comment on the state of transportation in the region and any perceived needs or gaps in service. The results of the survey are discussed on the following pages.



## Agency Profile, Services, and Operational Details



Stakeholders were asked about the populations they serve, the types of services they provide, and how those services function. Responses are organized into general categories, with specific or unique details highlighted to demonstrate opportunities or issues to be addressed by other phases of this CTP process.

### *What population groups does your organization serve?*

The vast majority of survey respondents indicated they serve seniors/older adults and/or individuals with disabilities. There is variation in the age required to receive services and some services are specific to certain disabilities, but most did not specify age or type of disability. Other groups served that do not exclude target populations include low income, those with mental health or addiction-related needs, vulnerable adults, and the general public.

### *What types of services does your organization provide?*

There were a wide array of services provided by survey respondents, but two categories stood out above the rest. Both the general support/life skills and transportation/transportation-related were services commonly provided.

The transportation/transportation-related category includes direct provision of transportation service as well as things like provision of bus passes or funding for transportation-related expenses. Some of the other services provided may require transportation in order to access them, such as assessments and case management, counseling, protective services, and others.

### *Does your organization provide transportation/transit services either directly or by providing funding?*

Of the respondents that provide transportation-related services, there is a nearly even split between respondents that provide transportation directly and by providing funding, with a few that provide both. There are slightly more agencies that provide funding, indicating there may be some potential to expand or add transportation services in the region.

### *What is your current annual budget for transportation/transit and what are your sources of funding?*

Most respondents indicated they have little to no dedicated budget for transportation services. Of those indicating they do have a transportation budget, there is no real consensus on the source, with sources ranging from state and federal grants to general funds and donations. This is potentially an encouraging sign, considering there may be several sources yet to be fully utilized.

### *What are the eligibility requirements for the transportation services that your agency operates and/or funds?*

Responses to the eligibility requirement question varied widely and were relatively evenly distributed. This variance was due to many instances where multiple criteria had to be met in order to qualify. In several cases, age (senior) is one of the eligibility requirements. The existence of different eligibility requirements for nearly every program/provider potentially limits access to transportation—or access to options—at the individual level.

### *Do you have a dedicated staff person(s) assigned to drive, maintain vehicles, track and/or administer the transportation program in your organization, and if so, how many?*

Survey respondents typically do not have staff dedicated to operating and/or maintaining vehicles. In many cases, transportation services are contracted out or require use of a personal vehicle by the volunteers or staff. Of those with dedicated drivers, staff is typically limited and may perform multiple functions and/or work in multiple programs, some of which may be unrelated to transportation.

Even with seemingly a multitude of transportation options and funding sources, access at the individual level may be constrained by eligibility requirements or staffing limitations.

### *If you provide transportation, how many vehicles do you own?*

Similar to the results from the question above, many providers of transportation-related services do not own vehicles due to the nature of the service being contracted out or provided by volunteers in their personal vehicles. Those with a fleet of vehicles typically own a very small fleet.

### *If you provide transportation, how much do you charge for the service?*

Outside of the for profit respondents, all other respondents provide transportation at no cost to the individual served. The only exception is one nonprofit that provides up to an established limit of free vouchers, with the option to purchase additional vouchers at a discounted rate. As discussed later in this chapter, cost is noted as a barrier to accessing transportation in the region. However, as demonstrated by responses to this survey question, cost should not be a barrier in many situations.

### *Are you aware of the Federal Transit Administration's Section 5310 Program (now known as RTC's Senior/Individuals with Disabilities Transportation Program), and have you previously applied for funding? If not, please explain why you have not applied.*

There was a nearly even split between respondents who had and had not heard of the FTA's Section 5310 Program (or RTC's equivalent program). Of those aware but have not applied, it was noted that FTA compliance is too burdensome or that their agency is not eligible for the program. More than half of respondents claimed to be unaware of the program. With the shift away from the use of FTA funding in RTC's equivalent program, there is opportunity to both inform agencies of the existence of the program and to update others with information about how the program is structured. This may lead to more transportation-related opportunities and better utilization of available funding.

## State of Transportation and Coordination in the Region

Stakeholders were provided opportunities to comment on the state of transportation in the region and on the status of any current or future collaboration efforts. As with the agency profile section above, responses are organized into general categories, with specific or unique details highlighted to demonstrate opportunities or issues to be addressed by other phases of this CTP process.

### *Please describe any existing coordinated transportation arrangements with other providers/agencies that you have in place.*

The most common agency with which respondents coordinate is the RTC followed by transportation brokers. Several other agencies were also mentioned as being involved in coordination efforts while only a small handful of respondents claimed to have no existing coordinated transportation arrangements in place. This high level of coordination is encouraging but other responses later in the survey indicate a need for more effective and efficient coordination.

**What benefits do those coordinated transportation arrangements provide?**

Overwhelmingly, the respondents indicated the benefit of such arrangements is access, whether to appointments, resources, or to transportation in general, thereby removing access as a barrier. Other noted benefits include allowing agencies to stretch their budgets further, better community engagement and involvement, and guaranteed income for transportation network company and taxicab drivers.

**What challenges do you experience with coordinating transportation?**

Some of the biggest challenges noted by respondents include variability in service (driver supply and availability, timeliness of service, etc.) and the inability of partners to accommodate additional or specialized trips. Additionally, complications in coordinating trips or with the service itself and limited service areas were somewhat common responses. Among other respondent-noted challenges, one respondent cited cost as an issue.

**Do you have any ideas on how to improve regional transportation coordination?**

The majority of respondents with ideas on how to improve regional transportation coordination seek to broaden travel options and improve service. Expanded service areas and better communication about what services are available and/or needed are also common themes. Several other recommendations were provided including making transportation more affordable.

**Unmet Transportation Needs and Gaps in Service**

Stakeholders were provided opportunities to comment on perceived unmet needs and gaps in service in the region. Consistent with the agency profile and coordination sections above, responses are organized into general categories, with specific or unique details highlighted to demonstrate opportunities or issues to be addressed by other phases of this CTP process.

**Please describe any transportation needs that you feel are currently not met or will become a need in the future that current transit service cannot accommodate within Washoe County.**

By far, the most commonly stated transportation need was an expanded service area. These comments were primarily in reference to the RTC’s public transportation system and its limited service options in outlying areas of the region.

Other perceived needs include additional programs specifically for seniors, additional routes, more affordable services, and travel training opportunities, among others.



**Have you received transportation requests that your agency was unable to accommodate?**

The majority of respondents indicated their agency did receive transportation requests they were unable to accommodate. There were a wide range of reasons for the inability of agencies to accommodate requests, with only two—wheelchair requests and outlying areas—occurring more than once. Other answers respondents provided as reasons their agency was unable to accommodate a transportation request included trips requested on short notice, the service was oversubscribed, and they do not provide transportation as a standalone service, among others.

**Do you have any ideas on how these unmet transportation needs could be met?**

The most common solution provided for meeting unmet needs was, perhaps not surprisingly, more funding. However, better partnerships between transportation providers and better information sharing are also notable responses. Several other potential solutions were offered and were discussed in more detail during the stakeholder workshop (see “Stakeholder Workshop” section later in this chapter).

Finally, survey respondents were given the opportunity to provide additional comments not tied to a specific question. Of those providing a response, nearly all comments related to looking forward to future collaborations and/or improvements or simply thanked the RTC for providing services and the opportunity to comment. Overall, survey responses provide valuable insight into the state of transportation in the region. Additional context and an expansion on many comments is provided in the Stakeholder Workshop section of this chapter.

**PUBLIC OUTREACH EVENTS**



Community outreach is an important part of developing a CTP that meets the needs of the community. Staff attended multiple events throughout the community geared toward seniors and individuals with disabilities, collecting feedback via surveys distributed to attendees. These events were promoted through the Age Friendly Reno advocacy group meetings. Both English and Spanish versions of the survey were available (see Appendix B for survey example), and staff provided assistance to survey-takers as needed. The vast majority (96 percent) of surveys were completed in English.



The survey asked respondents to answer a series of questions about their personal and household transportation needs and experiences. Approximately 22 percent of respondents indicated they did not have regular access to a personal vehicle that they drive, indicating a strong likelihood that most respondents utilize transit as a means of transportation. A total of 96 survey responses were received, the results of which are discussed below.

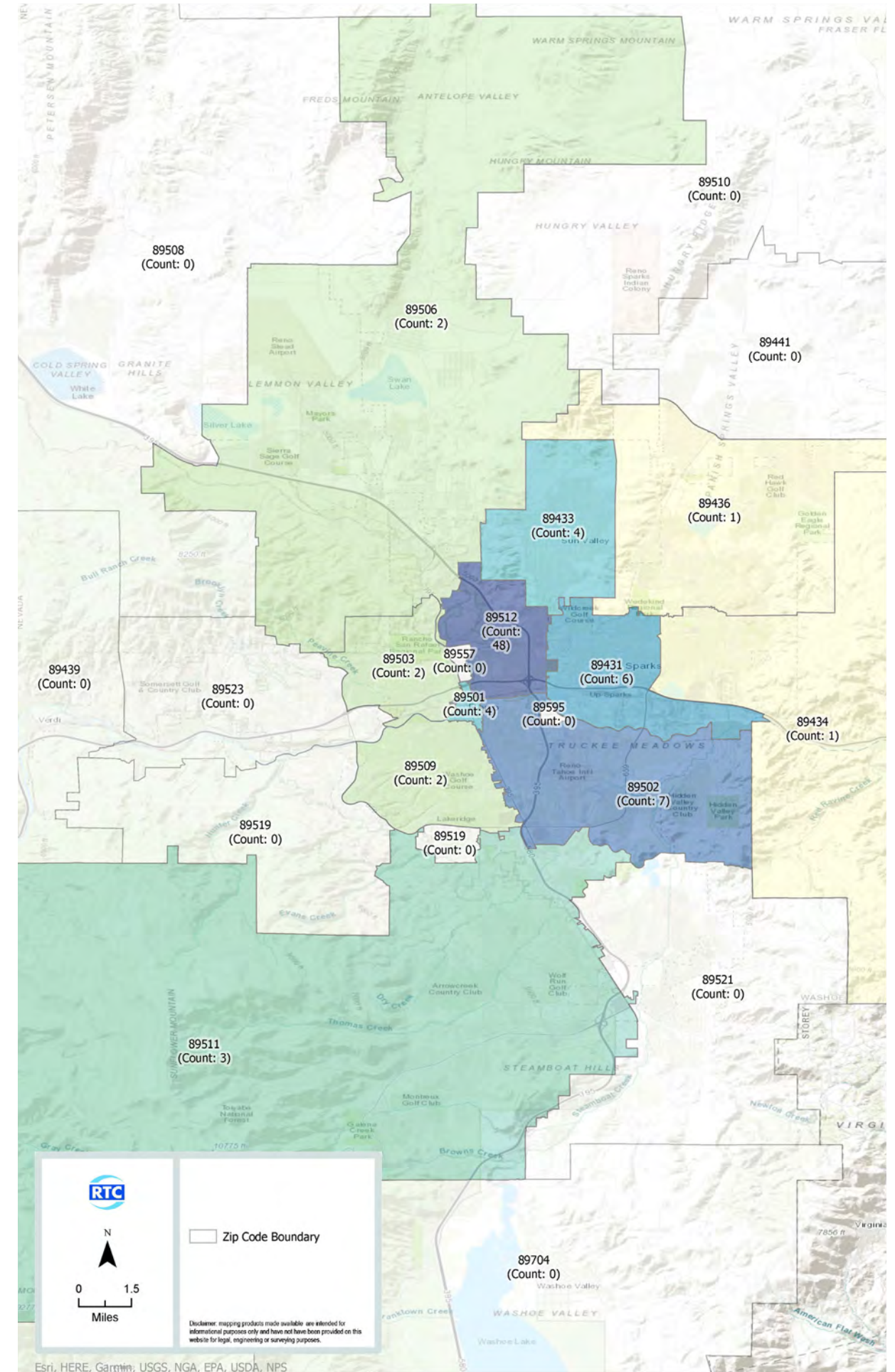




### Where Respondents Live

Survey respondents were asked to provide their residence zip code, as shown in Figure 3.1. the majority (53 percent) of respondents lived in Northeast Reno, which is the same area in which one of the public events was located. The next two most common locations—central Reno (8 percent) and central Sparks (7 percent)—were also areas where public events were held. However, there were surveys submitted by respondents from all over the region.

Figure 3.1 – Residence Location



## Demographic Questions

The survey included demographic questions related to status as a person living with disabilities, a senior citizen, or a veteran. Respondents were instructed to select all that applied. As shown in Table 3.1, approximately 52 percent of respondents indicated they were a senior citizen only, followed by respondents who selected person with a disability only and senior citizen with a disability, each at approximately 14 percent.

**Table 3.1 – Persons with Disabilities, Senior Citizens, and Veteran Status**

	Number of Respondents	Percent of Respondents
Senior Citizen (only)	50	52%
Person with Disability (only)	13	14%
Veteran (only)	2	2%
Senior Citizen with Disability	13	14%
Senior Citizen and Veteran	8	8%
Veteran with Disability	0	0%
Senior Citizen with Disability and Veteran	5	5%

## Transportation Characteristics

Respondents were asked a series of questions related to their utilization of various transportation options and their travel needs. They were also provided the opportunity to provide comments on the quality of transportation in the region, what barriers exist, and how these and other issues could be addressed.



Respondents were given a list of current transportation options and asked to select all of the services that they currently use. Table 3.2 illustrates the frequency with which specific transportation providers are used by respondents. The RTC’s fixed-route service, RTC RIDE, was by far the most commonly used service (73 percent), followed by other RTC services as four of the five next most commonly used options. Taxi, Uber, and Lyft services are used the most frequently (16 percent) out of any of the non-RTC operated services. Several other transportation providers are also utilized by respondents, although less frequently than those noted above.

**Table 3.2 – Transportation Provider Utilization**

Transportation Providers	Number of Respondents	Percent of Respondents
RTC RIDE (fixed-route service)	70	73%
RTC Washoe Senior Ride (taxi voucher program)	19	20%
RTC FlexRIDE (microtransit service)	15	16%
Taxi/Uber/Lyft	15	16%
RTC ACCESS (paratransit service)	13	14%
RTC REGIONAL CONNECTOR (intercity service)	12	13%
Other	12	13%
Seniors in Service	7	7%
Medicaid-sponsored transportation	7	7%
Employer-provided	6	6%
Access to Healthcare Network	5	5%
Senior program transportation services	5	5%
Pyramid Lake Paiute Tribal transit	4	4%
Reno-Sparks Indian Colony transit	4	4%
Sanford Center for Aging -- Senior Outreach Services	4	4%
Washoe County Human Services Agency	4	4%
Human service agency-provided	4	4%
Residence-provided	3	3%

Respondents were asked to indicate their most visited destinations or places they most often need to visit when transportation is available. The options provided included employment, shopping, medical appointments, school, recreation, human service programs, or other. As shown in Table 3.3, shopping was the most common trip purpose (69 percent), followed closely by medical appointments (61 percent). Access to human service programs and recreation were also relatively common trip purposes.

**Table 3.3 – Most visited destinations**

Destinations	Number of Respondents	Percent of Respondents
Shopping/grocery/pharmacy	66	69%
Medical or dental appointment	59	61%
Senior citizen or human service agency program	38	40%
Social/recreational	36	38%
Place of employment	13	14%
Other	8	8%
School or educational training	4	4%

The survey asked which days of the week and at what time of day the respondent needs transportation within Washoe County. Respondents were allowed to check multiple responses. As shown in Table 3.4, there was a relatively even distribution between weekdays, with a slightly lower need for transportation on weekends. Nearly half (45 percent) of respondents indicated they need transportation on all days of the week, while less than 20 percent indicated they need transportation only during the week (19 percent) or only on weekends (2 percent). As shown in Table 3.5, respondents indicated that transportation services are most needed primarily during regular business hours, with 8:00 AM to noon (61 percent) and noon to 4:00 PM (50 percent) categories receiving the most responses. Additionally, 74 percent of respondents indicated they need transportation before noon, while only eight percent of respondents indicated they need transportation during all hours of the day.

**Table 3.4 – Days of the Week When Transportation is Needed**

Days	Number of Respondents	Percent of Respondents
Monday	68	71%
Tuesday	69	72%
Wednesday	68	71%
Thursday	65	68%
Friday	68	71%
Saturday	55	57%
Sunday	55	57%
Weekdays only	18	19%
Weekends only	2	2%
All days	43	45%

**Table 3.5 – Times of the Day When Transportation is Needed**

Time of Day	Number of Respondents	Percent of Respondents
Midnight to 6:00 a.m.	12	13%
6:00 a.m. to 8:00 a.m.	28	29%
8:00 a.m. to noon	59	61%
Noon to 4:00 p.m.	48	50%
4:00 p.m. to 6:00 p.m.	36	38%
6:00 p.m. to 9:00 p.m.	20	21%
9:00 p.m. to midnight	13	14%
Before noon	71	74%
After 6:00 p.m.	23	24%
All hours	8	8%

Respondents were asked to indicate what deters them from using transportation services such as RTC, rideshares, and other services. The results are shown in Table 3.6. According to respondents, the biggest deterrent to using public transportation services is the walking distance required to access the service. It can be inferred that, in this instance, most respondents were referring to the RTC’s RIDE (fixed-route) service, as most other transportation services pick up and drop off at the desired origin and destination. Respondents also stated the ability to obtain transportation from a friend or family member as being a common deterrent to using public transportation options.

**Table 3.6 – Deterrents to using public transportation services**

Types of Issues	Number of Respondents	Percent of Respondents
Too far to walk to access service	17	18%
I am able to get rides from friends and/or family	13	14%
Other	11	11%
Too expensive	9	9%
I do not know how to use listed services	8	8%
I feel unsafe when using listed services	5	5%
I do not qualify for transportation programs	4	4%
It doesn’t go where I need it to	4	4%
Wheelchair accessible vehicles are not available when I need them	3	3%

Respondents were then provided the opportunity to select from various options that would make using public transportation services more appealing to them. As shown in Table 3.7, the most selected change that would make such services more appealing is lower cost, followed closely by expanded service area and increased frequency. Additionally, the creation of more direct connections, provision of better information about services, and expanded operating hours were popular responses.

**Table 3.7 – Changes that could be made to make public transportation service more appealing**

Types of Improvements	Number of Respondents	Percent of Respondents
Lower the cost	33	34%
Expand service area	32	33%
Increase frequency	28	29%
Create more direct connections	20	21%
Provide better information about services	20	21%
Expand operating hours	19	20%
Expand operating days	12	13%
Expand eligibility	11	11%
Other	6	6%
Provide information in additional languages	5	5%

The survey concluded with a pair of open-ended questions that allowed respondents to comment on the current mix of available transportation services and to provide other comments or concerns. Respondents were asked how, if at all, they would change service (by adding, removing, or reallocating service), and were afforded space on the survey to provide details on how they would change service. Nearly half (47 percent) of respondents indicated the current mix of available transportation services was sufficient for their needs. Approximately one-third (34 percent) of respondents indicated they would add service. Of those providing further detail about how to expand service, responses were generally related to expanding the service area or increasing service frequency. Of the few who indicated they would remove or reallocate services, no clarification was provided.



Additionally, respondents were asked to describe any other transportation barriers or concerns they would like to share. General categories were used to group the comments accordingly. If multiple subjects were addressed in one comment, the comment was counted in each of the relevant categories.



The most frequently received comments were related to expanding the service area and improving the schedule or on-time performance. Comments related to the desire for more stops or service and poor driver behavior were relatively common, as were those related to kind and helpful drivers and the overall quality of service.

### STAKEHOLDER WORKSHOP

As the final piece of the outreach process, the RTC held a stakeholder workshop, inviting stakeholders from across the region using a condensed version of the distribution list utilized for the stakeholder inventory survey. During the workshop, stakeholders were presented with contextual information on the CTP purpose and process, regional demographics, and findings from the public and stakeholder surveys. Building off this information, the workshop participants then discussed services and programs that are currently working well in the region. After determining what needs are being met by existing services, workshop participants then identified what needs are not being met, along with other gaps in service. These unmet needs and gaps in service were subsequently grouped into categories and prioritized as the most important to address in the four-year planning horizon of this CTP. Finally, participants developed strategies to address the top priorities based on available resources, time, and feasibility.

Input from the surveys and workshop was used to inform the CTP's final unmet needs and gaps in service, strategies to address these unmet needs and gaps in service, and develop priorities for implementation.





# CHAPTER 4

## Identified Gaps in Service and Unmet Needs

As discussed in Chapter 3, a series of outreach activities were used to gather feedback from the public and stakeholders. RTC staff met regularly to discuss potential transportation-related issues and also applied a demographic analysis to the outreach and identification of gaps in service and unmet needs process. The following sections contain a recap of common themes identified during the 2020 CTP process as well as those that emerged during the development of the 2024 CTP.

### COMPARISON TO 2020 CTP

Using a similar process of outreach for the identification of gaps in service and unmet needs, the 2020 CTP compiled key findings divided into two categories: “unmet transportation needs” and “coordination issues.” Below is a summary of these findings, which were used to present a baseline of gaps in service and unmet needs during the stakeholder workshop conducted as part of the 2024 CTP development process.

#### 2020 CTP Unmet Transportation Needs:

- Lack of affordable transportation
- Need for door-to-door or door-through-door service
- Limited service area
- Lack of wheelchair accessible vehicles
- Advanced reservation requirements
- Limited service hours (need for 24/7 service)



## 2020 CTP Coordination Issues:

- Lack of information about services
- Difficulty matching resources with needs of the passenger
- Agencies are focused on their own clients and services

Several 2020 issues remain ongoing in 2024. However, some are new and even many of the recurring issues include nuances that require different solutions, as discussed in Chapters 5 and 6.

## GAPS IN SERVICE AND UNMET NEEDS

Spatial, temporal, and other gaps in transportation services were identified through the stakeholder survey. Additional gaps were extracted from public and stakeholder surveys, while additional clarification and context was provided during the stakeholder workshop.

As outlined in Table 2.1 on page 14, the more urbanized portions of Reno and Sparks have transportation service (RTC RIDE) that has no eligibility-based limitations and service is provided during all days of the week and all hours of the day. However, this service may be limited in its accessibility on account of the fare charged per trip and/or by the lack of specialization in serving members of the community with different needs and abilities. The service area is also limited to the more urbanized portions of Reno and Sparks. To fill this need for specialized and wider-reaching service, there are several providers in the region, including some that do not charge a fare. These services are typically limited by their days and hours of service (which may be limited based on the availability of volunteer drivers) and availability is based on their eligibility requirements.



According to the service data collected, the following have been determined to be spatial gaps in service within different parts of Washoe County:

- Rural Washoe County – service for individuals with disabilities is limited based on volunteer availability; volunteers typically do not have accessible vehicles. Service for seniors is limited based on volunteer availability or by eligibility requirements (limited resources and low-income) and days and hours of operation.
- Bureau of Indian Affairs Indian Reservations in rural Washoe County – service for seniors and individuals with disabilities is limited by days and hours of operation. Limiting factors may also include the presence of fares and service areas with specific pickup and drop-off locations.
- Outlying areas of Reno/Sparks – service for seniors and individuals with disabilities is limited by days and hours of operation.
- Urban areas of Reno/Sparks – service for seniors and individuals with disabilities is limited by the presence of fares and lack of specialization or by days and hours of operation, depending on the type of service used.

While there is transportation coverage throughout the region, accessibility becomes more limited the further from the urban cores of Reno and Sparks that the trip origin and/or destination gets. This is consistent with feedback received through stakeholder survey responses, which identified service area as the biggest transportation-related gap. Similarly, according to public survey respondents, an expanded service area is the second most desired improvement that could be made to transportation services.

Several gaps in service and unmet needs distinct from spatial and temporal gaps in transportation services were identified through the public and stakeholder surveys. Additional clarification and context were provided during the stakeholder workshop. The resulting list of unmet needs were refined and grouped into the categories below.

- Staffing shortages and service reliability
  - Survey respondents and workshop participants commented on the need for more staffing and/or volunteers to improve the availability and reliability of services. Staffing shortages can lead to decreased on-time performance or the unavailability of service, both of which can lead to missed appointments and other missed trips.
- Transportation for individuals with special needs
  - Survey respondents and workshop participants commented on the need for more specialized transportation services. There is often a lack of transportation for individuals with specialized needs such as those with mental or behavioral health issues; cognitive disabilities; individuals under anesthesia; and those with mobility support needs requiring door-through-door service. Such service also requires specialized training for drivers and other staff.
- Limited service area
  - As discussed in the spatial gaps section above, service to rural or outlying areas of the region is lacking. Survey respondents and workshop participants pointed out the presence of gaps in service areas, including a lack of interregional connectivity.
- Eligibility limitations
  - Survey respondents and workshop participants also highlighted eligibility requirements as a limiting factor in accessing transportation. These limitations may be too restrictive or require an individual seeking transportation to also be receiving other services, and include the processing time required to become eligible for a given program or service.

- On-demand service
  - Survey respondents and workshop participants noted that same-day or urgent requests for transportation are often difficult to fulfill. The nature of such trips, requiring the arrangement of driver and vehicle availability often limits the ability of transportation providers to accommodate these requests.
- Affordable transportation
  - Cost was a common concern among survey respondents. Although it was discussed by the workshop group it was not identified as a significant gap in service. In the opinion of the workshop participants, the issue was more related to the ability of individuals and service providers to identify and coordinate transportation through any of the agencies providing service at no charge to the user. However, the RTC's services, which tend to provide the most coverage, also charge a fare for each service type.
- Travel time
  - Survey respondents and workshop participants pointed out limitations caused by travel and/or wait times. The amount of time spent waiting for a bus or in transit can impact the ability of seniors or individuals with disabilities to utilize public transit or human service agency-provided transportation.
- Lack of travel options
  - A popular topic among survey respondents, workshop participants also mentioned the need for more transportation service options. This is essentially a catchall category to fill general gaps in service such as transportation for particular groups or purposes, alternative options such as bicycle infrastructure or rail service, and overall service (days, hours, frequency, routes, stops, etc.).
- Funding
  - The need for funding goes beyond simply the availability of dollars for programs and services. Most, if not all, utilize grants on an annual or recurring basis. However, the requirements associated with grants can prohibit access or limit the amount or type of transportation provided. Overall, survey respondents and workshop participants agreed additional funding is needed to improve the state of transportation in the region.
- Information and training
  - A popular and broadly defined topic among survey respondents and workshop participants, better information and training is necessary to maximize current services. This category includes the need for better communication (i.e., through campaigns, outreach, and information sharing) about what is available and needed. It also includes the need for training for staff on how to coordinate, book, and track trips, whether through direct communication or a trip scheduling platform.
- Safety
  - Survey respondents noted safety concerns not discussed by the workshop group. Although not a commonly identified unmet need, safe service and the provision of safe places for vulnerable populations is desired.
- Coordination
  - Survey respondents and workshop participants agreed that there is a need for better coordination. This improved coordination should come in many forms including between jurisdictions, between transportation providers, with tribal agencies, with developers, and with non-transportation service providers that deal with activities of daily living (ADLs) and instrumental activities of daily living (IADLs). In many cases, an overarching authority or leadership is necessary to create a record of collaboration, facilitate interagency coordination, or take on bigger picture efforts.

The gaps in service and unmet needs discussed above are based on comments from survey respondents and workshop participants and have been refined into broad categories that may include some overlap. However, there are nuances to each that make them distinct and appropriate to separate. These gaps in service and unmet needs were considered during the stakeholder workshop. Strategies to address these issues were developed, as discussed in Chapter 5. Generally, many of the issues identified during the development of the 2020 CTP remain today. However, there was enough difference between the two sets of gaps in service and unmet needs that new potential solutions were needed.





## CHAPTER 5

### Implementation Strategies

Throughout the development of the CTP, data related to gaps in service and unmet needs was gathered to inform strategies to address transportation-related issues. Building upon the valuable feedback provided by members of the public and key stakeholders, as discussed in Chapters 3 and 4, this chapter details specific strategies to improve transportation services. Below is a list of each strategy, followed by a discussion that highlights the potential of strategies to address the biggest gaps in service and unmet needs identified during the stakeholder and public outreach process. Individual strategies may be used to address multiple gaps in service or unmet needs or used in tandem to address a single issue. Prioritization of and recommendations for strategies to be implemented are presented in Chapter 6.

The strategies discussed in this chapter are:

- Volunteer driver program
- Driver training program
- Expanded service area
- Eligibility assessment program
- Same day trips on ACCESS
- Expanded mobility manager program
- Expanded Transportation Network Company subsidies
- Additional nonprofit transportation providers
- Improve funding sources
- Uniform trip booking/scheduling platform
- Travel training and support
- Coordinating council

### VOLUNTEER DRIVER PROGRAM

Use of volunteers provides a low-cost option to meet transportation needs, particularly in areas with low population densities and low levels of demand. Volunteers typically use their personal vehicles, receiving a mileage reimbursement, but can also utilize agency-provided vehicles, if available. These programs may also include an escort component where volunteers accompany riders with mobility devices on paratransit services when they are unable to travel in a private vehicle.

In contrast to other transportation options, these are typically door-through-door services, which require more time to complete each trip but offer a higher level of service for the individual.

Several nonprofit organizations such as N4, Sanford Center for Aging, and SIS, already use volunteer driver programs but have trouble meeting the demands of their clients. A dedicated volunteer driver program may be able to coordinate drivers from around the region to scale available resources to fulfill the needs of various organizations.





## DRIVER TRAINING PROGRAM

There is often a lack of transportation for individuals with specialized needs, which may be due in part to the lack of availability of specialized training for drivers and other staff. Nonprofit organizations typically provide necessary training to volunteers and staff, but this can be a significant draw on resources when faced with high turnover rates and the number of volunteers required to maintain appropriate levels of service. A regional volunteer driver program may also be able to provide the necessary training to volunteers without impacting the resources of individual organizations.

Such a program could provide training on more general skills such as reading trip manifests or loading and securing wheelchairs, as well as specialized training such as how to provide door-through-door service or service for people with various disabilities.



## EXPANDED SERVICE AREA

Most nonprofit organizations provide service throughout the region and typically are not limited by area served. However, their limitations on eligibility, capacity, and days/hours require other services to fill the void. The RTC's RIDE, FlexRIDE, and ACCESS services are primarily focused on serving more urban parts of the region but otherwise have the fewest restrictions to providing service.

An expansion to RIDE service would require an associated expansion to ACCESS service. Expansion of the service area for ACCESS would increase the cost of providing the service with a reduction in service productivity and a higher average cost per passenger trip.

Further, expansion of the service area would only meet the needs of individuals who qualify for ACCESS service under the eligibility determination process. It may therefore make the most economical and logistical sense to expand FlexRIDE. However, creating connectivity between FlexRIDE zones may be necessary to maximize usefulness of an expansion.

## ELIGIBILITY ASSESSMENT PROGRAM

During the stakeholder workshop, participants expressed that cost may not be as much of an issue if individuals were properly matched with services for which they qualify. Many nonprofit organizations and human services agencies provide case management that can assess individual needs and abilities and make transportation arrangements. However, a regional eligibility assessment program could help to streamline the process of identifying and applying to receive eligibility-restricted services.

The RTC's Mobility Center makes eligibility determinations for its ACCESS service. The center is operated with 3 staff members with space set aside at CENTENNIAL PLAZA to conduct requisite testing. A similar facility could be established or co-located and operated by a regional mobility manager or in-house staff with intimate knowledge of various programs.

## SAME DAY TRIPS ON ACCESS

Due to the nature of scheduling and booking trip requests—which require the coordination of a vehicle, driver, and/or other staff—same day trips can be difficult to accommodate. The RTC's FlexRIDE service allows anyone to book a trip with as little as 20 minutes notice. However, with significant service area limitations, this service is typically not an option for human service agency and nonprofit organization client needs. In many cases, the desired pickup and/or drop off location is a dialysis clinic, hospital, office, or other location in the urban core and outside of the FlexRIDE zone, which is primarily restricted to suburban and outlying areas of the region.



Applying the same trip booking technology used for FlexRIDE to a service that has more coverage, and which provides door-to-door service may help meet some of the demand for on-demand service. This could also be accomplished through an expanded FlexRIDE zone or a connected scheduling and booking platform that book trips through any of several area providers.

## EXPANDED MOBILITY MANAGER PROGRAM

A mobility manager can implement or assist in implementing several strategies in this list. As noted in Chapter 4 and the eligibility assessment program item above, transportation services that are free to the user are readily available. The challenge is in identifying what services are available and whether an individual meets the eligibility requirements. A mobility manager can assist individuals in identifying transportation that meets their mobility needs, at the same time helping to remove cost as a barrier.

Additionally, while eligibility assessments may not be standard practice for a mobility manager, they typically provide coordinated information and referrals, creating a "one-stop" information center on multiple travel options. It may also be outside a mobility manager's reach to provide driver training or directly book trips, but it is not uncommon for them to coordinate travel training and trip planning for individuals.

Mobility management functions are typically provided by human service and transportation providers in some form, even if not by someone with a "mobility manager" title. However, the full scope of these functions is not typically provided by such individuals, and the mobility management tasks may not be performed at the regional scale. The Reno/Sparks region shares a mobility manager with other parts of northern Nevada. The position is funded by a grant intended to serve rural areas, allowing for only tangential utilization in Washoe County. A dedicated position for the urban area would mean better coordination and progress toward meeting several local strategies.

## EXPANDED TRANSPORTATION NETWORK COMPANY SUBSIDIES

Transportation Network Companies (TNCs) and taxis can be the quickest, most convenient and most responsive transportation available. The RTC provides taxi and TNC fare subsidies through its Taxi Bucks and voucher programs, and N4 provides TNC vouchers through its N4 Connect program. Expanding subsidies would help address limitations caused by travel and/or wait times common among other transportation services.

Cost was a common concern among survey respondents. The service with the highest cost to the individual is TNC or taxi service. Despite the presence of voucher programs, they are limited to a monthly maximum, the threshold for which can be fully utilized in as few as one or two round trips. In addition to reducing travel times, more funding for these programs would help meet the need for more affordable transportation and expanded on-demand service.

## ADDITIONAL NONPROFIT TRANSPORTATION PROVIDERS

There are several nonprofit agencies providing transportation service in the region. These agencies have the capability to provide a higher level of assistance and can meet a wider range of needs than most other services. They are also typically customized to meet the specific needs of a certain demographic or subset of the population. It would therefore make sense to expand the number of travel options through increasing the number or type of nonprofit providers. Travel options may also be added by simply expanding the hours or days of operation of existing nonprofit providers.

## IMPROVE FUNDING SOURCES

Making improvements to funding sources means more than growing program budgets to new levels. While the long list of gaps in service and unmet needs will require new funding streams and/or significant boosts to existing sources, lessening the administrative burden of existing sources will also help nonprofits and other organizations utilize grants to their full potential. The RTC has already converted its 5310 program to an equivalent sales tax program to help alleviate this burden.

Further efforts could be made to expand funding, minimize requirements, and increase sustainability of grant programs through formal advocacy. National organizations such as the American Public Transportation Association (APTA), the Community Transportation Association of America (CTAA), and the National Aging and Disability Transportation Center (NADTC) advocate for transportation-related needs and support grantees in securing sustainable funding. Further advocacy could be done at the state and local levels through formation of a state transportation association or local coalition.

## UNIFORM TRIP BOOKING/ SCHEDULING PLATFORM

The sharing of information and provision of staff training can be accomplished through several methods. Creation of a uniform trip booking/scheduling platform serves several purposes, including making trip-related information available to all participating providers. This would allow agencies to maximize current services while reducing (or eliminating) duplication of services. The platform used by RTC's ACCESS service has the capability to add additional providers while integrating and separating certain aspects of each service, as necessary. Additional fees on a per vehicle/fleet basis would be required but training could then be performed by staff at any agency or made a function of a regional mobility manager.

## TRAVEL TRAINING AND SUPPORT

Programs designed to teach people with disabilities, seniors, youth, minorities, or those who are generally concerned about riding public transportation or traveling independently in their communities can encourage wider utilization of public transportation. A travel training program should provide the basics on how to ride, safety tips, and information on how to obtain support in scenarios that feel unsafe.

The RTC currently offers a travel training program that teaches individuals or groups how to utilize public transportation. Travel training programs generally fall under mobility management and could be run by a regional mobility manager in order to provide instruction and training on other modes of transportation and to keep individuals safe and connected to their communities. Although a travel training program won't specifically add safety features to travel options, it should make people aware of what safety features are available to them when using public transport.



## COORDINATING COUNCIL

Although much coordination already takes place in the region, there is more that can be done. Having an established forum in which to discuss mobility issues, whether they are barriers, improvements, or observations, is vital to the continued development of a coordinated network of transportation services. Members can work jointly toward implementing the strategies and services recommended in the CTP or establish subcommittees to address other goals or objectives.

A local coordinating council may begin with members from agencies focused on providing transportation but is likely to expand to include members from local jurisdictions, tribal agencies, developers, human service agencies dealing with Activities of Daily Living (ADL) and Instrumental Activities of Daily Living (IADL), health clinics, and others. The council should meet on a regular basis to discuss new developments in state and local transportation, to identify service gaps, and to design coordination strategies.

In addition to addressing transportation-related issues, a coordinating council could be a catalyst for interagency coordination and a strong advocate for bigger picture efforts related to funding and changes to statute or regulation.



The strategies covered above are meant to act as potential solutions for gaps in service and unmet needs identified throughout the development of this CTP. This list is not comprehensive, and funding may not exist to implement them all before the next iteration of the CTP is developed. It was therefore necessary to prioritize gaps, needs, and strategies for implementation, the results of which are discussed in Chapter 6.





## CHAPTER 6

### Implementation Priorities

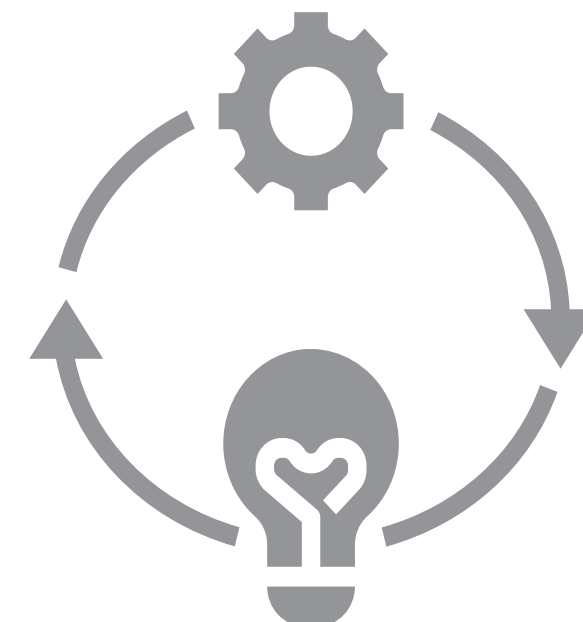
Development of the 2024 CTP has revealed that there is support for several strategies, programs, and projects to address the varying gaps in service and unmet needs in the region. These strategies, programs, and projects were evaluated in Chapter 5 and have been prioritized according to public and stakeholder input. This chapter describes the strategies that have been determined to be priorities and adds consideration of existing and potential future resources, timeline, and feasibility for implementation.

Ultimately, successful implementation of any of the priorities discussed below will be reliant upon the ability of stakeholder agencies to collaborate and coordinate both existing and newly developed strategies. Without additional funding sources much of the success will depend on the region's capacity to operate programs and services efficiently and to minimize duplication of services.

The following sections of this chapter provide details of the strategies prioritized for implementation, the proposed implementation timeline for each, and budgetary constraints and other financial considerations.

### REGIONAL PRIORITIES

The strategies discussed below were selected based on data and information collected through public and stakeholder surveys and a stakeholder workshop, the results of which were provided in previous chapters. The top two most preferred strategies across all types of outreach utilized in the development of this CTP, as well as the most preferred remaining strategy from each outreach type, make up the top five strategies recommended for implementation. An overview of the top priorities for stakeholders, members of the public, and workshop participants in addressing unmet needs and gaps in service is provided in Table 6.1. Other strategies are included as supplementary priorities and are based on the availability of additional funding.



**Table 6.1 -- Top Five Priorities for Stakeholders, Members of the Public, and Workshop Participants in Addressing Unmet Needs and Gaps in Service**

		Top 5 Priorities for Stakeholders	Top 5 Priorities for Members of the Public	Top 5 Priorities for Workshop Participants
<b>Top 5 Priorities Overall</b>	Expand Service Area	X	X	X
	Information Sharing and Provision of Training	X	X	X
	Improvement of Existing and Creation of Additional Travel Options	X	X	
	Improved Coordination	X		
	Funding Solutions			X
	Staffing Service Reliability	X		
	Transportation for Individuals with Special Needs			X
	Reduction of Eligibility Requirements			
	Addition of On-Demand Services			X
	More Affordable Transportation		X	
	Reduction of Travel Times		X	
	Improved Safety			

**Priority #1 – Expand Service Area**

As discussed in Chapter 5, most of the human service agencies provide service throughout the region or serve all of Washoe County, whereas the RTC’s services are more focused on the densest parts of the Reno-Sparks area. The service provided by the RTC that may make the most economical and logistical sense to expand is FlexRIDE. In providing curb-to-curb service, it limits the distance older adults and individuals with disabilities must travel to board at their origin and alight at their destination. Creating better connectivity between FlexRIDE zones would be necessary to maximize the utility of an expansion. If this is less feasible, expanding RIDE and ACCESS may be viable options as well. While there may not be complete agreement on which service is most preferred for expansion, the desire for an expanded service area is a top priority to the public, stakeholders, and workshop participants.

**Implementation Strategy 1.1 – Expand FlexRIDE Service Areas**

Since it was first implemented in 2021, FlexRIDE has continued to grow ridership and expand service areas. With service already covering many of the region’s outlying areas, there may be limited options in which to create new zones. Cold Springs and Hidden Valley are two areas currently unserved by the RTC, although old southwest Reno and Galena are other potential options for expansion. Expansion of existing service areas may also be necessary to create connections between areas and to facilitate better access to more urbanized areas of the region.

Expansion of FlexRIDE service could be completed in the short-term (within five years) considering the RTC is preparing to update its Transportation Optimization Plan Strategies (TOPS) plan, which will determine details of any future expansion. A proposed expansion in the short-term is also feasible based on the funding sources used for service. Operating funding is through Congestion Mitigation and Air Quality (CMAQ) and replacement vehicles are typically provided through CMAQ or FTA 5307 funds.

However, FlexRIDE expansion vehicles have historically been funded with FTA 5310 dollars and any future expansion would presumably require a one-time investment using these Enhanced Mobility of Seniors and Individuals with Disabilities (5310) funds. Finally, given the success of the FlexRIDE service, continued expansion is feasible from the standpoint of obtaining buy-in from elected officials and the community.

**Implementation Strategy 1.2 – Fund Transportation Based in Rural Areas**

Service to and from outlying and rural areas is a challenge for a number of reasons and prompts the need for expanded service areas. While expansions to the FlexRIDE service area will help to address the issue, it will be unlikely to completely resolve the need for service in outlying and rural areas. Workshop participants noted that funding drivers or providers that are based in rural areas would better address this issue.

Efforts should begin with recruitment of volunteers and TNC drivers in the rural portions of Washoe County. Partnerships with TNCs could be formed or smaller grant opportunities could be pursued to fund marketing and outreach to recruit drivers for TNC, human service, and nonprofit transportation providers. This strategy could be completed in the short-term with relatively small financial investment. Recruitment efforts as part of larger initiatives to improve transportation services is an eligible expense under the FTA’s 5310 and the RTC’s 5310 equivalent programs.

**Priority #2 – Information Sharing and Provision of Training**

From both the public and service provider perspectives access to information can be troublesome. Better access to information is a priority for the public, stakeholders, and workshop participants. Uniform methods for sharing information and a clearinghouse for storing and accessing information are needed to improve the quality and accessibility of transportation-related information. In order to ensure successful maintenance of any system or program implemented, appropriate training must be provided. Underresourced departments and high staff turnover rates can cause even fundamental levels of training to become burdensome or unavailable. Sharing common methods and resources allows training to be available without the presence of an in-house subject matter expert.



### ***Implementation Strategy 2.1 – Develop Uniform, Integrated Trip Booking/Scheduling Platform***

The RTC currently uses Spare as its trip booking and scheduling software program. The program allows for the dynamic scheduling of trips, creating efficient manifests and utilization of vehicles and drivers. The platform has the capacity to add separate sets of drivers and fleets that could allow external agencies to access the system, view availability through other providers, and maximize existing resources. When encountering staff shortages or high rates of turnover, this would also allow them to call on other users of the system to provide assistance or training.

Allowing use of the RTC’s Spare platform by external agencies would incur additional fees on a per vehicle/fleet basis. This would provide a uniform system for booking and scheduling trips but would not be integrated across providers. However, this could be completed in the short-term given that the platform is already established and that RTC staff has a working knowledge of how to use it. Agencies that already use a separate software could divert their existing budget to adding their fleet to Spare. There is opportunity here for economies of scale and may even result in a budget reduction for each agency opting to switch providers.

In 2019, NDOT had discussions with its subrecipients and with the FTA about the potential for a state-sponsored integrated trip booking/scheduling platform. While funding for the platform did not materialize as anticipated, NDOT later awarded funding to N4 to pilot a regional platform.

Ultimately, the pilot did not become permanent, but the concept is still feasible, with successful examples from Pennsylvania and Nebraska that could be used as models.

Moving to a fully integrated system is likely implementable in the medium range (five to ten years) as there would be several steps involved in establishing such a system. However, the funding could come from a source other than that which is dedicated to enhancing mobility for seniors and individuals with disabilities. NDOT typically has a large carryover of FTA 5339 funds—capital funding that could get the program up and running but would not be able to fund ongoing operations and maintenance. This could be shared between users of the system as part of any existing budget for trip booking/scheduling software, as noted above.

An initial inquiry would need to be made to transportation service providers to gauge interest and then to NDOT to confirm the funding source before moving toward finding a project sponsor. The sponsor would be responsible for conducting a procurement for a software provider that would build a system that could accommodate each user agency’s needs to develop a fully integrated system.

### **Priority #3 – Improvement of Existing and Creation of Additional Travel Options**

Expressed to be the highest priority of members of the public, the improvement of existing and creation of additional travel options can mean many things. In perhaps its simplest and most basic form, this can mean extended days or hours of operation. Based on other comments received, it can mean more routes, services, and infrastructure.

#### ***Implementation Strategy 3.1 – Service Improvements for Nonprofit Transportation Providers***

As discussed in Chapter 5, the service improvements that might have the most benefit for target populations are those provided through nonprofit organizations. The higher level of service provided by nonprofits, and the ability of these organizations to cater to individual needs allows them to have the greatest impact on quality of service and in filling gaps and addressing unmet needs. Additionally, the type of service provided, if expanded, would also help address other issues such as the need for door-through-door transportation and more direct connections. It was expressed by stakeholders that backlogs and waitlists are common to nonprofit providers and enabling them to add service would allow them to take on additional clients and fulfill additional trip requests.

The addition of nonprofit transportation service could be implemented in the short-term with additional funding and staff. The RTC’s 5310 equivalent sales tax program is available to nonprofit and other organizations for new and existing services. The next call for projects is anticipated in the spring of 2025 with funding offered on a two-year cycle.

The RTC could consider increasing the level of funding available for the next two cycles and nonprofit organizations could apply for other funding sources that support transportation for older adults and individuals with disabilities. Logistically, implementation of this strategy is feasible, but the identification of new sources of funding may be less so.

#### ***Implementation Strategy 3.2 – Expand Door-Through-Door Transportation Options***

Door-through-door service is an important part of providing transportation for seniors and individuals with disabilities. Provision of this type of service can take additional resources such as staff, budget (i.e., additional liability insurance), or time. Engaging agencies that address ADLs and IADLs to assist with specialized transportation service may be a way to mitigate this resource issue.

In many instances, transportation providers have ongoing communication with non-transportation service providers and may be able to collaborate to enhance existing curb-to-curb or door-to-door service to become door-through-door.

It was pointed out during the workshop that, in some cases, agencies focusing on ADLs and IADLs do not consider themselves to be transportation providers when some of these activities involve transportation. For example, they may view the activity as “shopping,” which involves a trip to the grocery store. These agencies may be able to not only act as a personal care attendant aboard transportation provider vehicles but could potentially take trips from transportation providers on a case-by-case basis. This strategy could be implemented in the short-term with little to no financial commitment. A memorandum of understanding or agreement may need to be established for more formal arrangements but could otherwise be accomplished through informal communications.

#### Priority #4 – Improved Coordination

A top priority for stakeholders was to improve coordination. Improved coordination can impact many areas that fall short of meeting transportation-related needs. There is a desire to engage, or better engage transportation providers, human service agencies considered to be non-transportation providers, health clinics, local jurisdictions, and others. This engagement would allow agencies to pool resources and/or work toward common goals.

##### *Implementation Strategy 4.1 – Formation of a Coordinating Council*

Formation of a coordinating council is a strategy that is implementable in the short-term. Many transportation and human service providers already coordinate or meet on a regular basis, so formalizing the process and adding members should not be viewed as an impossible endeavor. However, establishment of a coordinating council was a goal in the 2020 CTP and will require significant commitment from several agencies and individuals to accomplish.

A coordinating council should have representation from the RTC, each human services transportation provider, other human service agencies which serve people with transportation needs, local governments, and users of public transportation, and may include other organizations or individuals. The council should facilitate coordination of transportation services. This may include identifying barriers to coordination and developing approaches to overcome the barrier, identifying opportunities to improve coordination, identifying service enhancements, and implementing the coordination strategies contained in this plan. Functions of the council would otherwise be determined upon development of its mission and goals.

Costs associated with this strategy would be minimal and likely confined to staff time to participate, which may vary depending on the level of responsibility and/or participation from each agency. These expenses would qualify for reimbursement under many grant programs, including the FTA's 5310 and RTC's 5310 equivalent programs. However, participation in the council could result in additional funding for agencies and/or the region as participants work to improve awareness and eligibility for new funding programs and/or greater efficiencies of service through improved coordination.

#### Priority #5 – Funding Solutions

A top priority for workshop participants was to create better solutions for funding-related issues. Several of these issues noted by workshop participants are less about generating new funding streams and more about lessening the burdens associated with existing funding sources. The RTC has already created one solution to this problem through the creation of its 5310 equivalent sales tax program, which removes some of the requirements associated with the federal version of 5310. Workshop participants were also concerned with the reality of increasing costs of goods and services combined with the flat funding of most grant programs.

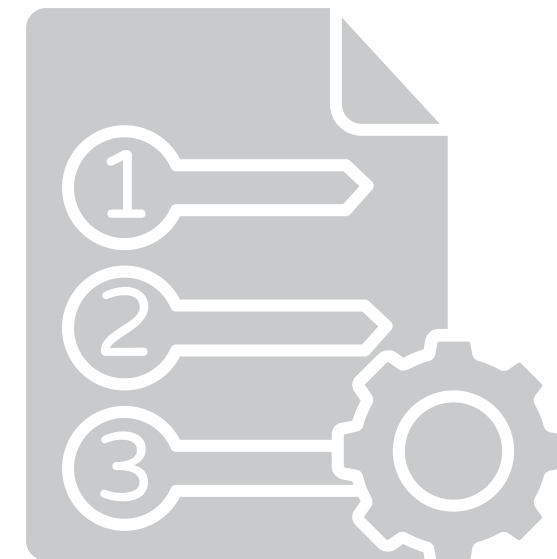
There is also minimal appetite to start new programs and services under sunset grants that only provide funding for new programs or that are only available for a short duration.

##### *Implementation Strategy 5.1 – Better Utilization of Existing Funding Sources*

There are many grant programs in existence today that either fund transportation directly or reimburse transportation-related expenses as part of another non-transportation related program. As noted in Implementation Strategy 4.1, it is possible that “new” sources of funding are identified simply through better communication and coordination between agencies.

However, there are available resources such as the National Aging and Disability Transportation Center's (NADTC) Resource Guide, which provides an inventory of federal grants that may be used to serve the transportation needs of older adults and individuals with disabilities. Additionally, the Coordinating Council on Access and Mobility's (CCAM) Federal Fund Braiding Guide helps grant recipients identify federal program funding that can be used to meet the match requirements of another. These and other resources can aid transportation providers in better access to and utilization of available funding sources.

This strategy can be met in the short-term, given that information about grants and how to access them is readily available. However, the time investment required for an individual agency to find, learn about, and determine the best way to utilize these resources may be a prohibiting factor. This strategy may therefore be combined with Implementation Strategy 4.1 as a goal or objective of a coordinating council. There may also be opportunity to collaborate with other funding providers to create programs similar to the RTC's 5310 equivalent program in order to remove red tape from other existing grant programs.



**Implementation Strategy 5.2 – Pursue Legislation of New Sources of Funding**

A formal coordinating council, as discussed in Implementation Strategy 4.1, would allow for a unified voice in the pursuit of legislation or other changes made at the state and federal levels. With or without a coordinating council, the need for funding to fulfill the needs of seniors and individuals with disabilities is often better expressed through associations that advocate directly to policymakers. The Community Transportation Association of America (CTAA), American Public Transportation Association (APTA), and state transportation associations provide a collective voice for public and private transportation providers while communicating legislative and regulatory priorities to lawmakers and federal agencies. This advocacy often includes funding and resources for service providers to safely and effectively improve transportation options.

This strategy is more appropriate for the medium range, as it will take time to gather information and prioritize needs to be filtered through a coordinating council, state transportation association, and/or national association (like CTAA or APTA) that advocate for change at the state or federal level.

**Implementation Strategy 5.3 – Approach Medical Clinics and Centers about Funding Contributions**

As discussed during the stakeholder workshop, much of the backlog of requests for transportation is a result of medical-based trips which tend to be high priority and, in the case of dialysis treatment, are reoccurring. If medical facilities were to provide small grants or stipends for transportation expenses much of the backlog could be addressed, as funding is often a limiting factor in the provision of transportation.

Because most, if not all, transportation service providers make trips to medical facilities, it may be feasible to make requests through a coordinating council. This strategy could be implemented in the short-term and would require a relatively small investment of staff time.

**Overarching Priority – Preservation of Existing Services**

Between members of the public and stakeholders, there was overwhelming support for existing programs and services, and little, if any, desire to reallocate resources to new programs and services. As noted in Chapter 1, the RTC’s apportionment of FTA 5310 funds is now reserved solely for use by the RTC but continues to fund projects identified in the CTP. Table 6.2 shows the level of FTA funding available, according to the two most recent annual apportionments. The RTC makes an equivalent amount of funding available to eligible agencies during its biennial call for projects. The FTA funds are utilized by RTC to maintain existing levels of service for projects and programs aimed at serving seniors and individuals with disabilities. As demonstrated in this CTP, this is a priority of the public and stakeholders and will likely receive funding ahead of new projects and programs.

**Table 6.2 – FTA Section 5310 funding available during most recent biennium**

YEAR	TOTAL
1 (FFY 2022, FTA §5310 apportionment)	\$569,008
2 (FFY 2023, FTA §5310 apportionment)	\$582,744
<b>TOTAL FTA FUNDING AVAILABLE DURING FFY22/23 BIENNIUM</b>	<b>\$1,151,752</b>

**Conclusion**

As an important part of the provision of service for seniors and individuals with disabilities, existing programs and services discussed throughout this CTP are likely to continue to be funded for the foreseeable future. The most likely path to service expansion or the creation of new programs and services is through the identification of additional sources of funding. The regional priorities discussed in this chapter will be funded to the extent possible with additional funding from federal and state discretionary grants, human service agencies, medical clinics, donations, and other sources will be applied for and utilized as necessary. In applying FTA 5310 and RTC 5310 equivalent program funds to strategies to better serve seniors and individuals with disabilities, the RTC will award those addressing the regional priorities discussed in this chapter and throughout this CTP. The RTC and its partners and stakeholders will work collaboratively to enhance the quality and accessibility of transportation services in the region. This CTP will aid in guiding these efforts for the next several years with future updates developed to address the ever-changing landscape of transportation needs, solutions, and services.



# APPENDIX A

## Stakeholder List



Stakeholder		Participation	
Organization	Contact	Stakeholder Survey	Stakeholder Workshop
Access to Healthcare Network	Jackie Gonzalez, Trevor Rice, Marcus Myers	X	X
Age-Friendly Reno	Donna Clontz	X	
Albee Aryel Foundation	Ron Aryel	X	
Alzheimer's Association of Northern California and Northern Nevada	Niki Rubarth, Charae Wasmsley Gipson	X	
Care Chest of Sierra Nevada	Anne Schiller		
Care Services of Nevada			
Center for Healthy Aging	Larry Weiss		
City of Reno	Izabella Baumann	X	
City of Reno Fire Department	Cindy Green	X	
Community Foundation of Northern Nevada			
Community Health Alliance	Oscar Delgado	X	
Disability Resource Center	George Mckinlay, Mary Zabel		
Food Bank of Northern Nevada	Jenny Yeager		
GMTCare			
High Sierra Industries	LaVonne Brooks, Melany Denny	X	
Human Services Network of Nevada	Tess Opferman		
Lend-A-Hand Senior Services			
Liberty Dental Plan			
Med-Express Transport	Jason Larrieu		
Medical Services of Nevada, Inc.	Cassiah Depew	X	
MTM	Sandra Stanko	X	
My Ride to Work			
National Federation for the Blind	Mark Tadder		
Neighbor Network of Northern Nevada	Amy Dewitt-Smith	X	X
Nevada Disability Advocacy and Law Center	Dianna DeBisschop		
Nevada Governor's Council on Developmental Disabilities	Catherine Nielsen, Ellen Marquez	X	
Nevada Statewide Independent Living Council	Ace Unruh		
Northern Nevada Adult Mental Health Services	Julie Lindesmith	X	
Northern Nevada Center for Independent Living	Lisa Bonie, Hilda Velasco		X

Stakeholder		Participation	
Organization	Contact	Stakeholder Survey	Stakeholder Workshop
Northern Nevada Public Health	Mike Escobar	X	
Osher Lifelong Learning Institute	Dolores Ward Cox	X	
Prominence Health	Mary Granger	X	
Pyramid Lake Paiute Tribe	Pamela Wright, James Phoenix		
Reno Behavioral Healthcare Hospital			
Reno Housing Authority	Catherine Steed	X	
Reno Ryde	Alyson Boyle		
Reno Sparks Cab Company	Britani Street, Robin Street	X	
Reno Sparks Indian Colony	Tom Purkey		
Ridge House	Dani Tillman		
Sanford Center for Aging	Crissa Markow, Gary Aldax, Peter Reed	X	X
Senior Advocate	Andrea Pelto		
Senior Coalition of Washoe County	Marsy Kupfersmith, Jane Gruner		
Senior Helpers	Kiefer Ipsen		
Senior Spectrum Newspaper	Connie McMullen		
Seniors in Service (SIS)	Michelle Rector, Polly Pollock	X	
State of Nevada Aging and Disability Services Division	Dena Schmidt, Alexandra Crocket	X	
State of Nevada Aging and Disability Services Division, Adult Protective Services	Lisa Whitney, Robin Tejada	X	
State of Nevada Aging and Disability Services Division, Office of Community Living	Katrina Fowler, Billie Russ	X	
State of Nevada Department of Employment, Training & Rehabilitation	Ken Pierson		
State of Nevada Department of Employment, Training & Rehabilitation, Bureau of Services for the Blind	Cathy Wendell		
State of Nevada Department of Health and Human Services, Division of Public and Behavioral Health	Antonia Capparell, Cody Phinney, Troy Lovick	X	
State of Nevada Department of Health and Human Services, Division of Welfare and Supportive Services	Maria Wortman-Meshberger	X	

Stakeholder		Participation	
Organization	Contact	Stakeholder Survey	Stakeholder Workshop
State of Nevada Department of Health Care Financing and Policy	Kelly Carranza, Kirsten Coulombe		
Tahoe Transportation District	Tara Styer		
Uber	Kevin Luzong	X	
United Cerebral Palsy of Nevada	Jill Hemenway	X	
United Way of Northern Nevada and the Sierra			
University of Nevada, Reno, American Sign Language Program	Andrea Juillerat-Olvera		
University of Nevada, Reno, Dementia Engagement, Education and Research Program	Casey Acklin		
United States Department of Veteran Affairs			
United States Senator Catherine Cortez Masto's Office	Cameron George		
United States Senator Jacky Rosen's Office	Molly Rose Lewis		
Volunteers of America			
Washoe County Adult and Senior Services	Cara Paoli	X	
Washoe County Human Services Agency	Joti Bhakta, Abby Badolato, Amy Reynolds, Todd Acker	X	X
Washoe County Public Defender's Office	Eric Merritt, Elizabeth Lopez, Jennifer Rains		

# APPENDIX B

## Washoe County Coordinated Transportation Plan Update Community Survey



## Washoe County Coordinated Transportation Plan Update Community Survey

This survey is part of the Regional Transportation Commission of Washoe County's (RTC) current efforts to revise and rewrite their Coordinated Human Services Public Transportation Plan. This short survey is designed to take less than 5 minutes of your time and the results will play an important role in making improvements in the network of transportation options available throughout Washoe County. Thank you in advance for your participation!

1. **Where do you live? Please provide your zip code** \_\_\_\_\_

2. **Do you have regular access to a personal vehicle that you drive?**

Yes  No

3. **Are you:** *(Select all that apply or skip this question if not applicable)*

A person with disabilities  A senior  A Veteran

4. **Which of the transportation providers do you use on a regular basis?**

*(Select all that apply)*

- |  |  |
|--|--|
| <input type="checkbox"/> RTC Ride (fixed-route service)                            | <input type="checkbox"/> Seniors in Service (SIS)                                |
| <input type="checkbox"/> RTC Access (paratransit service)                          | <input type="checkbox"/> Washoe County DHHS – Seniors                            |
| <input type="checkbox"/> RTC FlexRIDE  | <input type="checkbox"/> Senior Program Transportation Services                  |
| <input type="checkbox"/> RTC Regional Connector                                    | <input type="checkbox"/> Medicaid-Sponsored Transportation                       |
| <input type="checkbox"/> RTC Washoe Senior Ride (subsidized taxi program)          | <input type="checkbox"/> Transportation provided by your employer or work center |
| <input type="checkbox"/> Pyramid Lake Paiute Tribal Transit                        | <input type="checkbox"/> Taxi/Uber/Lyft  |
| <input type="checkbox"/> Reno-Sparks Indian Colony Transportation                  | <input type="checkbox"/> Transportation provided by a human service agency       |
| <input type="checkbox"/> Access to Healthcare Network                              | <input type="checkbox"/> Transportation provided by your place of residence      |
| <input type="checkbox"/> Sanford Center for Aging – Senior Outreach Services (SOS) | <input type="checkbox"/> Other: _____  |

**5. Which of the following are your most commonly visited destinations or places you most often need to visit when transportation is available to you?**

*(Select all that apply)*

- |   |   |
|---|---|
| <input type="checkbox"/> Medical or dental appointment  | <input type="checkbox"/> Social/recreational                            |
| <input type="checkbox"/> Place of employment            | <input type="checkbox"/> Senior citizen or human service agency program |
| <input type="checkbox"/> School or educational training | <input type="checkbox"/> Other:   |
| <input type="checkbox"/> Shopping/grocery/pharmacy      |   |

**6. What days of the week do you need transportation? (Select all that apply)**

- Sunday  Monday  Tuesday  Wednesday  Thursday  Friday  Saturday

**7. What times of the day do you need transportation? (Select all that apply)**

- |   |   |
|---|---|
| <input type="checkbox"/> Midnight to 6:00 a.m.  | <input type="checkbox"/> 4:00 p.m. to 6:00 p.m. |
| <input type="checkbox"/> 6:00 a.m. to 8:00 a.m. | <input type="checkbox"/> 6:00 p.m. to 9:00 p.m. |
| <input type="checkbox"/> 8:00 a.m. to noon      | <input type="checkbox"/> 9:00 p.m. to midnight  |
| <input type="checkbox"/> Noon to 4:00 p.m.      |   |

**8. If you do not use a public transportation service, why not? What issues deter you from using such services? (Select all that apply)**

- I am able to get rides from friends and/or family
- I do not know how to use listed services
- Too far to walk to access service
- Too expensive
- I do not qualify for transportation programs
- Wheelchair accessible vehicles are not available when I need them
- I feel unsafe when using listed services
- It doesn't go where I need it to
- Other: \_\_\_\_\_

**9. What changes could be made to your local transportation options to make using them more appealing to you? (Check all that apply)**

- |   |  |
|---|--|
| <input type="checkbox"/> Lower the cost                 | <input type="checkbox"/> Provide better information about services   |
| <input type="checkbox"/> Expand operating hours         | <input type="checkbox"/> Provide information in additional languages |
| <input type="checkbox"/> Expand operating days          | <input type="checkbox"/> Expand service area                         |
| <input type="checkbox"/> Expand eligibility             | <input type="checkbox"/> Increase frequency                          |
| <input type="checkbox"/> Create more direct connections | <input type="checkbox"/> Other: _____                                |

**10. What is your age?**

- 18 or younger
- 19-44
- 45-64
- 64 or older

**11. How do you feel about the current mix of available transportation services?**

- They are sufficient for me.
- I would add service:

\_\_\_\_\_

I would remove service(s):

\_\_\_\_\_

I would reallocate resources:

**12. Describe any other transportation barriers or concerns you would like to share.**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Thank you!**



# Encuesta Comunitaria Actualización del Plan de Transporte Coordinado Condado de Washoe

Esta encuesta es parte de los esfuerzos actuales de la Comisión de Transporte Regional del Condado de Washoe (RTC) para revisar y reescribir el Plan Coordinado de Transporte Público y Servicios Humanos. Esta corta encuesta le tomará menos de 5 minutos de su tiempo y los resultados serán importantes para hacer las mejoras en las opciones de la red de transporte disponible en el Condado de Washoe. ¡Gracias por anticipado por su participación!

1. ¿Dónde vive usted? Proporcione solamente su código postal \_\_\_\_\_

2. ¿Tiene usted vehículo personal que maneja regularmente?

Sí  No

3. ¿Es usted...? (Seleccione los que apliquen o si no aplican, pase a la siguiente pregunta)

Persona con discapacidad  Adulto mayor  Veterano de la guerra

4. ¿Qué tipo de transporte utiliza usted regularmente? (Seleccione todos los que apliquen)

- |   |   |
|---|---|
| <input type="checkbox"/> RTC Ride (servicio de ruta fija)                                   | <input type="checkbox"/> DHHS Condado de Washoe – Adulto mayor                      |
| <input type="checkbox"/> RTC Access (servicio para-tránsito)                                | <input type="checkbox"/> Servicio de Transporte para el Adulto mayor                |
| <input type="checkbox"/> RTC FlexRIDE   | <input type="checkbox"/> Transporte Patrocinado por Medicaid                        |
| <input type="checkbox"/> RTC Regional Connector   | <input type="checkbox"/> Transporte proporcionado por el empleador o centro laboral |
| <input type="checkbox"/> RTC Washoe Senior Ride (Programa subsidiado de taxi)               | <input type="checkbox"/> Taxi/Uber/Lyft   |
| <input type="checkbox"/> Autobús Tribal Paiute del Lago Pirámide                            | <input type="checkbox"/> Transporte proporcionado por agencia de servicios humanos  |
| <input type="checkbox"/> Transporte de Reno-Sparks Indian Colony                            | <input type="checkbox"/> Transporte proporcionado por su lugar de residencia        |
| <input type="checkbox"/> Red de Acceso al Servicio de Salud                                 | <input type="checkbox"/> Otro: _____  |
| <input type="checkbox"/> Centro Sanford para el Adulto Mayor Senior Outreach Services (SOS) |   |
| <input type="checkbox"/> Seniors in Service (SIS)   |   |

5. ¿Cuál de los siguientes son los destinos o lugares que usted más comúnmente necesita visitar cuando tiene transporte disponible?

- |   |   |
|---|---|
| <input type="checkbox"/> Cita médica o dental           | <input type="checkbox"/> Lugar social/recreativo  |
| <input type="checkbox"/> Lugar de empleo                | <input type="checkbox"/> Programa para adultos mayores o de la agencia de servicios humanos |
| <input type="checkbox"/> Escuela o centro educativo     | <input type="checkbox"/> Otro: _____  |
| <input type="checkbox"/> Ir de compras/mandado/farmacia |   |

6. ¿Qué días de la semana necesita usted transporte? (Seleccione todos los que apliquen)

Domingo  Lunes  Martes  Miércoles  Jueves  Viernes  Sábado

7. ¿A que hora del día necesita usted transporte? (Seleccione todos los que apliquen)

- |  |  |
|--|--|
| <input type="checkbox"/> de medianoche a 6:00 a.m. | <input type="checkbox"/> de 4:00 p.m. a 6:00 p.m.  |
| <input type="checkbox"/> de 6:00 a.m. a 8:00 a.m.  | <input type="checkbox"/> de 6:00 p.m. a 9:00 p.m.  |
| <input type="checkbox"/> de 8:00 a.m. a mediodía   | <input type="checkbox"/> de 9:00 p.m. a medianoche |
| <input type="checkbox"/> de mediodía a 4:00 p.m.   |  |

8. ¿Si usted no utiliza el servicio de transporte público, ¿por qué no? ¿Cuáles son las razones por las que no utiliza estos servicios? (Seleccione todos los que apliquen)

- |   |   |
|---|---|
| <input type="checkbox"/> Puedo conseguir viaje con amigos y/o con familiares      | <input type="checkbox"/> transporte   |
| <input type="checkbox"/> No sé cómo usar los servicios de autobús                 | <input type="checkbox"/> Los servicios con silla de ruedas no están disponibles cuando los necesito |
| <input type="checkbox"/> Me queda muy lejos caminar para tener acceso al servicio | <input type="checkbox"/> Me siento insegura utilizando los servicios de autobús                     |
| <input type="checkbox"/> Me sale muy caro   | <input type="checkbox"/> No hay servicio a donde yo necesito ir                                     |
| <input type="checkbox"/> No califico para los programas de                        | <input type="checkbox"/> Otro: _____  |

9. ¿Qué cambios se pueden hacer a sus opciones locales de transporte para que usted los pueda utilizar con más facilidad?

- |   |   |
|---|---|
| <input type="checkbox"/> Bajar el costo                 | <input type="checkbox"/> Proporcionar mejor información sobre servicios |
| <input type="checkbox"/> Aumentar las horas de servicio | <input type="checkbox"/> Proporcionar información en otros idiomas      |
| <input type="checkbox"/> Aumentar los días de servicio  | <input type="checkbox"/> Agrandar el área de servicio                   |
| <input type="checkbox"/> Ampliar la elegibilidad        | <input type="checkbox"/> Aumentar la frecuencia                         |
| <input type="checkbox"/> Crear más conexiones directas  | <input type="checkbox"/> Otro: _____                                    |

10. ¿Cuál es su edad?

Menor de 18 años  19 – 44  45 – 64  Mayor de 64 años

11. ¿Cómo se siente usted sobre los servicios disponibles de transporte?

- Son suficientes para mí.
- Yo agregaría servicios: \_\_\_\_\_
- Yo quitaría servicios: \_\_\_\_\_
- Yo cambiaría servicios: \_\_\_\_\_

12. ¿Describa alguna otra barrera o duda sobre el transporte que usted quisiera compartir.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

¡Gracias!





**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.4.1

To: Regional Transportation Commission

From: Jeff Wilbrecht, Engineering Manager

**SUBJECT: Regional Road Impact Fees - Annual Indexing**

**RECOMMENDED ACTION**

Acknowledge receipt of information regarding an automatic annual increase of 4.3% to the Regional Road Impact Fees as allowed by NRS 278B.225 and required by ordinances adopted by Washoe County, the City of Reno, and the City of Sparks.

**BACKGROUND AND DISCUSSION**

NRS 278B.225 authorizes the governing body of a local government which imposes an impact fee to adopt an ordinance to automatically increase the impact fees annually to account for inflation. The City of Reno, the City of Sparks, and Washoe County have each adopted ordinances to automatically increase the impact fees annually (the “Ordinances”):

- Washoe County – Ordinance No. 1307 (2006) (amending Chapter 110, Article 706, Impact Fees)
- City of Reno – Ordinance No. 5843 (2006) (adding Chapter 18.14.505)
- City of Sparks – Ordinance No. 2329 (2006)

Pursuant to NRS 278B.255 and the Ordinances, the impact fees are to be increased automatically every twelve months by the RTC RRIF Administrator, provided that no increase shall occur within a 12-month period following action by the local government to (i) adopt any revisions to the land use assumptions regarding the impact fees; (ii) adopt any revisions to the RRIF capital improvement plan; or (iii) otherwise increase the impact fees. The current impact fees were established by adoption of the 7th Editions of the General Administrative Manual and the Capital Improvements Plan - Year 2 Indexing dated January 31, 2024. There has been no action to increase the impact fees since then. Therefore, this automatic annual increase can and will occur and become effective on January 31, 2025.

Pursuant to NRS 278B.255 and the Ordinances, the amount of the increase is equal to the lesser of:

- (1) 4.5%, or
- (2) the rolling five-year average of the percent increase of the Consumer Price Index (CPI) for West Urban Consumers data from the U.S. Bureau of Labor Statistics.

Based on the rolling five-year average of the index from 2020 through 2024, the impact fees will be increased by 4.3%. The calculations and the new fee schedule are reflected in the attachment. The RTC RRIF Administrator will make administrative revisions to the 7th Editions of the General Administrative Manual and the Capital Improvements Plan to reflect the new fee schedule effective January 31, 2025.

### **FISCAL IMPACT**

The rate of the impact fees will increase. That may or may not result in increased impact fee revenues.

### **PREVIOUS BOARD ACTION**

1/19/2024 Acknowledged receipt of information regarding an automatic annual increase of 4.2% to the Regional Road Impact Fees as allowed by NRS 278B.225 and required by ordinances adopted by Washoe County, the City of Reno, and the City of Sparks.



**ATTACHMENT**

**7th Edition Regional Road Impact Fee Consumer Price Index Automatic Adjustment Year 3**

		7th Edition Year 2 Indexing				7th Edition Year 3 Indexing (Projected 4.3% Increase)			
		Current Fee Schedule				Proposed Fee Schedule			
		North Service Area		South Service Area		North Service Area		South Service Area	
		\$279.20 per VMT		\$272.33 per VMT		\$291.21 per VMT		\$284.04 per VMT	
Land Use	Unit	VMT/Unit	Cost Per Unit	VMT/Unit	Cost Per Unit	VMT/Unit	Cost Per Unit	VMT/Unit	Cost Per Unit
<b>Residential</b>									
Single-Family	Dwelling	20.36	\$5,684.51	19.11	\$5,204.23	20.36	\$5,929.04	19.11	\$5,428.00
Multi-Family	Dwelling	12.97	\$3,621.22	12.18	\$3,316.98	12.97	\$3,776.99	12.18	\$3,459.61
<b>Industrial</b>									
General Light Industrial	1,000 GFA	6.48	\$1,809.22	6.08	\$1,655.77	6.48	\$1,887.04	6.08	\$1,726.96
Manufacturing	1,000 GFA	5.14	\$1,435.09	4.82	\$1,312.63	5.14	\$1,496.82	4.82	\$1,369.07
Warehouse	1,000 GFA	2.27	\$633.78	2.13	\$580.06	2.27	\$661.05	2.13	\$605.01
Min-Warehouse	1,000 GFA	1.97	\$550.02	1.85	\$503.81	1.97	\$573.68	1.85	\$525.47
<b>Commercial/Retail</b>									
Commercial/Retail	1,000 GFA	29.43	\$8,216.86	27.63	\$7,524.48	29.43	\$8,570.31	27.63	\$7,848.03
Eating/Drinking Places	1,000 GFA	29.43	\$8,216.86	27.63	\$7,524.48	29.43	\$8,570.31	27.63	\$7,848.03
Casino/Gaming	1,000 GFA	60.17	\$16,799.46	56.48	\$15,381.20	60.17	\$17,522.11	56.48	\$16,042.58
<b>Office and Other Services</b>									
Schools	1,000 GFA	16.83	\$4,698.94	15.80	\$4,302.81	16.83	\$4,901.06	15.80	\$4,487.83
Day Care	1,000 GFA	16.83	\$4,698.94	15.80	\$4,302.81	16.83	\$4,901.06	15.80	\$4,487.83
Lodging	Room	4.38	\$1,222.90	4.11	\$1,119.28	4.38	\$1,275.50	4.11	\$1,167.40
Hospital	1,000 GFA	14.01	\$3,911.59	13.15	\$3,581.14	14.01	\$4,079.85	13.15	\$3,735.13
Nursing Home	1,000 GFA	8.68	\$2,423.46	8.14	\$2,216.77	8.68	\$2,527.70	8.14	\$2,312.09
Medical Office	1,000 GFA	45.47	\$12,695.22	42.68	\$11,623.04	45.47	\$13,241.32	42.68	\$12,122.83
Office and Other Services	1,000 GFA	12.73	\$3,554.22	11.95	\$3,254.34	12.73	\$3,707.10	11.95	\$3,394.28
Regional Recreational Facility	Acre	1.02	\$284.78	0.96	\$261.44	1.02	\$297.03	0.96	\$272.68

**Consumer Price Index for All Urban Consumers (CPI-U)  
12-Month Percent Change**

Series Id: CUUR0400SA0  
 Not Seasonally Adjusted  
 Series Title: All items in West urban, all urban consumers, not  
 Area: West  
 Item: All items  
 Base Period: 1982-84=100  
 Years: 2014 to 2024

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	HALF1	HALF2
2014	1.7	1.3	1.5	1.8	2.3	2.3	2.3	2.1	2.0	2.0	1.7	1.3	1.9	1.8	1.9
2015	0.7	0.9	1.1	1.0	1.2	1.1	1.3	1.3	1.0	1.1	1.5	1.8	1.2	1.0	1.3
2016	2.6	2.1	1.5	1.8	1.5	1.6	1.4	1.5	2.0	2.3	2.3	2.5	1.9	1.9	2.0
2017	2.5	3.0	3.1	2.9	2.6	2.5	2.5	2.7	2.9	2.9	3.1	3.1	2.8	2.8	2.9
2018	3.1	3.1	3.2	3.2	3.5	3.6	3.6	3.6	3.4	3.5	3.3	3.1	3.3	3.3	3.4
2019	2.7	2.4	2.4	2.9	2.9	2.7	2.7	2.6	2.6	2.8	2.8	2.8	2.7	2.7	2.7
2020	2.9	3.1	2.5	1.3	0.8	1.2	1.7	1.9	1.6	1.2	1.4	1.5	1.7	1.9	1.5
2021	1.4	1.6	2.4	3.9	4.7	5.1	5.2	5.0	5.3	6.0	6.5	7.1	4.5	3.2	5.8
2022	7.7	8.1	8.7	8.3	8.3	8.8	8.3	8.1	8.3	8.1	7.1	6.2	8.0	8.3	7.7
2023	6.3	6.0	5.1	4.9	4.5	3.5	3.5	3.9	3.9	3.3	3.3	3.6	4.3	5.0	3.6
2024	3.3	3.2	3.6	3.7	3.3	2.8	2.6	2.2	2.1	2.1	2.4		2.8	3.3	
													4.3		



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.4.2

To: Regional Transportation Commission

From: Michele Payne, Property Agent

**SUBJECT: Resolution of Condemnation: Prime Park Vista LLC - Sparks Boulevard Capacity Improvement Project**

**RECOMMENDED ACTION**

Approve a Resolution of Condemnation authorizing RTC’s legal counsel to commence condemnation proceedings to acquire a temporary construction easement interest on a portion of APN 037-020-26 and 037-020-33 from Prime Park Vista, LLC, which are needed to construct the Sparks Boulevard Capacity Improvement project.

**BACKGROUND AND DISCUSSION**

The purpose of the Sparks Boulevard Project is to construct roadway and safety improvements along Sparks Boulevard between I-80 west off ramps and Baring Boulevard. The 100% design plans for the project are complete. The project is currently scheduled to begin construction in summer 2025.

Through an Interlocal Cooperative Agreement with the City of Sparks and Washoe County dated February 26, 2024, the RTC has been authorized to negotiate and/or initiate eminent domain proceedings to acquire property when necessary for the project. RTC needs to acquire these specific property interests from Prime Park Vista, LLC in order to construct the Sparks Boulevard roadway improvements.

Prime Park Vista, LLC is the owner of record. RTC has been working with the property owner to purchase the property interests. While there have been discussions, proposals and offers made, the efforts to reach a mutually acceptable agreement have been unsuccessful to date. In order to avoid potential delays to the project, staff is requesting approval of this Resolution of Condemnation to allow RTC to initiate condemnation proceedings for these property interests and seek a court-ordered right-of-entry and/or order for immediate occupancy, if needed. RTC will continue to work with the property owner during this process to continue efforts to reach a mutually acceptable agreement. Proper notice of this agenda item has been provided to the property owner as required by NRS 241.034.

**FISCAL IMPACT**

The costs to acquire property rights has been budgeted; however, the actual fiscal impact cannot be determined at this time.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.

**RESOLUTION OF CONDEMNATION 25-01**

**WHEREAS**, it is necessary for the Regional Transportation Commission of Washoe County, Nevada (“RTC”) to provide regional transportation facilities which are of a quality and standard necessary to satisfactorily meet the needs of the traveling public; and

**WHEREAS**, the RTC approved the FY 2024 Program of Projects for the Regional Street & Highway Program, which included the Sparks Blvd Capacity Improvement Project (the “Project”); and

**WHEREAS**, pursuant to an Interlocal Cooperative Agreement (“ICA”) between the RTC and the City of Sparks dated February 26, 2024, the City of Sparks authorized the RTC to initiate such eminent domain proceedings as may be necessary for the Project; and

**WHEREAS**, Chapter 277A of Nevada Revised Statutes provides that the RTC may exercise the power of eminent domain, if the city or county which has jurisdiction over the property approves; and

**WHEREAS**, the current owner of record of the property interests to be acquired, as listed in the records of the Washoe County Recorder’s Office and insofar as is known to the RTC, is Prime Park Vista, LLC.

**NOW, THEREFORE, BE IT RESOLVED**, that the RTC does hereby find:

1. That RTC needs the following property interests to construct the Project: (1) a temporary construction easement on a portion of APN 037-020-26 and 037-020-33 (collectively, the “Property Rights”). The Property Rights are depicted in the metes and bounds descriptions and design drawings attached hereto.
2. That RTC staff has previously contacted the owner(s) about the Property Rights. While there have been discussions, proposals and offers made, the efforts to reach a mutually acceptable agreement for the acquisition of the Property Rights through purchase have been unsuccessful to date.
3. That the Property Rights to be acquired in conjunction with the above referenced Project are to be applied to a public use, to wit, the Project.
4. That the Property Rights described herein are necessary for such public use.

5. By certified mail sent on December 30, 2024, proper notice of the RTC's intent to consider eminent domain action to acquire the Property Rights of the above referenced owner(s) has been given as required by NRS 241.034.

**NOW, THEREFORE, BE IT FURTHER RESOLVED**, based on the aforementioned findings of fact, that the RTC does hereby direct:

1. That RTC's legal counsel initiate, if needed, eminent domain proceedings on behalf of the RTC in accordance with provisions of Chapters 37 and 277A of Nevada Revised Statutes to acquire the Property Rights.

2. That RTC's legal counsel shall commence and prosecute, in the name of the RTC, eminent domain proceedings in the court having jurisdiction of the Property Rights.

3. That RTC's legal counsel is authorized to pursue all actions deemed appropriate for the successful prosecution of this case, including but not limited to, an application to the court for an order permitting the RTC to take immediate possession of the Property Rights for the construction of the Project, upon complying with conditions imposed by law.

**PASSED, ADOPTED AND APPROVED** on January 17, 2025.

---

Ed Lawson, Chair  
Regional Transportation Commission of Washoe County

### Attachments

1. Exhibit "A" and "B" for Ptn. of APN 037-020-26 – Temporary Construction Easement
2. Exhibit "A" and "B" for Ptn. of APN 037-020-33 – Temporary Construction Easement



## AtkinsRéalis

10509 Professional Circle, Ste. 103  
Reno, Nevada 89521

Telephone: 775.828.1622

[www.atkinsrealis.com](http://www.atkinsrealis.com)

### EXHIBIT "A"

#### LEGAL DESCRIPTION TEMPORARY CONSTRUCTION EASEMENT APN 037-020-26

THAT PORTION OF THAT REAL PROPERTY DESCRIBED AS PARCEL 2, IN THAT CERTAIN GRANT, BARGAIN, SALE DEED, DOCUMENT NUMBER 3034623, BEING PARCEL B, SHOWN BY THE MAP THEREOF PARCEL MAP 1772, OFFICIAL RECORDS, WASHOE COUNTY, NEVADA, SITUATE IN THE SOUTHEAST QUARTER (SE1/4) OF SECTION 3, TOWNSHIP 19 NORTH, RANGE 20 EAST, M.D.M., CITY OF SPARKS, NEVADA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE NORTHEAST CORNER OF SAID PARCEL MAP, SAME BEING ON THE WESTERLY RIGHT-OF-WAY OF SPARKS BOULEVARD AS SHOWN BY SAID MAP; THENCE SOUTH 01°07'20" WEST ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 65.14 FEET; THENCE DEPARTING SAID RIGHT-OF-WAY, NORTH 88°52'40" WEST, A DISTANCE OF 5.00 FEET; THENCE NORTH 01°07'20" EAST, A DISTANCE OF 65.06 FEET TO THE NORTHERLY LINE OF SAID PARCEL B; THENCE SOUTH 89°48'41" EAST, ALONG SAID LINE, A DISTANCE OF 5.00 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 326 SQUARE FEET (0.01 ACRES), MORE OR LESS, AS DETERMINED BY COMPUTER METHODS.

AS SHOWN ON EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.

#### **BASIS OF BEARINGS**

THE BASIS OF BEARINGS AND COORDINATE REFERENCE FOR THIS PROJECT IS THE NORTH AMERICAN DATUM OF 1983 ESTABLISHED FROM FEDERAL BASE NETWORK/COOPERATIVE BASE NETWORK OBSERVATIONS IN 1994 (ALSO KNOWN AS NAD83/94), NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE, HOLDING WASHOE COUNTY PUBLISHED LATITUDE 39°32'16.44843" NORTH AND LONGITUDE 119°53'08.87676" WEST FOR REGIONAL GPS CONTINUOUS OPERATING REFERENCE STATION (CORS) "RNO1" (WASHOE COUNTY IDENTIFIER N74SM01028) AND UTILIZING A GRID-TO-GROUND COMBINED FACTOR OF 1.000197939 TO PROJECT STATE PLANE COORDINATES TO GROUND EQUIVALENT COORDINATE VALUES AND CONVERTED TO U.S. SURVEY FEET.

**END OF DESCRIPTION.**

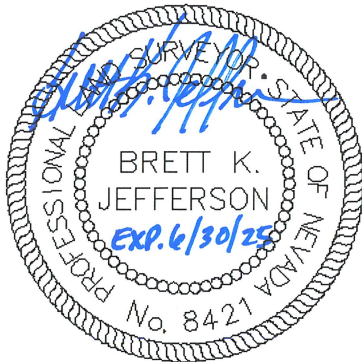


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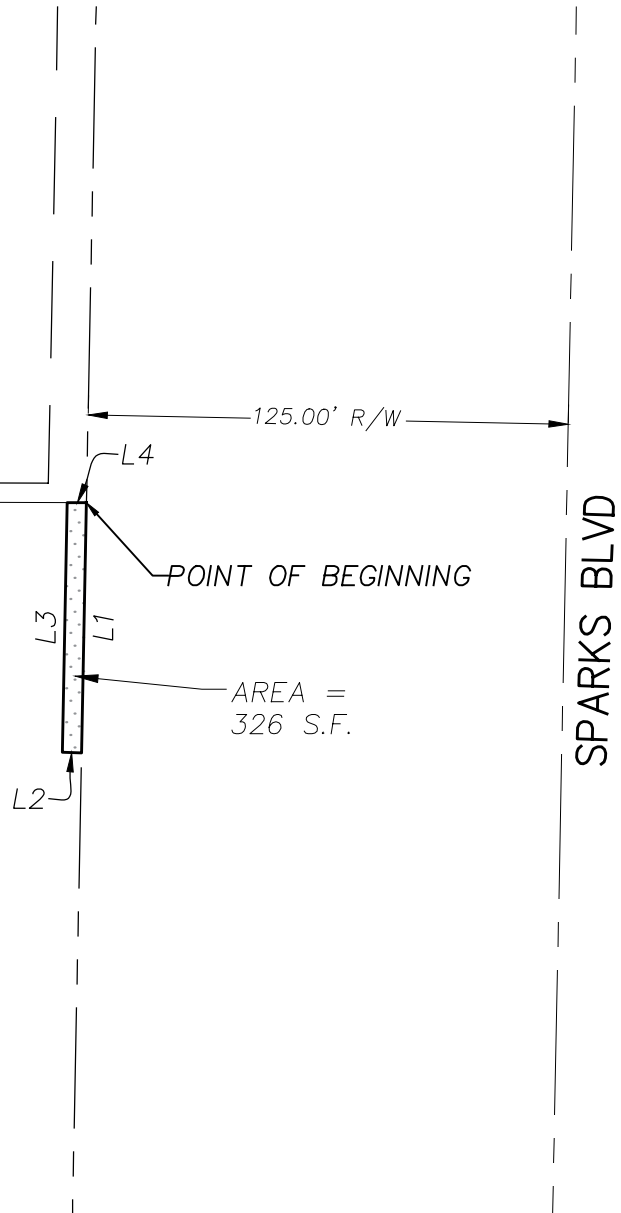
11-15-23

BRETT K. JEFFERSON, P.L.S.  
NEVADA LICENSE NUMBER 8421  
PHONE: (702) 551-0296  
EMAIL: [BRETT.JEFFERSON@ATKINSREALIS.COM](mailto:BRETT.JEFFERSON@ATKINSREALIS.COM)

APN: 037-020-36  
NOT A PART

10' WIDE STORM DRAIN EASEMENT  
PER DOC. NO. 2203079

PORTION OF PARCEL B  
PARCEL MAP 1772  
APN: 037-020-26  
OWNER: PRIME PARK VISTA LLC  
DEED DOC.# 3034623



**LINE TABLE**

LINE	DIRECTION	LENGTH
L1	S01°07'20"W	65.14'
L2	N88°52'40"W	5.00'
L3	N01°07'20"E	65.06'
L4	S89°48'41"E	5.00'

SCALE  
1:50

**EXHIBIT "B"**

SPARKS BLVD RTC PROJECT  
TEMPORARY CONSTRUCTION EASEMENT

APN: 037-020-26

A PORTION OF PARCEL B OF PARCEL MAP 1772 IN THE  
SOUTHEAST 1/4 OF SECTION 3, T. 19 N., R. 20 E.,  
M.D.M., CITY OF SPARKS, NEVADA

SHEET 1 OF 1

**AtkinsRéalis**

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Reno, Nevada 89521  
Telephone: 775/828-1622  
Fax: 775/851-1687

**APN: 037-020-26**

Point of Beginning : North: 14872361.1811' East: 2305824.1519'

Segment #1 : Line

Course: S1° 07' 20"W Length: 65.14'  
North: 14872296.0536' East: 2305822.8762'

Segment #2 : Line

Course: N88° 52' 40"W Length: 5.00'  
North: 14872296.1515' East: 2305817.8771'

Segment #3 : Line

Course: N1° 07' 20"E Length: 65.06'  
North: 14872361.1991' East: 2305819.1513'

Segment #4 : Line

Course: S89° 48' 41"E Length: 5.00'  
North: 14872361.1826' East: 2305824.1513'

-----  
Perimeter: 140.20' Area: 325.50 Sq. Ft.  
Error Closure: 0.0016 Course: N23° 11' 19"W  
Error North: 0.00148 East: -0.00063

Precision 1: 87625.00



## AtkinsRéalis

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### EXHIBIT "A"

#### LEGAL DESCRIPTION TEMPORARY CONSTRUCTION EASEMENT APN 037-020-33

THAT PORTION OF THE REAL PROPERTY DESCRIBED IN THAT CERTAIN GRANT, BARGAIN AND SALE DEED, RECORDED AS DOCUMENT NUMBER 3034623, PARCEL 1, BEING PARCEL "A" OF PARCEL MAP 1772 AS SHOWN ON THE MAP THEREOF, TOGETHER WITH THAT PORTION OF "MCCABE PARK STREET" ABANDONED BY THE CITY OF SPARKS PER ORDER VACATING STREET DEDICATION WITH RESERVATION OF EASEMENT PER BOOK 5781, PAGE 312, DOCUMENT NUMBER 2368738, OFFICIAL RECORDS, WASHOE COUNTY, NEVADA, SITUATE IN THE SOUTHEAST QUARTER (SE1/4) OF SECTION 3, TOWNSHIP 19 NORTH, RANGE 20 EAST, M.D.M., CITY OF SPARKS, NEVADA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER (SE1/4) OF SAID SECTION 3; THENCE NORTH 01°07'20" EAST ALONG THE EAST LINE THEREOF, SAME BEING THE CONTROL LINE OF SPARKS BOULEVARD, A DISTANCE OF 1202.38 FEET; THENCE DEPARTING SAID EAST LINE AND SAID CONTROL LINE, NORTH 88°52'40" WEST ALONG THE CENTERLINE OF MCCABE PARK STREET, A DISTANCE OF 125.00 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF SAID SPARKS BOULEVARD PER SAID PARCEL MAP AND SAID VACATION, SAME BEING **POINT OF BEGINNING**;

THENCE DEPARTING SAID CENTERLINE, SOUTH 01°07'20" WEST ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 61.92 FEET; THENCE DEPARTING SAID RIGHT-OF-WAY NORTH 88°52'40" WEST, A DISTANCE OF 12.10 FEET; THENCE NORTH 01°07'20" EAST, A DISTANCE OF 119.59 FEET; THENCE SOUTH 88°52'40" EAST, 12.10 FEET TO SAID RIGHT-OF-WAY; THENCE SOUTH 01°07'20" WEST, A DISTANCE OF 57.67 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 1,447 SQUARE FEET (0.03 ACRES), MORE OR LESS, AS DETERMINED BY COMPUTER METHODS.

AS SHOWN ON EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.

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Reno, Nevada 89521

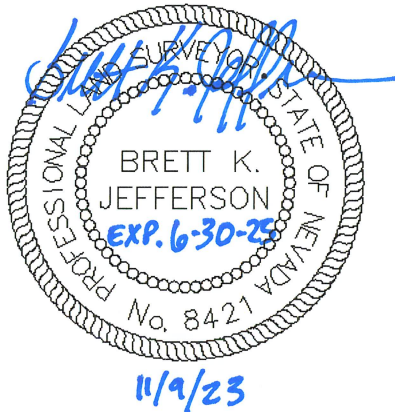
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## BASIS OF BEARINGS

THE BASIS OF BEARINGS AND COORDINATE REFERENCE FOR THIS PROJECT IS THE NORTH AMERICAN DATUM OF 1983 ESTABLISHED FROM FEDERAL BASE NETWORK/COOPERATIVE BASE NETWORK OBSERVATIONS IN 1994 (ALSO KNOWN AS NAD83/94), NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE, HOLDING WASHOE COUNTY PUBLISHED LATITUDE 39°32'16.44843" NORTH AND LONGITUDE 119°53'08.87676" WEST FOR REGIONAL GPS CONTINUOUS OPERATING REFERENCE STATION (CORS) "RNO1" (WASHOE COUNTY IDENTIFIER N74SM01028) AND UTILIZING A GRID-TO-GROUND COMBINED FACTOR OF 1.000197939 TO PROJECT STATE PLANE COORDINATES TO GROUND EQUIVALENT COORDINATE VALUES AND CONVERTED TO U.S. SURVEY FEET.

## END OF DESCRIPTION.



BRETT K. JEFFERSON, P.L.S.  
NEVADA LICENSE NUMBER 8421  
PHONE: (702) 551-0296  
EMAIL: [BRETT.JEFFERSON@ATKINSREALIS.COM](mailto:BRETT.JEFFERSON@ATKINSREALIS.COM)

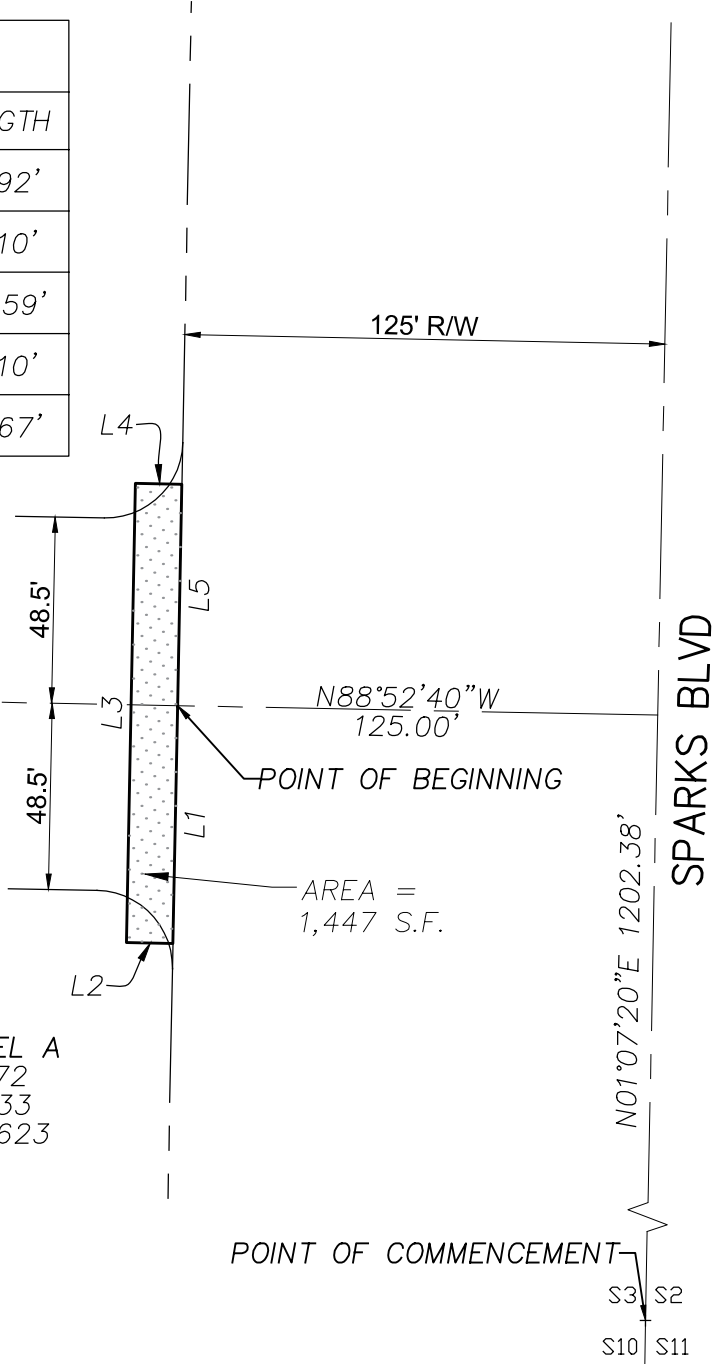
LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S01°07'20"W	61.92'
L2	N88°52'40"W	12.10'
L3	N01°07'20"E	119.59'
L4	S88°52'40"E	12.10'
L5	S01°07'20"W	57.67'

**MCCABE PARK ST**

VACATED PER BK.  
5781, PG. 0312, DOC.  
2368738, O.R. REC.  
08/06/1999

ACCESS EASEMENT  
VACATED PER BK.  
5781, PG. 0312, DOC.  
2368738, O.R. REC.  
08/06/1999

PORTION OF PARCEL A  
PARCEL MAP 1772  
APN: 037-020-33  
DEED DOC.# 3034623



SCALE  
1:50

**EXHIBIT "B"**

SPARKS BLVD RTC PROJECT  
TEMPORARY CONSTRUCTION EASEMENT  
APN: 037-020-33

A PORTION OF PARCEL A OF PARCEL MAP 1772 IN THE  
SOUTHEAST 1/4 OF SECTION 3, T. 19 N., R. 20 E.,  
M.D.M., CITY OF SPARKS, NEVADA

SHEET 1 OF 1

**AtkinsRéalis**

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Fax: 775/851-1687

**APN: 037-020-33**

Point of Beginning : North: 14871442.8910' East: 2305806.1636'

Segment #1 : Line

Course: S1° 07' 20"W Length: 61.92'  
North: 14871380.9828' East: 2305804.9509'

Segment #2 : Line

Course: N88° 52' 40"W Length: 12.10'  
North: 14871381.2198' East: 2305792.8532'

Segment #3 : Line

Course: N1° 07' 20"E Length: 119.59'  
North: 14871500.7869' East: 2305795.1954'

Segment #4 : Line

Course: S88° 52' 40"E Length: 12.10'  
North: 14871500.5499' East: 2305807.2931'

Segment #5 : Line

Course: S1° 07' 20"W Length: 57.67'  
North: 14871442.8910' East: 2305806.1636'

-----

Perimeter: 263.38' Area: 1446.81 Sq. Ft.  
Error Closure: 0.0000 Course: N0° 00' 00"E  
Error North: 0.00000 East: 0.00000

Precision 1: 263380000.00



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.4.3

To: Regional Transportation Commission

From: Michele Payne, Property Agent

**SUBJECT: Resolution of Condemnation: RJ Plaza, LLC - Sparks Boulevard Capacity Improvement Project**

**RECOMMENDED ACTION**

Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire a fee simple interest in, and a permanent easement and a temporary construction easement interest on, portions of APN 036-540-08 from RJ Plaza, LLC, which are needed to construct the Sparks Boulevard Capacity Improvement Project.

**BACKGROUND AND DISCUSSION**

The purpose of the Sparks Boulevard Capacity Improvement Project ("Project") is to construct roadway and safety improvements along Sparks Boulevard between I-80 west off ramps and Baring Boulevard. The 100% design plans for the project are complete. The project is currently scheduled to begin construction in summer 2025.

Through an Interlocal Cooperative Agreement with the City of Sparks and Washoe County dated February 26, 2024, the RTC has been authorized to negotiate and/or initiate eminent domain proceedings to acquire property when necessary for the project. RTC needs to acquire these specific property interests from RJ Plaza, LLC in order to construct the Sparks Boulevard roadway improvements.

RJ Plaza, LLC is the owner of record. RTC has been working with the property owner to purchase the property interests. While there have been discussions, proposals and offers made, the efforts to reach a mutually acceptable agreement have been unsuccessful to date. In order to avoid potential delays to the project, staff is requesting approval of this Resolution of Condemnation to allow RTC to initiate condemnation proceedings for these property interests and seek a court-ordered right-of-entry and/or order for immediate occupancy, if needed. RTC will continue to work with the property owner during this process to continue efforts to reach a mutually acceptable agreement. Proper notice of this agenda item has been provided to the property owner as required by NRS 241.034.

---



**FISCAL IMPACT**

The costs to acquire property rights has been budgeted; however, the actual fiscal impact cannot be determined at this time.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.

**RESOLUTION OF CONDEMNATION 25-02**

**WHEREAS**, it is necessary for the Regional Transportation Commission of Washoe County, Nevada (“RTC”) to provide regional transportation facilities which are of a quality and standard necessary to satisfactorily meet the needs of the traveling public; and

**WHEREAS**, the RTC approved the FY 2024 Program of Projects for the Regional Street & Highway Program, which included the Sparks Blvd Capacity Improvement Project (the “Project”); and

**WHEREAS**, pursuant to an Interlocal Cooperative Agreement (“ICA”) between the RTC and the City of Sparks dated February 26, 2024, the City of Sparks authorized the RTC to initiate such eminent domain proceedings as may be necessary for the Project; and

**WHEREAS**, Chapter 277A of Nevada Revised Statutes provides that the RTC may exercise the power of eminent domain, if the city or county which has jurisdiction over the property approves; and

**WHEREAS**, the current owner of record of the property interests to be acquired, as listed in the records of the Washoe County Recorder’s Office and insofar as is known to the RTC, is RJ Plaza, LLC.

**NOW, THEREFORE, BE IT RESOLVED**, that the RTC does hereby find:

1. That RTC needs the following property interests to construct the Project: (1) a fee simple interest on a portion of APN 036-540-540-08; (2) a permanent easement on a portion of APN 036-540-08; and (3) a temporary construction easement on a portion of APN 036-540-08 (collectively, the “Property Rights”). The Property Rights are depicted in the metes and bounds descriptions and design drawings attached hereto.

2. That RTC staff has previously contacted the owner(s) about the Property Rights. While there have been discussions, proposals and offers made, the efforts to reach a mutually acceptable agreement for the acquisition of the Property Rights through purchase have been unsuccessful to date.

3. That the Property Rights to be acquired in conjunction with the above referenced Project are to be applied to a public use, to wit, the Project.

4. That the Property Rights described herein are necessary for such public use.

5. By certified mail sent on December 30, 2024, proper notice of the RTC's intent to consider eminent domain action to acquire the Property Rights of the above referenced owner(s) has been given as required by NRS 241.034.

**NOW, THEREFORE, BE IT FURTHER RESOLVED**, based on the aforementioned findings of fact, that the RTC does hereby direct:

1. That RTC's legal counsel initiate, if needed, eminent domain proceedings on behalf of the RTC in accordance with provisions of Chapters 37 and 277A of Nevada Revised Statutes to acquire the Property Rights.

2. That RTC's legal counsel shall commence and prosecute, in the name of the RTC, eminent domain proceedings in the court having jurisdiction of the Property Rights.

3. That RTC's legal counsel is authorized to pursue all actions deemed appropriate for the successful prosecution of this case, including but not limited to, an application to the court for an order permitting the RTC to take immediate possession of the Property Rights for the construction of the Project, upon complying with conditions imposed by law.

**PASSED, ADOPTED AND APPROVED** on January 17, 2025.

---

Ed Lawson, Chair  
Regional Transportation Commission of Washoe County

### Attachments

1. Exhibit "A" and "B" for Ptn. of APN 036-540-08 - Fee Parcel
2. Exhibit "A" and "B" for Ptn. of APN 036-540-08 - Permanent Easement
3. Exhibit "A" and "B" for Ptn. of APN 036-540-08 – Temporary Construction Easement



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**EXHIBIT "A"**

**LEGAL DESCRIPTION  
RIGHT-OF-WAY ACQUISITION  
APN 036-540-08**

THAT PORTION OF THE REAL PROPERTY DESCRIBED IN THAT CERTAIN GRANT, BARGAIN AND SALE DEED, DOCUMENT NUMBER 2778602, AS PARCEL 2, SHOWN ON THE MAP THEREOF PARCEL MAP 3265, OFFICIAL RECORDS, WASHOE COUNTY, NEVADA, SITUATE IN THE NORTHEAST QUARTER (NE1/4) OF SECTION 3, TOWNSHIP 19 NORTH, RANGE 20 EAST, M.D.M., CITY OF SPARKS, NEVADA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**COMMENCING** AT THE NORTHEAST CORNER OF SAID PARCEL 2, SAME BEING ON THE WESTERLY RIGHT-OF-WAY LINE OF SPARKS BOULEVARD PER SAID PARCEL MAP; THENCE SOUTH 01°06'51" WEST ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 37.29 FEET TO THE **POINT OF BEGINNING**;

THENCE CONTINUING SOUTH 01°06'51" WEST ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 23.75 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 190.00 FEET; THENCE SOUTHWESTERLY ALONG SAID RIGHT-OF-WAY AND SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 18°10'51", AN ARC LENGTH OF 60.29 FEET TO A POINT OF CUSP; THENCE NORTH 08°07'15" EAST, A DISTANCE OF 42.49 FEET; THENCE NORTH 01°08'55" EAST, A DISTANCE OF 20.16 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 39.95 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 24°28'55", AN ARC LENGTH OF 17.07 FEET; THENCE NORTH 63°21'13" EAST, A DISTANCE OF 8.90 FEET TO THE POINT OF BEGINNING.

CONTAINING 299 SQUARE FEET (0.01 ACRES), MORE OR LESS, AS DETERMINED BY COMPUTER METHODS. AS SHOWN ON EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.

**BASIS OF BEARINGS**

THE BASIS OF BEARINGS AND COORDINATE REFERENCE FOR THIS PROJECT IS THE NORTH AMERICAN DATUM OF 1983 ESTABLISHED FROM FEDERAL BASE NETWORK/COOPERATIVE BASE NETWORK OBSERVATIONS IN 1994 (ALSO KNOWN AS NAD83/94), NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE, HOLDING WASHOE COUNTY PUBLISHED LATITUDE 39°32'16.44843" NORTH AND LONGITUDE 119°53'08.87676" WEST FOR REGIONAL GPS CONTINUOUS OPERATING REFERENCE STATION (CORS) "RNO1" (WASHOE COUNTY IDENTIFIER N74SM01028) AND UTILIZING A GRID-TO-GROUND COMBINED FACTOR OF 1.000197939 TO PROJECT STATE PLANE COORDINATES TO GROUND EQUIVALENT COORDINATE VALUES AND CONVERTED TO U.S. SURVEY FEET.

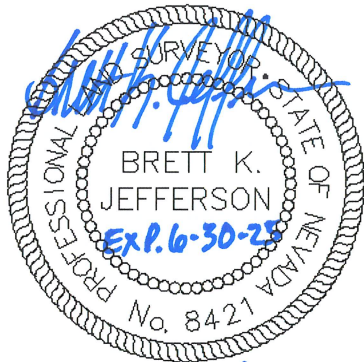
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Reno, Nevada 89521

Telephone: 775.828.1622

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END OF DESCRIPTION.

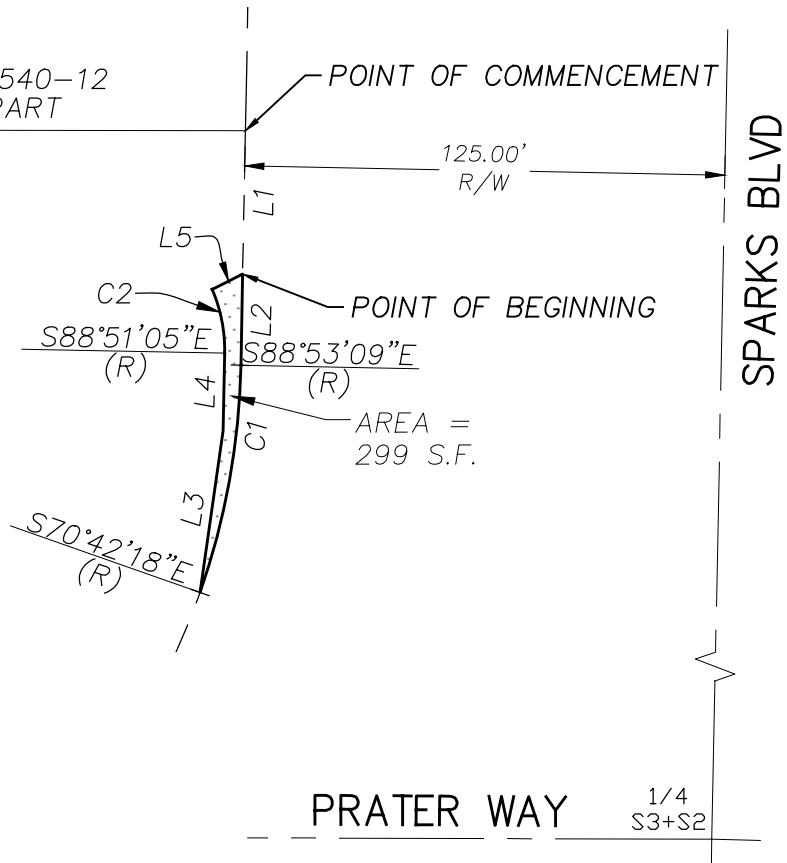


2-8-24

BRETT K. JEFFERSON, P.L.S.  
NEVADA LICENSE NUMBER 8421  
PHONE: (702) 551-0296  
EMAIL: [BRETT.JEFFERSON@ATKINSREALIS.COM](mailto:BRETT.JEFFERSON@ATKINSREALIS.COM)

APN: 036-540-12  
NOT A PART

PORTION OF PARCEL 2  
PARCEL MAP 3265  
APN: 036-540-08  
OWNER: RJ PLAZA LLC  
DEED DOC.# 2778602



SCALE  
1:50

**CURVE TABLE**

CURVE	RADIUS	DELTA	LENGTH	TANGENT
C1	190.00'	18°10'51"	60.29'	30.40'
C2	39.95'	24°28'55"	17.07'	8.67'

**LINE TABLE**

LINE	DIRECTION	LENGTH
L1	S01°06'51"W	37.29'
L2	S01°06'51"W	23.75'
L3	N08°07'15"E	42.49'
L4	N01°08'55"E	20.16'
L5	N63°21'13"E	8.90'

**EXHIBIT "B"**

SPARKS BLVD RTC PROJECT  
RIGHT-OF-WAY ACQUISITION  
APN: 036-540-08

A PORTION OF PARCEL 2 OF PARCEL MAP 3265 IN THE  
NORTHEAST 1/4 OF SECTION 3, T. 19 N., R. 20 E.,  
M.D.M., CITY OF SPARKS, NEVADA

SHEET 1 OF 1

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Fax: 775/851-1687

**APN: 036-540-08**

Point of Beginning : North: 14873172.5419' East: 2305840.0090'

Segment #1 : Line

Course: S1° 06' 51"W Length: 23.75'  
North: 14873148.7963' East: 2305839.5472'

Segment #2 : Curve

Length: 60.29' Radius: 190.00'  
Delta: 18°10'51" Tangent: 30.40'  
Chord: 60.04' Course: S10° 12' 16"W  
Course In: N88° 53' 09"W Course Out: S70° 42' 18"E  
RP North: 14873152.4908' East: 2305649.5831'  
End North: 14873089.7087' East: 2305828.9108'

Segment #3 : Line

Course: N8° 07' 15"E Length: 42.49'  
North: 14873131.7727' East: 2305834.9130'

Segment #4 : Line

Course: N1° 08' 55"E Length: 20.16'  
North: 14873151.9286' East: 2305835.3171'

Segment #5 : Curve

Length: 17.07' Radius: 39.95'  
Delta: 24°28'55" Tangent: 8.67'  
Chord: 16.94' Course: N11° 05' 33"W  
Course In: N88° 51' 05"W Course Out: N66° 39' 59"E  
RP North: 14873152.7294' East: 2305795.3751'  
End North: 14873168.5530' East: 2305832.0578'

Segment #6 : Line

Course: N63° 21' 13"E Length: 8.90'  
North: 14873172.5445' East: 2305840.0125'

-----  
Perimeter: 172.65' Area: 298.54 Sq. Ft.  
Error Closure: 0.0044 Course: N52° 56' 07"E  
Error North: 0.00265 East: 0.00351

Precision 1: 39240.91





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**EXHIBIT "A"**

**LEGAL DESCRIPTION  
PERMANENT EASEMENT  
APN 036-540-08**

THAT PORTION OF THE REAL PROPERTY DESCRIBED IN THAT CERTAIN GRANT, BARGAIN AND SALE DEED, DOCUMENT NUMBER 2778602, AS PARCEL 2, SHOWN ON THE MAP THEREOF PARCEL MAP 3265, OFFICIAL RECORDS, WASHOE COUNTY, NEVADA, SITUATE IN THE NORTHEAST QUARTER (NE1/4) OF SECTION 3, TOWNSHIP 19 NORTH, RANGE 20 EAST, M.D.M., CITY OF SPARKS, NEVADA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**COMMENCING** AT THE NORTHEAST CORNER OF SAID PARCEL 2, SAME BEING ON THE WESTERLY RIGHT-OF-WAY LINE OF SPARKS BOULEVARD PER SAID PARCEL MAP; THENCE SOUTH 01°06'51" WEST ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 22.14 FEET TO THE **POINT OF BEGINNING**;

THENCE CONTINUING ALONG SAID RIGHT-OF-WAY, SOUTH 01°06'51" WEST, A DISTANCE OF 15.14 FEET; THENCE DEPARTING SAID RIGHT-OF-WAY, SOUTH 63°21'13" WEST, A DISTANCE OF 8.90 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY WITH A RADUIS OF 39.95 FEET, A RADIAL LINE TO WHICH BEGINNING BEARS NORTH 66°39'59" EAST; THENCE NORTHWESTERLY ALONG SAID CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 26°00'05", AN ARC LENGTH OF 18.13 FEET; THENCE NORTH 34°23'10" EAST, A DISTANCE OF 6.00 FEET; THENCE SOUTH 88°53'09" EAST, A DISTANCE OF 15.51 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 248 SQUARE FEET (0.01 ACRES), MORE OR LESS, AS DETERMINED BY COMPUTER METHODS. AS SHOWN ON EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.

**BASIS OF BEARINGS**

THE BASIS OF BEARINGS AND COORDINATE REFERENCE FOR THIS PROJECT IS THE NORTH AMERICAN DATUM OF 1983 ESTABLISHED FROM FEDERAL BASE NETWORK/COOPERATIVE BASE NETWORK OBSERVATIONS IN 1994 (ALSO KNOWN AS NAD83/94), NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE, HOLDING WASHOE COUNTY PUBLISHED LATITUDE 39°32'16.44843" NORTH AND LONGITUDE 119°53'08.87676" WEST FOR REGIONAL GPS CONTINUOUS OPERATING REFERENCE STATION (CORS) "RNO1" (WASHOE COUNTY IDENTIFIER N74SM01028) AND UTILIZING A GRID-TO-GROUND COMBINED FACTOR OF 1.000197939 TO PROJECT STATE PLANE COORDINATES TO GROUND EQUIVALENT COORDINATE VALUES AND CONVERTED TO U.S. SURVEY FEET.

**END OF DESCRIPTION.**

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Reno, Nevada 89521

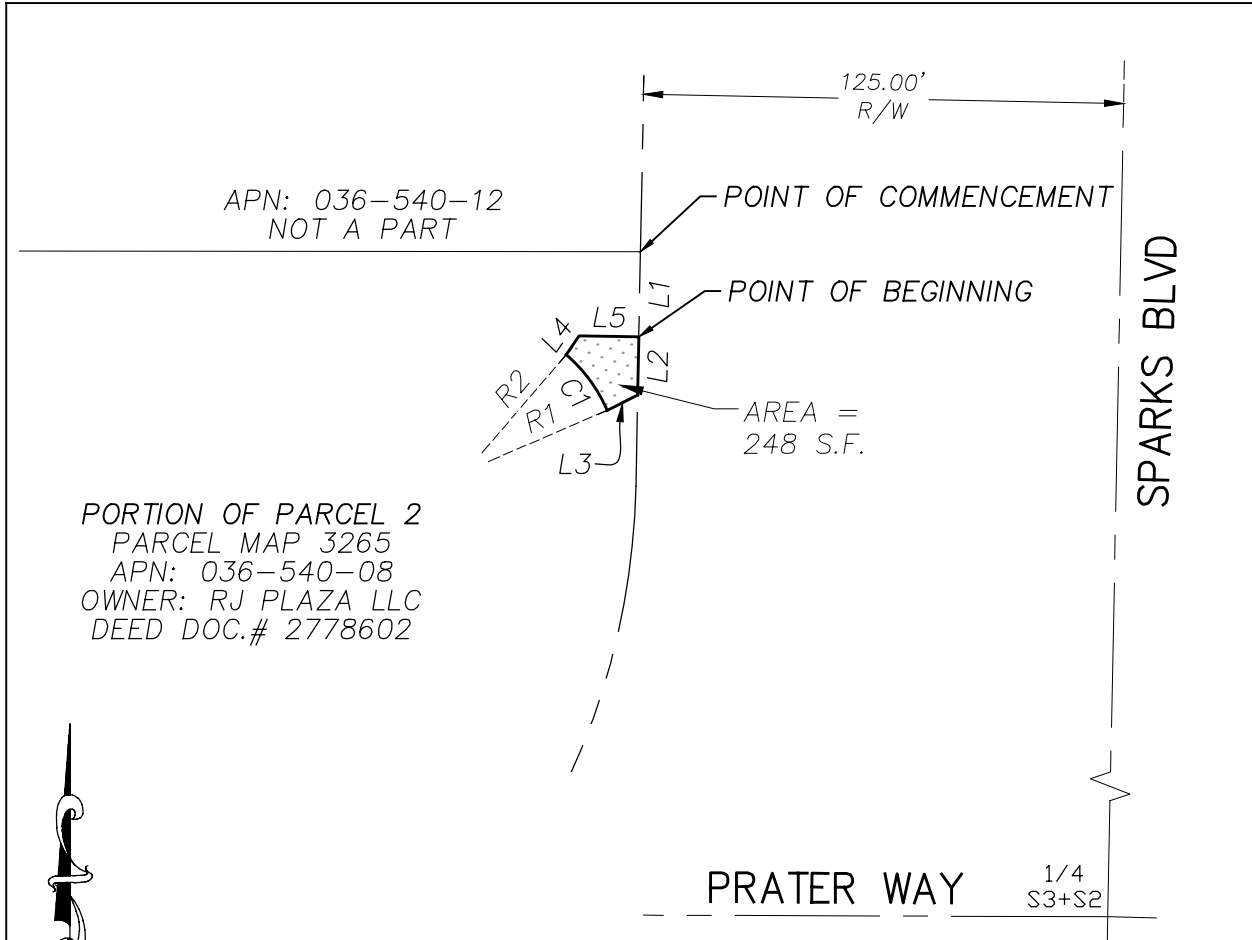
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2-8-24

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SCALE  
1:50

RADIAL LINE TABLE	
RADIAL LINE	DIRECTION
R1	N66°39'59"E
R2	N40°39'55"E

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S01°06'51"W	22.14'
L2	S01°06'51"W	15.14'
L3	S63°21'13"W	8.90'
L4	N34°23'10"E	6.00'
L5	S88°53'09"E	15.51'

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	TANGENT
C1	39.95'	26°00'05"	18.13'	9.22'

**EXHIBIT "B"**  
 SPARKS BLVD RTC PROJECT  
 PERMANENT EASEMENT  
 APN: 036-540-08  
 A PORTION OF PARCEL 2 OF PARCEL MAP 3265 IN THE  
 NORTHEAST 1/4 OF SECTION 3, T. 19 N., R. 20 E.,  
 M.D.M., CITY OF SPARKS, NEVADA

SHEET 1 OF 1

**AtkinsRéalis**  
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 Reno, Nevada 89521  
 Telephone: 775/828-1622  
 Fax: 775/851-1687

**APN: 036-540-08**

Point of Beginning : North: 14873187.6834' East: 2305840.3035'

Segment #1 : Line

Course: S1° 06' 51"W Length: 15.14'  
North: 14873172.5463' East: 2305840.0091'

Segment #2 : Line

Course: S63° 21' 13"W Length: 8.90'  
North: 14873168.5548' East: 2305832.0543'

Segment #3 : Curve

Length: 18.13' Radius: 39.95'  
Delta: 26°00'05" Tangent: 9.22'  
Chord: 17.97' Course: N36° 20' 03"W  
Course In: S66° 39' 59"W Course Out: N40° 39' 55"E  
RP North: 14873152.7312' East: 2305795.3717'  
End North: 14873183.0345' East: 2305821.4047'

Segment #4 : Line

Course: N34° 23' 10"E Length: 6.00'  
North: 14873187.9860' East: 2305824.7933'

Segment #5 : Line

Course: S88° 53' 09"E Length: 15.51'  
North: 14873187.6844' East: 2305840.3003'

-----  
Perimeter: 63.68' Area: 247.80 Sq. Ft.  
Error Closure: 0.0033 Course: N72° 58' 25"W  
Error North: 0.00097 East: -0.00315

Precision 1: 19296.97



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**EXHIBIT "A"**

**LEGAL DESCRIPTION  
TEMPORARY CONSTRUCTION EASEMENT  
APN 036-540-08**

THAT PORTION OF THE REAL PROPERTY DESCRIBED IN THAT CERTAIN GRANT, BARGAIN AND SALE DEED, DOCUMENT NUMBER 2778602, AS PARCEL 2, SHOWN ON THE MAP THEREOF PARCEL MAP 3265, OFFICIAL RECORDS, WASHOE COUNTY, NEVADA, SITUATE IN THE NORTHEAST QUARTER (NE1/4) OF SECTION 3, TOWNSHIP 19 NORTH, RANGE 20 EAST, M.D.M., CITY OF SPARKS, NEVADA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE NORTHEAST CORNER OF SAID PARCEL 2, SAME BEING ON THE WESTERLY RIGHT-OF-WAY LINE OF SPARKS BOULEVARD PER SAID PARCEL MAP; THENCE SOUTH 01°06'51" WEST ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 22.14 FEET; THENCE DEPARTING SAID RIGHT-OF-WAY, NORTH 88°53'09" WEST, A DISTANCE OF 15.51 FEET; THENCE SOUTH 34°23'10" WEST, A DISTANCE OF 6.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 39.95 FEET, A RADIAL LINE TO WHICH BEGINNING BEARS NORTH 40°39'55" EAST; THENCE SOUTHEASTERLY ALONG SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 50°29'00", AN ARC LENGTH OF 35.20 FEET; THENCE SOUTH 01°08'55" WEST, A DISTANCE OF 20.16 FEET; THENCE SOUTH 08°07'15" WEST, A DISTANCE OF 42.49 FEET TO A POINT ON SAID WESTERLY RIGHT-OF-WAY OF SPARKS BOULEVARD, SAME BEING THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 190.00 FEET, A RADIAL LINE TO WHICH BEGINNING BEARS SOUTH 70°42'18" EAST; THENCE SOUTHWESTERLY ALONG SAID RIGHT-OF-WAY AND SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 14°38'48", AN ARC LENGTH OF 48.57 FEET; THENCE DEPARTING SAID RIGHT-OF-WAY, NORTH 56°03'30" WEST ALONG A RADIAL LINE, A DISTANCE OF 7.29 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 182.71 FEET, A RADIAL LINE TO WHICH BEGINNING BEARS SOUTH 56°03'30" EAST; THENCE NORTHEASTERLY ALONG SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 22°19'32", AN ARC LENGTH OF 71.19 FEET; THENCE THE FOLLOWING THREE (3) COURSES:

- (1) NORTH 01°06'51" EAST, A DISTANCE OF 36.40 FEET;
- (2) NORTH 88°53'09" WEST, A DISTANCE OF 11.53 FEET;
- (3) NORTH 01°06'51" EAST, A DISTANCE OF 57.55 FEET TO THE NORTH LINE OF SAID PARCEL 2;

THENCE SOUTH 89°55'00" EAST ALONG SAID NORTH LINE, A DISTANCE OF 21.88 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 1,596 SQUARE FEET (0.04 ACRES), MORE OR LESS, AS DETERMINED BY COMPUTER METHODS.

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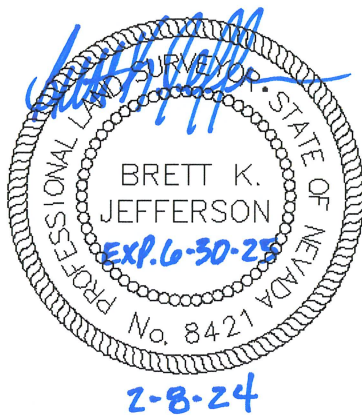
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AS SHOWN ON EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.

## BASIS OF BEARINGS

THE BASIS OF BEARINGS AND COORDINATE REFERENCE FOR THIS PROJECT IS THE NORTH AMERICAN DATUM OF 1983 ESTABLISHED FROM FEDERAL BASE NETWORK/COOPERATIVE BASE NETWORK OBSERVATIONS IN 1994 (ALSO KNOWN AS NAD83/94), NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE, HOLDING WASHOE COUNTY PUBLISHED LATITUDE 39°32'16.44843" NORTH AND LONGITUDE 119°53'08.87676" WEST FOR REGIONAL GPS CONTINUOUS OPERATING REFERENCE STATION (CORS) "RNO1" (WASHOE COUNTY IDENTIFIER N74SM01028) AND UTILIZING A GRID-TO-GROUND COMBINED FACTOR OF 1.000197939 TO PROJECT STATE PLANE COORDINATES TO GROUND EQUIVALENT COORDINATE VALUES AND CONVERTED TO U.S. SURVEY FEET.

END OF DESCRIPTION.



BRETT K. JEFFERSON, P.L.S.  
NEVADA LICENSE NUMBER 8421  
PHONE: (702) 551-0296  
EMAIL: [BRETT.JEFFERSON@ATKINSREALIS.COM](mailto:BRETT.JEFFERSON@ATKINSREALIS.COM)

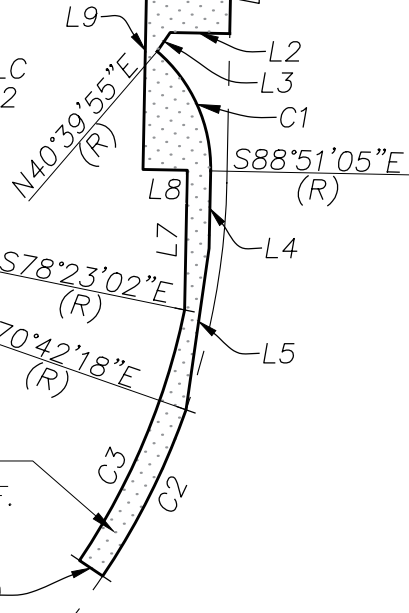
APN: 036-540-12  
NOT A PART

PORTION OF PARCEL 2  
PARCEL MAP 3265  
APN: 036-540-08  
OWNER: RJ PLAZA LLC  
DEED DOC.# 2778602

POINT OF BEGINNING

125.00'  
R/W

SPARKS BLVD



AREA =  
1,596 S.F.



SCALE  
1:50

PRATER WAY 1/4 S3+S2

NOTE:  
SEE SHEET 2 FOR  
LINE AND CURVE TABLES.

### EXHIBIT "B"

SPARKS BLVD RTC PROJECT  
TEMPORARY CONSTRUCTION EASEMENT

APN: 036-540-08

A PORTION OF PARCEL 2 OF PARCEL MAP 3265 IN THE  
NORTHEAST 1/4 OF SECTION 3, T. 19 N., R. 20 E.,  
M.D.M., CITY OF SPARKS, NEVADA

SHEET 1 OF 2

## AtkinsRéalis

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Fax: 775/851-1687

<b>CURVE TABLE</b>				
<i>CURVE</i>	<i>RADIUS</i>	<i>DELTA</i>	<i>LENGTH</i>	<i>TANGENT</i>
C1	39.95'	50°29'00"	35.20'	18.83'
C2	190.00'	14°38'48"	48.57'	24.42'
C3	182.71'	22°19'32"	71.19'	36.05'

<b>LINE TABLE</b>		
<i>LINE</i>	<i>DIRECTION</i>	<i>LENGTH</i>
L1	S01°06'51"W	22.14'
L2	N88°53'09"W	15.51'
L3	S34°23'10"W	6.00'
L4	S01°08'55"W	20.16'
L5	S08°07'15"W	42.49'
L6(R)	N56°03'30"W	7.29'
L7	N01°06'51"E	36.40'
L8	N88°53'09"W	11.53'
L9	N01°06'51"E	57.55'
L10	S89°55'00"E	21.88'

**EXHIBIT "B"**

SPARKS BLVD RTC PROJECT  
 TEMPORARY CONSTRUCTION EASEMENT  
 APN: 036-540-08

A PORTION OF PARCEL 2 OF PARCEL MAP 3265 IN THE  
 NORTHEAST 1/4 OF SECTION 3, T. 19 N., R. 20 E.,  
 M.D.M., CITY OF SPARKS, NEVADA

**SHEET 2 OF 2**

**AtkinsRéalis**

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 Reno, Nevada 89521  
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 Fax: 775/851-1687



**APN: 036-540-08**

Point of Beginning : North: 14873209.8229' East: 2305840.7341'

Segment #1 : Line

Course: S1° 06' 51"W Length: 22.14'  
North: 14873187.6871' East: 2305840.3036'

Segment #2 : Line

Course: N88° 53' 09"W Length: 15.51'  
North: 14873187.9887' East: 2305824.7965'

Segment #3 : Line

Course: S34° 23' 10"W Length: 6.00'  
North: 14873183.0371' East: 2305821.4079'

Segment #4 : Curve

Length: 35.20' Radius: 39.95'  
Delta: 50°29'00" Tangent: 18.83'  
Chord: 34.07' Course: S24° 05' 35"E  
Course In: S40° 39' 55"W Course Out: S88° 51' 05"E  
RP North: 14873152.7339' East: 2305795.3749'  
End North: 14873151.9331' East: 2305835.3169'

Segment #5 : Line

Course: S1° 08' 55"W Length: 20.16'  
North: 14873131.7771' East: 2305834.9128'

Segment #6 : Line

Course: S8° 07' 15"W Length: 42.49'  
North: 14873089.7132' East: 2305828.9106'

Segment #7 : Curve

Length: 48.57' Radius: 190.00'  
Delta: 14°38'48" Tangent: 24.42'  
Chord: 48.44' Course: S26° 37' 06"W  
Course In: N70° 42' 18"W Course Out: S56° 03' 30"E  
RP North: 14873152.4953' East: 2305649.5829'  
End North: 14873046.4091' East: 2305807.2081'

Segment #8 : Line

Course: N56° 03' 30"W Length: 7.29'  
North: 14873050.4794' East: 2305801.1603'

Segment #9 : Curve

Length: 71.19' Radius: 182.71'  
Delta: 22°19'32" Tangent: 36.05'  
Chord: 70.74' Course: N22° 46' 44"E  
Course In: N56° 03' 30"W Course Out: S78° 23' 02"E  
RP North: 14873152.4953' East: 2305649.5829'  
End North: 14873115.7060' East: 2305828.5508'

Segment #10 : Line

Course: N1° 06' 51"E Length: 36.40'  
North: 14873152.0991' East: 2305829.2586'

Segment #11 : Line

Course: N88° 53' 09"W Length: 11.53'  
North: 14873152.3233' East: 2305817.7307'

Segment #12 : Line

Course: N1° 06' 51"E Length: 57.55'  
North: 14873209.8624' East: 2305818.8498'

Segment #13 : Line

Course: S89° 55' 00"E Length: 21.88'  
North: 14873209.8306' East: 2305840.7298'

-----  
Perimeter: 395.92' Area: 1595.72 Sq. Ft.  
Error Closure: 0.0089 Course: N29° 04' 18"W  
Error North: 0.00774 East: -0.00431

Precision 1: 44484.27



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.4.4

To: Regional Transportation Commission

From: Michele Payne, Property Agent

**SUBJECT: Resolution of Condemnation: Surf Thru, Inc. -  
Sparks Boulevard Capacity Improvement Project**

**RECOMMENDED ACTION**

Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire a fee simple in, and a temporary construction easement interest on, portions of APN 037-400-10 from Surf Thru, Inc., which are needed to construct the Sparks Boulevard Capacity Improvement Project.

**BACKGROUND AND DISCUSSION**

The purpose of the Sparks Boulevard Capacity Improvement Project ("Project") is to construct roadway and safety improvements along Sparks Boulevard between I-80 west off ramps and Baring Boulevard. The 100% design plans for the project are complete. The Project is currently scheduled to begin construction in summer 2025.

Through an Interlocal Cooperative Agreement with the City of Sparks and Washoe County dated February 26, 2024, the RTC has been authorized to negotiate and/or initiate eminent domain proceedings to acquire property when necessary for the Project. RTC needs to acquire these specific property interests from Surf Thru, Inc. in order to construct the Sparks Boulevard roadway improvements.

Surf Thru, Inc., is the owner of record. RTC has been working with the property owner to purchase the property interests. While there have been discussions, proposals and offers made, the efforts to reach a mutually acceptable agreement have been unsuccessful to date. In order to avoid potential delays to the project, staff is requesting approval of this Resolution of Condemnation to allow RTC to initiate condemnation proceedings for these property interests and seek a court-ordered right-of-entry and/or order for immediate occupancy, if needed. RTC will continue to work with the property owner during this process to continue efforts to reach a mutually acceptable agreement. Proper notice of this agenda item has been provided to the property owner as required by NRS 241.034.

---

**FISCAL IMPACT**

The costs to acquire property rights have been budgeted; however, the actual fiscal impact cannot be determined at this time.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.

**RESOLUTION OF CONDEMNATION 25-03**

**WHEREAS**, it is necessary for the Regional Transportation Commission of Washoe County, Nevada (“RTC”) to provide regional transportation facilities which are of a quality and standard necessary to satisfactorily meet the needs of the traveling public; and

**WHEREAS**, the RTC approved the FY 2024 Program of Projects for the Regional Street & Highway Program, which included the Sparks Blvd Capacity Improvement Project (the “Project”); and

**WHEREAS**, pursuant to an Interlocal Cooperative Agreement (“ICA”) between the RTC and the City of Sparks dated December 9, 2020, the City of Sparks authorized the RTC to initiate such eminent domain proceedings as may be necessary for the Project; and

**WHEREAS**, Chapter 277A of Nevada Revised Statutes provides that the RTC may exercise the power of eminent domain, if the city or county which has jurisdiction over the property approves; and

**WHEREAS**, the current owner of record of the property interests to be acquired, as listed in the records of the Washoe County Recorder’s Office and insofar as is known to the RTC, is Surf Thru, Inc.

**NOW, THEREFORE, BE IT RESOLVED**, that the RTC does hereby find:

1. That RTC needs the following property interests to construct the Project: (1) a fee simple interest on a portion of APN 037-400-10; and (2) a temporary construction easement on a portion of APN 037-400-10 (collectively, the “Property Rights”). The Property Rights are depicted in the metes and bounds descriptions and design drawings attached hereto.
2. That RTC staff has previously contacted the owner(s) about the Property Rights. While there have been discussions, proposals and offers made, the efforts to reach a mutually acceptable agreement for the acquisition of the Property Rights through purchase have been unsuccessful to date.
3. That the Property Rights to be acquired in conjunction with the above referenced Project are to be applied to a public use, to wit, the Project.
4. That the Property Rights described herein are necessary for such public use.

5. By certified mail sent on December 30, 2024, proper notice of the RTC's intent to consider eminent domain action to acquire the Property Rights of the above referenced owner(s) has been given as required by NRS 241.034.

**NOW, THEREFORE, BE IT FURTHER RESOLVED**, based on the aforementioned findings of fact, that the RTC does hereby direct:

1. That RTC's legal counsel initiate, if needed, eminent domain proceedings on behalf of the RTC in accordance with provisions of Chapters 37 and 277A of Nevada Revised Statutes to acquire the Property Rights.

2. That RTC's legal counsel shall commence and prosecute, in the name of the RTC, eminent domain proceedings in the court having jurisdiction of the Property Rights.

3. That RTC's legal counsel is authorized to pursue all actions deemed appropriate for the successful prosecution of this case, including but not limited to, an application to the court for an order permitting the RTC to take immediate possession of the Property Rights for the construction of the Project, upon complying with conditions imposed by law.

**PASSED, ADOPTED AND APPROVED** on January 17, 2025.

---

Ed Lawson, Chair  
Regional Transportation Commission of Washoe County

Attachments

1. Exhibit "A" and "B" for Ptn. of APN 037-400-10 - Fee Parcel
2. Exhibit "A" and "B" for Ptn. of APN 037-400-10 – Temporary Construction Easement



## AtkinsRéalis

10509 Professional Circle, Ste. 103  
Reno, Nevada 89521

Telephone: 775.828.1622

[atkinsrealis.com](http://atkinsrealis.com)

### EXHIBIT "A"

#### LEGAL DESCRIPTION TEMPORARY CONSTRUCTION EASEMENT APN 037-400-10

THAT PORTION OF THE REAL PROPERTY DESCRIBED IN THAT CERTAIN GRANT, BARGAIN, SALE DEED, DOCUMENT NUMBER 5115661, AS PARCEL 3-A, AS SHOWN ON THE MAP THEREOF PARCEL MAP 4966, OFFICIAL RECORDS, WASHOE COUNTY, NEVADA, SITUATE IN THE SOUTHEAST QUARTER (SE1/4) OF SECTION 3, TOWNSHIP 19 NORTH, RANGE 20 EAST, M.D.M., CITY OF SPARKS, NEVADA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**COMMENCING** AT THE SOUTHEAST CORNER OF SAID PARCEL 3-A, SAME BEING ON THE WESTERLY RIGHT-OF-WAY LINE OF SPARKS BOULEVARD PER SAID PARCEL MAP; THENCE DEPARTING SAID RIGHT-OF-WAY, SOUTH 89°58'41" WEST ALONG THE SOUTHERLY LINE OF SAID PARCEL 3-A, A DISTANCE OF 7.94 FEET TO THE **POINT OF BEGINNING**; THENCE CONTINUING ALONG SAID SOUTHERLY LINE, SOUTH 89°58'41" WEST, A DISTANCE OF 3.22 FEET; THENCE DEPARTING SAID SOUTHERLY LINE, NORTH 01°07'20" EAST, A DISTANCE OF 13.47 FEET; THENCE NORTH 08°39'13" EAST, A DISTANCE OF 85.10 FEET TO SAID WESTERLY RIGHT-OF-WAY; THENCE SOUTH 01°07'20" WEST ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 22.89 FEET; THENCE DEPARTING SAID RIGHT-OF-WAY, SOUTH 08°38'30" WEST, A DISTANCE OF 57.70 FEET; THENCE SOUTH 02°22'35" WEST, A DISTANCE OF 17.67 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 267 SQUARE FEET (0.01 ACRES), MORE OR LESS, AS DETERMINED BY COMPUTER METHODS.

AS SHOWN ON EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.

#### **BASIS OF BEARINGS**

THE BASIS OF BEARINGS AND COORDINATE REFERENCE FOR THIS PROJECT IS THE NORTH AMERICAN DATUM OF 1983 ESTABLISHED FROM FEDERAL BASE NETWORK/COOPERATIVE BASE NETWORK OBSERVATIONS IN 1994 (ALSO KNOWN AS NAD83/94), NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE, HOLDING WASHOE COUNTY PUBLISHED LATITUDE 39°32'16.44843" NORTH AND LONGITUDE 119°53'08.87676" WEST FOR REGIONAL GPS CONTINUOUS OPERATING REFERENCE STATION (CORS) "RNO1" (WASHOE COUNTY IDENTIFIER N74SM01028) AND UTILIZING A GRID-TO-GROUND COMBINED FACTOR OF 1.000197939 TO PROJECT STATE PLANE COORDINATES TO GROUND EQUIVALENT COORDINATE VALUES AND CONVERTED TO U.S. SURVEY FEET.

**END OF DESCRIPTION.**



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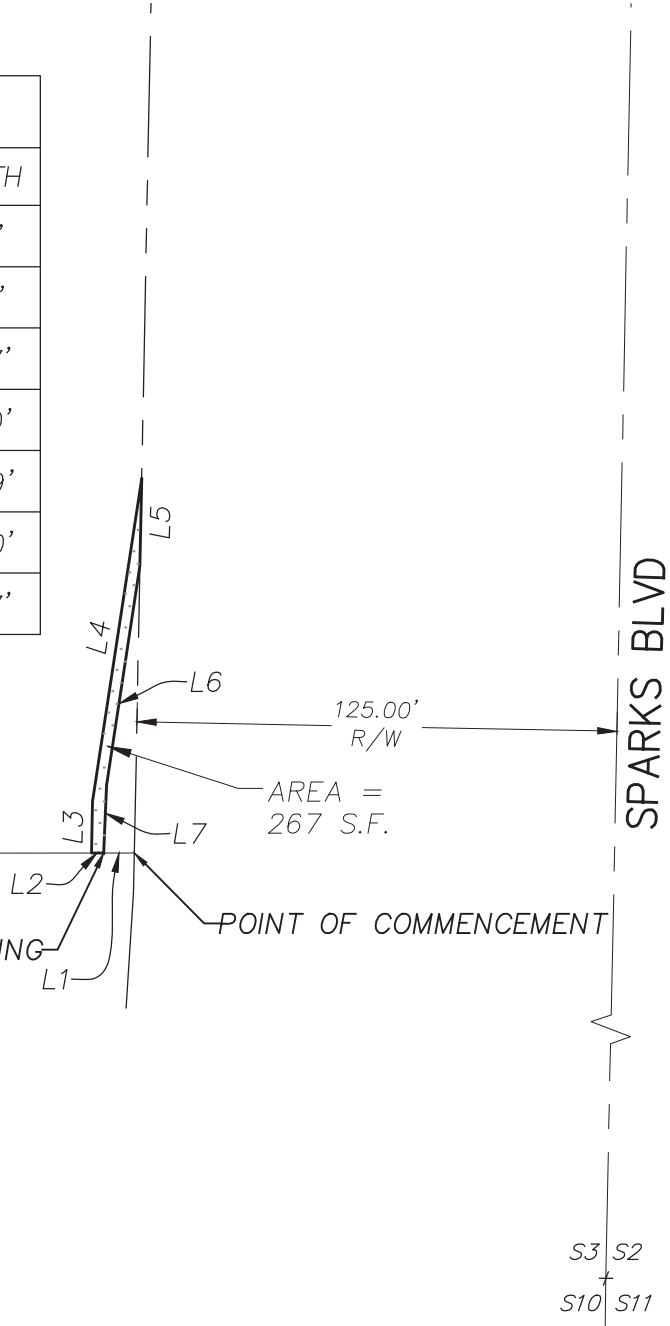


BRETT K. JEFFERSON, P.L.S.  
NEVADA LICENSE NUMBER 8421  
PHONE: (702) 551-0296  
EMAIL: [BRETT.JEFFERSON@ATKINSREALIS.COM](mailto:BRETT.JEFFERSON@ATKINSREALIS.COM)

<b>LINE TABLE</b>		
LINE	DIRECTION	LENGTH
L1	S89°58'41"W	7.94'
L2	S89°58'41"W	3.22'
L3	N01°07'20"E	13.47'
L4	N08°39'13"E	85.10'
L5	S01°07'20"W	22.89'
L6	S08°38'30"W	57.70'
L7	S02°22'35"W	17.67'

PORTION OF PARCEL 3-A  
 PARCEL MAP 4966  
 APN: 037-400-10  
 OWNER: SURF THRU INC  
 DEED DOC.# 5115661

APN: 037-400-11  
 NOT A PART  
 POINT OF BEGINNING



SCALE  
 1:50

S3 S2  
 +  
 S10 S11

**EXHIBIT "B"**

SPARKS BLVD RTC PROJECT  
 TEMPORARY CONSTRUCTION EASEMENT  
 APN: 037-400-10

A PORTION OF PARCEL 3-A OF PARCEL MAP 4966 IN  
 THE SOUTHEAST 1/4 OF SECTION 3, T. 19 N., R. 20 E.,  
 M.D.M., CITY OF SPARKS, NEVADA

SHEET 1 OF 1

**AtkinsRéalis**

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 Reno, Nevada 89521  
 Telephone: 775/828-1622  
 Fax: 775/851-1687

**APN: 037-400-10**

Point of Beginning : North: 14870619.3526' East: 2305782.0923'

Segment #1 : Line

Course: S89° 58' 41"W Length: 3.22'  
North: 14870619.3514' East: 2305778.8723'

Segment #2 : Line

Course: N1° 07' 20"E Length: 13.47'  
North: 14870632.8188' East: 2305779.1361'

Segment #3 : Line

Course: N8° 39' 13"E Length: 85.10'  
North: 14870716.9500' East: 2305791.9403'

Segment #4 : Line

Course: S1° 07' 20"W Length: 22.89'  
North: 14870694.0644' East: 2305791.4919'

Segment #5 : Line

Course: S8° 38' 30"W Length: 57.70'  
North: 14870637.0195' East: 2305782.8223'

Segment #6 : Line

Course: S2° 22' 35"W Length: 17.67'  
North: 14870619.3647' East: 2305782.0896'

-----  
Perimeter: 200.04' Area: 267.21 Sq. Ft.  
Error Closure: 0.0123 Course: N12° 25' 14"W  
Error North: 0.01204 East: -0.00265

Precision 1: 16264.23



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### EXHIBIT "A"

#### LEGAL DESCRIPTION RIGHT-OF-WAY ACQUISITION APN 037-400-10

THAT PORTION OF THE REAL PROPERTY DESCRIBED IN THAT CERTAIN GRANT, BARGAIN, SALE DEED, DOCUMENT NUMBER 5115661, AS PARCEL 3-A, AS SHOWN ON THE MAP THEREOF PARCEL MAP 4966, OFFICIAL RECORDS, WASHOE COUNTY, NEVADA, SITUATE IN THE SOUTHEAST QUARTER (SE1/4) OF SECTION 3, TOWNSHIP 19 NORTH, RANGE 20 EAST, M.D.M., CITY OF SPARKS, NEVADA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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CONTAINING 352 SQUARE FEET (0.01 ACRES), MORE OR LESS, AS DETERMINED BY COMPUTER METHODS.

AS SHOWN ON EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.

#### **BASIS OF BEARINGS**

THE BASIS OF BEARINGS AND COORDINATE REFERENCE FOR THIS PROJECT IS THE NORTH AMERICAN DATUM OF 1983 ESTABLISHED FROM FEDERAL BASE NETWORK/COOPERATIVE BASE NETWORK OBSERVATIONS IN 1994 (ALSO KNOWN AS NAD83/94), NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE, HOLDING WASHOE COUNTY PUBLISHED LATITUDE 39°32'16.44843" NORTH AND LONGITUDE 119°53'08.87676" WEST FOR REGIONAL GPS CONTINUOUS OPERATING REFERENCE STATION (CORS) "RNO1" (WASHOE COUNTY IDENTIFIER N74SM01028) AND UTILIZING A GRID-TO-GROUND COMBINED FACTOR OF 1.000197939 TO PROJECT STATE PLANE COORDINATES TO GROUND EQUIVALENT COORDINATE VALUES AND CONVERTED TO U.S. SURVEY FEET.

**END OF DESCRIPTION.**

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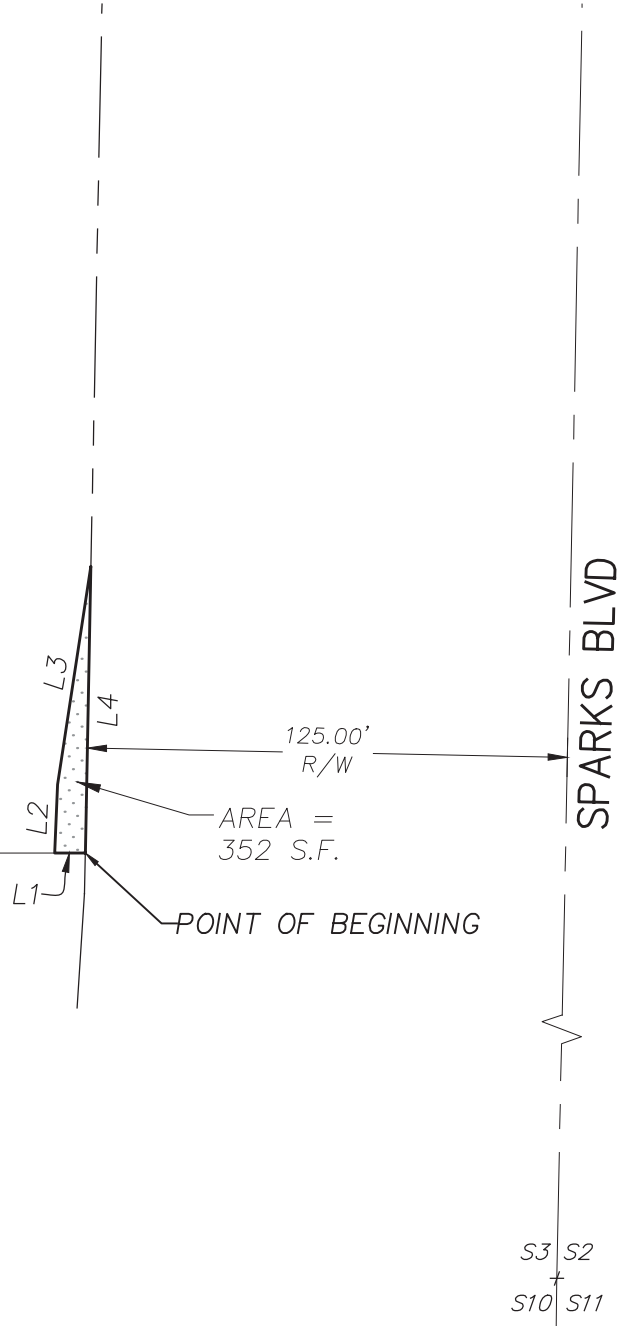


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<b>LINE TABLE</b>		
LINE	DIRECTION	LENGTH
L1	S89°58'41"W	7.94'
L2	N02°24'53"E	17.89'
L3	N08°39'13"E	57.48'
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PORTION OF PARCEL 3-A  
 PARCEL MAP 4966  
 APN: 037-400-10  
 OWNER: SURF THRU INC  
 DEED DOC.# 5115661

APN: 037-400-11  
 NOT A PART



SCALE  
 1:50

**EXHIBIT "B"**

SPARKS BLVD RTC PROJECT  
 PERMANENT ROW ACQUISITION  
 APN: 037-400-10

A PORTION OF PARCEL 3-A OF PARCEL MAP 4966 IN  
 THE SOUTHEAST 1/4 OF SECTION 3, T. 19 N., R. 20 E.,  
 M.D.M., CITY OF SPARKS, NEVADA

SHEET 1 OF 1

**AtkinsRéalis**

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 Reno, Nevada 89521  
 Telephone: 775/828-1622  
 Fax: 775/851-1687

**APN: 037-400-10**

Point of Beginning : North: 14870619.3557' East: 2305790.0318'

Segment #1 : Line

Course: S89° 58' 41"W Length: 7.94'  
North: 14870619.3526' East: 2305782.0918'

Segment #2 : Line

Course: N2° 24' 53"E Length: 17.89'  
North: 14870637.2267' East: 2305782.8456'

Segment #3 : Line

Course: N8° 39' 13"E Length: 57.48'  
North: 14870694.0524' East: 2305791.4940'

Segment #4 : Line

Course: S1° 07' 20"W Length: 74.72'  
North: 14870619.3467' East: 2305790.0306'

-----  
Perimeter: 158.03' Area: 352.42 Sq. Ft.  
Error Closure: 0.0090 Course: S7° 35' 31"W  
Error North: -0.00895 East: -0.00119

Precision 1: 17558.89



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.4.5

To: Regional Transportation Commission

From: Garrett Rodgers, Project Manager

**SUBJECT: Sparks Boulevard Capacity Improvement Project -  
Construction Management Professional Services Agreement**

**RECOMMENDED ACTION**

Approve a contract with HDR Engineering, Inc., to perform construction management services related to the Sparks Boulevard Capacity Improvement Project, in an amount not-to-exceed \$6,598,061.

**BACKGROUND AND DISCUSSION**

This Professional Services Agreement (PSA) with HDR Engineering, Inc. (HDR), is for construction management services during construction of the Sparks Boulevard Capacity Improvement Project (Project) in the amount of \$6,598,061. The Project will increase safety, roadway capacity, and improve bicycle and pedestrian facilities by widening Sparks Boulevard to three lanes in each direction (currently two) between I-80 and Baring Boulevard. Additionally, the project includes construction of a mill and overlay between Baring Boulevard and Shadow Lane.

The design engineering consultant is Atkins North America, Inc., (Atkins). Atkins, as Engineer of Record, is providing engineering support services during construction for the Project under a separate agreement with the RTC. This project will be implemented using federal transportation funding and constructed through the design-bid-build method. The tentative construction start is Spring 2025 with an anticipated duration of 330 working days.

Atkins was selected as the highest-ranked firm out of the three responsive proposals that the RTC received for Construction Management for the Project. The selection was made in response to the Request for Proposals (RFP) advertised on July 30, 2024. Negotiation of the scope, schedule and budget resulted in the not-to-exceed fee amount that is within the appropriated budget.

This item supports the FY 2025 RTC Goal, "Begin Project Construction: Sparks Boulevard Capacity Improvement".

---



**FISCAL IMPACT**

Project appropriations are included in the FY 2025 Budget.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.

**AGREEMENT  
FOR  
PROFESSIONAL SERVICES**

This agreement (this “Agreement”) is dated and effective as of \_\_\_\_\_, 2025, by and between the Regional Transportation Commission of Washoe County (“RTC”) and HDR Engineering, Inc. (“CONSULTANT”).

WITNESSETH:

WHEREAS, RTC issued a Request for Proposals for interested persons and firms to perform Construction Management services in connection with the Sparks Boulevard Capacity Improvement Project – Phase 2 and;

WHEREAS, CONSULTANT submitted a proposal (the “Proposal”) and was selected to perform the work.

NOW, THEREFORE, RTC and CONSULTANT, in consideration of the mutual covenants and other consideration set forth herein, do hereby agree as follows:

ARTICLE 1 – TERM AND ENGAGEMENT

- 1.1. The term of this Agreement shall be from the date first written above through February 28, 2027, unless terminated at an earlier date, or extended to a later date, pursuant to the provisions herein.
- 1.2. CONSULTANT will perform the work using the project team identified in Exhibit A. Any changes to the project team must be approved by RTC’s Project Manager.
- 1.3. CONSULTANT will promptly, diligently and faithfully execute the work to completion in accordance with applicable professional standards subject to any delays due to strikes, acts of God, act of any government, civil disturbances, or any other cause beyond the reasonable control of CONSULTANT.
- 1.4. CONSULTANT shall not proceed with work until both parties have executed this Agreement and a purchase order has been issued to CONSULTANT. If CONSULTANT violates that prohibition, CONSULTANT forfeits any and all right to reimbursement and payment for that work and waives any and all claims against RTC, its employees, agents, and affiliates, including but not limited to monetary damages, and any other remedy available at law or in equity arising under the terms of this Agreement. Furthermore, prior to execution and issuance of a purchase order, CONSULTANT shall not rely on the terms of this Agreement in any way, including but not limited to any written or oral representations, assurances or warranties made by RTC or any of its agents, employees or affiliates, or on any dates of performance, deadlines, indemnities, or any term contained in this Agreement or otherwise.

## ARTICLE 2 - SERVICES OF CONSULTANT

### 2.1. SCOPE OF SERVICES

The scope of services consists of the tasks set forth in Exhibit A.

### 2.2. SCHEDULE OF SERVICES

Tasks and subtasks shall be completed in accordance with the schedule in Exhibit A. Any change(s) to the schedule must be approved by RTC's Project Manager.

### 2.3. CONTINGENCY

Contingency line items identified in the scope of services are for miscellaneous increases within the scope of work. Prior to the use of any contingency amounts, CONSULTANT shall provide a letter to RTC's Project Manager detailing the need, scope, and not-to-exceed budget for the proposed work. Work to be paid for out of contingency shall proceed only with the RTC Project Manager's written approval.

### 2.4. OPTIONS

RTC shall have the right to exercise its option(s) for all or any part of the optional tasks or subtasks identified in Exhibit A. CONSULTANT will prepare and submit a detailed scope of services reflecting the specific optional services requested, a schedule for such services, and a cost proposal. RTC will review and approve the scope of services and RTC and CONSULTANT will discuss and agree upon compensation and a schedule. CONSULTANT shall undertake no work on any optional task without written notice to proceed with the performance of said task. RTC, at its sole option and discretion, may select another individual or firm to perform the optional tasks or subtasks identified in Exhibit A.

### 2.5. ADDITIONAL SERVICES

CONSULTANT will provide additional services when agreed to in writing by RTC and CONSULTANT.

### 2.6. PERFORMANCE REQUIREMENTS

Any and all design and engineering work furnished by CONSULTANT shall be performed by or under the supervision of persons licensed to practice architecture, engineering, or surveying (as applicable) in the State of Nevada, by personnel who are careful, skilled, experienced and competent in their respective trades or professions, who are professionally qualified to perform the work, and who shall assume professional responsibility for the accuracy and completeness of documents prepared or checked by them, in accordance with appropriate prevailing professional standards. Notwithstanding the provision of any drawings, technical specifications, or other data by RTC, CONSULTANT shall have the

responsibility of supplying all items and details required for the deliverables required hereunder.

Any sampling and materials testing shall be performed by an approved testing laboratory accredited by AASHTO or other ASTM recognized accrediting organization in the applicable test methods. If any geotechnical or materials testing is performed by a sub-consultant, that laboratory shall maintain the required certification. Proof of certification shall be provided to RTC with this Agreement. If certification expires or is removed during the term of this Agreement, CONSULTANT shall notify RTC immediately, and propose a remedy. If an acceptable remedy cannot be agreed upon by both parties, RTC may terminate this Agreement for default.

CONSULTANT shall provide only Nevada Alliance for Quality Transportation Construction (NAQTC) qualified personnel to perform field and laboratory sampling and testing during the term of this Agreement. All test reports shall be signed by a licensed NAQTC tester and notated with his/her license number.

2.7. ERRORS AND OMISSIONS

CONSULTANT shall, without additional compensation, correct or revise any deficiencies, errors, or omissions caused by CONSULTANT in its analysis, reports, and services. CONSULTANT also agrees that if any error or omission is found, CONSULTANT will expeditiously make the necessary correction, at no expense to RTC. If an error or omission was directly caused by RTC, and not by CONSULTANT and RTC requires that such error or omission be corrected, CONSULTANT may be compensated for such additional work.

ARTICLE 3 - COMPENSATION

- 3.1. CONSULTANT shall be paid for hours worked at the hourly rates and rates for testing in Exhibit B. RTC shall not be responsible for any other costs or expenses except as provided in Exhibit B.
- 3.2. The maximum amount payable to CONSULTANT to complete each task is equal to the not-to-exceed amounts identified in Exhibit B. CONSULTANT can request in writing that RTC's Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee schedule, and must be approved in writing by RTC's Project Manager prior to performance of the work. In no case shall CONSULTANT be compensated in excess of the following not-to exceed amounts:

<u>Engineering During Construction Services (Tasks 1 – 5):</u>	<u>\$6,598,061.00</u>
Total Not-to-Exceed Amount	<u>\$6,598,061.00</u>

- 3.3. For any work authorized under Section 2.5, "Additional Services," RTC and CONSULTANT will negotiate not-to-exceed amounts based on the standard hourly rates and rates for testing in Exhibit B. Any work authorized under Section 2.4, "Additional Services," when performed by persons who are not employees or individuals employed by

affiliates of CONSULTANT, will be billed at a mutually agreed upon rate for such services, but not more than 105% of the amounts billed to CONSULTANT for such services.

- 3.4. CONSULTANT shall receive compensation for preparing for and/or appearing in any litigation at the request of RTC, except: (1) if such litigation costs are incurred by CONSULTANT in defending its work or services or those of any of its sub-consultants; or (2) as may be required by CONSULTANT's indemnification obligations. Compensation for litigation services requested by RTC shall be paid at a mutually agreed upon rate and/or at a reasonable rate for such services.
- 3.5. CONSULTANT must have an acceptable cost accounting system and can only be reimbursed for costs that are consistent with Federal cost principles. *See* 23 C.F.R. 172.9; 2 C.F.R. Part 200, Subpart E.

#### ARTICLE 4 – DISADVANTAGED BUSINESS ENTERPRISE (DBE) REQUIREMENTS

- 4.1. The Nevada Department of Transportation has established a DBE goal of **8.5%** for this Agreement.
- 4.2. CONSULTANT shall carry out applicable requirements of 49 C.F.R. Part 26 in the award and administration of this Agreement.
- 4.3. CONSULTANT and its subcontractors shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Agreement. CONSULTANT shall carry out applicable requirements of 49 C.F.R. Part 26 in the award and administration of this Agreement and the award and administration of any other DOT-assisted contracts. Failure by CONSULTANT to carry out these requirements is a material breach of this Agreement, which may result in the termination of this contract or such other remedy as RTC deems appropriate, which may include, but is not limited to:
  1. Withholding monthly progress payments;
  2. Assessing sanctions;
  3. Liquidated damages; and/or
  4. Disqualifying CONSULTANT from future bidding as non-responsible.
- 4.4. CONSULTANT shall include the assurance required by 49 C.F.R. 26.13 in each subcontract.

#### ARTICLE 5 - INVOICING

- 5.1 CONSULTANT shall submit monthly invoices in the format specified by RTC. Invoices must be submitted to [accountspayable@rtcwashoe.com](mailto:accountspayable@rtcwashoe.com). RTC's payment terms are 30 days after the receipt of the invoice. Simple interest will be paid at the rate of half a percent (0.5%) per month on all invoices approved by RTC that are not paid within thirty (30) days of receipt of the invoice.

- 5.2 RTC shall only reimburse CONSULTANT for costs that are consistent with Federal cost principles. *See* 23 C.F.R. 172.9; 2 C.F.R. Part 200, Subpart E.
- 5.3 RTC shall notify CONSULTANT of any disagreement with any submitted invoice for consulting services within thirty (30) days of receipt of an invoice. Any amounts not in dispute shall be promptly paid by RTC.
- 5.4 CONSULTANT shall maintain complete records supporting every request for payment that may become due. Upon request, CONSULTANT shall produce all or a portion of its records and RTC shall have the right to inspect and copy such records.

#### ARTICLE 6 – CONFLICTS OF INTEREST

- 6.1 CONSULTANT shall ensure that no employee, agent, subcontractor or other person performing services under this Agreement shall have, directly or indirectly, a financial or other personal interest, other than their employment or retention, in any contract or subcontract in connection with the Project.
- 6.2 CONSULTANT shall include a requirement in each subcontract CONSULTANT signs with a subcontractor that the subcontractor shall ensure that no employee, agent, subcontractor or other person performing services under the subcontract shall have, directly or indirectly, a financial or other personal interest, other than their employment or retention, in any contract or subcontract in connection with the Project.
- 6.3 CONSULTANT shall disclose any potential conflict of interest to RTC, who shall then disclose any potential conflict of interest as specified in 2 C.F.R. 200.112, 23 C.F.R. 1.33 and the requirements of 23 C.F.R. 172.5.

#### ARTICLE 7 - ACCESS TO INFORMATION AND PROPERTY

- 7.1 Upon request and without cost to CONSULTANT, RTC will provide all pertinent information that is reasonably available to RTC including surveys, reports and any other data relative to design and construction.
- 7.2 RTC will provide access to and make all provisions for CONSULTANT to enter upon RTC facilities and public lands, as required for CONSULTANT to perform its work under this Agreement.

#### ARTICLE 8 - OWNERSHIP OF WORK

- 8.1. Plans, reports, studies, tracings, maps, software, electronic files, licenses, programs, equipment manuals, and databases and other documents or instruments of service prepared or obtained by CONSULTANT in the course of performing work under this Agreement, shall be delivered to and become the property of RTC. Software already developed and purchased by CONSULTANT prior to the Agreement is excluded from this requirement. CONSULTANT and its sub-consultants shall convey and transfer all copyrightable interests, trademarks, licenses, and other intellectual property rights in such materials to RTC upon completion of all services under this Agreement and upon payment in full of all

compensation due to CONSULTANT in accordance with the terms of this Agreement. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by CONSULTANT under this Agreement shall, upon request, also be provided to RTC.

- 8.2. CONSULTANT represents that it has secured all necessary licenses, consents, or approvals to use the components of any intellectual property, including computer software, used in providing services under this Agreement, that it has full legal title to and the right to reproduce such materials, and that it has the right to convey such title and other necessary rights and interests to RTC.
- 8.3. CONSULTANT shall bear all costs arising from the use of patented, copyrighted, trade secret, or trademarked materials, equipment, devices, or processes used on or incorporated in the services and materials produced under this Agreement.
- 8.4. CONSULTANT agrees that all reports, communications, electronic files, databases, documents, and information that it obtains or prepares in connection with performing this Agreement shall be treated as confidential material and shall not be released or published without the prior written consent of RTC; provided, however, that CONSULTANT may refer to this scope of work in connection with its promotional literature in a professional and commercially reasonable manner. The provisions of this subsection shall not apply to information in whatever form that comes into the public domain. The provisions of this paragraph also shall not restrict CONSULTANT from giving notices required by law or complying with an order to provide information or data when such order is issued by a court, administrative agency, or other entity with proper jurisdiction, or if it is reasonably necessary for CONSULTANT to defend itself from any suit or claim.

#### ARTICLE 9 - TERMINATION

9.1. MUTUAL ASSENT.

This Agreement may be terminated by mutual written agreement of the parties.

9.2. CONVENIENCE.

RTC may terminate this Agreement, in whole or in part, at any time by written notice to CONSULTANT when it is in RTC's best interest. CONSULTANT shall be paid its costs, including contract closeout costs, and profit on work performed up to the time of termination. CONSULTANT shall promptly submit its termination claim to RTC to be paid CONSULTANT. If CONSULTANT has any property in its possession belonging to RTC, CONSULTANT will account for the same, and dispose of it in the manner RTC directs.

9.3. DEFAULT.

If CONSULTANT fails to perform services in the manner called for in this Agreement or if CONSULTANT fails to comply with any other provisions of this Agreement, RTC may terminate this Agreement for default. Termination shall be effected by serving a notice of termination on CONSULTANT setting forth the manner in which CONSULTANT is in

Federal Project Number (PIN)  
STBG-0031-(341)

default. CONSULTANT will only be paid the contract price for services delivered and accepted, or services performed in accordance with the manner of performance set forth in this Agreement.

If it is later determined by RTC that CONSULTANT had an excusable reason for not performing, such as a fire, flood, or events which are not the fault of or are beyond the control of CONSULTANT, RTC, after setting up a new performance schedule, may allow CONSULTANT to continue work, or treat the termination as a termination for convenience.

## ARTICLE 10 - RIGHTS, REMEDIES AND DISPUTES

### 10.1. RIGHTS.

- A. RTC shall have the following rights in the event that RTC deems CONSULTANT guilty of a breach of any term of this Agreement:
1. The right to take over and complete the work or any part thereof as agency for and at the expense of CONSULTANT, either directly or through other contractors;
  2. The right to cancel this Agreement as to any or all of the work yet to be performed;
  3. The right to specific performance, an injunction or any other appropriate equitable remedy; and
  4. The right to money damages.
- B. Inasmuch as CONSULTANT can be adequately compensated by money damages for any breach of this Agreement which may be committed by RTC, CONSULTANT expressly agrees that no default, act or omission of RTC shall constitute a material breach of this Agreement entitling CONSULTANT to cancel or rescind the Agreement (unless RTC directs CONSULTANT to do so) or to suspend or abandon performance.

### 10.2. NEGOTIATED RESOLUTION

In the event that any dispute or claim arises under this Agreement, the parties shall timely cooperate and negotiate in good faith to resolve any such dispute or claim. Such cooperation shall include providing the other party with all information in order to properly evaluate the dispute or claim and making available the necessary personnel to discuss and make decisions relative to the dispute or claim.

### 10.3. MEDIATION

If the parties have been unable to reach an informal negotiated resolution to the dispute or claim within thirty (30) days following submission in writing of the dispute or claim to the other party, or such longer period of time as the parties may agree to in writing, either party may then request, in writing, that the dispute or claim be submitted to mediation (the "Mediation Notice"). After the other party's receipt or deemed receipt of the Mediation



Notice, the parties shall endeavor to agree upon a mutually acceptable mediator, but if the parties have been unable to agree upon a mediator within ten (10) days following receipt of the Mediation Notice, then each party shall select a mediator, and those two selected mediators shall select the mediator. A mediator selected by the parties' designated mediators shall meet the qualification set forth in as provided in Rule 4 of Part C., "Nevada Mediation Rules" of the "Rules Governing Alternative Dispute Resolutions adopted by the Nevada Supreme Court." Unless otherwise agreed to by the parties, in writing, the mediator shall have complete discretion over the conduct of the mediation proceeding. Unless otherwise agreed to by the parties, in writing, the mediation proceeding must take place within thirty (30) days following appointment of the mediator. The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in Washoe County, Nevada, unless otherwise agreed to by the parties, in writing. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

#### 10.4. LITIGATION

In the event that the parties are unable to settle and/or resolve the dispute or claim as provided above, then either party may proceed with litigation in the Second Judicial District Court of the State of Nevada, County of Washoe.

#### 10.5. CONTINUING CONTRACT PERFORMANCE

During the pendency of any dispute or claim the parties shall proceed diligently with performance of this Agreement and such dispute or claim shall not constitute an excuse or defense for a party's nonperformance or delay.

### ARTICLE 11 - INSURANCE

- 11.1. CONSULTANT shall not commence any work or permit any employee/agent to commence any work until satisfactory proof has been submitted to RTC that all insurance requirements have been met.
- 11.2. In conjunction with the performance of the services/work required by the terms of this Agreement, CONSULTANT shall obtain all types and amounts of insurance set forth in Exhibit C, and shall comply with all provisions set forth therein.

### ARTICLE 12 - HOLD HARMLESS

- 12.1. CONSULTANT's obligation under this provision is as set forth in Exhibit C. Said obligation would also extend to any liability of RTC resulting from any action to clear any lien and/or to recover for damage to RTC property.

### ARTICLE 13 - EQUAL EMPLOYMENT OPPORTUNITY

- 13.1. During the performance of this Agreement, CONSULTANT agrees not to discriminate against any employee or applicant for employment because of race, color, religion, sex, age, disability, or national origin. CONSULTANT will take affirmative action to ensure

that applicants are employed, and that employees are treated fairly during employment, without regard to their race, color, religion, sex, age, disability, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. CONSULTANT agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by RTC setting forth the provisions of this nondiscrimination clause.

- 13.2. CONSULTANT will, in all solicitations or advertisements for employees placed by or on behalf of CONSULTANT, state that well qualified applicants will receive consideration of employment without regard to race, color, religion, sex, age, disability, or national origin.
- 13.3. CONSULTANT will cause the foregoing provisions to be inserted in all sub-agreements for any work covered by this Agreement so that such provisions will be binding upon each sub-consultant.

#### ARTICLE 14 – PROJECT MANAGERS

- 14.1. RTC’s Project Manager is Garrett Rodgers, P.E. or such other person as is later designated in writing by RTC. RTC’s Project Manager has authority to act as RTC’s representative with respect to the performance of this Agreement.
- 14.2. CONSULTANT’ Project Manager is Brad Durski, P.E. or such other person as is later designated in writing by CONSULTANT. CONSULTANT’s Project Manager has authority to act as CONSULTANT’s representative with respect to the performance of this Agreement.

#### ARTICLE 15 - NOTICE

- 15.1. Notices required under this Agreement shall be given as follows:

RTC: Bill Thomas, AICP  
Executive Director  
Garrett Rodgers, P.E.  
RTC Project Manager  
Regional Transportation Commission  
1105 Terminal Way  
Reno, Nevada 89502  
(775) 332-2139

CONSULTANT: Craig Smart, P.E.  
Vice President  
Brad Durski, P.E.  
Project Manager/Resident Engineer  
HDR Engineering, Inc.  
10615 Professional Circle, Suite 200  
Reno, Nevada 89521

ARTICLE 16 - DELAYS IN PERFORMANCE

16.1. TIME IS OF THE ESSENCE

It is understood and agreed that all times stated and referred to herein are of the essence. The period for performance may be extended by RTC's Executive Director pursuant to the process specified herein. No extension of time shall be valid unless reduced to writing and signed by RTC's Executive Director.

16.2. UNAVOIDABLE DELAYS

If the timely completion of the services under this Agreement should be unavoidably delayed, RTC may extend the time for completion of this Agreement for not less than the number of days CONSULTANT was excusably delayed. A delay is unavoidable only if the delay is not reasonably expected to occur in connection with or during CONSULTANT's performance, is not caused directly or substantially by acts, omissions, negligence or mistakes of CONSULTANT, is substantial and in fact causes CONSULTANT to miss specified completion dates and cannot adequately be guarded against by contractual or legal means.

16.3. NOTIFICATION OF DELAYS

CONSULTANT shall notify RTC as soon as CONSULTANT has knowledge that an event has occurred or otherwise becomes aware that CONSULTANT will be delayed in the completion of the work. Within ten (10) working days thereafter, CONSULTANT shall provide such notice to RTC, in writing, furnishing as much detail on the delay as possible and requesting an extension of time.

16.4. REQUEST FOR EXTENSION

Any request by CONSULTANT for an extension of time to complete the work under this Agreement shall be made in writing to RTC. CONSULTANT shall supply to RTC documentation to substantiate and justify the additional time needed to complete the work and shall provide a revised schedule. RTC shall provide CONSULTANT with notice of its decision within a reasonable time after receipt of a request.

ARTICLE 17 - GENERAL PROVISIONS

17.1. SUCCESSORS AND ASSIGNS

RTC and CONSULTANT bind themselves and their successors and assigns to the other party and to the successors and assigns of such party, with respect to the performance of all covenants of this Agreement. Except as set forth herein, neither RTC nor CONSULTANT shall assign or transfer interest in this Agreement without the written consent of the other. Nothing herein shall be construed as creating a personal liability on the part of any officer or agent or any public body which may be a party hereto, nor shall

it be construed as giving any rights or benefits hereunder to anyone other than RTC and CONSULTANT.

17.2. NON-TRANSFERABILITY

This Agreement is for CONSULTANT's professional services, and CONSULTANT's rights and obligations hereunder may not be assigned without the prior written consent of RTC.

17.3. SEVERABILITY

If any part, term, article, or provision of this Agreement is, by a court of competent jurisdiction, held to be illegal, void, or unenforceable, or to be in conflict with any law of the State of Nevada, the validity of the remaining provisions or portions of this Agreement are not affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term, or provision held invalid.

17.4. RELATIONSHIP OF PARTIES

CONSULTANT is an independent contractor to RTC under this Agreement. Accordingly, CONSULTANT is not entitled to participate in any retirement, deferred compensation, health insurance plans or other benefits RTC provides to its employees. CONSULTANT shall be free to contract to provide similar services for others while it is under contract to RTC, so long as said services and advocacy are not in direct conflict, as determined by RTC, with services being provided by CONSULTANT to RTC.

17.5. WAIVER/BREACH

Any waiver or breach of a provision in this Agreement shall not be deemed a waiver of any other provision in this Agreement and no waiver is valid unless in writing and executed by the waiving party. An extension of the time for performance of any obligation or act shall not be deemed an extension of time for the performance of any other obligation or act. This Agreement inures to the benefit of and is binding upon the parties to this Agreement and their respective heirs, successors and assigns.

17.6. REGULATORY COMPLIANCE

- A. CONSULTANT shall comply with all applicable federal, state and local government laws, regulations and ordinances. CONSULTANT shall be responsible for obtaining all necessary permits and licenses for performance of services under this Agreement. Upon request of RTC, CONSULTANT shall furnish RTC certificates of compliance with all such laws, orders and regulations.
- B. CONSULTANT represents and warrants that none of the services to be rendered pursuant to this Agreement constitute the performance of public work, as that term is defined by Section 338.010(17) of the Nevada Revised Statutes. To the extent CONSULTANT does engage in such public work, CONSULTANT shall be

responsible for paying the prevailing wage as required by Chapter 338 of the Nevada Revised Statutes.

17.7. EXCLUSIVE AGREEMENT

There are no verbal agreements, representations or understandings affecting this Agreement, and all negotiations, representations and undertakings are set forth herein with the understanding that this Agreement constitutes the entire understanding by and between the parties.

17.8. AMENDMENTS

No alteration, amendment or modification of this Agreement shall be effective unless it is in writing and signed by both parties.

17.9. CONTINUING OBLIGATION

CONSULTANT agrees that if, because of death or any other occurrence it becomes impossible for any principal or employee of CONSULTANT to render the services required under this Agreement, neither CONSULTANT nor the surviving principals shall be relieved of any obligation to render complete performance. However, in such event, RTC may terminate this Agreement if it considers the death or incapacity of such principal or employee to be a loss of such magnitude as to affect CONSULTANT's ability to satisfactorily complete the performance of this Agreement.

17.10. APPLICABLE LAW AND VENUE

The provisions of this Agreement shall be governed and construed in accordance with the laws of the State of Nevada. The exclusive venue and court for all lawsuits concerning this Agreement shall be the Second Judicial District Court of the State of Nevada, County of Washoe, and the parties hereto submit to the jurisdiction of that District Court.

17.11. ATTORNEYS' FEES

In the event of a dispute between the parties result in a proceeding in any Court of Nevada having jurisdiction, the prevailing party shall be entitled to an award of costs and any reasonable attorneys' fees.

17.12. CERTIFICATION REQUIRED BY NEVADA SENATE BILL 27 (2017)

CONSULTANT expressly certifies and agrees, as a material part of this Agreement, that it is not currently engaged in a boycott of Israel. CONSULTANT further agrees, as a material part of this Agreement, it will not engage in a boycott of Israel for the duration of this Agreement. If, at any time during the formation or duration of this Agreement, CONSULTANT is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.

ARTICLE 18 - FEDERAL FORMS AND CLAUSES

- 18.1. This Agreement is funded in whole or in part with money administered by the Nevada Department of Transportation on behalf of the Federal Highway Administration. As a condition for receiving payment under this Agreement, CONSULTANT agrees to comply with the federally required clauses set forth in Exhibit D, E and F.
  
- 18.2. CONSULTANT has completed and signed the following: (1) Affidavit of Non-Collusion; (2) Certification Regarding Debarment, Suspension, Other Ineligibility and Voluntary Exclusion; (3) Certification Required by 31 U.S.C. § 1352, Restrictions on Lobbying Using Federal Appropriated Funds, and “Instructions for Completion of SF-LLL, Disclosure of Lobbying Activities.” CONSULTANT affirms that such certifications remain valid and shall immediately notify RTC if circumstances change that affect the validity of these certifications.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the day and year first above written.

REGIONAL TRANSPORTATION COMMISSION  
OF WASHOE COUNTY

By: \_\_\_\_\_  
Bill Thomas, AICP, Executive Director

HDR ENGINEERING, INC.

By: \_\_\_\_\_  
Craig Smart, P.E., Vice President

## **Exhibit A**

### Scope of Services

## Exhibit A

### SCOPE OF SERVICES

Washoe Regional Transportation Commission (WRTC)  
Sparks Boulevard Capacity Improvement Project, Phase 2

#### Full Administration

This project is in Sparks, Nevada and will increase safety, roadway capacity, and improve bicycle and pedestrian facilities by widening Sparks Boulevard to three lanes in each direction (currently two) between I-80 and Baring Boulevard. Additionally, the project includes construction of a mill and overlay between Baring Boulevard and Shadow Lane. This project will be delivered through the design-bid-build method of construction.

The Consultant shall provide:

- One (1) Licensed Principal Engineer
- One (1) Licensed Construction Resident Engineer
- One (1) Asst. Resident Engineer
- One (1) Office Engineer
- One (1) Public Information Officer
- One (1) Schedule Reviewer
- One (1) 2-person Survey Crew
- Four (4) Consultant Inspectors
- Three (3) Consultant Material Tester

The Principal Engineer will act as Project Manager. The Principal Engineer and Construction Resident Engineer shall be certified by the Nevada State Board of Registered Professional Engineers and Land Surveyors, in accordance with Nevada Revised Statutes Chapter 625, as a licensed Civil Engineer.

The Consultant shall provide its own or lease trucks and cell phones for personnel who need them to perform on-site project work. Vehicles shall be equipped with high intensity flashing yellow strobe lights.

The Consultant shall provide personnel assigned to this project the proper safety equipment, including but not limited to, soft caps, hard hats and vests meeting the current WRTC standards for Work Zone Apparel.

The Consultant shall provide personnel assigned to this project training, including safety training, or equipment necessary to perform the assigned duties, including but not limited to certification as a Water Pollution Control Manager, inspection, and implementation of Storm Water Pollution Prevention Plans (SWPPP), testing and inspection. Personnel changes shall be approved by the WRTC prior to performance of work on this project.

The Consultant shall provide sufficient personnel, who possess the experience, knowledge and character to adequately perform the duties and meet the requirements of the specific agreement. These services will encompass serving as the RTC's Resident Engineer to the Construction Contractor(s) and the public for activities at the construction site, interpretation of the requirements



of the construction contract documents, assessing the acceptability of the Contractor's work, inspection services, materials testing, surveying and public outreach.

As directed by the RTC, the Firm shall develop Quality Assurance/Quality Control Plans and Quality Management related documents as needed outlining the services to be provided as part of the construction management services.

### **Task 1 - Construction Administration**

The CONSULTANT shall provide the project team necessary to deliver effective construction administration to assist the WRTC in delivering the Project within the established schedules and budgets. The initial construction administration tasks, activities, and deliverables are expected to include, but may not be limited to, the following:

1. Create agendas and draft meeting minutes for the preconstruction conference in progress meetings.
2. Perform construction coordination working directly with the WRTC Project Manager in conjunction with representatives from the City of Sparks, Nevada Department of Transportation, Federal Highway Administration and Washoe County School District.
3. Develop Quality Assurance/Quality Control Plans and Quality Management Related Documents.
4. Review and provide comments on Contractor's traffic control plans.
5. Review, stamp, and distribute Contractor's submittals for conformance to the contract documents. Develop and maintain a submittal log.
6. Obtain and verify material, personnel, and equipment certifications comply with the plans, specifications, and approved submittals.
7. Review and provide comments on material test results.
8. Review and accept Contractor's baseline schedule and monthly schedule updates.
9. Oversee and coordinate inspection, testing, and surveying activities.
10. Review construction for acceptance and/or mitigation.
11. Provide verification and approval of Contractor's monthly pay applications.
12. Maintain appropriate documentation in a clear, concise, and organized manner and such that Project Team and agency representatives can easily access documentation.
13. Provide recommendations to the WRTC and Engineer of Record for necessary construction changes due to field conditions.
14. Assist in change order and contract allowance review and approval.
15. Assist the Contractor and WRTC to verify compliance with Traffic Control and permits as incorporated into the contract documents.
16. Coordinate with the WRTC, Contractor, Designer, and PIO for public outreach to community stakeholders and coordinate with agencies on outreach efforts to verify consistent public messaging.
17. Assist in review and response for Requests for Information (RFI's) during construction. Develop and maintain an RFI log.

The CONSULTANT shall provide personnel who possess the experience, knowledge, and character to perform the requested services. These services will encompass serving as the WRTC's Construction Resident Engineer under the direction of the WRTC Project Manager including

interpretation of the requirements of the Construction Contract Documents, assessing the acceptability of the Construction Contractor's work, inspection, materials testing, and surveying throughout the duration of construction. The CONSULTANT's Construction Resident Engineer shall be familiar with all aspects of the Project through close-out.

### **Task 2 - Construction Management and Inspection, Material Testing Services**

The CONSULTANT shall assist the WRTC by providing the following construction management services:

1. Monitor the work performed by the Contractor and verify that the work is in accordance with the plans and specifications.
2. Track quantities of work performed.
3. Maintain proper documentation for pay application approvals, anticipated changes, change orders, contract allowances, and coordination with community stakeholders and agencies.
4. Assist in issue resolution with the WRTC, contractor personnel, utility agencies, the public and others.
5. Prepare daily inspection reports and submit weekly to the WRTC, Engineer of Record, and to the appropriate government jurisdictions.
6. Assist in preparation of punch-list, document completion of punch-list, and provide notification of punch-list completion and recommendation for substantial completion to the WRTC.
7. Maintain a field blue-line set of drawings to incorporate into final record drawings. Provide record drawings for the completed project. The final record drawings must be identified, dated, and signed as the record drawings and must also contain the Engineer of Record's stamp and signature.
8. Provide weekly inspection of the project construction site for the conformance with the Contractors Storm Water Pollution Prevention Plan (SWPPP) and additional environmental conditions imposed on the project by local and federal agencies.
9. Coordinate construction inspection and material testing services needed to verify Contractor's work complies with the plans and specifications.

### **Task 3 – Materials Testing**

The CONSULTANT shall provide the following Material Testing:

1. The CONSULTANT shall sample, test, and document materials incorporated into the Project.
2. Prepare and submit a Sampling and Analysis Plan detailing required tests and frequency of required tests.
3. Document Hot Mix Asphalt (HMA) test results in the WRTC's HMA Summary Spreadsheet. HMA Summary Spreadsheet to be provided by the WRTC.
4. Document Concrete test results in the WRTC's Concrete Summary Spreadsheet. Concrete Summary Spreadsheet to be provided by the WRTC.
5. Material testing for compliance with the specifications and testing requirements per the identified edition of the Standard Specifications for Public Works Construction (Orange Book, 2012) and NDOT Standard Specifications for Road and Bridge Construction (Silver Book, 2014).
6. AC Plant Inspection and Testing.

7. Asphalt Cement Testing.
8. Concrete Testing.
9. On-site Nuclear Gauge Testing and Sampling.
10. Plantmix Bituminous Pavement Testing.
11. Plantmix Bituminous Pavement Coring and Lab Testing.
12. Cement Treated Base Testing and Sampling.

The Consultant shall provide certified testing personnel in accordance with the Nevada Alliance for Quality Transportation Construction/Western Alliance for Quality Transportation Construction (NAQTC/WAQTC) guidelines. Testing personnel shall be certified under the American Concrete Institute (ACI) as a Concrete Field-Testing Technical – Grade I. Personnel provided for testing must be acceptable to the WRTC prior to performance of work on the Project.

The CONSULTANT shall provide an AASHTO accredited laboratory equipment to provide material testing for compliance with the specifications per the latest edition of the Standard Specifications for Public Works (Orange Book) and Standard Specifications (Silver Book) test procedures.

#### **Task 4 - Surveying**

The CONSULTANT shall provide the following Surveying:

1. Attendance at weekly construction coordination meetings and management and scheduling of contractor survey requests.
2. Recover/check existing survey control and set additional project control for construction. This primary project control shall be utilized by the Surveyor and Contractor throughout the construction of the Project. The horizontal control shall be established using GPS and Total Station Methods. The vertical control shall be established using differential leveling methods.
3. Establish preliminary grading stakes denoting offsets and cut/fill to finish grade. This set of stakes will also denote clearing and grubbing limits.
4. Layout sawcut limits within existing roadway, sidewalks, and paths.
5. Layout roadway center line alignments (horizontal/vertical), curb and gutter, median curb, retaining curbs, valley gutters, sidewalk, edge of pavement, sound walls, and finish grade offset stakes at 25' (minimum) intervals in curbs, 50' (maximum) intervals on tangents and all even points.
6. Layout pedestrian ramps, and driveway aprons with line and finish grade offsets at 25' (maximum) interval on tangents and even points.
7. Layout drainage structures (manholes, drop inlets, blind connections, end sections) and pipe alignments with line and finish grade offset stakes for each feature.
8. Layout traffic signal poles, pedestrian push buttons, and pull boxes with line and finish grade offset stakes for each feature.
9. Layout luminaires and pull boxes with line and finish grade offset stakes for each feature.
10. Layout Striping at 25' (maximum) intervals on curves and 50' (maximum) intervals on tangents and event points.
11. Layout signs with a line and offset stake.
12. Utility locates to bring features and structures to finish grade after paving operations.

13. Reset existing survey monuments in place if existing monuments are destroyed during construction.
14. Provide as-built survey documentation. Verify inverts are installed per plan. Spot check elevation of proposed subgrade and aggregate base course prior to paving. Verification of formwork at pedestrian ramps and driveway aprons prior to concrete pours to confirm ADA Compliance.

### **Task 5 - Public Outreach**

The CONSULTANT shall support the WRTC and the Contractor with information to inform the public and stakeholders of construction activities and how impacts will affect the traveling public, local businesses, and customers. The following services shall be provided:

1. Provide documentation of public outreach activities with weekly updates.
2. Assist the WRTC in responding to public inquiries, including but not limited to telephone and email correspondence.
3. Provide support for presentations to businesses, community groups, and neighborhood associations as directed by the WRTC.
4. Develop and distribute project informational materials such as construction notices, detour maps, flyers, and fact sheets through mailings, door hangers, business displays, neighborhood notices, etc. in accordance with the WRTC guidelines.
5. Draft a weekly, or as needed, construction update to be distributed via email to Project Stakeholders. CONSULTANT will be responsible for distributing the construction update through an email marketing platform once approved by the WRTC.
6. Assist the WRTC's PIO with media relations, including gathering or providing information needed for draft press releases, requests from the media, and newsletters.
7. Add to existing Project stakeholder database and maintain throughout construction. This includes gathering stakeholder contact information for businesses, homeowner associations, and other parties impacted by the Project. This will include a combination of research, field work, and direct communication to collect contact information for construction updates.
8. Capture construction progress through photos and videos.
9. Meet with Project stakeholders as needed and as directed by the WRTC.
10. Address community or stakeholder concerns that may arise during construction. Attend weekly construction activity and scheduling meetings to gather information needed to fulfill activities above.

**Exhibit B**

Compensation

**Exhibit B**

Task No.	Task Description	Reid Kaiser	Brad Durski	Brad Durski	Dave Swirczek	Dave Swirczek	Wes Clyde	Wes Clyde	Don Gillespie	Don Gillespie	Justin Sweetland	Total HDR Labor (\$)	Marty Crew	Sergio Callegari	Sergio Callegari	Todd Salemi	Todd Salemi	Tyrus Legg	Tyrus Legg	Mike Hatridge	Mike Hatridge	Jacobs	Jacobs	MAPCA	MAPCA	Taylor Made Solutions	Rock Solid Solutions	Subs (\$)	Total Cost (\$)		
		Project Manager (Principal)	RE	RE OT	Tech IV	Tech IV OT	Tech IV	Tech IV OT	Tech IV	Tech IV OT	Office Manager		Principal	Assistant RE	Assistant RE OT	Tech IV	Tech IV OT	Lead Tester	Lead Tester OT	Tester	Tester, OT	PLS	LSIT	PLS	LSIT	PIO	Scheduler				
		\$ 270.00	\$ 260.00	\$ 280.00	\$ 195.00	\$ 215.00	\$ 195.00	\$ 215.00	\$ 195.00	\$ 215.00	\$ 185.00		\$ 270.00	\$ 240.00	\$ 260.00	\$ 195.00	\$ 215.00	\$ 165.00	\$ 185.00	\$ 165.00	\$ 185.00										
		\$ 278.00	\$ 268.00	\$ 288.00	\$ 201.00	\$ 221.00	\$ 201.00	\$ 221.00	\$ 201.00	\$ 221.00	\$ 191.00		\$ 278.00	\$ 247.00	\$ 267.00	\$ 201.00	\$ 221.00	\$ 170.00	\$ 190.00	\$ 170.00	\$ 190.00										
1.1	Project Management																														
1.1.1	HDR 2025 Proj Mgmt	22.5	800	80							400																				
1.1.2	HDR 2026 Proj Mgmt	49.5	1840	180							920																				
1.1.3	HDR 2026/7 Post Const	18.0	480																												
1.1.4	CME 2025 Proj Mgmt											7.5	800	80													\$ 214,825.00	\$ 214,825.00			
1.1.5	CME 2026 Proj Mgmt											16.5	1840	180													\$ 507,127.00	\$ 507,127.00			
1.1.6	CME 2026/7 Post Const											6.0	480														\$ 123,636.00	\$ 123,636.00			
1.2	Scheduler																														
1.2.1	RSPS 2025																										40	\$ 7,800.00	\$ 7,800.00		
1.2.2	RSPS 2026																										120	\$ 23,400.00	\$ 23,400.00		
<b>Subtotal Task 1</b>		<b>90.0</b>	<b>3120</b>	<b>260</b>							<b>1320</b>		<b>30</b>	<b>3120</b>	<b>260</b>												<b>160</b>	<b>\$ 876,788.00</b>	<b>\$ 2,059,332.00</b>		
2.1	Construction Inspection																														
2.1.1	HDR 2025 Construction Insp.				800	160	800	160	800	160																		\$ 571,200.00			
2.1.2	HDR 2026 Construction Insp.				1840	368	1840	368	1840	368																		\$ 1,353,504.00			
2.1.3	CME 2025 Construction Insp											800	160														\$ 190,400.00	\$ 190,400.00			
2.1.4	CME 2026 Construction Insp											1840	368														\$ 451,168.00	\$ 451,168.00			
<b>Subtotal Task 2</b>					<b>2640</b>	<b>528</b>	<b>2640</b>	<b>528</b>	<b>2640</b>	<b>528</b>			<b>2640</b>	<b>528</b>												<b>\$ 641,568.00</b>	<b>\$ 2,566,272.00</b>				
3.1	Field Testing																														
3.1.1	CME 2025 Field Testing																	800	80	800	80							\$ 293,600.00	\$ 293,600.00		
3.1.2	CME 2026 Field Testing																	1840	360	1840	360							\$ 762,400.00	\$ 762,400.00		
3.2	Laboratory Testing																														
3.2.1	CME 2025 Lab Testing																										\$ 56,967.00	\$ 56,967.00			
3.2.2	CME 2026 Lab Testing																										\$ 140,990.00	\$ 140,990.00			
<b>Subtotal Task 3</b>																		<b>2640</b>	<b>440</b>	<b>2640</b>	<b>440</b>							<b>\$ 1,253,957.00</b>	<b>\$ 1,253,957.00</b>		
4.1	Jacobs																														
4.1.1	Jacobs 2025 Surveying																						200	200				\$ 72,000.00	\$ 72,000.00		
4.1.2	Jacobs 2026 Surveying																						250	250				\$ 92,750.00	\$ 92,750.00		
4.2	MAPCA																														
4.2.1	MAPCA 2025 Surveying																							600	600			\$ 216,000.00	\$ 216,000.00		
4.2.2	MAPCA 2026 Surveying																							750	750			\$ 278,250.00	\$ 278,250.00		
<b>Subtotal Task 4</b>												<b>0</b>											<b>450</b>	<b>450</b>	<b>1350</b>	<b>1350</b>		<b>\$ 659,000.00</b>	<b>\$ 659,000.00</b>		
Task 5	Public Outreach																														
5.1	Taylor Made Solutions																										340	\$ 59,500.00	\$ 59,500.00		
<b>Subtotal Task 5</b>																											340	<b>\$ 59,500.00</b>	<b>\$ 59,500.00</b>		
<b>Grand Total</b>		<b>90.0</b>	<b>3120.0</b>	<b>260.0</b>	<b>2640.0</b>	<b>528.0</b>	<b>2640.0</b>	<b>528.0</b>	<b>2640.0</b>	<b>528.0</b>	<b>1320.0</b>	<b>\$3,107,248</b>															<b>\$ 3,490,813.00</b>	<b>\$ 6,598,061.00</b>			

## **Exhibit C**

### Indemnification and Insurance Requirements

## EXHIBIT C

### **INDEMNIFICATION AND INSURANCE REQUIREMENTS FOR PROFESSIONAL SERVICE AGREEMENTS [NRS 338 DESIGN PROFESSIONAL]**

#### **1. INTRODUCTION**

IT IS HIGHLY RECOMMENDED THAT CONSULTANTS CONFER WITH THEIR INSURANCE CARRIERS OR BROKERS TO DETERMINE THE AVAILABILITY OF THESE INSURANCE CERTIFICATES AND ENDORSEMENTS IN ADVANCE OF PROPOSAL SUBMISSION. IF THERE ARE ANY QUESTIONS REGARDING THESE INSURANCE REQUIREMENTS, IT IS RECOMMENDED THAT THE AGENT/BROKER CONTACT RTC'S FINANCE DIRECTOR AT (775) 335-1845.

#### **2. INDEMNIFICATION**

CONSULTANT agrees, subject to the limitations in Nevada Revised Statutes Section 338.155, to save and hold harmless and fully indemnify RTC and NDOT, including their elected officials, officers, employees, and agents (hereafter, "Indemnitees") from and against any and all claims, proceedings, actions, liability and damages, including reasonable attorneys' fees and defense costs incurred in any action or proceeding (collectively "Damages") arising out of the:

- A. Negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are based upon or arising out of the professional services of CONSULTANT; and
- B. Violation of law or any contractual provisions or any infringement related to trade names, licenses, franchises, patents or other means of protecting interests in products or inventions resulting from the use by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) supplied by CONSULTANT under or as a result of this Agreement, but excluding any violation or infringement resulting from the modification or alteration by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) not consented to by CONSULTANT.

CONSULTANT further agrees to defend, save and hold harmless and fully indemnify the Indemnitees from and against any and all Damages arising out the negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are not based upon or arising out of the professional services of CONSULTANT.

The Damages shall include, but are not limited to, those resulting from personal injury to any person, including bodily injury, sickness, disease or death and injury to real property or personal property, tangible or intangible, and the loss of use of any of that property, whether or not it is physically injured.



If the Indemnitees are involved in defending actions of CONSULTANT or anyone else for whom CONSULTANT is legally responsible, CONSULTANT shall reimburse the Indemnitees for the time spent by such personnel at the rate of the Indemnitees pay or compensation for such services.

If an Indemnitee is found to be liable in the proceeding, then CONSULTANT'S obligation hereunder shall be limited to the proportional share of the liability attributed to CONSULTANT.

In determining whether a claim is subject to indemnification, the incident underlying the claim shall determine the nature of the claim.

In the event of a violation or an infringement under paragraph 2.B above and the use is enjoined, CONSULTANT, at its sole expense, shall either (1) secure for the Indemnitees the right to continue using the materials by suspension of any injunction or by procuring a license or licenses for the Indemnitees; or (2) modify the materials so that they become non-infringing. This covenant shall survive the termination of the Professional Services Agreement.

The provisions of this Agreement are separate and severable and it is the intent of the Parties hereto that in the event any provision of this Agreement should be determined by any court of competent jurisdiction to be void, voidable or too restrictive for any reason whatsoever, the remaining provisions of this Agreement shall remain valid and binding upon said Parties. It is also understood and agreed that in the event any provision should be considered, by any court of competent jurisdiction, to be void because it imposes a greater obligation on CONSULTANT than is permitted by law, such court may reduce and reform such provisions to limitations which are deemed reasonable and enforceable by said court.

### **3. GENERAL REQUIREMENTS**

Prior to the start of any work on a RTC project, CONSULTANT shall purchase and maintain insurance of the types and limits as described below insuring against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by CONSULTANT, its subconsultants, or their employees, agents, or representatives. The cost of all such insurance shall be borne by CONSULTANT.

### **4. VERIFICATION OF COVERAGE**

CONSULTANT shall furnish RTC with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein, on forms acceptable to RTC. All deductibles and self-insured retentions requiring RTC approval shall be shown on the certificate. All certificates and endorsements are to be addressed to RTC's Finance Director and be received by RTC before work commences. Upon request, CONSULTANT agrees that RTC has the right to review CONSULTANT'S and the Sub's insurance policies, or certified copies of the policies. Copies of applicable policy forms or endorsements confirming required additional insured, waiver of subrogation and notice of cancellation provisions are required to be provided with any certificate(s) evidencing the required coverage.

## **5. NOTICE OF CANCELLATION**

CONSULTANT or its insurers shall provide at least thirty (30) days' prior written notice to RTC prior to the cancellation or non-renewal of any insurance required under this Agreement. An exception may be included to provide at least ten (10) days' written notice if cancellation is due to non-payment of premium. CONSULTANT shall be responsible to provide prior written notice to RTC as soon as practicable upon receipt of any notice of cancellation, non-renewal, reduction in required limits or other material change in the insurance required under this Agreement.

## **6. SUBCONSULTANTS & SUBCONTRACTORS**

CONSULTANT shall include all Subcontractors and Subconsultants (referred to collectively as "Subs") as insureds under its liability policies OR shall cause Subs employed by CONSULTANT to purchase and maintain separate liability coverages and limits of the types specified herein. If any Subs maintain separate liability coverages and limits, each shall include the RTC and NDOT as additional insureds under its commercial general liability policy, subject to the same requirements stated herein, without requiring a written contract or agreement between each of the additional insureds and any sub-consultant or sub-contractor. Any separate coverage limits of liability maintained by Subs shall be at least **\$1,000,000** per occurrence and at least **\$2,000,000** for any applicable coverage aggregates or the amount customarily carried by the Sub, whichever is GREATER. If any Subs provide their own insurance with limits less than required of the Contractor, Contractor shall include Subs in their coverage up to the full limits required of the Contractor. When requested by RTC, CONSULTANT shall furnish copies of certificates of insurance evidencing coverage for each subconsultant. CONSULTANT need not require its non-design subcontractors to carry Professional Errors and Omissions Liability insurance.

## **7. DEDUCTIBLES AND SELF-INSURED RETENTIONS**

Any deductibles or self-insured retentions that exceed \$25,000 per occurrence or claim must be declared to RTC's Finance Director prior to signing this Agreement. RTC is entitled to request and receive additional documentation, financial or otherwise, prior to giving its approval of the deductibles and self-insured retentions. Any changes to the deductibles or self-insured retentions made during the term of this Agreement or during the term of any policy must be declared to RTC's Finance Director prior to the change taking effect.

## **8. ACCEPTABILITY OF INSURERS**

Required insurance is to be placed with insurers with a Best's rating of no less than A-VII and acceptable to RTC. RTC may accept coverage with carriers having lower Best's ratings upon review of financial information concerning CONSULTANT and the insurance carrier. RTC reserves the right to require that CONSULTANT'S insurer(s) be licensed and admitted in the State of Nevada or meet any applicable state and federal laws and regulations for non-admitted insurance placements.

## 9. OTHER CONDITIONS

- A. Failure to furnish the required certificate(s) or failure to maintain the required insurance may result in termination of this Agreement at RTC's option.
- B. If CONSULTANT fails to furnish the required certificate or fails to maintain the required insurance as set forth herein, RTC shall have the right, but not the obligation, to purchase said insurance at CONSULTANT's expense.
- C. Any waiver of CONSULTANT's obligation to furnish such certificate or maintain such insurance must be in writing and signed by an authorized representative of RTC. Failure of RTC to demand such certificate or other evidence of full compliance with these insurance requirements or failure of RTC to identify a deficiency from evidence that is provided shall not be construed as a waiver of CONSULTANT's obligation to maintain such insurance, or as a waiver as to the enforcement of any of these provisions at a later date.
- D. By requiring insurance herein, RTC does not represent that coverage and limits will necessarily be adequate to protect CONSULTANT, and such coverage and limits shall not be deemed as a limitation on CONSULTANT's liability under the indemnities granted to RTC in this contract.
- E. If CONSULTANT'S liability policies do not contain the standard ISO separation of insureds condition, or a substantially similar clause, they shall be endorsed to provide cross-liability coverage.

## 10. COMMERCIAL GENERAL LIABILITY

CONSULTANT shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than **\$2,000,000** each occurrence. If such CGL insurance contains a general aggregate limit, it shall be increased to equal twice the required occurrence limit or revised to apply separately to this project.

CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall cover liability arising from premises, operations, products-completed operations, personal and advertising injury, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

RTC and any other Indemnitees listed in Section 2. INDEMNIFICATION of this Agreement shall be included as an additional insured under the CGL, using ISO additional insured endorsement CG 20 10 07/04 or CG 20 33 07/04 or a substitute providing equivalent coverage, and under the commercial umbrella, if any.

This insurance shall apply as primary insurance with respect to any other insurance or self-insurance programs afforded to RTC or any other Indemnitees under this Agreement.

CONSULTANT waives all rights against RTC and any other Indemnitees listed in section 2. INDEMNIFICATION of this Agreement for recovery of damages to the extent these damages are covered by the commercial general liability or commercial umbrella liability insurance maintained pursuant to this agreement. CONSULTANT's insurer shall endorse CGL policy to waive subrogation against RTC with respect to any loss paid under the policy.

## **11. COMMERCIAL AUTOMOBILE LIABILITY**

CONSULTANT shall maintain automobile liability and, if necessary, commercial umbrella liability insurance with a limit of not less than **\$1,000,000** each accident. Such insurance shall cover liability arising out of any auto (including owned, hired, and non-owned autos).

Coverage shall be written on ISO form CA 00 01, CA 00 05, CA 00 25, or a substitute form providing equivalent liability coverage for all owned, leased, hired (rented) and non-owned vehicles (as applicable). RTC may agree to accept auto liability for non-owned and hired (rented) vehicles under the CGL if CONSULTANT does not own or operate any owned or leased vehicles.

CONSULTANT waives all rights against RTC, its officers, employees and volunteers for recovery of damages to the extent these damages are covered by the automobile liability or commercial umbrella liability insurance obtained by CONSULTANT pursuant to this Agreement.

## **12. INDUSTRIAL (WORKER'S COMPENSATION AND EMPLOYER'S LIABILITY) INSURANCE**

It is understood and agreed that there shall be no Industrial (Worker's Compensation and Employer's Liability) Insurance coverage provided for CONSULTANT or any subconsultants by RTC. CONSULTANT, and any subconsultants, shall procure, pay for and maintain the required coverages.

CONSULTANT shall maintain workers' compensation and employer's liability insurance meeting the statutory requirements of the State of Nevada, including but not limited to NRS 616B.627 and NRS 617.210. The employer's liability limits shall not be less than **\$1,000,000** each accident for bodily injury by accident or **\$1,000,000** each employee for bodily injury by disease.

CONSULTANT shall provide a Final Certificate for itself and each subconsultant evidencing that CONSULTANT and each subconsultant maintained workers' compensation and employer's liability insurance throughout the entire course of the project.

If CONSULTANT, or any subconsultant is a sole proprietor, coverage for the sole proprietor must be purchased and evidence of coverage must appear on the Certificate of Insurance and Final Certificate.

CONSULTANT waives all rights against RTC, its elected officials, officers, employees and agents for recovery of damages to the extent these damages are covered by the workers compensation and employer's liability or commercial umbrella liability insurance obtained by Tenant pursuant to this agreement. CONSULTANT shall obtain an endorsement equivalent to WC 00 03 13 to affect this waiver.

### **13. PROFESSIONAL ERRORS AND OMISSIONS LIABILITY**

CONSULTANT shall maintain professional liability insurance applying to liability for a professional error, omission, or negligent act arising out of the scope of CONSULTANT'S services provided under this Agreement with a limit of not less than **\$1,000,000** each claim and annual aggregate. CONSULTANT shall maintain professional liability insurance during the term of this Agreement and, if coverage is provided on a "claims made" or "claims made and reported" basis, shall maintain coverage or purchase an extended reporting period for a period of at least three (3) years following the termination of this Agreement.

**Exhibits D, E and F**

Federally Required Clauses

## Exhibit D

### Federally Required Clauses

#### 1. PROMPT PAYMENT PROVISION

CONSULTANT must pay all subconsultants for satisfactory performance of their contracts no later than thirty (30) days from the receipt of payment made to CONSULTANT by RTC. Prompt return of retainage payments from CONSULTANT to the subconsultants will be made within fifteen (15) days after each subconsultant's work is satisfactorily completed. Any delay or postponement of payment among the parties may take place only for good cause and with RTC's prior written approval. If CONSULTANT determines the work of the subconsultant to be unsatisfactory, it must notify RTC's project manager immediately in writing and state the reasons. The failure by CONSULTANT to comply with this requirement will be construed to be a breach of the Contract and may be subject to sanctions as specified in the Contract or any other options listed in 49 C.F.R. 26.29.

#### 2. NONDISCRIMINATION

During the performance of this Contract, CONSULTANT, for itself, its assignees, and successors in interest, agrees as follows:

A. Compliance with Regulations. CONSULTANT shall comply with the regulations relative to nondiscrimination in DOT-assisted programs, 49 C.F.R. Part 21, as they may be amended from time to time (referred to in this section as the "Regulations"), which are herein incorporated by reference and made a part of this Contract.

B. Nondiscrimination. CONSULTANT shall not discriminate on the grounds of age, race, color, sex, or national origin in the selection and retention of subconsultants, including procurement of materials and leases of equipment. CONSULTANT shall not participate, either directly or indirectly, in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the Contract covers a program set forth in Appendix B of the Regulations.

C. Solicitations for Subcontracts, including Procurement of Materials and Equipment. In all solicitations, whether by competitive proposing or negotiation made by CONSULTANT for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subconsultant or supplier must be notified by CONSULTANT of CONSULTANT's obligations under this Contract and the Regulations relative to nondiscrimination on the grounds of age, race, color, sex, or national origin.

D. Information and Reports. CONSULTANT must provide all information and reports required by the Regulations or directives issued pursuant thereto, and must permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by RTC to be pertinent to ascertain compliance with such Regulations, orders, and instructions.

Where any information is required, or the information is in the exclusive possession of another who fails or refuses to furnish this information, CONSULTANT must so certify to RTC and must set forth what efforts it has made to obtain the information.

E. Sanctions for Noncompliance. In the event of CONSULTANT's noncompliance with the nondiscrimination provisions of this Contract, RTC shall impose such contract sanctions as it may determine to be appropriate, including, but not limited to: (1) withholding of payments to CONSULTANT under the Contract until CONSULTANT complies, and/or (2) cancellation, termination, or suspension of the Contract, in whole or in part.

CONSULTANT shall include the provisions of this clause in every subcontract. CONSULTANT must take such action with respect to any subcontract or procurement as RTC may direct as a means of enforcing those provisions, including sanctions for noncompliance. However, if CONSULTANT becomes involved in or is threatened with litigation with a subconsultant as a result of such direction, CONSULTANT may request RTC to enter into the litigation to protect the interests of RTC.

### **3. AFFIRMATIVE ACTION IN EMPLOYMENT**

CONSULTANT shall comply with the provisions of Section 503 of the Rehabilitation Act of 1973 (the "Rehabilitation Act").

A. CONSULTANT will not discriminate against any employee or applicant for employment because of physical or mental handicap in regard to any position for which the employee or applicant for employment is qualified. CONSULTANT agrees to take affirmative action to employ, advance in employment and otherwise treat qualified handicapped individuals without discrimination based upon their physical or mental handicap in all employment practices such as the following: employment, upgrading, demotion or transfer, recruitment, advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship.

B. CONSULTANT agrees to comply with the rules, regulations, and relevant orders of the Secretary of Labor pursuant to the Rehabilitation Act.

C. In the event of CONSULTANT's noncompliance with the requirements of this clause, actions for noncompliance may be taken in accordance with the rules, regulations, and relevant orders of the Secretary of Labor pursuant to the Rehabilitation Act.

D. CONSULTANT agrees to post in conspicuous places, available to employees and applicants for employment, notices in a form to be prescribed by the director, provided by or through the contracting officer. Such notices shall state CONSULTANT's obligation under the law to take affirmative action to employ and advance in employment qualified handicapped employees and applicants for employment, and the rights of applicants and employees.

E. CONSULTANT shall include the provisions of this clause in every subcontract or purchase order of \$2,500 or more unless exempted by rules, regulations, or orders of the



Secretary of Transportation issued pursuant to Section 503 of the Rehabilitation Act, so that such provisions will be binding upon each subconsultant or vendor. CONSULTANT will take such action with respect to any subcontract or purchase order as the director of the Office of Federal Contract Compliance Programs may direct to enforce such provisions, including action for noncompliance (41 C.F.R. 60-741.4.4).

4. **INTEREST OF MEMBERS OF, OR DELEGATES TO, CONGRESS**

In accordance with 18 U.S.C. 431, no member of, or delegate to, the Congress of the United States shall be admitted to any share or part of this Contract or to any benefit arising therefrom.

5. **INTEREST OF PUBLIC OFFICIALS**

No member, officer, or employee of any public body, during his tenure, or for one (1) year thereafter, shall have any interest, direct or indirect, in this Contract or the benefits thereof.

6. **CIVIL RIGHTS**

The following requirements apply to the underlying Contract:

A. **Nondiscrimination.** In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. 12132, and Federal transit law at 49 U.S.C. 5332, CONSULTANT agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age or disability.

B. **Equal Employment Opportunity.** The following equal employment opportunity requirements apply to the underlying contract:

- (1) **Race, Color, Creed, National Origin, Sex.** In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. 2000e, and Federal transit laws at 49 U.S.C. 5332, CONSULTANT agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor", 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, Equal Employment Opportunity", as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity", 42 U.S.C. 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. CONSULTANT agrees to take affirmative action to ensure that applicants are employed, and that employees are treated equally during employment, without regard to their race, color, creed, national origin, sex, or age. Such action must include, but not be limited to, the

following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

(2) Age. In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. 623 and Federal transit law at 49 U.S.C. 5332, CONSULTANT agrees to refrain from discrimination against present and prospective employees for reason of age.

(3) Disabilities. In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. 12112, CONSULTANT agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act", 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities.

C. CONSULTANT also agrees to include these requirements in each subcontract.

#### **7. INELIGIBLE CONSULTANTS**

In the event CONSULTANT is on the Comptroller General's List of Ineligible Consultants for Federally financed or assisted projects, this contract may be canceled, terminated, or suspended by RTC.

#### **8. NOTICE OF FEDERAL REQUIREMENTS**

New Federal laws, regulations, policies, and administrative practices may be established after the date of this Contract, which may apply to this Contract. If Federal requirements change, the changed requirements will apply to the Contract or the performance of work under the Contract as required. All standards or limits set forth in this Contract to be observed in the performance of the work are minimum requirements.

#### **9. THIRD-PARTY RIGHTS**

Notwithstanding anything herein to the contrary, the services provided under this Agreement shall not give rise to, nor shall be deemed to or construed so as to confer any rights on any other party, as a third-party beneficiary or otherwise.

#### **10. RECORDS RETENTION; AUDIT AND INSPECTION OF RECORDS**

A. CONSULTANT shall permit the authorized representatives of RTC, FHWA, the U.S. Department of Transportation's Inspector General, NDOT, and the Comptroller General of the United States, or any of their duly authorized representatives to inspect and audit all data and records of CONSULTANT relating to its performance under the contract until the expiration of three (3) years after final payment under this Contract.

B. CONSULTANT further agrees to include in all subcontracts hereunder a provision to the effect that the subconsultant agrees that RTC, FHWA, the U.S. Department of Transportation's Inspector General, NDOT, and the Comptroller General of the United States, or any of their duly authorized representatives shall, until the expiration of three (3) years after final payment under the subcontract, have access to and the right to examine any books, documents, papers, and records of the subconsultant directly pertinent to this contract. The term "subcontract" as used in this clause excludes (1) purchase orders not exceeding \$10,000 and (2) subcontracts or purchase orders for public utility services at rates established for uniform applicability to the general public.

C. The periods of access and examination described above, for records which relate to (1) appeals under the dispute clause of this Contract, (2) litigation or the settlement of claims arising out of the performance of this Contract, or (3) costs and expenses of this Contract to which an exception has been taken by the U.S. Comptroller General or any of his duly authorized representatives, shall continue until such appeals, litigation, claims or exceptions have been disposed of.

#### **11. NO FEDERAL GOVERNMENT OBLIGATION TO THIRD PARTIES**

A. RTC and CONSULTANT acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to RTC, Consultant, or any other party (whether or not a party to that Contract) pertaining to any matter resulting from the underlying Contract.

B. CONSULTANT agrees to include the above clause in each subcontract. It is further agreed that the clause shall not be modified, except to identify the subconsultant who will be subject to its provisions.

#### **12. DEBARMENT, SUSPENSION, OTHER INELIGIBILITY AND VOLUNTARY EXCLUSION**

A. This Contract is a covered transaction for purposes of 2 C.F.R. Part 1200 and 2 C.F.R. Part 180. As such, CONSULTANT is required to verify that none of CONSULTANT, its principals, as defined at 2 C.F.R. 180.995, or affiliates, as defined at 2 C.F.R. 180.905, are excluded or disqualified as defined at 2 C.F.R. 180.940 and 180.945.

B. CONSULTANT is required to comply with 2 C.F.R. 180, Subpart C, and must include the requirement to comply with 2 C.F.R. 180, Subpart C, in all contracts for lower-tier transactions over \$25,000 and in all solicitations for lower tier contracts.

CONSULTANT agrees that it shall not knowingly enter into any lower-tier covered transaction with a person or firm who is debarred, suspended, declared ineligible, or voluntarily excluded from

participation in this contract.

### **13. COMPLIANCE WITH FEDERAL LOBBYING POLICY**

Section 1352 of Title 31, United States Code, provides in part that no appropriated funds may be expended by the recipient of a federal contract, grant, loan, or cooperative agreement to pay any person by influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any of the following covered Federal actions: the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement.

Consultants who apply or bid for an award of \$100,000 or more shall file the certification required by 49 C.F.R. Part 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any Federal Agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal Contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-federal funds with respect to that federal Contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient.

CONSULTANT also agrees to include these requirements in each subcontract exceeding \$100,000 financed in whole or in part with Federal assistance.

### **14. REPORTING REQUIREMENTS**

CONSULTANT shall provide all information and reports required by the Regulations, or directives issued pursuant shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its facilities as may be determined by RTC or the Federal Highway Administration (FHWA) to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish this information, CONSULTANT shall so certify to RTC, or the FHWA as appropriate, and shall set forth what efforts it has made to obtain the information.

## Exhibit E

During the performance of this contract, CONTRACTOR, for itself, its assignees, and successors in interest, agrees as follows:

1. **Compliance with Regulations:** The Consultant (hereinafter includes subconsultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The Consultant, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subconsultants, including procurements of materials and leases of equipment. The Consultant will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 C.F.R. Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the Consultant for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subconsultant or supplier will be notified by the Consultant of the Consultant's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The Consultant will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish the information, the Consultant will so certify to the Recipient or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a Consultant's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
  - a. withholding payments to the Consultant under the contract until the Consultant complies; and/or
  - b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The Consultant will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The Consultant will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Consultant becomes involved in, or is threatened with litigation by a subconsultant, or supplier because of such direction, the Consultant may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the Consultant may request the United States to enter into the litigation to protect the interests of the United States.

## Exhibit F

During the performance of this contract, CONSULTANT, for itself, its assignees, and successors in interest, agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

### Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 C.F.R. Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability), and 49 C.F.R. Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 U.S.C. § 471, Section 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and Consultants, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 C.F.R. Parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. § 1681 et seq).





**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.4.6

To: Regional Transportation Commission

From: Bryan Byrne, Project Manager

**SUBJECT: Arlington Avenue Bridges NEPA/Design/EDC Project PSA Amendment No. 2**

**RECOMMENDED ACTION**

Approve Amendment No. 2 to the contract with Jacobs Engineering Group, Inc., for engineering during construction and construction surveying for the Arlington Avenue Bridges Project, in the amount of \$609,891, for a new total not-to-exceed amount of \$5,005,639.

**BACKGROUND AND DISCUSSION**

On December 20, 2021, the RTC and Jacobs executed an agreement for engineering design services related to the Arlington Avenue Bridges NEPA/Design/EDC Project ("Project"). Initially encompassing environmental documentation, project design, and coordination for a Design-Bid-Build project, the project has undergone a shift in its delivery method to a Construction-Manager-At-Risk (CMAR) approach. This amendment necessitated design modifications for the final design package, broadens public involvement, and increases Project coordination.

On June 16, 2023, the RTC Board authorized staff to pursue efforts to deliver the Arlington Bridges Project using the CMAR project delivery method in an effort to potentially condense the construction schedule to one season instead of two to achieve costs savings and reduce impacts to the Truckee River and surrounding park access. The CMAR delivery method offers value in terms of potential innovative construction solutions and aesthetic design, reductions in permitting risk, and improved understanding and pricing of construction risk. At that time, staff also identified additional upfront expenditures associated with the CMAR delivery method during the pre-construction phase, including the costs of the construction manager, the Independent Cost Estimator (ICE), the design team, and other consultant support.

On January 19, 2024, the RTC Board approved, Jacobs Contract Amendment No. 1, that provided \$1,178,167 to Jacobs to fulfill all tasks associated with the revised delivery approach including additional design hours, CMAR coordination efforts, and design modifications resulting from the CMAR's construction innovations.

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On July 19, 2024, the RTC Board approved a CMAR contract with Granite Construction Company for the construction of the Arlington Avenue Bridges Project for a Guaranteed Maximum Price of \$32,340,102.

This Amendment, Amendment No. 2, allocates \$609,891 to Jacobs to complete all tasks related to engineering services during construction. These tasks include construction surveying and staking, construction coordination, engineering design reviews, and ensuring environmental compliance. Additional details are outlined in the recitals within the attached amendment. All other provisions of the contract remain unchanged and in full effect.

Construction of the Arlington Bridges is scheduled to commence in the spring of 2025.

This item supports the FY2025 RTC Goal, "Begin Project Construction: Arlington Avenue Bridges".

### **FISCAL IMPACT**

This agreement will be financed through a combination of Federal FHWA Grant funds and Local Fuel Tax revenues. Fuel Tax appropriations and Grant Funding is included in the FY2025 budget for this item.

### **PREVIOUS BOARD ACTION**

- 12/17/2021 Approved a contract with Jacobs Engineering Group, Inc., for environmental and engineering services for the Arlington Avenue Bridges Replacement Project, in an amount not-to-exceed \$3,217,581.
- 01/19/2024 Approved Amendment No. 1 to the contract with Jacobs Engineering Group, Inc., for additional services related to coordination and design effort associated with the CMAR project delivery method for the Arlington Avenue Bridges Project, in the amount of \$1,178,167, for a new total not-to-exceed amount of \$4,395,748.

AMENDMENT NO. 2

The Regional Transportation Commission of Washoe County (“RTC”) and Jacobs Engineering Group, Inc. (“Consultant”) entered into an agreement dated December 20, 2021, as previously amended by Amendment No. 1 dated January 19, 2024 (the “Agreement”). This Amendment No. 2 is dated and effective as of January 17, 2025.

RECITALS

WHEREAS, the parties have determined that there is a need to amend the Agreement to perform engineering during construction services in connection with the Arlington Avenue Bridges NEPA/Design/EDC Project (the “Project”); and

WHEREAS, additional services are required to support the engineering during construction phase of the project. These services include construction coordination, construction survey and staking, and environmental compliance, totaling \$609,891.00 under the amended scope;

NOW, THEREFORE, in consideration of the mutual promises of the parties and other good and valuable consideration, the parties do agree as follows:

1. Section 3.2 shall be replaced in its entirety with the following:

The maximum amount payable to CONSULTANT to complete each task is equal to the not-to-exceed amounts identified in Exhibit B. CONSULTANT can request in writing that RTC’s Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee schedule, and must be approved in writing by RTC’s Project Manager prior to performance of the work. In no case shall CONSULTANT be compensated in excess of the following not-to exceed amounts:

Total Design Services	\$4,299,248
Design Contingency	\$96,500
Engineering During Construction Services	\$549,891
<u>Engineering During Construction Services Contingency</u>	<u>\$60,000</u>
Total Not-to-Exceed Amount	\$5,005,639

2. Exhibit A – Scope of Services of the Agreement is replaced in its entirety with the version of Exhibit A attached hereto.
3. Exhibit B – Compensation is replaced in its entirety with the version of Exhibit B attached hereto.
4. Work through the mechanisms of the original contract, as previously amended, and include all amendments necessary to accomplish the purpose and need of this amendment.

5. All other provisions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have made and executed this amendment.

REGIONAL TRANSPORTATION COMMISSION  
OF WASHOE COUNTY

By: \_\_\_\_\_  
Bill Thomas, AICP, Executive Director

JACOBS ENGINEERING GROUP, INC.

By: \_\_\_\_\_  
Ken Gilbreth, P.E., Vice President/Client Account  
Manager

## **Exhibit A**

### **Scope of Services**

#### **INTRODUCTION**

The Regional Transportation Commission of Washoe County (RTC), in partnership with the City of Reno, Federal Highway Administration (FHWA), United States Army Corps of Engineers (USACE), Nevada Department of Transportation (NDOT), and Truckee River Flood Management Authority (TRFMA), have begun the process to replace the two structurally deficient bridges over the Truckee River on Arlington Avenue, the Arlington Avenue Bridges Project (Project). The RTC completed a Feasibility Study for the Project, which compiled input from public and technical community members, organized and monitored input from stakeholder and technical advisory meetings, and summarized the development of conceptual bridge alternatives. The study also presented order-of-magnitude construction costs for each alternative and informed this scope for the next project phase, including environmental and engineering tasks.

RTC began this project as a typical design-bid-build project delivery method but switched to Construction-Manager-At-Risk (CMAR) in October 2023. CONSULTANT will complete the National Environmental Policy Act (NEPA) process, with the FHWA as the Lead Agency. This scope includes those elements necessary to complete the NEPA process, including performing an alternatives analysis for the build/no-build preferred alternative from the Feasibility Study and advancing it to 30% design. After the NEPA process, the CONSULTANT shall complete the final design. The RTC is executing Amendment #2 with CONSULTANT to cover Engineering Services During Construction, completing record drawings, and Construction Staking in December 2024, since the RAISE Grant Funds have been obligated in mid-2024. RTC will advertise a separate RFP to cover Construction Management Services for the construction of bridges.

The Regional Transportation Plan (RTP) currently shows the construction of these improvements completed in the 2026 time period. The estimated total cost of the improvements in the 2050 RTP is \$25 million. RTC has allocated federal funds for the project and has executed a Local Public Agency (LPA) agreement with NDOT to administer federal funds.

#### **BACKGROUND**

The Arlington Avenue Bridges Project is in the Riverwalk District portion of downtown Reno. Numerous community-level plans have been developed that help to guide or direct the engineering requirements and design themes of the proposed bridge replacement project. These prior planning milestones, including the 2009 City of Reno TRAction Visioning Project, 2017 City of Reno Downtown Action Plan, 2018 ReImagine Reno-Planning for the Future, 2019 City of Reno Downtown Streetscape Design Manual, and One Truckee Plan, and their stated relationship to the Project are summarized within the Feasibility Study.

The Arlington Avenue Bridges span the Truckee River in downtown Reno. The bridges connect the north side of the Truckee River to Wingfield Park, a natural island within the river, to the south side of the Truckee River. The north structure was built in 1921, and the south structure was built in 1938. The bridges were rehabilitated in 1967 and are identified by NDOT as bridges B-1531 (south) and B-1532 (north). Constructed as a concrete tee beam bridge, the largest span in the north bridge measures 40 feet, and the total north bridge length is 122 feet and 76 feet wide. The south bridge is a rigid frame structure with a clear span of 48 feet and a width of 60 feet. The bridges support an average daily traffic

volume of approximately 13,000 trips. Travel across the structures includes two lanes (one lane in each direction) with a center two-way left-turn lane, bike lanes, and a transit stop in each direction between the two bridges.

The traffic operations of Arlington Avenue within the proposed project area were evaluated most recently as part of the Feasibility Study. The results from the study indicate that with one lane in each direction, the roadway segment operates at a Level of Service of E during the future based on 2040 traffic volumes. The Arlington Avenue Bridges traverse the City of Reno's Wingfield Park, including green areas, an amphitheater, picnic areas, the Truckee River White Water Park, and other public park features. The Project seeks to maintain and promote connectivity to these local features while improving safety for all modes of travel.

The Arlington Avenue Bridges pass through various geographical features, human and natural resources, water conveyances (Truckee River), and existing infrastructure. Construction of these improvements will require detailed coordination with numerous agencies and public utility entities. Several potential actions are foreseeable that would require federal agency review and become a nexus for the National Environmental Policy Act (NEPA) processes. The Feasibility Study identified regulatory requirements that establish the baseline for permitting requirements on the project. Agencies that will require permit coordination include, but are not limited to, the USACE, the Nevada Division of Environmental Protection, and the Nevada Division of State Lands.

## **GENERAL REQUIREMENTS**

The work provides environmental and professional engineering services to advance the Project through the NEPA process and develop a package to advertise for construction. The work shall follow the requirements of NDOT's LPA manual, which can be accessed using the following link:

<https://www.nevadadot.com/doing-business/about-ndot/ndot-divisions/engineering/design/local-public-agency>

The Feasibility Study followed a Planning and Environmental Linkages approach (PEL). It represents a collaborative and integrated methodology that uses the information, analysis, and products developed during planning to inform the environmental review process. The PEL study serves as the foundation for this scope of services, and the recommended alternative shall be carried forward to accelerate the environmental analysis and save time in implementing the Project since construction funds are identified. The CONSULTANT is familiar with the Feasibility Study, previous outreach efforts, decisions made, and recommendations to help streamline the NEPA process. The Feasibility Study can be downloaded using the following link:

<https://www.rtcwashoe.com/engineering-project/arlington-avenue-bridges-project/>

This scope assumes that the PEL results, notably the Purpose and Need and Preferred Alternative, will be carried forward into the EA with no or minor revision.

Major milestones anticipated to maintain the overall Project schedule are listed below:

- November 2021 - Enter into an agreement with the CONSULTANT for design, environmental, permitting, bidding, and engineering services during construction, including construction staking. Carry forward PEL information and start additional environmental review.
- May 2022 – 30% Design Submittal; Bridge Type Selection Report

- July 2022 – Begin formal permit submittal process
- November 2022 – 60% Design Submittal (Plans, Specifications, and Estimate)
  - Landscaping and Aesthetic concept finalized before submittal
- January 2023 – NEPA Complete, Environmental Clearance Obtained
- June 2023 – 90% Design Submittal (Plans, Specifications, and Estimate)
- August 2023 – 100% Design Submittal Package for Bidding
- September to November 2023 – Issue Invitation for Bids and award construction contract
- December 2023 – Start construction

## **SCOPE OF SERVICES**

### **Task 1 Project Management**

The Project work shall include project management by the CONSULTANT. The CONSULTANT shall provide a project manager responsible for the project's timely completion and to be a liaison with the RTC Project Manager. The CONSULTANT will retain the same project manager for the entire project duration to the extent practicable. If the CONSULTANT Project Manager is briefly absent, the CONSULTANT shall name a suitable substitute to be approved by the RTC Project Manager. The CONSULTANT Project Manager shall be the main point of contact on the Project and shall attend all Project meetings and coordinate all aspects of the Project. The CONSULTANT shall also name task leads for each major task or discipline. The CONSULTANT Project Manager and task leads may not be changed without specific written authorization from the RTC Project Manager.

The CONSULTANT will provide effective project management to deliver the Project within established schedules and budgets; develop a project management plan that will effectively communicate, plan and execute the work required to complete the project successfully; conduct a risk assessment/value engineering workshop; perform continuous risk assessment and evaluation. In addition, the CONSULTANT shall integrate the RTC's project manager into the project management plan, and coordinate Project development activities with the RTC's Project Manager, and with City of Reno representatives, property owners, local and state permitting agencies, utility providers, and other stakeholders within the Project area as directed.

CONSULTANT will provide project management services for the scope of work for the duration of the project assumed to be November 2021 through October 2023, approximately twenty-four (24) months for the design and permitting. Project management includes project setup and administration, including preparation and execution of sub-consultant agreements, monthly budget monitoring and invoicing, monthly preparation and reporting of project progress (including work completed and documentation of any changes, actual and anticipated, in scope, schedule, and budget), preparation and monthly updates of the project schedule, continued management of sub-consultants, quality assurance on deliverables, coordination with the RTC Project Manager, and project closeout.

The CONSULTANT Project Manager will be responsible for the ongoing project coordination of CONSULTANT activities for the duration of the work. The CONSULTANT Project Manager will also maintain communication, as appropriate, with local, state, federal, and private stakeholders as required for the progress of the scope of work detailed in this document. All significant communications shall be documented and reported to the RTC Project Manager. The

CONSULTANT Project Manager will coordinate with task leads to discuss the project's progress and identify issues and action items to be addressed.

The Project Manager is responsible for the contracting, coordination, and management of all sub-consultants. The CONSULTANT will be the primary point of contact for the RTC for all team sub-consultants and be responsible for communicating and coordinating the direction from the RTC to all team members.

### CMAR Project Management

The original scope and fee assumed the 90% Design Submittal would occur in June 2023 but was not completed until September 29, 2023. In addition, the original scope and fee assumed the 100% Design would be submitted in August 2023, with construction beginning December 2023.

The 100% Submittal is now scheduled for March 2024, and construction is anticipated to begin March 2025, for an additional 14 months of time. The Project has also been converted to a CMAR Project.

Additional fee assumptions: 20 hrs/month for general Project Management, 8 hrs/month Project Accountant, and 8 hrs/month for Project Assistant.

## 1.1 Project Management Meetings

### 1.1.1 Project Kickoff Meetings

CONSULTANT will hold a kickoff meeting with RTC, Washoe County, City of Reno, and other agency staff (as appropriate), to confirm the project objectives, approach, milestones, stakeholder and outreach approach, and potential project challenges. Seven (7) CONSULTANT staff will attend the meeting. The CONSULTANT will prepare a meeting agenda and PowerPoint presentation, take and distribute meeting minutes, and track concerns about the project from the attendees.

CONSULTANT will also hold an internal kickoff meeting with CONSULTANT staff and sub-consultants to internally align the team with the goals of the RTC and the project.

### 1.1.2 Design Review Committee Meetings

The CONSULTANT will facilitate sixteen (16) Design Review Committee (DRC) Meetings to discuss the design progress, upcoming milestones, scope, critical path schedule, budget, risk status, key technical issues by discipline, and make informed decisions. The DRC will also discuss permitting, value engineering, risk, and constructability. The DRC will also meet before public informational meetings to review materials and essential public input to achieve an appropriate balance between impacts, function, and cost that leads to broad support of the community. Members of the DRC will include the Project Manager, task leads (as appropriate) from the CONSULTANT, the RTC Project Manager, City of Reno, NDOT, FHWA, and utility companies. Local developers, nearby property owners, citizens groups, and area residents will be chosen to participate in the Stakeholder Working Group described under Task 2.5. Committee members will be chosen to ensure both the technical (bridge design, hydraulics) and non-technical (aesthetics, art) elements of the Project are covered. The CONSULTANT will prepare an agenda and distribute meeting notes and an action item log, identifying the person responsible for resolving each item and the expected completion date via email. It is anticipated that up to four (4) total CONSULTANT and Sub-consultant staff will attend the Design Review Committee Meetings.



### 1.1.3 Project Management Coordination Meetings

CONSULTANT Project Manager and RTC Project Manager will hold a weekly 1-hour coordination meeting with an open agenda to provide an update/status to the RTC Project Manager.

#### **Task 1.1.3 CMAR Project Management Coordination Meetings**

The original scope included weekly meetings between the CONSULTANT Project Manager and RTC Project Manager. The CONSULTANT Structures Task Manager and Environmental Task Manager were added to these meetings to better facilitate timely communication on status of work efforts these disciplines.

Additional fee assumptions: Meetings will continue for the additional 14 months only twice a month with the CONSULTANT Project Manager and Structures Task Manager.

### 1.1.4 Internal Design Coordination Meetings

CONSULTANT will hold a 1-hour biweekly internal design coordination meeting with task leads, design staff as appropriate, and Sub-consultants to ensure cross-discipline coordination with design and schedule.

### 1.1.5 Project Management Plan (PMP)

CONSULTANT will prepare a Project Management Plan (PMP) that will include: Project Instructions, Risk Management Plan, Communications Protocols, Project Directory, Scope, Schedule, and Budget, File and Information Sharing and Storage Protocols, and the Health and Safety Plan.

The PMP will be distributed to the CONSULTANT team, including sub-consultants, and updated as needed throughout the project duration.

### 1.1.6 Quality Management Plan (QMP)

CONSULTANT will prepare a Quality Management Plan (QMP) specific to the Arlington Avenue Bridges Project. A project Quality Manager will be assigned who will be responsible for developing and implementing the plan and providing initial training. The QMP will apply to both prime and sub-consultant team members. An independent quality review will be performed on each design deliverable when submitting the 30%, 60%, 90% milestone packages and Final Bid Documents.

### 1.1.7 File and Document Management

CONSULTANT will update and maintain the Project Management Plan and all project files (electronic and hardcopy as appropriate) throughout the duration of the project. Copies of all outgoing and incoming correspondence will be provided to the Project Manager, or designee, on a continuing basis and distributed to the RTC Project Manager as needed. Word processing, databases, spreadsheets, etc., will be prepared using a format compatible with Microsoft Office.

## 1.2 Deliverables

- Monthly Invoices that show staff names, hours, classifications, and billing rates, for each month of the anticipated project schedule
- Monthly Progress Reports to be included with the invoices

- Schedule updates, as necessary
- Meeting Agenda & Minutes for Kickoff Meetings
- Meeting Agenda, Minutes and Action Item Log for Design Review Committee Meetings
- Project Management Plan preparation and as-needed updates
- Quality Management Plan

## **Task 2 Public and Agency Involvement**

### 2.1 Public Outreach and Involvement Plan

CONSULTANT will develop a Public Outreach and Involvement Plan that outlines specific objectives, organization and roles of stakeholders, and a schedule of target activities to accomplish the goals of the Project. The Plan shall include a proactive public involvement process for all stages of project development. The objectives of the proactive public involvement processes include early and continuous involvement; reasonable public availability of technical and other information; collaborative input on design, mitigation needs; open public meetings; and open access to the decision-making process before closure.

### 2.2 Public Informational Meetings

Public Information Meetings will be held with residents, property owners adjacent to the project, stakeholders, and other public members to discuss project limits, scope, tentative schedule, access, public notification requirements, and concerns of adjacent properties. It is anticipated there will be four (4) public information meetings and three (3) preparation meetings with RTC staff before each of the four public information meetings. Media placement will be coordinated through the RTC Communications Team. CONSULTANT Project Manager, Design Manager, Public Information Specialist, and up to two (2) additional CONSULTANT staff will attend the public meetings as appropriate. CONSULTANT will provide up to eight (8) total display boards, a PowerPoint presentation, a survey for pointed feedback and open comments, and a project factsheet handout for each public information meeting. Along with in-person meetings, the CONSULTANT will prepare an interactive, virtual meeting website for each public meeting to allow additional access to the public meeting materials.

CONSULTANT will research and assist in reserving a venue, with RTC paying any venue usage costs directly. CONSULTANT will provide flyers (in English and Spanish) to RTC for distribution. The RTC will provide translation to Spanish. The RTC will use the Mailing Database prepared by the CONSULTANT under Task 2.3 to print, address, and mail post cards, including postage costs, themselves. Additionally, public meetings will be promoted on the project website and social media by the RTC. Public Information Meetings will be livestreamed on Facebook by the RTC Communications Team.

CONSULTANT will attend up to three (3) events hosted in Wingfield Park during 2022, including Artown and the Reno River Festival. For each event, two CONSULTANT staff will host a table with project information and a project input survey for six hours to obtain additional public input.

CONSULTANT will develop up to fifteen (15) total combined renderings using a recent photo background (assumes six for each bridge plus three additional).

### 2.3 Mailing Database

CONSULTANT will update and maintain the mailing database created during the Feasibility Study to ensure a strategic and comprehensive list. The CONSULTANT is to include property owners within 500-feet of the project corridor obtained from the County Assessor's Office. The CONSULTANT will obtain lists of homeowner's associations/neighborhood associations within the project area. The stakeholder database will include project team members, elected officials, businesses, agencies, residents, community organizations, and media. The database will include the owner's name and physical property location for property owners and mailing and email addresses for elected officials and other key stakeholders. The database will be Microsoft Excel based and be updated before each public meeting.

## 2.4 Website / Digital Outreach

The CONSULTANT will establish and secure a domain name and maintain the Arlington Avenue Bridges Project website. The website will be updated monthly, at a minimum, and more often as project activity requires until the RTC secures a Construction Manager. Project information maintained on the website will include project descriptions, project photos, e-mail sign-up, comment page, RTC Project Manager contact information, frequently asked questions (FAQs), project schedules with updates to emphasize current activities, public meeting notices, and public meeting information. The website will include links to the RTC Home Page and any project-related videos, including "The Road Ahead" television segments and the livestream recordings from the public meetings. The website will be designed using WordPress, and the RTC Communications Team will approve all content before it is available to the public.

The comment page will be linked to an RTC domain email address, allowing the RTC to monitor and respond to any comments or project inquiries at their discretion.

The CONSULTANT will not be responsible for providing public meeting notices to newspapers and television news media. The RTC Communications Team will provide these services and post announcements and project updates to social media such as Facebook.

The Project logo and branding developed during the Feasibility Study will continue to be used on all project materials to provide a consistent look.

### CMAR Public Involvement

Taking over responsibility of the website after previous subconsultant was released from the project. The website needs to be rebuilt to be functional and allow easy translation to Spanish. Once rebuilt, an estimated 4 hours a month for the remaining 14 months of design.

## 2.5 Aesthetics Stakeholder Working Group

The CONSULTANT will assemble and manage a Stakeholder Working Group that includes members of the Design Review Committee, developers, adjacent property owners, citizens groups, and area residents to develop and implement a landscape and aesthetics plan that is sustainable and meets the community goals defined in the Feasibility Study. It is anticipated that three (3) SWG meetings will be held and attended by four (4) CONSULTANT staff as appropriate.

The CONSULTANT will create a proprietary interactive Build-A-Bridge application that will allow the public to pick their choice of available aesthetic options to assist in reaching a consensus.

## 2.6 Additional Outreach Efforts

Additional public outreach will include nearby residents, businesses, organizations that frequent Wingfield Park, and Ward 1 and Ward 5 Neighborhood Advisory Boards as Arlington Avenue is the dividing line between them. These efforts shall be coordinated with the RTC Communications Team. Public involvement and outreach activities to communicate proposed Project improvements include the following:

### 2.6.1 Regional Transportation Commission Board Meetings

CONSULTANT will provide a PowerPoint presentation to the RTC Project Manager and the CONSULTANT Project Manager shall attend up to four presentations to the RTC Board of Commissioners.

CONSULTANT Project Manager and Design Manager will attend the RTC Board Meetings to support the RTC Project Manager during Project presentations and assist in responding to questions from the RTC Board Members. A total of four (4) meetings are anticipated.

### 2.6.2 Washoe County Board of Commissioners Meetings

CONSULTANT will provide a PowerPoint presentation to RTC Project Manager and attend the presentation made by RTC to the Washoe County Board of Commissioners (assumed four meetings).

### 2.6.3 Reno City Council Meetings

CONSULTANT will provide a PowerPoint presentation to RTC Project Manager and attend the presentation made by RTC to the Reno City Council (assumed four meetings). Three (3) additional preparation meetings for each of the four Reno City Council Meetings are budgeted to prepare and coordinate with City of Reno staff before each Reno City Council meeting.

### 2.6.4 Ward 1 and Ward 5 Neighborhood Advisory Board Meetings

CONSULTANT will provide a PowerPoint presentation to RTC Project Manager and attend the presentation made by RTC to the Ward 1 and Ward 5 Neighborhood Advisory Board (NAB) Meetings. It is assumed three (3) presentations will be made to each Ward 1 and Ward 5 NAB.

## 2.7 Deliverables

- Draft Public Outreach and Involvement Plan
- Final Public Outreach and Involvement Plan
- Preparation and Attendance at four (4) Public Information Meetings
- Preparation and Attendance at three (3) Wingfield Park Events
- Recorded Presentation and Survey for each of the four (4) Public Information Meetings

- Mailing Database
- Project website with secure domain name
- Aesthetics Stakeholder Working Group Meetings (three (3))
- Build-A-Bridge
- Presentation Material and Attendance at four (4) RTC Board Meetings
- Presentation Material and Attendance at four (4) total Washoe County Board of Commissioners
- Presentation Materials and Attendance at four (4) Reno City Council Meetings; Three preparation meetings with RTC and City of Reno Staff prior to each of the four council meetings
- Presentation Material and Attendance at three (3) each Ward 1 and Ward 5 Neighborhood Advisory Board Meetings.

### **Task 3 Project Development**

#### 3.1 Geotechnical Investigation

CONSULTANT will research existing geotechnical studies and reports, perform a geotechnical investigation/analysis to include a field review of existing conditions, review existing geotechnical information.

CONSULTANT will perform field and laboratory investigations and analyses to provide complete geotechnical reports and final geotechnical design recommendations for the Arlington Avenue Bridges Project.

##### 3.1.1 General assumptions

The following assumptions have been made in the preparation of this cost proposal:

- The geotechnical investigation will be performed in two mobilizations. Borings SB-21-01 through SB-21-04 will not require environmental permitting and will be drilled in one mobilization (Winter 2021-2022). Due to the need for an environmental permit, SB-22-05 will be drilled later (likely Spring 2022).
- Research of existing geotechnical studies and as-built plans will be completed during the preliminary investigation phase.
- To limit nighttime disturbances and to abide by the City of Reno's noise ordinance, it is assumed that all field work will be performed during normal business hours (Monday through Friday, 7 AM to 7 PM) during Winter 2021-2022.
- Field work will be coordinated such that at least one lane of travel will be permitted in each direction, and flaggers are not required.
- The geotechnical sub-consultant will obtain a City of Reno encroachment permit with permit fees waived.
- An NDOT encroachment permit is not needed.
- The CONSULTANT will obtain environmentally-related permits. It is assumed that SB-22-05 will require an environmental permitting process (Assumed 40 hours to obtain permit).

##### 3.1.2 General Field Exploration Preparation and Information

Before initiating the subsurface exploration, the CONSULTANT will contact USA North to determine the location of existing utilities. CONSULTANT will take standard precautions to lower the risk of damaging underground structures; however, underground exploration is inherently risky as it is not possible to precisely locate all underground structures. Our fee is not adequate to compensate for damage or disruption of service and repair costs. If insufficient or incorrect data results in damage to underground structures, the cost for repair will be the responsibility of the client.

It is assumed an encroachment permit from the City of Reno will be required for this work, and the permit fees will be waived. Geotechnical sub-consultant will determine traffic control measures that are amicable to the City of Reno and for the safety of our field personnel. A traffic control plan and set up will be subcontracted through Silver State Barricade & Sign.

We anticipate that borings will be located within the paved roadway. Borings located within the existing roadway will be backfilled per NDEP and capped using a high-strength concrete patch. Excess cuttings resulting from the drilled borings and cores will be hauled off-site. Cores will be backfilled with tamped soil cuttings and patched with a high-strength concrete patch.

#### 3.1.3 Schedule & Traffic Control

The coring investigation will be performed in one (1) working day; the borings will be performed in five (5) working days. Due to anticipated traffic, the coring and borings will not be performed concurrently.

#### 3.1.4 Field Exploration

Consistent with AASHTO LRFD BDS Table 10.4.2-1, sonic borings will be proposed at each bridge support (north and south abutments, middle pier). Geophysical testing will be performed to determine the shear wave velocity in the upper 100 feet. Borings SB-21-01 through SB-21-04 will not require environmental permitting and will be drilled in one mobilization. Due to the need for an environmental permit, SB-22-05 will be drilled at a later date.

Additionally, three asphalt cores will be performed within the rehabilitated/ reconstructed pavement section.

Figure 1 presents the proposed exploration location map.

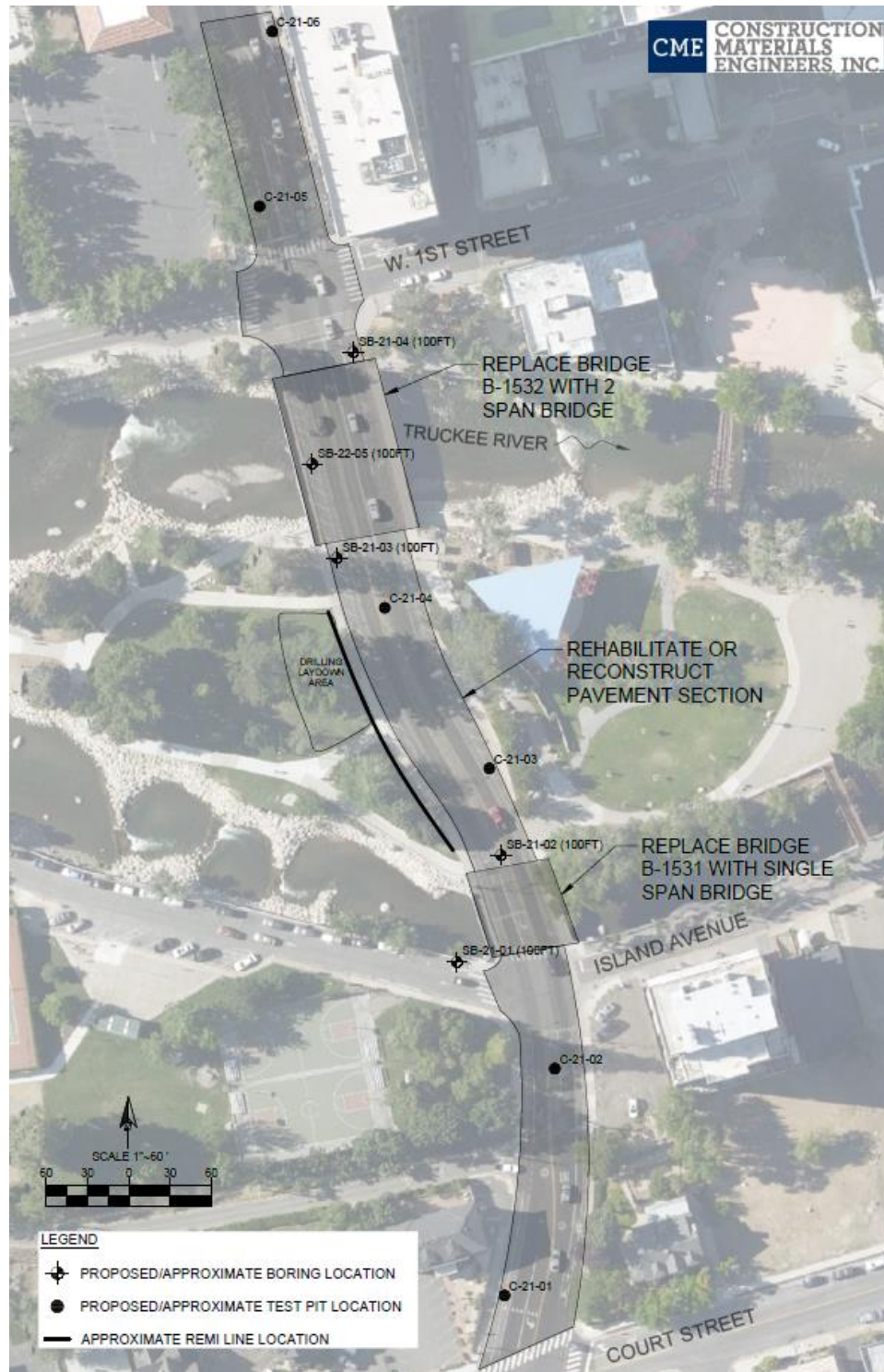


Figure 1. Proposed Exploration Location Map

#### 3.1.4.1 Exploratory Borings

Due to the large boulders and cobbles, conventional drilling techniques are not feasible. Therefore, sonic drilling will be proposed. Sonic drilling is an advanced form of drilling which employs the use of high-frequency, resonant energy generated inside the sonic head to advance a core barrel or casing into subsurface formations. In order to mitigate for the potential issues related to caving, a temporary steel casing will be installed to the total boring depth. Sonic drilling provides a continuous core of the soil profile, which results in a more refined description of the soil profile for foundation design.

Borings are proposed with a drilling depth to 100-feet below ground surface (bgs) or practical refusal, whichever comes first. Soils will be sampled with a 2-inch OD split-spoon sampler driven by a standard 140-pound drive hammer with a 30-inch stroke. The number of blows to drive the sampler 1-foot into undisturbed soil (Standard Penetration Test, SPT) is an indication of the density and shear strength of the material. SPT sampling will be performed every 5 feet in the upper 30 feet and 10 feet thereafter.

CONSULTANT's geotechnical personnel will log material encountered during the field exploration. The groundwater surface depth will be measured, where encountered. Representative samples will be returned to our laboratory for testing.

Borings SB-21-01 to SB-21-04 will be located within the paved roadway. Borings located within the existing roadway will be backfilled per NDEP and capped using a high strength concrete patch. Excess cuttings resulting from the drilled borings will be hauled off site.

With the approval of the City of Reno, RTC, and NDOT, Boring SB-22-05 will be drilled through the north bridge deck with an approximately 10-inch diameter bit. Following exploratory drilling, Q&D Construction will patch the bridge deck to full thickness. Dowels consisting of #3 bars will adjoin the existing bridge deck to the concrete patch. If approval is not obtained, the Wolman Pebble Count methodology will be done to get the approximate gradation of the riverbed armored layer for scour analysis for the middle pier of the north bridge.

Field exploration locations will be referenced to existing improvements. Field explorations will be marked in the field and it is assumed that elevations and final locations of the borings will be surveyed by CONSULTANT.

#### 3.1.4.2 Geophysical Measurements

One (1) geophysical array has been budgeted using Refraction Microtremor (ReMi) methodologies. The DAQlink 4 24-bit acquisition system (Seismic Source/Optim) utilizing a multichannel geophone cable with 12 geophones, placed



at an approximate spacing of 16 feet (due to access limitations), will be used to obtain surface wave data. Vertical geophones with resonant frequencies of 10 Hz measure surface wave energy from broad band ambient site noise across the geophone array (i.e. ReMi setup location) for multiple 30-second iterations.

#### 3.1.4.3 Asphalt Coring and Sampling

Three (3) pavement cores have been budgeted. Pavement cores will be collected using a hand coring rig with 6- to 8-inch diameter barrel. Following pavement coring, aggregate base will be excavated and retained in bags. Aggregate base and asphalt thickness will be measured and recorded.

Subgrade soils will be excavated up to two (2) feet below the existing structural section. Soils encountered will be visually classified in accordance with the Unified Soils Classification System. Soil samples will be collected and brought back to our laboratory for testing. Our geotechnical personnel will log material encountered during exploration in the field. Representative subgrade soil samples will be returned to our laboratory for testing.

CONSULTANT's field technician will photograph the pavement core and backfill each core location in the field.

#### 3.1.5 Laboratory Testing

Laboratory testing will be completed on representative soil samples to determine soil classifications, strength properties, and corrosion. Several different tests are anticipated including index properties, moisture content, in-place dry density, and R-value. A brief description of these tests is included below:

- Representative samples of each significant soil type will be tested in our laboratory for index properties, such as moisture content, unit weight, grain size distribution, and plasticity.
- Resistance value tests (R-value testing) will also be completed. R-value testing measures the strength of subgrade soils and its expansion potential. The test results are used to determine the subgrade soil resilient modulus, which is used in structural section design.
- Corrosion testing on representative native soils will also be performed to determine corrosion potential to concrete. Soils will be tested for soluble sulfates.

### 3.1.6 Analysis

All analyses will be in accordance with 2018 AASHTO Bridge Design Specifications, 8<sup>th</sup> Edition and current NDOT standards, as applicable. Jacobs will provide CME the bridge foundation loads.

#### 3.1.6.1 Bridge Foundation Analysis

Scour (i.e., long-term, contraction, and local) depths and appropriate protection, as needed, will be analyzed and designed by others. Anticipated foundations may include shallow spread footings augmented with micropiles for lateral support or drilled shafts. Axial compression, tension, and lateral capacities for deep foundations will be provided. Total and differential settlements will also be provided.

SHAFT v6.0 computer software will be used to determine axial capacity and settlement behavior of drilled shafts. Axial capacity can be determined for multiple shaft diameters and tip elevations.

Lateral loading can be analyzed with computer software such as LPILE, which evaluates pile head deflections for different pile lengths, and bending moments and shear force with depth. CONSULTANT's structural engineers will complete this analysis with Geotechnical Sub-consultant providing geotechnical lateral design parameters.

#### 3.1.6.2 Wingwalls

Cantilever retaining wingwalls will be designed adjoining to the bridge abutments. Geotechnical Sub-consultant will provide anticipated design lateral loads including surcharge, static, and seismic.

#### 3.1.6.3 Seismic Issues

To determine the location of mapped earthquake faulting trending through or near the project site, a review of the following published information was completed:

1. USGS Website: *Earthquake Hazards Program Quaternary Faults in Google Earth*;
2. The USGS Interactive Fault Map.

Previous review indicates that no mapped faults traverse through the roadway alignment. However, regional faulting will also be evaluated and fault properties

including magnitude and proximity will determine seismic parameters used for soil liquefaction analysis.

Peak ground acceleration, site classifications, spectral responses, and site coefficients will be determined based on our geophysical studies (ReMi shear wave analysis), AASHTO references, and NDOT standards. Design ground accelerations will be determined for retaining wall lateral load analysis. Peak ground accelerations will be used to determine pseudo-static forces for slope stability analysis.

Soil liquefaction and lateral spread potential will also be evaluated. It is assumed there is less than 1% probability of liquefaction within our project limits and therefore, mitigation construction options and design recommendations are excluded from this scope.

#### 3.1.6.4 Sidewalks and Access pathways

All sidewalks and accessible areas on the bridges will be designed with a structural section to withstand maintenance vehicle loading, including debris removal during flood events.

Sidewalks and pathways with the potential to be exposed to maintenance vehicle traffic will have a structural section design to accommodate the extra loading.

#### 3.1.6.5 Structural Section Design

Based on current City of Reno Pavement Condition Index Mapping, the estimated PCI for the section of roadway located between the bridges is approximately 50. Based on current PCI levels as well as anticipated distress during construction, structural section reconstruction is recommended. This cost proposal includes full-depth reconstruction structural section recommendations.

Traffic volumes (provided by Jacobs, via RTC), over a 20-year design period, will be utilized to determine growth factors and ESAL counts. The average ESAL factors for the roadway functional classification will be based on the latest NDOT's Annual Traffic Report. RTC bus traffic (RTC Route 6) impact to the ESAL counts will also be considered and will be based on current and projected future bus frequencies.

Structural section design recommendations will be based on AASHTO methodology and the 2021 RTC Flexible Pavement Design Manual. Flexible pavement structural sections are anticipated for this project. Design

recommendations will also follow City of Reno structural section recommendations based on the roadway classification.

#### 3.1.6.5 Quality Assurance

CME's SUB-CONSULTANT, Crawford and Associates, will provide quality assurance to the Geotechnical SUB-CONSULTANT for the project. Crawford and Associates specialize in providing geotechnical recommendations for highway construction including bridge foundations and retaining walls. Their scope of work includes internal quality assurance and consultation to Geotechnical SUB-CONSULTANT on an as-needed basis for the geotechnical design elements to ensure conformance with AASHTO and NDOT standards and specifications. Tasks may include reviewing foundation analysis and design, attending selective meetings, reviewing plans and specifications, a site visit during drilled shaft installation, and assisting in responding to RFI's during construction.

#### 3.1.7 Geotechnical Investigation Report

Upon completion of field, laboratory, and office studies, a geotechnical investigation report will be completed for the project. General topics for the report are discussed below.

##### 3.1.7.1 Introduction, Site and Geologic Conditions, and Laboratory Testing

- Description of the project site with the approximate locations of our explorations, shown on a Site Plan;
- Descriptive logs of the explorations performed for this study;
- Summary of geologic setting and soil profile;
- Site Conditions;
- Geologic cross-sections, where applicable;
- Anticipated groundwater depths and effect on construction;
- Results of laboratory tests and a description of test methods; and
- Soil corrosion potential to concrete.

##### 3.1.7.2 Seismicity

- Faulting including project site and regional to determine seismic parameters;
- Seismic parameters for design including peak ground accelerations and spectral design response accelerations;
- Seismic analysis including soil liquefaction and lateral spread potential; and
- Seismic design parameters for retaining wall lateral loading determination.

##### 3.1.7.3 Geotechnical Design Parameters

- Drilled shaft axial compression, tension, and lateral resistances;
- Allowable bearing pressures for spread footings type foundations including sliding friction values and passive pressures;

- Micropile axial design if applicable;
- Appropriate footing depths and widths to consider frost depth protection and bearing capacity;
- Lateral soil pressures including static and dynamic values for retaining wall design;
- Surcharge loading from traffic or other sources for retaining wall design.

#### 3.1.7.4 Structural Section

- Subgrade soil resilient modulus for structural section design;
- ESAL count analysis (Traffic study provided by CONSULTANT);
- Full-depth structural section design for flexible pavement design.

#### 3.1.7.5 Construction Recommendations

- Site preparation and grading including:
- Foundation soils preparation recommendations;
- Recommendations for embankment construction and material types;
- General structural fill recommendations;
- Suitability of site soils for use as structural fill and trench backfill.
- Structural Section construction recommendations.
- Anticipated construction difficulties.

#### 3.1.8 Meetings, Consultation, Review Comments and Specifications

It is assumed up to 8 hours of meeting time per month over the length of the design of the project, which has been assumed to be 2 years.

Additionally, budget has been included for review of specifications and review comments from CONSULTANT as well as responsible agencies such as NDOT, RTC, and City of Reno.

## 3.2 Topographic Survey

### 3.2.1 Topographic Survey

CONSULTANT will conduct field surveys, photogrammetric mapping and office support to provide topographic design surveys for the Arlington Avenue Bridges Project. Survey and mapping will be detailed and extensive enough to identify drainage concerns, possible utility conflicts, design challenges, river hydraulics, and right-of-way impacts.

The survey information will be provided for the full right-of-way width and will include cross-sections at 50-foot intervals from 200' north of West Frist Street to 300' south of Island Avenue (Court Street intersection). For W. First Street and Island Avenue, the existing ground topo shall extend 200' past the intersection with Arlington Avenue. Field survey will include but is not limited to, centerline elevations, existing stripping, edge of pavement,

curb/gutter, sidewalks, ADA ramps, multiuse paths, retaining walls, ditch features, hinge points, location, invert and rim elevations of all sewer and storm drain manholes and cross-manholes, culverts, location, invert and rim elevations for all water and gas valves, boxes/vaults, location, invert and rim elevations of storm drain inlets/catch basins; utility poles/anchors, fences, signs, existing survey monuments, location of underground utility carsonite markers (if any), and any other key existing features.

Bathymetric Survey of the Truckee River will be obtained as needed between Ralston Street and Sierra Street to complement the CTWCD lidar data for the existing hydraulic model, including the existing whitewater park.

The field survey budget includes location and survey of twenty (20) right-of-way centerline monuments, property corners, section corners, and/or applicable public land survey monuments.

The budget includes 40 hours of additional as-needed survey for tie-in locations and other misc. survey needs during design.

### 3.2.2 Drone Aerial Imagery and Topography

CONSULTANT will perform an aerial planimetric survey with a drone the drone flight path established to provide aerial imagery and topography for the limits bounded by Ralston Street to the west, Elm Ct/State Street to the south, Sierra Street to the east, and West Second Street to the north.

Drone photography at the existing two bridges from 10 different angles at each bridge to be used by others for creating renderings.

### 3.2.3 Deliverables:

- Color Aerial imagery ortho photos compatible with both MicroStation and AutoCAD
- MicroStation V8i file with topographic linework
- MicroStation InRoads SS2 Existing Ground Surface with 3D breaklines
- Label callouts for Rim and pipe inverts of Storm Drains, Sewer Systems, and other utilities
- One half (1/2)-Foot existing ground contour intervals at a scale of 1"=20'.
- Drone photography, minimum of 10 angles at each bridge, to be used as background for renderings.

## 3.3 Right-Of-Way Mapping and Engineering

CONSULTANT will obtain recorded right-of-way based upon Washoe County GIS information. The right-of-way will be shown on the project plans as-is, with no further resolution, and used as the basis for right-of-way engineering services.

CONSULTANT will perform boundary survey including preparation of full Metes and Bounds descriptions of potentially impacted parcels. Right-of-way engineering services include but are

not limited to research ownerships and Assessor's Parcel Numbers, obtain copies of any recorded maps that identify road rights-of-way and property lines, exhibit maps, legal descriptions, and title reports for permanent and/or temporary construction easements on each parcel. Field surveys to adequately locate existing property lines is included in Task 3.2.

### 3.4 Subsurface Utilities

CONSULTANT will investigate and locate subsurface utilities within the bridge alignment, roadway R/W, and areas reasonably effected by project improvements, in accordance with the American Society of Civil Engineers Standard guideline for the Collection and Depiction of Existing Subsurface Utility Data, Quality Level C. Additionally, CONSULTANT will coordinate with Utility Owners to remove lids of surface features and document depth of utility device, or invert of pipe, within such surface features.

Based on field investigation, CONSULTANT will provide RTC a list of utility companies whose utilities are likely to be within the Project limits or reasonably affected by the project. RTC will issue the initial notification to the utility agencies on the list and CONSULTANT will coordinate with the utility agencies for upcoming work, facility relocation and new installation, and to insure utilities likely affected by the Project are drawn on the plan and profile, evaluate potential conflicts through field investigation, investigate conflict resolution strategies, and incorporate utility design, as necessary, into the Project plans and specifications.

Where additional detail is required to support the design and ensure avoidance of utility impacts, CONSULTANT shall perform potholing. It is assumed a total of up to 10 potholes will be conducted to locate existing facilities within the project limits.

### 3.5 Hydrology and Hydraulics

CONSULTANT will review hydraulics of the Truckee River within the impact area of the Arlington Avenue Bridges project. CONSULTANT will refine hydraulic analysis performed as part of Feasibility Study and identify engineering solutions that meet flood capacity requirements, reduce flood hazard and facilitates Project construction. CONSULTANT will provide hydraulic analysis necessary to secure permits and regulatory approval for Project implementation. Hydraulic analysis of the existing kayak park and improvements impact analysis and mitigation strategies shall also be provided.

#### 3.5.1 Data Collection

The CONSULTANT will obtain the latest available hydraulic models for the Truckee River maintained by the Carson Truckee Water Conservancy District (14,000 jurisdictional flow) and Truckee Regional Flood Management Authority (100-Year flow.)

CONSULTANT will coordinate with the RTC and City of Reno to obtain record documentation used in the design of the Whitewater Park, including hydraulic modeling if available.

The CONSULTANT will obtain and review existing drainage studies which pertain to the Project site.

The RTC will provide the CONSULTANT with relevant GIS data from the City of Reno and Washoe County, including, but not limited to:

- Washoe County 2' topography
- Washoe County aerial photography
- City of Reno Active Sewer and Drainage Systems

### 3.5.2 Truckee River Hydraulics

#### 3.5.2.1 Refine Existing Condition Models

The CONSULTANT will refine the existing condition river hydraulic models for use with development of, and comparison to, post development conditions. Design flows will utilize those established by the CTWCD and TRFMA. Independent hydrology to establish river flows will not be performed, the established flows provided by CTWCD and TRFMA will be used. .

Existing condition hydraulic model refinements will utilize:

- Latest available hydraulic models received from the CTWCD and TRFMA
- 2015 Surface and bathymetric lidar data collected by HDR for the TRFMA.
- Project specific field and bathymetric survey.

#### 3.5.2.2 Proposed Condition Models

The CONSULTANT will utilize proposed condition bridge geometry, as presented in the Feasibility Study, and incorporate additional design refinements that result from bridge design development to create proposed condition CTWCD and TRFMA models.

#### 3.5.2.3 Construction Stage Hydraulic Models

The CONSULTANT will provide construction-stage hydraulic modeling, based on the refined CTWCD model, to assess temporary changes to river geometry resulting from work done in the river needed for bridge construction.

#### 3.5.2.4 Scour Analysis and Design

The CONSULTANT will provide scour analysis and provide scour mitigation meeting the requirements of the TMRDM, NDOT and USACE. The CTWCD does not have independent published design criteria requirements.

### 3.5.3 Whitewater Park Hydraulics

The CONSULTANT will utilize lidar, field and bathymetric survey data to provide an existing condition 2-dimensional model of the Whitewater Park, based on design flows provided by the City of Reno and RTC. Modeling will be prepared in HEC-RAS.

The CONSULTANT will incorporate geometry resulting from post project bridge construction to provide a proposed condition model of the park.



Results from existing and proposed condition Whitewater Park hydraulics will be compared, and if required, adjustments to geometry of the park's hydraulic features will be provided to re-establish existing condition hydraulics to the extent practicable.

#### 3.5.4 Local Offsite Drainage

The CONSULTANT will analyze existing offsite hydrology utilizing the Truckee Meadows Regional Drainage Manual, and applicable elements of the Orange Book as guidance. Analysis will include:

- Existing offsite peak flow rates will be calculated for the 25- and 100-year design storm events from localized off-site contributing areas at key concentration points, per the TMRDM. Off-site watersheds will be modeled using SCS HEC-1.
- Hydraulic modeling of existing storm drains that discharge to the Truckee River within the limits where changes to river hydraulics or river geometry is anticipated.
- It is assumed no off-site storm drainage facility design will be required, except to conform with proposed changes that result from proposed bridge and river geometry at discharge points.

#### 3.5.5 Local Onsite Drainage

Onsite peak flow rates will be calculated for the 5-, 10-, and 100-year storm events at key design points. On-site watersheds will be modeled using the Rational Formula. These design flows will be used to measure impacts of project improvements on peak flow values, to determine locations where additional or upgraded drainage facilities are required to meet street flow criteria.

#### 3.5.6 Drainage Design Reports

The CONSULTANT will package and submit Drainage Design Reports in accordance with the 30%, 60%, 90% and 100% design deliverable schedule. The design reports will include narrative, hydrologic and hydraulic calculations commensurate with the level of design at each submittal stage.

#### 3.5.7 USACE 408 Permit Application Technical Report

The CONSULTANT will package a technical report, including narrative, hydraulic models, associated calculations, and other materials required for the application of a USACE Section 408 permit. This will include refined existing, proposed and construction-stage models for the 14,000 cfs regulatory flow. The CONSULTANT will coordinate with, and address comments from, the CTWCD and USACE as required to satisfy the Section 408 Permit's hydraulic requirements.

### 3.6 Traffic Analysis

#### 3.6.1 Data Collection

CONSULTANT will collect new AM and PM peak hour volumes and turning movements at the study intersections (Arlington Ave/West First Street and Arlington Ave/Island Ave), to update/verify the volumes identified in the Feasibility Study.

### 3.6.2 Update Travel Demand Forecast

CONSULTANT will review existing traffic and provide detailed traffic operation analyses, including an analysis of the Arlington Avenue corridor at least one signalized intersection past the bridges. A Synchro/HCS analysis of the intersections for horizon years 2030, 2040, and 2050 is needed to identify the timeframe if/when the automobile traffic operation (on and around the bridge) worsen to LOS F. If appropriate, potential improvements are to be evaluated to alleviate LOS F conditions.

RTC will provide base year, 2030, and 2050 travel demand model outputs from RTC's most recent travel demand model.

CONSULTANT will do basic post-processing of the model outputs to develop traffic forecasts for Arlington Avenue.

### 3.6.3 Traffic Operations Report

CONSULTANT will prepare a Traffic Operations Report that outlines existing and future traffic volumes at the two intersections.

Signal timing will be evaluated to ensure intersection signal timing is optimized to operate as efficient as possible, even under failing conditions.

### 3.6.4 Deliverables

One Draft version of the Traffic Operations Report

One Final version of the Traffic Operations Report

## 3.7 Permitting

The CONSULTANT shall ensure proper permits are obtained to allow for the Project construction. The requirements of Construction permits that are the Contractor's responsibility shall be identified prior to construction so information can be provided during bidding.

### 3.7.1 Clean Water Act Section 404 Permit(s)

Assist the RTC in obtaining permits from the US Army Corps of Engineers (USACE) for construction impacts and mitigation of wetlands.

Using results of wetland delineation discussed below in item 2, prepare a Pre-Construction Notification (PCN) for Nationwide Permit (NWP) 3 (maintenance of existing facilities) and/or NWP 14 (transportation).

Coordinate with the USACE to discuss submittal requirements.

The PCN will include:

1. Delineation maps from Environmental Assessment (EA)
2. Temporary wetland impact restoration plan with monitoring requirements

3. Relevant plan and profile sheets showing wetland mapping and impacts, including information related to permanent fills in wetlands and below ordinary high water mark (OHWM) in waters of the US.
4. Section 7 and Section 106 reports from EA

Submit draft PCN for RTC and NDOT review.

Address one round of comments on the draft report and provide a final PCN to RTC and NDOT.

Submit PCN to the USACE.

Prepare revised PCN with updated impacts based on results of formal wetland delineation conducted for item 2 above.

Submit revised PCN for RTC and NDOT review.

Address one round of comments on the draft report and submit final PCN to the USACE.

### 3.7.2 USACE Section 408 Permit

Regulatory coordination and permitting with US Army Corps of Engineers for the Section 408 Permit Application will require at least fourteen (14) attachments, including:

5. Vicinity Map
6. Project Map with Land Uses Adjacent to Truckee River
7. Project Area, Disturbance Area, Access Routes, Staging Areas
8. Pre-Project Conditions
  - 4a. Photos of Vegetation on the North and South Banks of the Truckee River
  - 4b. Existing Features Photo Showing Future Work Area
  - 4c. Plan View of Existing Features and OHWM
9. Property Owner Information
10. Project Plans & Technical Provisions
  - 6a. Construction Staging Overview
  - 6b. Truckee River Cross-Sections
  - 6c. Arlington Bridges Plan Sheets
11. Geotechnical Evaluation of Temporary Fill for Work Areas
12. Hydraulic Impact Analysis
  - 8a. Work Area Geometry Analysis
  - 8b. HEC-RAS Model Results
  - 8c. Revetment Analysis
  - 8d. Floodplain Analysis
13. Construction Methods
14. Vegetation Removal/Disturbance
  - 10a. Area of Clearing and Grubbing
  - 10b. Area to Be Revegetated
  - 10c. Special Provisions for Re-Vegetating Work area
  - 10d. Landscape & Aesthetics
15. River Channel Disturbance
16. Project Schedule

- 17. Environmental Document and Agency Coordination
- 18. Environmental (NEPA) Requirements
  - 14a. Affected Floodplains
  - 14b. Mitigation Measures Table

### 3.7.3 Construction Permits

Four (4) Nevada Division of Environmental Protection (NDEP) permits will be required for construction: Construction Stormwater Permit, 401 Water Quality Certification, Working in Waterways, and Groundwater Discharge.

In addition, an encroachment permit from the Nevada Division of State Lands.

## **Task 4 Environmental Studies, Documentation and Support Services**

The CONSULTANT shall provide environmental services up to and including completion of the National Environmental Policy Act (NEPA) process. Due to the various community impacts, it is anticipated at this time an Environmental Assessment (EA) will be required. CONSULTANT will identify foreseeable potential actions that would require federal agency review and provide recommendations as to the potential project development considerations that may be encountered.

The Truckee River is designated “Waters of the United States” and is therefore under the jurisdiction of the US Army Corps of Engineers (and the Carson-Truckee Water Conservancy District as the local sponsor). Work elements within the designated limits of the drainage way will require coordination with the Army Corp and likely a Section 404 permit for wetland modifications. US Army Corp of Engineers permit and potential federal transportation funding are a federal nexus.

The environmental tasks, activities, and deliverables provided by the CONSULTANT include, but may not be limited to, the following:

- Notice of Intent to Study, Scoping, Purpose and Need Statement, and Alternative Development
- Plan, schedule, and support all Public Information Meetings
- Develop a Draft NEPA Document to include data collection, investigation, analysis, and documentation of significant impacts and proposed mitigation measures
- Dissemination of draft document for agency and public review and comment and response preparation
- Plan, schedule, and support the Location/Public Hearing
- Develop Final NEPA Document
- Preparation of draft Final Design Report for NDOT’s submittal to FHWA.
- Data collection and field investigation
- NEPA coordination with NDOT and resource agencies

- Regulatory coordination and permitting with US Army Corps of Engineers, Nevada Division of Environmental Protection, Nevada Division of State Lands
  - Initiate Construction permit submittals to ensure overall Project schedule is maintained
  - Obtain regulatory permits required for Construction of the Project

#### 4.1 PEL/NEPA Transition

CONSULTANT will prepare a draft memo for FHWA and NDOT review that outlines the planning products from the Arlington Avenue Bridges Project Feasibility and PEL Study (Jacobs, 2021) to be carried forward into NEPA. The memorandum will reference the PEL and not restate information but include any needed updates. The planning products include:

Purpose and Need for Action.

Alternatives Analysis/Preferred Alternative Identification.

Scoping results

Environmental data collection

Public and Stakeholder Outreach.

CONSULTANT will address any agency comments and prepare a final memo. This scope assumes that the Planning and Environmental Linkages (PEL) results, notably the Purpose and Need and Preferred Alternative, will be carried forward into the EA with no or minor revision.

#### 4.2 Environmental Assessment

This task consists of the environmental resources and specialty areas which must be analyzed, coordinated with stakeholders and resource agencies, documented, and, in some cases, mitigated. Two alternatives, the no action/no build and a build alternative, will be analyzed. Resources that occur in the project area and have the potential to be affected will be analyzed using best available data appropriate to the scope of the resource in context with the project. NDOT involvement, unless otherwise noted, will be in a review and critique capacity.

This task assumes preparation of an Environmental Assessment (EA) document.

Information will be gathered through field surveys, personal interviews, library and archival research, on-site modeling and sampling, and by contacting resource agencies and data repositories.

##### 4.2.1 EA Coordination

This task encompasses ongoing environmental coordination and management effort necessary to complete the NEPA process.

##### 4.2.1.1 NDOT / FHWA Update Meetings.

Four CONSULTANT Staff will attend five (5) update meetings (1 in-person and 4 teleconference) with FHWA and NDOT environmental staff that will be scheduled at key

milestones to discuss project issues and status. These meetings will be separate from the Design Review Committee (DRC) meetings (as described in Section 1.1.2.)

#### 4.2.1.2 Resource or Stakeholder Meetings.

Three CONSULTANT staff will attend three (3) EA Coordination meetings with individual resources or stakeholders. (2 in-person and 1 teleconference).

#### 4.2.1.3 NEPA Scoping/Intent to Study

Prepare Intent to Study letters to resource agencies and others on the NDOT distribution list to inform them of the study and solicit input. Collect and categorize comments.

### 4.2.2 Data Collection, Field Investigation and Analysis

Data will be collected for the resources and specialty areas described below. The CONSULTANT team will use its in-house staff to collect data. Information will be gathered through field surveys, personal interviews, library and archival research, on-site modeling and sampling, and by contacting resource agencies and data repositories. The areas of social, economic, and environmental interests will be studied to identify issues of concern within the study area. The data collected and analysis will include:

- **Land Use.** Update research and documentation conducted for the PEL. As needed, collect existing, planned, and future land use and zoning information from the City of Reno. Describe and map generalized existing and planned land use for the study area.
- **Community Facilities, Social, and Economic Conditions.** Obtain data from the US Census Bureau and American Community Survey. This will be supplemented with information from other local sources. Growth in population and employment growth will be assessed using census and other available demographic information. Identify community facilities as well as economic and employment generators.
- **Environmental Justice.** Based on census data from task above, identify low income and/or minority neighborhoods and businesses. Supplement data through additional research including analysis of school lunch recipients, housing assistance, etc.
- **Cultural Resources - Base Scope of Work.** Update archival research conducted for the PEL. Archaeological and historical resources in the project area will be further identified through field surveys and coordination with the Nevada State Historic Preservation Officer (SHPO). Cultural resources reports will be prepared for review and concurrence by the Client, NDOT, and SHPO. This scope includes:
  - The Area of Potential Effects (APE) will include the limits of anticipated direct and indirect effects within roadways and parcels along the corridor and one parcel deep based on the visibility of project features from those parcels.
  - The APE will be submitted to NDOT and transmitted to SHPO for review and concurrence prior to field inventory. A teleconference with the Client, NDOT, and SHPO may be completed at the project onset to review project scope and APE delineation methods.

- Cultural resources identified during the surveys will be evaluated for eligibility utilizing established National Register of Historic Places (NRHP) criteria/standards. Recommendations regarding eligibility will be made with NDOT making the final determination of eligibility.
- Up to 12 historic resources (buildings and structures 45 years of age or older) will be updated, recorded, described, and mapped utilizing the Nevada SHPO historic resource information form (HRIF) or Architectural Resources Assessment (ARA) form.
- NDOT's Tribal Liaison will lead tribal consultation for the project. Jacobs will provide assistance with Native American consultation, in a technical support role (co-authoring Native American consultation letters for use/submittal by the Client or NDOT as appropriate).
- Prepare the following deliverables:
  - ARA forms
  - APE Maps
  - Draft Inventory & Evaluation Report (separate reports for Archaeology and Built Environment)
  - Final Inventory & Evaluation Report
  - It appears unlikely that significant resources will be identified and thus analyses of Effects are not included.
  - Draft Native American letters for federal lead agency use
- The scope above and estimated level of effort are based on the following assumptions:
  - Study Area Limits (including anticipated archaeology APE and built-environment APE) include Roadways within the bridge replacement corridor and up to one adjacent parcel on either side of the corridor when the project improvements would be visible from the principal elevation of the adjacent parcel. Therefore, the APE generally excludes parcels where the improvements would be located in the rear of the property, separated by a wall or vegetation (and not visible from the parcel), and/or lack a visual relationship with the project improvements. NDOT will require a Screening Form following the establishment of the Study Area Limits/APE and prior to the completion of a separate report for historic architecture.
  - Due to the disturbed nature of the study area, a separate site visit and survey will NOT be needed for an archaeologist to confirm that archaeological sites are not present.. If this work is determined based on SHPO coordination to be required, this work would be covered by a separate scope.
  - 5 days of built-environment fieldwork for 2-person team (includes field recordation and research, plus travel time).
  - Approximately 12 Historic Resources and 2 Potential Historic Districts are located within the vicinity of the proposed project. Ten Historic Resources surrounding the bridges have been previously recorded and evaluated.
  - None of the resources or Historic Districts will be found eligible for listing in the NRHP.
  - Any Historic Resources that have recently evaluated and received SHPO concurrence within the past 5 years will not require updated ARA Forms.

- Historic Resources will also be evaluated as contributors to potential historic districts if they are located within the boundaries of a subdivision, planned community, or part of an interrelated complex or structure through ARA - District Forms. A full or partial inventory of the potential historic districts outside the APE is not required; rather photographs will be included to provide a limited representative sample of each potential historic district, and historic context information will be developed on the development of the larger resource (as a whole).
  - Archaeological sites will not be present within the APE (area of direct impact).
  - Extensive previous disturbance from construction, utilities, etc.---limited archaeological potential.
  - 5 meetings via teleconference for two people, 2 hours for task lead and 1 hour for specialist per meeting. 1 in-person meeting with task lead, NDOT, and/or SHPO may occur.
  - There will be two rounds of review by NDOT for each document, and one review by the Client and SHPO.
  - There are no tribal lands located within the APE boundaries; therefore, Tribal Historic Preservation Office concurrence of project documents/deliverables is not necessary.
  - Based on the completed Reno Spaghetti Bowl Project NEPA process, the Truckee River was designated as a Traditional Cultural Property downstream of Arlington Avenue. Therefore, It is assumed the Truckee River located within the Arlington Avenue Bridges APE is not a Traditional Cultural Property.
  - Preparation of a Finding of Effect (FOE) or any agreement document (MOA) or provision of mitigation services, if required, will be addressed by an Amendment to the Agreement.
- **Visual Conditions.** Document the existing visual environment, including significant and/or protected vantage points and view sheds. Does not include separate site visit.
  - **Recreation, Section 4(f), and Section 6(f).** Update research and documentation conducted for the PEL. Identify existing and planned recreational uses in the study area. Identify and map recreational resources, including those protected by Section 4(f). Review the local recreational plans to identify planned improvements.
  - **Bicycle and Pedestrian Use.** Update research and documentation conducted for the PEL. Identify existing and planned bicycle and pedestrian uses in the study area. Review the City of Reno plans to identify deficiencies and planned improvements.
  - **Biological Resources.** Update research and documentation conducted for the PEL. Collect and analyze wildlife resource data. Document existing vegetation in the project area, including invasive species and noxious weeds. Obtain updated information from U.S. Fish and Wildlife Service (USFWS), NDOW, Natural Diversity Information Source (NDIS), and Natural Heritage Program (NHP) regarding threatened, endangered, sensitive, or rare species in the project area. Concurrent with the wetland site visit, a general wildlife and botany survey will be completed for general vegetation, rare or sensitive species identified by the NDOW, and USFWS. This scope does not include species specific protocol surveys or GPS mapping of vegetation. Because of the presence of federally protected aquatic species, a Biological Assessment will be prepared.



- **Floodplains, Water Resources, and Water Quality.** Update research and documentation conducted for the PEL. Use the hydrology report (see Section 3.5) to determine potential floodplain, water quality and storm water issues. Check NDEP database for listed Section 303(d) waters.
- **Wetlands and Waters of the U.S.** Update research and documentation conducted for the PEL. Conduct a site visit, to be done concurrently with the biological site visit, to determine jurisdictional wetlands and waters of the U.S. per the Corps of Engineers 1987 Wetland Delineation Manual and Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region. Delineate jurisdictional waters using Trimble Pathfinder GPS to submeter accuracy. Post process and include in GIS mapping.
- **Geology and Soils.** Use geotechnical report (prepared by Geotechnical Sub-consultant, see Section 3.1) to identify potential geology and soils issues.

#### 4.2.3 Entry Permits

It is assumed that no entry permits are required for field work access. The City of Reno owns Wingfield Park, and private properties are set back from the banks of the Truckee River.

#### 4.2.4 NEPA Document

CONSULTANT will author, edit, and revise an Environmental Assessment (EA) per direction from RTC, NDOT, and FHWA. The following iterations of the EA document are included:

1. Administrative Draft EA – RTC and NDOT concurrent review.
2. Revised Administrative EA–NDOT and FHWA concurrent review.
3. Public Review EA

CONSULTANT will prepare the EA document consistent using industry standards and best practices. Preparation of an issue-focused EA, to include the following tasks:

- Document Resources Not Affected:
  - Prepare rationale/justification for not including in the EA specific resources that will not be affected. This rationale will be included in the EA and a tech memo prepared for NDOT and FHWA review prior to preparation of the EA.
- Compile information collected under Task 3.2.2 for documentation in the Affected Environment section of the EA.
- Analyze impacts and prepare write-ups for the Environmental Consequences section of the EA. Impacts will be avoided, minimized or mitigated. This scope assumes one build alternative and a No-Action Alternative will be analyzed. Included are the following subsections:
  - **Land Use.** Prepare analysis of impacts to existing and planned land use. Assess consistency of build alternative with future land use plans. No induced growth is assumed.

- **Social and Economic Conditions.** Analyze effects to alternatives to community facilities, neighborhoods, and community cohesion. Analyze economic impacts. Analyze both adverse and beneficial social and economic changes. This scope includes analysis that will be mostly qualitative in nature. No economic modeling is included. Census data will be used as a basis.
- **Environmental Justice.** Assess impacts to EJ neighborhoods and businesses from alternatives. Incorporate results from public outreach to inform impact assessment and to identify mitigation measures if needed. Scope assumes that the project would not result in high and adverse disproportionate impacts.
- **Cultural Resources.** Analysis of impacts and discussion of mitigation for historic and archaeological resources.
- **Visual Impact.** Analysis of impacts to views of and from the transportation improvements. Prepare visual assessment consistent with FHWA guidelines. Use visual simulations prepared under Section 2.2 to illustrate roadway improvements.
- **Recreation Resources.** Analysis of impacts to recreation resources and identification of mitigation measures.
- **Bicycle and Pedestrian.** Analysis of impacts to bicyclists and pedestrians. and identification of mitigation measures.
- **Biological Resources.** Assess and describe impacts to biological resources including invasive species/noxious weeds and provide appropriate mitigation measures. Analyze all potential impacts to Threatened or Endangered Species and Sensitive/Rare Species as identified by USFWS and NDOW. Prepare technical information and conduct agency coordination with USFWS for concurrence. A biological assessment will be prepared. Scope includes a No Effect or Not Likely to Adversely Affect determination will be made and informal consultation with USFWS.
- **Floodplains, Water Resources, and Water Quality.** Assess impacts to FEMA-regulated 100-year floodplains (assumes no significant floodplain impacts or rise in base flood elevations). Assess effects to surface waters and water quality using the hydrology report (see Section 3.5).
- **Wetlands and Waters of the U.S.** Assess impacts to waters of the U.S. based on design. Work with designers to avoid, minimize, and mitigate impacts. No Section 404 permitting or Corps of Engineers coordination is included. If necessary, describe type of permitting that may be required (i.e., nationwide or individual) and mitigation that may be required. Since construction is not imminent, permit(s) will not be applied for nor mitigation commitments made.
- **Air Quality.**
  - The study area is located within portions of Hydrographic Area 87, Washoe County, Nevada, which is designated as a maintenance area for carbon monoxide (CO) and particulate matter less than 10 microns (PM<sub>10</sub>) and attainment for all other criteria pollutants. Per 40 *Code of Federal Regulations* (CFR) 93.102, the project would be subject to transportation conformity requirements because it is federally funded and is located in a maintenance area for CO and PM<sub>10</sub>. However, this project would be exempt under 40 CFR 93.1216 as a bridge reconstruction project and is not required to determine conformity. Coordination will be conducted with FHWA, RTC, and other

appropriate agencies to confirm the project is exempt. In addition, since the project would be exempt under 40 CFR 93.126, a MSAT analysis is not required.

- The following will be conducted if the project is subject to compliance and conformity with the federal Clean Air Act and Amendments (CAAA) of 1990, Nevada State Implementation Plans, and applicable state and local regulations. Data gathered and reviewed for the project includes, but not limited to, air quality monitoring data and climate data, traffic data, proposed roadway alignment, and regional transportation plans. The air quality analysis will consist of evaluation of potential project air quality impacts and preparation of a technical report for the Project.
- Based on the feasibility study, it is assumed intersection(s) within the study area currently operate at a level of service (LOS) D or worse. The selected worst-case intersection will first be evaluated for applicability under FHWA's 2017 CO Categorical Hot-Spot Finding to determine if quantitative CO modeling is required. If a quantitative (hot spot) CO analysis is required, it will be conducted using U.S. Environmental Protection Agency's (EPA's) approved CAL3QHC model for assessing potential CO impacts at the worst operating intersection or interchange within the study area. This assumes one intersection/interchange will be modeled for CO hotspot analysis under existing and build conditions.
- EPA's most currently approved motor vehicle emission simulator model, MOVES, will be utilized to estimate CO emission factors.
- A qualitative discussion of mobile source air toxics (MSATs) will be included using Federal Highway Administration's (FHWA's) current guidance on assessing MSATs.
- A qualitative discussion of greenhouse gases (GHGs) will be included using FHWA's template language for assessing GHGs.
- Temporary construction impacts on local air quality will be assessed qualitatively. Possible temporary impacts include fugitive dust emissions from demolition, land clearing, and mobile source emissions from equipment at construction sites.
- This project is not anticipated to have a significant number of or a significant increase in diesel vehicles. Therefore, it is assumed this project is not a project of air quality concern (POAQC).
- Tasks under this scope of services include the following:
  - Data collection
  - Coordination with agencies (including IAC meeting)
  - Conduct CO hotspot analysis using CAL3QHC and MOVES
  - Conduct qualitative analysis of PM10 emissions
  - Conduct qualitative analysis of MSATs
  - Conduct qualitative analysis of GHGs
  - Analyze the data to determine potential impacts
  - Qualitatively discuss potential impacts during construction
  - Prepare a draft and final Air Quality Technical Memorandum or Report
- **Noise.**

- Under 23 Code of Federal Regulations (CFR) 772, it is mandatory for all states to comply with the regulations for projects that are federally funded or require FHWA approval regardless of funding source. This regulation applies to all Type I projects. The Nevada Department of Transportation (NDOT) 2018 Traffic and Construction Noise Analysis and Abatement Policy is applicable to all Type I projects. This project is anticipated to be a Type III project since it does not meet the definition of a Type I project, and therefore noise analysis is assumed to not be required. If it is determined the proposed improvements would be considered a Type I project requiring a noise analysis, this effort would require a separate scope of work and is not covered in this scope.
    - **Hazardous Materials.**
      - Conduct a hazardous materials assessment to identify any potential sources of contamination that could impact the project. Tasks under this scope of services include the following:
        - Data collection – a regulatory records search will be conducted by Environmental Data Resources (EDR), or an equivalent service. The search distance to obtain information will be based on the standard ASTM search distances up to one mile from the proposed project.
        - Historical aerial photographs will be reviewed (if available) to evaluate changes in past property usage within the study area.
        - Historical topographic maps will be reviewed to evaluate/document physical changes to the subject property and surrounding properties within the study area
        - Site reconnaissance will be conducted to locate listed sites identified in the EDR report as well as other sites not listed, but which are suspected to have hazardous material concerns within the study area. The site reconnaissance will consist of a windshield survey and visual inspection for indications of soil contamination and/or other indications of potential hazardous materials concerns that may have the potential to impact the project. Inspection of structures and private properties will not be conducted.
      - This scope assumes that:
        - GIS shapefiles of the project extents are accurate and will be provided to the regulatory database search provider
        - Site reconnaissance visual observations will occur from publicly accessible areas (e.g., private property access will not be requested)
- **Geology and Soils.** Summarize analysis, impact conclusions, and mitigation from the geotechnical report.
- **Construction.** Identification of anticipated impacts and appropriate mitigation measures during construction.
- **Section 4(f).** The project is assumed to not require an individual 4(f) analysis. This scope assumes CONSULTANT will complete two temporary occupancy exceptions because of construction related trail and/or park impacts and one de minimis Section 4(f) analysis. Jacob will prepare draft documentation and coordinate with the Officials with Jurisdiction of the 4(f) resources in order to obtain written concurrence(s) on the 4(f) exceptions and/or use.

- **Draft EA**
  - Compile and prepare draft copy of the EA for concurrent review by RTC and NDOT.
- **Categorical Exclusion Determination.**
  - Address review comments and prepare 2<sup>nd</sup> draft EA for concurrent review by NDOT and FHWA.
  - **Coordinate with FHWA and NDOT on NEPA Class of Action Determination. This scope assumes that the project can be cleared with a Documented Categorical Exclusion (CE) and will not require an EA. If FHWA determines that an EA is required, additional services will be required that are not covered in this scope or work.**
  - Address comments and prepare a signature-ready version of Documented CE.
  - Provide 10 copies for the CA. PDF electronic files will be provided to RTC and NDOT to post on their websites.

#### 4.3 Deliverables

- Agency Scoping Letters
- Technical Reports and Memoranda
- EA Document and Drafts
- DD Document and Drafts

### **Task 5 Preliminary Design (30% Design Submittal)**

CONSULTANT will evaluate and further develop the recommended alternative identified in the Feasibility Study to a 30% Design Submittal.

#### 5.1 DESIGN CRITERIA & SOFTWARE

##### 5.1.1 Design Criteria

CONSULTANT will develop design criteria. Design standards will be established based on:

- Standard Specifications for Public Works Construction (Orange Book), Revision 8 of the 2012 Edition
- AASHTO Policy for Geometric Design of Highways and Streets (Green Book), 2011
- Manual on Uniform Traffic Control Devices 2010
- AASHTO Roadside Design Guide, 2011
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, AASHTO, 2004
- Washoe County Development Code, latest version
- Truckee Meadows Regional Drainage Manual, latest version
- Structural design criteria will be according to 2018 AASHTO Bridge Design Specifications, 8<sup>th</sup> Edition and current NDOT standards, as applicable

CONSULTANT will prepare draft design criteria, consisting of a tabular format document of critical criteria and a summarized listing of the governing standards and references, for review by the RTC and other agencies for review and approval. A meeting will be held with the RTC and agencies to reconcile any outstanding review comments and prepare and submit the final Design Criteria. CONSULTANT will review existing geometry for consistency with the agreed upon standards.

Should the RTC direct the use of future releases of these references that would significantly alter the scope of work or increase the level of effort required to complete the work, incorporating these changes will be negotiated as additional services before additional work is initiated.

#### 5.1.2 Software

Project design and plans will be produced using MicroStation V8i and InRoads SS2, with the understanding that master files can be translated to AutoCAD at the completion of final design for final delivery to the RTC, if required. ProjectWise will be used to organize CADD files, included those of the sub-consultants.

#### 5.1.3 Deliverables

Draft Design Criteria for Agency Review  
Final Design Criteria

### 5.2 30% PRELIMINARY DESIGN

CONSULTANT will further evaluate the recommended alternative (single pier north bridge; clear span south bridge) and additional recommendations identified in the Feasibility Study.

#### 5.2.1 Roadway

CONSULTANT will analyze the feasibility, cost, and schedule impacts of including maintenance access to the bridges from within the river and an additional pedestrian pathway crossing under the south bridge. CONSULTANT will prepare a technical memorandum summarizing the results and will discuss the results at a DCR meeting.

CONSULTANT will develop Roadway plans, including pedestrian and bicycle elements, designed in accordance with design criteria developed in sub-task 5.1. Design exceptions are not anticipated; however, where an exception has been included as part of the design, CONSULTANT will prepare a list of the exceptions identifying station limits, standards, and potential mitigations.

### 5.2.1 Bridge

CONSULTANT will evaluate the following bridge types and configurations identified at the conclusion of the Feasibility Study:

- North Bridge
  - Two-span precast, prestressed concrete girders
  - Two-span cast-in-place, post-tensioned concrete box girder
- South Bridge
  - Single-span precast, prestressed concrete girders
  - Single-span cast-in-place, post-tensioned concrete box girder.

CONSULTANT will perform a bridge type selection analysis evaluating constructability, construction cost and schedule, aesthetics, and long-term maintenance considerations. Type selection analyses will be performed in coordination with input gathered from stakeholder working groups and from the public involvement program. CONSULTANT will prepare a draft report summarizing type selection evaluations and including preliminary bridge scour analysis and preliminary drawings depicting Plan, Elevation and Typical Section for each bridge. CONSULTANT will submit the draft to the RTC, City of Reno, and NDOT for review and comment. CONSULTANT will incorporate agency feedback and issue a final report sealed and signed by the responsible engineer.

### 5.2.2 Drainage Analysis

This scope is based upon the drainage criteria outlined by the *Truckee Meadows Regional Drainage Manual (TMRDM)*, *Truckee Meadows Structural Controls Design and Low Impact Development Manual*. TMRDM section 709.2 North Valleys requires volumetric analysis within the Swan Lake basin to be based on the 100-year, 10-day storm event, while routing of peak flows shall be based on the 100-year, 24-hour storm event.

CONSULTANT will estimate street surface flow characteristics (i.e. depth, velocity, spread width/dry lane, and velocity times depth) using Manning's Equations for 5-, 10-, and 100-year design storm events.

CONSULTANT will evaluate existing drainage facilities to ensure they meet drainage criteria using Manning's Equation for roadside ditches and storm drain facilities, and HEC-22 for drop inlets.

CONSULTANT will complete preliminary (30%) design of proposed drainage facilities (culverts, roadside ditches, drop inlets, and storm drain facilities) to meet drainage criteria. Where possible, use of and tie-ins into existing drainage systems along Arlington Avenue will be incorporated into the design. CONSULTANT will prepare a 30% Hydraulic Design Report.

### 5.2.3 Lighting and Electrical Design

Electrical design will include any required new street lighting, relocating, and/or removing the existing street lighting, irrigation control power, miscellaneous electrical connections (if any), electrical service points for lighting and signalized intersections, and coordination with NV Energy for any electrical utility relocations and any new service requirements. CONSULTANT will provide electrical load and voltage drop calculations.

Lighting design for the 30% submittal will be conceptual only. No detailed analysis will be completed at the 30% design for lighting.

#### 5.2.4 Landscape and Aesthetics

CONSULTANT will develop up to three landscape and aesthetic element alternatives for public input conforming to the modern interpretation of Art Deco, blending old with new, as consensus was achieved during the Feasibility Study.

#### 5.2.5 30% Plan Set

Plan sheets will be drafted electronically at full size, 1"=20' scale, on 22" x 34" size paper, and PDF'd full size, but printed at only half size, 1"=40' scale, on 11" x 17".

The following is a listing of plan sheets (and amount of detail) anticipated in the project contract documents for the 30% submittal:

- Title Sheet (1)
- Index of Sheets, General Notes, Legend, and Abbreviations (2)
- Typical Section Sheets (2)
  - As-constructed and proposed improvement typical sections for each alignment
  - Minimum and maximum roadway widths for each alignment and lane configurations
  - Preliminary roadside designs (slopes, curbs, gutters, dikes, and traffic barriers)
  - Proposed pedestrian and bicycle improvements
  - Proposed retaining wall locations, if any
  - Removal limits
  - Pavement section depths
- Survey Control / Right of Way Sheets (3)
  - Existing Right of Way limits
  - Schedule of coordinates, basis of bearing, stationing and offsets, the control coordinates, and datum statement
  - Preliminary right of way impacts
- Removals and Utility Sheets (2)
  - Removal Limits, including existing roadway, signs, drainage, etc.
  - Existing Utilities and Proposed Utility adjustments/relocations



- Sign removals
- Existing ground contours at 1' interval
- Roadway – Plan and Profile Sheets (2)
  - Plan view over profile view stacked window layout
  - Horizontal curve data, bearings, distances, station and offsets for angle points, tapers, and curves
  - Preliminary locations for curbs, gutters, and sidewalk
  - Preliminary road widths
  - Preliminary cut and fill slope limits
  - Vertical grade and curve data
  - Superelevation Diagrams
- Drainage – Plan and Profile Sheets (2)
  - Plan view over pipe profile view stacked window layout
  - Locations of existing and proposed drainage facilities
  - Locations of utilities shown in plan view
  - Locations of utility crossings in pipe profile view
  - Proposed ground contours at 1' interval
- Signing/Striping Sheets (1)
  - Double plan view, stacked windows
  - Proposed striping showing lane arrangements including turn lanes, storage lengths, acceleration lanes, and deceleration lanes
  - Proposed Signing
- Electrical Sheets (2)
  - Preliminary electrical design layout
- Landscape and Aesthetics Sheets (18)
  - Up to three conceptual alternatives
- Standard Details (5)
  - Copies of Standard Details

Approximately 40 Sheets Total.

**Exclusions from the 30% Scope of Work:**

- Specific/Custom details will not be prepared
- Utility specific generated design (water, gas, etc.), as necessary, resulting from utility conflicts, will not be prepared
- Site reconstruction plans for adjacent properties will not be prepared
- Geometric Control and Grading Plans will not be prepared
- Drainage Details will not be prepared
- Retaining Wall Plans will not be prepared
- Detailed analysis for lighting and electrical will not be completed

- Cross Sections will not be included in the plans or provided to the agency(s)
- No landscape or aesthetic designs
- No public art design is included, nor identification of potential location(s)

#### 5.2.6 30% Cost Estimate

CONSULTANT will prepare a unit price engineer's estimate of probable construction cost in the same format as the bid proposal form to be included in the contract documents. Bid item numbers will correspond to the appropriate sections in the RTC's Orange Book.

#### 5.2.7 Technical Provisions

Special Technical Provisions will not be prepared at the 30% Submittal.

#### 5.2.8 Quality Assurance/Quality Control

CONSULTANT will perform quality assurance/quality control on all plans and documents as described in the Quality Control Plan.

#### 5.2.9 30% Design Submittal Deliverables

CONSULTANT will submit 30% Design Documents and instructions for providing review comments to the agencies and utility companies as summarized below:

RTC, City of Reno, and NDOT

- 1 copy 11"x17" 30% design plans & Design Exception Summary (as necessary)
- 1 copy Bridge Type Selection Report
- 1 copy 30% Hydraulic Report (without appendices)
- 1 copy Engineer's opinion of probable construction cost estimate
- Electronic Distribution of 11" x 17" PDF of 30% design plans; engineer's cost estimate; full version of 30% Hydraulic Report; full version of Geotechnical Report; full version of Traffic Analysis Report
- Electronic Distribution of Review Comment Instructions & Comment Form

Utility Companies with facilities in the area:

- Electronic Distribution of 11" x 17" PDF of 30% design plans
- Electronic Distribution of Review Comment Instructions & Comment Form

#### 5.2.10 Constructability Review, ICE, Construction Schedule, Risk Assessment/Value Engineering Workshop

Sub-consultant PCSG will provide an independent constructability review of the 30% design plans, an independent production-rate based 30% cost estimate, and provide a draft

construction schedule. Sub-consultant PCSG will also host a risk assessment/value engineering workshop to be attended by the RTC, City of Reno, NDOT, and other DRC members, as appropriate, during the agency review period of the 30% design plans.

#### 5.2.11 30% Review Comment Resolution

CONSULTANT will consolidate and respond to the 30% design review comments. A comment resolution meeting will be held with 6 CONSULTANT attendees if comments are extensive and need agency coordination before advancing the design to the 60% level.

### **Task 6          60% Design Submittal**

#### 6.1 Design

Incorporating agency comments from the 30% design review, CONSULTANT will advance the design and prepare 60% design plans, a corresponding 60% preliminary opinion of the probable construction cost estimate, and 60% technical specifications.

#### 6.2 Landscape and Aesthetics

Landscape and aesthetics will be evaluated concurrently, but outside of the NEPA process. Stakeholder and Public involvement will be required to determine final Landscape and Aesthetics for the Project. A final Landscape and Aesthetics package will be included in the 60% Design to maintain the overall Project schedule.

#### 6.3 Bridge

Bridge design will advance to a 60% submittal based on the recommendations of the Bridge Type Selection Report.

#### 6.4 Drainage Analysis

CONSULTANT will progress the drainage design and report to a 60% design level.

#### 6.4 60% Plan Set

Plan sheets included in the 30% submittal will be advanced to the 60% level of detail. Additional sheets to be included are:

- Geometric Control and Grading Plans (10)
  - Geometric control and grading plan information for median islands, separated sidewalks, ADA ramps, driveways, and any other feature needing geometry/grading defined for construction

- Utility specific generated design (water, gas, etc.), as necessary from utility conflicts (10)
- Bridge Plan Sheets (56)
- Retaining Wall or other Special Structural Features (5)
- Detailed analysis for lighting and/or electrical (4)
- Additional Detail Sheets (10)
- Landscape and Aesthetic design (45)

Approximately 180 Sheets total

Exclusions from the 60% Scope of Work:

- Cross Sections will not be included in the plans or provided to the agency(s)
- No public art design is included, nor identification of potential location(s)

#### 6.5 60% Cost Estimate

CONSULTANT will advance the detailed unit price engineer's estimate of probable construction cost to the 60% design level.

#### 6.6 Technical Specifications

CONSULTANT will be provided with the most recent RTC Technical Specifications templates. Technical provisions will reference Revision 8 of the 2012 Edition of Standard Specifications for Public Works Construction (Orange Book) for standard construction items. Technical provisions will be prepared for changes to the standards or unique site conditions not adequately covered in the Orange Book. CONSULTANT will prepare 60% technical provisions which will include a detailed outline of the technical provisions for those items not identified as part of the Standard Specifications.

#### 6.7 Quality Assurance/Quality Control

CONSULTANT will perform quality assurance/quality control on all plans and documents as described in the Quality Control Plan.

#### 6.8 60% Design Submittal

CONSULTANT will submit 60% Design Documents and instructions for providing review comments to the agencies and utility companies as summarized below:

RTC, City of Reno, and NDOT

- 1 copy 11"x17" 60% design plans
- 1 copy 60% Hydraulic Report (without appendices)

- 1 copy 60% Technical Specifications
- 1 copy Engineer's opinion of probable construction cost estimate
- Electronic Distribution of 11" x 17" PDF of 60% design plans; engineer's cost estimate; and full version of 60% Hydraulic Report; 60% Technical Specifications Outline, 30% Review Comment Responses
- Electronic Distribution of 60% Review Comment Instructions & Comment Form

Utility Companies with facilities in the area:

- Electronic Distribution of 11" x 17" PDF of 60% design plans
- Electronic Distribution of 60% Review Comment Instructions & Comment Form

#### 6.9 Constructability Review, ICE, Construction Schedule, Risk Assessment/Value Engineering Workshop

Sub-consultant PCSG will provide an independent constructability review of the 60% design plans, prepare an independent production-rate based 60% cost estimate, and an updated draft construction schedule. Sub-consultant PCSG will also host a risk assessment/value engineering workshop to be attended by the RTC, City of Reno, NDOT, and other DRC members, as appropriate, during the agency review period of the 60% design plans.

#### 6.10 60% Review Comment Resolution

CONSULTANT will consolidate and respond to the 60% design review comments. A comment resolution meeting will be held with 6 CONSULTANT attendees before advancing the design to the 90% level.

### **Task 7 90 % Design**

#### 7.1 90% Design

Incorporating agency comments from the 60% design review, CONSULTANT will advance the design and prepare 90% design plans, a corresponding 90% preliminary opinion of the probable construction cost estimate, and 90% technical specifications. For the 90% design submittal, there will be no outstanding design questions.

Coordination with Recreation Engineering and Planning (REP) for design of Kayak Park by north bridge. Incorporation of REP's design into the hydraulic models.

Additional design efforts were required to include ADA compliant pedestrian ramps at the northwest and northeast corners of W. First Street / Arlington Avenue intersection. Proposed improvements at the northeast corner of the intersection require right of way research to determine if any easements are required to reconstruct the pedestrian ramp near Arlington Towers.

Developed additional design concepts and coordination with the Agencies to finalize the location and layout for an additional pedestrian crossing at the north side of the Island Avenue intersection. Concepts included a midblock crossing, a protected midblock crossing

(approximately 100 feet north of the intersection to align with the park path connections to the sidewalk), With the determination that the crossing needed to occur at the intersection proper, with an RRFB, additional design efforts were required to develop ADA compliant pedestrian ramps that would work with the bridge structural design, and allow appropriate turning movements, including City of Reno Fire Trucks.

Additional structural design efforts included design and drafting of the retaining walls for the maintenance access ramp and retaining walls for the path under the north bridge.

Additional hydraulic modeling efforts include multiple iterations to address comments from CTWCD, USACE, and City of Reno.

## 7.2 Bridge Independent Quality Assurance (QA) Review

CONSULTANT will perform an independent review of the bridge plans in conformance with NDOT bridge design procedures. The CONSULTANT shall be responsible for incorporating any changes or corrections generated from the independent QA review into the design documents. The quality and accuracy of the plans shall remain the responsibility of the CONSULTANT.

## 7.2 90% Plan Set

Plan sheets included in the 60% submittal will be advanced to the 90% level of detail. Twenty additional sheets are assumed to be included, for a total of approximately 200 sheets.

## 7.3 90% Cost Estimate

CONSULTANT will advance the detailed unit price engineer's estimate of probable construction cost to the 90% design level.

## 7.4 Technical Specifications

CONSULTANT will provide detailed technical specifications for the outline created at the 60% submittal, and any additional items as determined during the 90% design. Technical provisions will reference Revision 8 of the 2012 Edition of Standard Specifications for Public Works Construction (Orange Book) for standard construction items.

A draft Traffic Management Plan (TMP) will be included with the 90% specifications. The TMP will summarize possible construction phasing and include temporary traffic control concepts (no formal plan sheets), and other pertinent information to allow the contractor to develop temporary traffic control plans for approval by the Agencies.

## 7.5 Quality Assurance/Quality Control

CONSULTANT will perform quality assurance/quality control on all plans and documents as described in the Quality Control Plan.

## 7.6 90% Design Submittal

CONSULTANT will submit 90% Design Documents and instructions for providing review comments to the agencies and utility companies as summarized below:

RTC, City of Reno, and NDOT

- 1 copy 11"x17" 90% design plans
- 1 copy 90% Hydraulic Report (without appendices)
- 1 copy 90% Technical Specifications
- 1 copy Engineer's opinion of probable construction cost estimate
- Electronic Distribution of 11" x 17" PDF of 90% design plans; engineer's cost estimate; and full version of 90% Hydraulic Report; 90% Technical Specifications, 60% Review Comment Responses
- Electronic Distribution of 90% Review Comment Instructions & Comment Form

Utility Companies with facilities in the area:

- Electronic Distribution of 11" x 17" PDF of 90% design plans
- Electronic Distribution of 90% Review Comment Instructions & Comment Form

## 7.7 ICE, Construction Schedule

Sub-consultant PCSG will provide an independent production-rate based 90% cost estimate, and update the draft construction schedule.

## **Task 8 Final Design**

### 8.1 100% Design

Incorporating agency comments from the 90% design review, CONSULTANT will advance the design and prepare 100% design plans, a corresponding 100% preliminary opinion of the probable construction cost estimate, and 100% technical specifications.

Coordination with REP for design of Kayak Park by north bridge and incorporation of REP's final design into the hydraulic models.

Bathometric survey is required for REP to finalize their design.

Additional time will be required to implement design, estimate, and specification changes resulting from the CMAR coordination in Task 11.0.

Any changes to the bridges will require major redesign efforts.

The independent checks were not performed on the 90% bridge designs, knowing there would be changes, therefore, the original budget for the independent checks has been preserved.

### 8.2 100% Plan Set

Plan sheets included in the 90% submittal will be advanced to the 100% level of detail. Twenty additional sheets are assumed to be included, for a total of approximately 200 sheets.

### 8.3 100% Cost Estimate

CONSULTANT will advance the detailed unit price engineer's estimate of probable construction cost to the 100% design level.

### 8.4 Technical Specifications

CONSULTANT will advance the technical specifications to the final.

### 8.5 Quality Assurance/Quality Control

CONSULTANT will perform quality assurance/quality control on all plans and documents as described in the Quality Control Plan.

### 8.6 100% Design Submittal

CONSULTANT will submit 100% Design Documents and instructions for providing review comments to the agencies and utility companies as summarized below. The agencies will be notified that this 100% review is the last opportunity for review prior to being put out to bid.

RTC, City of Reno, and NDOT

- 1 copy 11"x17" 100% design plans
- 1 copy 100% Hydraulic Report (without appendices)
- 1 copy 100% Technical Specifications
- 1 copy Engineer's opinion of probable construction cost estimate
- Electronic Distribution of 11" x 17" PDF of 100% design plans; engineer's cost estimate; and full version of 100% Hydraulic Report; 100% Technical Specifications, 90% Review Comment Responses
- Electronic Distribution of 100% Review Comment Instructions & Comment Form

Utility Companies with facilities in the area:

- Electronic Distribution of 11" x 17" PDF of 100% design plans
- Electronic Distribution of 100% Review Comment Instructions & Comment Form

### 8.7 ICE and Construction Schedule

Sub-consultant PCSG will provide an independent production rate based 100% cost estimate, and updated draft construction schedule.

### 8.8 Final Design Submittal



Once the agencies verify that all review comments have been addressed and no additional changes are required, CONSULTANT will sign and stamp the design plans and technical specifications for use by the RTC to advertise the project.

CONSULTANT will provide full size PDFs and a PDF of the Technical Specifications via electronic file transfer to the RTC for posting on their e-bid system for advertisement.

CONSULTANT will submit 1 hard copy, 11" x 17", of the Final Design Plan Set and 1 hard copy of the Final Technical Specifications to the RTC.

## **Task 9 Bidding Services**

CONSULTANT will provide services during bidding. CONSULTANT Project Manager will attend the RTC hosted pre-bid meeting, respond to any Request for Information (RFIs) during the bidding period, and prepare any addenda that may be required.

CONSULTANT Project Manager will attend the project bid opening, review the bids received for any irregularities, and create a tabulation of the bid results in an excel spreadsheet-based format to verify the quantities and costs of the bid items.

After bid opening and award, CONSULTANT will prepare a Conformed Set of Specifications for distribution to the project and construction teams. All RTC and Contractor signed pages and any addenda will be incorporated into a final set of project specifications. CONSULTANT will also prepare a conformed set of plans if any changes are required resulting from RFIs during the bidding process. Plan and Specification Distribution:

### RTC

- 1 copy 11"x17" Conformed, Issued For Construction Design Plans
- 1 copy Conformed, Issued For Construction Technical Specifications

### RTC Awarded Contractor

- 1 copy 22"x34" Conformed, Issued For Construction Design Plans
- 2 copies 11"x17" Conformed, Issued For Construction Design Plans
- 3 copies Conformed, Issued For Construction Technical Specifications

### RTC Awarded Construction Manager

- 1 copy 22"x34" Conformed, Issued For Construction Design Plans
- 2 copies 11"x17" Conformed, Issued For Construction Design Plans
- 3 copies Conformed, Issued For Construction Technical Specifications

## **Task 10      RTC Contingency**

This is a contingency for miscellaneous increases within the scope of this contract in the performance of services under Tasks 1 through 9. If CONSULTANT determines that it is necessary to perform work to be paid out of contingency, CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's prior written approval.

## **Task 11.0 CMAR Coordination**

The RTC is contracting with a Construction Manager at Risk (CMAR), acting as the Construction Manager. Anticipated RTC Board Approval and Notice to Proceed for the CMAR is October 20, 2023.

CONSULTANT will coordinate with the CMAR to determine appropriate design, estimate, and specification changes to incorporate into the 100% Final Design, and provide services through the GMP process. The duration for CMAR Coordination is approximately eight (8) months, November 2023 through June 2024.

CONSULTANT will participate in CMAR Coordination Meetings/Workshops that include:

- Project Team Kickoff Workshop (10 CONSULTANT attendees, 4 hours, review of RTC PM meeting notes)
- Initial Approach to Schedule and Cost (10 CONSULTANT attendees, 4 hours, review of CMAR meeting notes)
- Partnering Meeting #1 (10 CONSULTANT attendees, 4 hours)
- Design Innovation Workshop #1 (5 CONSULTANT attendees, 4 hours)
- Design Risk Workshop #1 (3 CONSULTANT attendees, 4 hours)
- 90% Design Discussion Meeting (7 CONSULTANT attendees, 8 hours)
- 90% Quantity Reconciliation (16 hours structures, 16 hours other)
- 90% Opinion of Probable Construction Cost (OPCC #1) – (2 CONSULTANT attendees, 8 hours)
- 90% OPCC Reconciliation Meeting - (3 CONSULTANT attendees, 8 hours)
- Partnering Meeting #2 (8 CONSULTANT attendees, 4 hours)
- Design/Risk/Innovation Workshop #2 (9 CONSULTANT attendees, 8 hours)
- 100% Design Discussion Meeting (8 CONSULTANT attendees, 8 hours)
- 100% Quantity Reconciliation – (16 hours structures, 16 hours other)
- 100% Opinion of Probable Construction Cost (OPCC #2) – 2 CONSULTANT attendees, 8 hours)
- 100% OPCC Reconciliation Meeting – (3 CONSULTANT attendees, 8 hours)
- Partnering Meeting #3 (8 CONSULTANT attendees, 2 hour)
- GMP Negotiations - (3 CONSULTANT attendees, 20 hours)
- Additional Partnering Meetings, as needed to resolve issues or disputes. (Assume three (3) additional mtgs, seven (7) CONSULTANT attendees at each mtg, two (2) hours each mtg)
- Weekly Estimating Coordination Meetings (32 hours Structures Lead, 8 hours PM)
- Miscellaneous CMAR Coordination, including RFIs (525 Hours amongst Structures, Hydraulics, Roadway, Landscape, and Aesthetics).

- Structural Design for black off bridge picket fence railing, riverwalk railing, and custom column lights.
  - Black off-bridge railing
    - Co-stamp sheet SD-02, take over the CAD from Stantec
    - 14 hours - Design Calculations and Redlines
    - 20 hours - CAD
    - 6 hours – Independent Calculations Check and Detail Review
  - Riverwalk Railing
    - Co-stamp sheet SD-03, take over the CAD from Stantec.
    - 14 hours - Design Calculations and Redlines
    - 20 hours - CAD
    - 6 hours – Independent Calculations Check and Detail Review
  - Custom Column Lights
    - Co-stamp SD-07 and SD-08, add a co-stamped SD-09 and potentially SD-10.
    - 60 hours - Design Calculations and Redlines
    - 80 hours - CAD
    - 50 hours – Independent Calculations Check and Detail Review

## **Task 12.0 Engineering Services During Construction (ESDC)**

As the Engineer of Record, the CONSULTANT shall provide ESDC services as necessary for construction of the Project.

### Task 12.1 Construction Engineering Support and Project Management

CONSULTANT will provide project management services for the duration of construction and preparation of the Record Drawings, assumed to be 18 months, and assumed to occur from January 1, 2025, through August 31, 2026. Project management requires 10 hours/month for PM, and 4 hours/month for Project Accountant, and includes continued invoices and progress reports, continued management of sub-consultants, quality assurance on deliverables, coordination with the RTC Project Manager and Construction Management Team, and task closeout.

Preconstruction coordination meetings. CONSULTANT Project Manager and Structures Task Lead will attend nine (9) preconstruction meetings, each 2 hours in duration, from November 2024 through April 2025.

CONSULTANT will provide conformed plans and specifications to include changes/corrections to the plans and specifications since the GMP was agreed to in July 2024 prior to construction beginning in March 2025. Twenty-four (24) hours are assumed for Jacobs' efforts plus efforts as summarized in Stantec's detailed scope and fee.

CONSULTANT will provide engineering services during construction, assumed to be 18 months, from March 1, 2025, through August 31, 2026. The CONSULTANT Project Manager will be responsible for the ongoing coordination with the RTC Project Manager and the construction management team's Construction Manager. This coordination includes attending weekly construction progress meetings (PM for 6 meetings, 1.5 hours per meeting and Structures Task

Lead, 1.5 hours per meeting, 4 meetings a month. Additional time, 8 hours/month for 12 months for PM or Structures Task Lead, for field site visits to the construction site to observe the progress and the overall quality of the work and address project-specific questions.

CONSULTANT will review and prepare written responses to Requests for Information (RFIs) from the Contractor to resolve conflicts, provide clarifications or interpretations of the plan or specifications prepared by CONSULTANT. This fee includes 100 hours to address RFIs during construction. All document control will be the responsibility of RTC's Construction Manager.

CONSULTANT will review submittals and shop drawings as requested by the construction management team to ensure accuracy and conformance with the project plans and specifications. This fee includes 400 hours to review submittals and shop drawings during construction. All document control will be the responsibility of RTC's Construction Manager.

CONSULTANT shall participate in the final inspection field review and coordinate with the construction management team regarding deficiencies to be included as part of the project punch/deficiency list.

CONSULTANT will maintain the project website with construction updates and photos. Assumed 8 hours a month for 18 months, March 2025 through August 2026.

CONSULTANT will prepare record drawings. It is assumed an average of 0.25 hours per sheet for BlueBeam PDF format, (203 sheets), totaling 50 hours, in addition to 24 designer hours for markups.

#### Task 12.2 Geotechnical Support During Construction (Construction Materials Engineering, Inc.)

During construction, SUBCONSULTANT (CME) will periodically observe excavations, observe soil conditions encountered during excavations and drilling, and exposed in retaining wall footing over excavation bottoms, and observe subgrade preparation of the bridge approaches for conformance to the project Plans and Specifications. SUBCONSULTANT will prepare reports detailing the site visits. SUBCONSULTANT will respond to Requests for Information during construction. Level of effort is up to the budgeted amount provided.

##### Assumptions:

- Up to six (6) 4-hour field visits with 2-hours per visit for post-visit documentation
- Up to eight (8) RFI responses at 4-hours per response

### Task 12.3 Electrical Support During Construction (PK Electrical, Inc.)

During construction, SUBCONSULTANT (PKE) will respond to Requests for Information during construction and perform submittal reviews as necessary. Level of effort is up to the budgeted amount provided.

### Task 12.4 Landscape and Aesthetics Support During Construction (Stantec)

During construction, SUBCONSULTANT (Stantec) will attend a limited number of meetings, incorporate updates required for conformed plans and specifications, respond to Requests for Information during construction, perform submittal reviews for landscape and aesthetics, perform submittal reviews for aesthetics of railing and custom column lights, and provide construction observation for landscape and aesthetic features.

It is assumed that a letter from a certified L&A verifying landscape installation is not necessary, as no building permit from the City of Reno is required for the project. Level of effort is up to the budgeted amount provided.

## **Task 13.0 Construction Staking**

CONSULTANT shall provide construction staking and QC/As-Built Survey as summarized below.

### Task 13.1 Task Management

Attendance at weekly construction coordination meetings (assume 1.5 hours per meeting, 1 meeting a month for 12 months) and management and scheduling of contractor survey requests (40 hours).

### Task 13.2 Horizontal/Vertical Control

Recover/Check existing survey control and densify (set) additional project control for construction. This primary project control shall be utilized by Jacobs Survey and Contractor throughout the construction of the project. The horizontal control shall be established using Total Station methods. The vertical control shall be established using differential leveling methods.

### Task 13.3 Right-of-Way Acquisitions and Temporary Construction Easements

No survey staking required. There are no right-of-way acquisitions or temporary construction easements.

### Task 13.4 Civil Removals

Layout sawcut limits within existing roadway, sidewalks, and paths.

### Task 13.5 Civil Roadway Improvements

Geometry layout for all roadway centerline alignments (horizontal/vertical), curb and gutter, median curb, retaining curbs, valley gutters, sidewalk, edge of pavement, and fence with line and finish grade offsets stakes at 25' (maximum) intervals on curves, 50' (maximum) intervals on tangents and all event points.

Geometry layout for all pedestrian ramps, driveway aprons, bus stop pads with line and finish grade offsets at 25' (maximum) interval on tangents and all event points.

### Task 13.6 North Bridge

In general, construction staking will include layout of foundations, abutments, pier, top of deck, overlooks, wingwall and retaining wall layout lines, path and retaining wall under south end of north bridge.

Layout for miscellaneous structural features will be provided as requested by the contractor.

### Task 13.7 Kayak Park Drop Structure and Regrading of North Channel

In general, construction staking will include layout of concrete drop structure, fish passage, grouted riprap and channel bathymetry grading.

### Task 13.8 South Bridge

In general, construction staking will include layout of foundations, abutments, top of deck, wingwall and retaining wall layout lines.

Layout for reestablishing the channel bathymetry grading.

Layout for miscellaneous structural features will be provided as requested by the contractor.

### Task 13.9 Island Avenue Maintenance Access Ramp

Layout retaining wall and concrete ramp for maintenance access ramp.

### Task 13.10 Drainage Improvements

Layout drainage structures (manholes, drop inlets, blind connections, end sections) and pipe alignments with line and finish grade offset stakes for each feature.

### Task 13.11 RRFBS

Layout pedestrian rapid rectangular flashing beacons with line and finish grade offset stakes for each feature.

#### Task 13.12 Electrical

Layout luminaires and pull boxes with line and finish grade offset stakes for each feature.

#### Task 13.13 Striping and Pavement Markings

Layout striping at 25' (maximum) intervals on curves and 50' maximum interval on tangents and all event points. Layout miscellaneous pavement markings.

#### Task 13.14 Signing

Layout all signs with a line and offset stake.

#### Task 13.15 Utilities

Post paving utility locates to bring features/structures to finished grade.

Layout for relocated and new utilities.

#### Task 13.16 Re-Setting Survey Monuments In-Place (CONTINGENT)

This task will only be necessary if there are found, or existing monuments destroyed during construction that will need to be reset in their original position.

#### Task 13.17 QC/As-Built Surveys

Verify pipe inverts are installed per plan.

Spot check and verify elevations of proposed subgrade and aggregate base course prior to paving.

Verification of form work at pedestrian ramps and driveway aprons prior to concrete pours to ensure ADA compliant.

Verification of bridge components.

#### Task 13.18 North Channel Existing and Finished Grade Topography Survey/Scan

Once the river has been diverted to the south channel, scan the existing north channel, including existing drop structure, to document channel grading conditions pre-construction.

The pre-construction scan will be used by the design team to document existing topography to aide in ensuring post-construction grading provides the same channel bathymetry.

Once construction of the drop structure, in-channel work of the north bridge, and north channel grading including placement of boulders and riprap are finished, survey/scan the north channel prior to removing the river diversion to document post-construction topography.

The post-construction scan will be used by the design team to document the final bathymetry topography and provide the data to the RTC, City of Reno, Carson-Truckee Water Conservancy District, and Truckee River Flood Management Authority.

### Task 13.19 South Channel Existing and Finished Grade Topography Survey/Scan

Once the river has been diverted to the north channel, scan the existing south channel to document channel grading conditions pre-construction.

The pre-construction scan will be used by the design team to document existing topography to aide in ensuring post-construction grading provides the same channel bathymetry.

Once construction of the in-channel work of the south bridge and the south channel grading, including placement of boulders and riprap, are finished, survey/scan the south channel prior to removing the river diversion to document post-construction topography.

The post-construction scan will be used by the design team to document the final bathymetry topography and provide the data to the RTC, City of Reno, Carson-Truckee Water Conservancy District, and Truckee River Flood Management Authority.

### **Task 14.0 RTC Contingency - Engineering Services During Construction and Construction Staking**

This is a contingency for miscellaneous increases within the scope of this contract in the performance of services under Task 12 and Task 13. If CONSULTANT determines that it is necessary to perform work to be paid out of contingency, CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's prior written approval.

### **Fee and Rate Escalation**

Fee summary for the original contract and Amendment #1 are shown on Exhibit A. Hours for Tasks 1, 3, and 4 will continue to be billed at the original contract rate. Hours for Tasks 2, 8, and 11 for Amendment #1 will be billed at the rates shown on Exhibit B, which are for 2023, and will be escalated at 2% per year, beginning January 1, 2024. Line items have been included in Exhibit A to show what hours have been escalated to the appropriate year the work will be completed for Amendment #1.

The Fee and Bill Rate summary for Amendment #2 are shown on Exhibit C. Billing rate classifications for Amendment #2 are shown in Exhibit D. The scope for Tasks 12 through 15 uses new 2024 base rate and will be escalated at 2% per year, beginning January 1, 2025. Line items have been included in Exhibit C to show what hours have been escalated to the appropriate year the work will be completed.



**Exhibit B**

**Fee Summary for Arlington Avenue Bridges Project  
Original Contract, Amendment #1 & #2**

**Jacobs Fee Summary for Arlington Avenue Bridges Project Prelim Design / NEPA / Final Design - Combined Amendment #1**

Tasks		Classifications, Hours, and Fee																																	
Task	Project Title	Sr. Project Manager	Project Manager II	Project Manager	NEPA Manager	NEPA Manager	Sr. Structural	Struct Eng IV	Struct Eng IV	Structural Engineer III	Structural Engineer III	Structural Engineer II	Structural Engineer II	Structural Engineer I	CADD Structural	CADD Structural	NEPA Specialist IV	NEPA Specialist IV	NEPA Specialist III	NEPA Specialist II	NEPA Specialist II	NEPA Specialist I	Env. III	Env. II	Env. I	Sr. Project Engineer	Project Engineer IV	Project Engineer III	Project Engineer III	Project Engineer II	Project Engineer II	Project Engineer I			
Task	2021 Rate	\$250.00		\$175.00		\$200.00	\$235.00	\$210.00			\$195.00		\$150.00	\$130.00		\$115.00		\$185.00	\$175.00		\$125.00	\$90.00	\$135.00	\$120.00	\$105.00	\$185.00	\$160.00		\$150.00		\$130.00	\$115.00			
Task	2023 Rate*	\$250.00	\$190.00	\$175.00	\$200.00		\$235.00	\$210.00		\$180.00	\$150.00				\$120.00		\$185.00			\$125.00	\$90.00	\$135.00	\$120.00	\$105.00	\$185.00	\$160.00	\$150.00		\$135.00		\$115.00				
<b>1.0</b>	<b>Project Management</b>	96		880		40	40	0		0		0	0		0		0	0		0	0	0	0	0	0	0	40		0		40	0			
1.1	Project Management Activities, Scheduling, Monthly Invoicing, Accounting, File Management	96		480																															
1.2	Kickoff Meetings			20		8	8																				8					8			
1.3	Design Review Committee Meetings			200		32	32																				32					32			
1.4	Project Management Meetings			100																															
1.5	Internal Design Coordination Meetings			60																															
1.6	Project & Quality Management Plans Dev. & Updates			20																															
SUB	Stantec																																		
	Amendment #1			308						28																									
1.1	CMAR Project Management			280																															
1.1.3	Project Management Coordination Meetings			28						28																									
	2024 - 2% Rate Escalation																																		
<b>2.0</b>	<b>Public Outreach</b>	0		220		32	48	0		0		0	0		0		0	0		0	0	0	0	0	0	0	32		0		0	0			
2.1	Public Outreach Plan/Methods/Stakeholder Database			8																															
2.2	Public Information Mtgs (4 mtgs + 3 prep/mtg)			64		32	32																				32								
2.3	Aesthetics Stakeholder Working Group (3 mtgs)			16			12																												
2.4	Build-A-Bridge						4																												
2.5	RTC Board Meetings (4 mtgs)			24																															
2.6	WC Board of Commissions (4 mtgs)			24																															
2.7	Reno City Council (4 mtgs + 3 prep/mtg)			48																															
2.8	NABs Ward 1 & Ward 5 (3 mtgs each)			36																															
SUB	Parametrix (Renderings)																																		
SUB	SJ Marketing																																		
SUB	Stantec																																		
	Amendment #1																																		
	Rebuild Website																																		
	Website Updates																																		
	2024 - 2% Rate Escalation																																		
<b>3.0</b>	<b>Project Development</b>	0		8		20	12	0		0		0	0		0		80	0		160	0	12	60	0	40	156		80		262	0				
3.1	Geotechnical Investigation			8		12	12																				36					12			
SUB	Construction Materials Inc.																																		
3.2	Topographic Survey & Aerial Images																																		
SUB	First Take Aerial																																		
3.3	Existing Right of Way																																		
3.4	Subsurface Utilities																																		
SUB	Potholing																																		
3.5	Hydrology and Hydraulics																																		
3.5.1	Data Collection																										20								
3.5.2	Truckee River Hydraulics																																		
3.5.2.1	Refine Existing Condition Models																									24	20					120			
3.5.3	Whitewater Park Hydraulics																									16	40					80			
3.5.6	Drainage Design Reports																										40								
3.6	Traffic Analysis																																		
SUB	Traffic Counts																																		
3.7	Permitting																																		
3.7.1	Clean Water Act Section 404 Permit					8																	12	60											
3.7.2	USACE Section 408 Permit																80				160														
3.7.3	Construction Permits																																50		
<b>4.0</b>	<b>Environmental Studies, Documentation and Support Serv</b>	0		40		180	6	0		0		0	0		0		252	130		732	313	66	128	92	0	24		0		40	0				
4.1	PEL/NEPA Transition					16															40														
4.2	Environmental Assessment																																		
4.2.1	NEPA Coordination																																		
4.2.1.1	NDOT/FHWA Update Meetings			12		36															40	25													
4.2.1.2	Resource or Stakeholder Meetings			6		12															12		12												
4.2.1.3	NEPA Scoping/Intent to Study					4															4	12													
4.2.2	Data Collection, Field Investigation and Analysis																																		
4.2.2.1	Land Use					2															8					10									

Jacobs Fee Summary for Arlington Avenue Bridges Pr																												
Tasks																												
	Project Title	ROW	Office Chief Survey Cales	Office Survey Cales	Field Survey Chief	Field Survey Chief	Office Utility	Field Survey II	Field Survey II	Field Survey I	PLS	QA/QC Manager	Visualization Specialist	CADD Tech	CADD Tech	GIS Tech	Website/ Design Updates	Technical Editor	Project Acct.	Project Acct.	Admin / Project Controls	Admin / Project Controls	Hours	Subtask Cost	Sub-Consultants	Total Costs		
Task	2021 Rate	\$175.00		\$155.00		\$185.00	\$120.00		\$150.00	\$140.00	\$225.00	\$250.00	\$150.00		\$115.00	\$85.00		\$95.00		\$65.00		\$70.00						
Task	2023 Rate*	\$175.00	\$170.00		\$190.00			\$160.00			\$225.00	\$250.00	\$150.00	\$120.00	\$85.00	\$110.00	\$95.00	\$100.00		\$70.00								
<b>1.0</b>	<b>Project Management</b>	0		0		0	0		0	0	0	0	0		0	0		0		96		317	1,549	\$ 235,430	\$ 22,000			
1.1	Project Management Activities, Scheduling, Monthly Invoicing, Accounting, File Management																			96		192	864	\$ 127,680				
1.2	Kickoff Meetings																					20	72	\$ 10,700				
1.3	Design Review Committee Meetings																					25	353	\$ 59,950				
1.4	Project Management Meetings																						100	\$ 17,500				
1.5	Internal Design Coordination Meetings																						60	\$ 10,500				
1.6	Project & Quality Management Plans Dev. & Updates																					80	100	\$ 9,100				
SUB	Stantec																						0	\$ -	\$ 22,000			
	Amendment #1																		112		112		560	\$ 84,252				
1.1	CMAR Project Management																			112		112	504	\$ 72,240				
1.1.3	Project Management Coordination Meetings																						56	\$ 10,360				
	2024 - 2% Rate Escalation																								\$ 1,652			
<b>2.0</b>	<b>Public Outreach</b>	0		0		0	0		0	0	0	80		0	0		0		0			28	440	\$ 75,260	\$ 139,000			
2.1	Public Outreach Plan/Methods/Stakeholder Database																							8	\$ 1,400			
2.2	Public Information Mtgs (4 mtgs + 3 prep/mtg)																						16	176	\$ 31,360			
2.3	Aesthetics Stakeholder Working Group (3 mtgs)																						12	40	\$ 6,460			
2.4	Build-A-Bridge											80												84	\$ 12,940			
2.5	RTC Board Meetings (4 mtgs)																							24	\$ 4,200			
2.6	WC Board of Commissions (4 mtgs)																							24	\$ 4,200			
2.7	Reno City Council (4 mtgs + 3 prep/mtg)																							48	\$ 8,400			
2.8	NABs Ward 1 & Ward 5 (3 mtgs each)																							36	\$ 6,300			
SUB	Parametrix (Renderings)																							0	\$ -	\$ 28,000		
SUB	SJ Marketing																							0	\$ -	\$ 85,000		
SUB	Stantec																							0	\$ -	\$ 26,000		
	Amendment #1																80						80	\$ 8,976				
	Rebuild Website																24							24	\$ 2,640			
	Website Updates																56							56	\$ 6,160			
	2024 - 2% Rate Escalation																								\$ 176			
<b>3.0</b>	<b>Project Development</b>	2		84		132	40		120	366	24	0	0		8	30		0		0		40	1,736	\$ 253,760	\$ 234,261			
3.1	Geotechnical Investigation					12																		92	\$ 16,160			
SUB	Construction Materials Inc.																							0	\$ -	\$ 203,261		
3.2	Topographic Survey & Aerial Images			84		120			80	350	24													658	\$ 101,620			
SUB	First Take Aerial																							0	\$ -	\$ 6,000		
3.3	Existing Right of Way	2													8									10	\$ 1,270			
3.4	Subsurface Utilities						40		40	16														96	\$ 13,040			
SUB	Potholing																							0	\$ -	\$ 15,000		
3.5	Hydrology and Hydraulics																							0	\$ -			
3.5.1	Data Collection																							20	\$ 3,200			
3.5.2	Truckee River Hydraulics																							0	\$ -			
3.5.2.1	Refine Existing Condition Models																							164	\$ 23,240			
3.5.3	Whitewater Park Hydraulics																							136	\$ 19,760			
3.5.6	Drainage Design Reports																					16	56	\$ 7,520				
3.6	Traffic Analysis																							80	\$ 12,000			
SUB	Traffic Counts																							0	\$ -	\$ 10,000		
3.7	Permitting																							0	\$ -			
3.7.1	Clean Water Act Section 404 Permit																20						8	108	\$ 12,680			
3.7.2	USACE Section 408 Permit																10						16	266	\$ 36,770			
3.7.3	Construction Permits																							50	\$ 6,500			
<b>4.0</b>	<b>Environmental Studies, Documentation and Support Serv</b>	0		0		0	0		0	0	0	0		0	270		98		0		34	2,405	\$ 311,060	\$ -				
4.1	PEL/NEPA Transition																		4					62	\$ 8,950			
4.2	Environmental Assessment																							0	\$ -			
4.2.1	NEPA Coordination																							0	\$ -			
4.2.1.1	NDOT/FHWA Update Meetings															8							8	129	\$ 17,790			
4.2.1.2	Resource or Stakeholder Meetings																							6	48	\$ 6,990		
4.2.1.3	NEPA Scoping/Intent to Study															4							4	28	\$ 3,000			
4.2.2	Data Collection, Field Investigation and Analysis																							0	\$ -			
4.2.2.1	Land Use															8								28	\$ 3,460			
4.2.2.2	Community Facilities, Social, and Economic Conditions															12								62	\$ 6,300			
4.2.2.3	Environmental Justice															8								48	\$ 5,130			
4.2.2.4	Cultural Resources - Base Scope of Work														40		32							432	\$ 60,740			



	<i>Project Title</i>	ROW	Office Chief Survey Calcs	Office Survey Calcs	Field Survey Chief	Field Survey Chief	Office Utility	Field Survey II	Field Survey II	Field Survey I	PLS	QA/QC Manager	Visualizatio n Specialist	CADD Tech	CADD Tech	GIS Tech	Website/ Design Updates	Technical Editor	Project Acnt.	Project Acnt.	Admin / Project Controls	Admin / Project Controls	Hours	Subtask Cost	Sub- Consultants	Total Costs	
<b>Task</b>	<i>2021 Rate</i>	\$175.00		\$155.00		\$185.00	\$120.00		\$150.00	\$140.00	\$225.00	\$250.00	\$150.00		\$115.00	\$85.00		\$95.00	\$100.00	\$65.00		\$70.00					
<b>Task</b>	<i>2023 Rate*</i>	\$175.00	\$170.00		\$190.00			\$160.00			\$225.00	\$250.00	\$150.00	\$120.00		\$85.00	\$110.00	\$95.00	\$100.00		\$70.00						
4.2.2.5	Visual Conditions															16							54	\$ 6,260			
4.2.2.6	Recreation, Section 4(f), and Section 6(f)															4							28	\$ 3,320			
4.2.2.7	Bicycle and Pedestrian Use															4							14	\$ 1,410			
4.2.2.8	Biological Resources															4							50	\$ 6,080			
4.2.2.9	Floodplains, Water Resources, and Water Quality															4							24	\$ 3,370			
4.2.2.10	Wetlands and Waters of the U.S.															12							46	\$ 5,380			
4.2.2.11	Geology and Soils															4							16	\$ 1,600			
4.2.3	Obtain Entry Permit (assume None)																						0	\$ -			
4.2.4	<b>NEPA Document</b>																						0	\$ -			
4.2.4.1	Land Use															8							26	\$ 3,060			
4.2.4.2	Community Facilities, Social, and Economic Conditions															12							60	\$ 6,480			
4.2.4.3	Environmental Justice															8							48	\$ 5,130			
4.2.4.4	Cultural Resources - Base Scope of Work																	16					16	\$ 1,520			
4.2.4.5	Visual Impact															16							60	\$ 7,160			
4.2.4.6	Recreation, Section 4(f), and Section 6(f)															4							28	\$ 3,320			
4.2.4.7	Bicycle and Pedestrian Use															4							14	\$ 1,410			
4.2.4.8	Biological Resources															4							48	\$ 5,810			
4.2.4.9	Floodplains, Water Resources, and Water Quality															4							24	\$ 3,370			
4.2.4.10	Wetlands and Waters of the U.S.															8							40	\$ 4,640			
4.2.4.12	Air Quality															16		6					160	\$ 18,780			
4.2.4.13	Noise															0		0					8	\$ 1,000			
4.2.4.14	Hazardous Materials															8							88	\$ 10,660			
4.2.4.15	Geology and Soils															2							16	\$ 1,640			
4.2.4.16	Construction																						88	\$ 11,990			
4.2.4.17	Section 4(f)															16		8					168	\$ 19,480			
4.2.5	Draft - EA															20		20				8	240	\$ 35,160			
4.2.6	Cat Ex Determination															12		12				8	204	\$ 30,670			
4.2.7	Decision Document																						0	\$ -			
<b>5.0</b>	<b>30% - Preliminary Design</b>	<b>100</b>		<b>0</b>		<b>0</b>	<b>20</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>		<b>300</b>	<b>0</b>		<b>0</b>		<b>0</b>		<b>40</b>	<b>1,828</b>	<b>\$ 255,370</b>	<b>\$ 134,720</b>		
	Design Criteria											2											42	\$ 6,580			
	Software - ProjectWise Setup Including Sub Access																	24				8	32	\$ 3,320			
	Roadway (including ROW, Utilities, Signing, Striping, Details	100					20																786	\$ 106,350			
	Bridge																					16	396	\$ 55,280			
	Hydrology, Hydraulics, Whitewater, Scour Analysis															60							400	\$ 53,500			
	Lighting & Electrical																						0	\$ -			
SUB	PK Electrical																						0	\$ -	\$ 25,000		
	Landscape & Aesthetics																						0	\$ -			
SUB	Stantec																						0	\$ -	\$ 100,000		
	Cost Estimate											8											52	\$ 8,800			
	Constructability, ICE, Risk/Value, Schedule																						16	\$ 2,680			
SUB	PCSG																						0	\$ -	\$ 9,720		
	Submittal & Review Comment Resolution																					16	64	\$ 8,860			
	QA/QC											40											40	\$ 10,000			
<b>6.0</b>	<b>60% - Design</b>	<b>48</b>		<b>0</b>		<b>0</b>	<b>12</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>		<b>300</b>	<b>0</b>		<b>0</b>		<b>0</b>		<b>48</b>	<b>3,594</b>	<b>\$ 492,840</b>	<b>\$ 181,340</b>		
	Roadway (including ROW, Utilities, Signing, Striping, Details	48					12																958	\$ 126,710			
	Bridge																					32	1974	\$ 265,740			
	Hydrology and Hydraulics															60							330	\$ 43,050			
	Lighting & Electrical																						8	\$ 1,040			
SUB	PK Electrical																						0	\$ -	\$ 35,000		
	Landscape & Aesthetics																						8	\$ 1,040			
SUB	Stantec																						0	\$ -	\$ 135,000		
	Cost Estimate											8											56	\$ 8,920			
	Specifications											16											140	\$ 24,800			
	Constructability, ICE, Risk/Value, Schedule																						16	\$ 2,680			
SUB	PCSG																						0	\$ -	\$ 11,340		
	Submittal & Review Comment Resolution																					16	64	\$ 8,860			
	QA/QC											40											40	\$ 10,000			
<b>7.0</b>	<b>90% - Design</b>	<b>40</b>		<b>0</b>		<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>		<b>320</b>	<b>0</b>		<b>0</b>		<b>0</b>		<b>48</b>	<b>3,332</b>	<b>\$ 466,285</b>	<b>\$ 108,720</b>		
	Roadway (including ROW, Utilities, Signing, Striping, Details	40																					820	\$ 105,970			
	Bridge																					32	1920	\$ 270,415			
	Hydrology and Hydraulics															80							300	\$ 38,700			
	Lighting & Electrical																						8	\$ 1,040			
SUB	PK Electrical																						0	\$ -	\$ 19,000		
	Landscape & Aesthetics																						8	\$ 1,040			
SUB	Stantec																						0	\$ -	\$ 80,000		



	<i>Project Title</i>	ROW	Office Chief Survey Calcs	Office Survey Calcs	Field Survey Chief	Field Survey Chief	Office Utility	Field Survey II	Field Survey II	Field Survey I	PLS	QA/QC Manager	Visualization Specialist	CADD Tech	CADD Tech	GIS Tech	Website/ Design Updates	Technical Editor	Project Acct.	Project Acct.	Admin / Project Controls	Admin / Project Controls	Hours	Subtask Cost	Sub-Consultants	Total Costs
<b>Task</b>	<i>2021 Rate</i>	\$175.00		\$155.00		\$185.00	\$120.00		\$150.00	\$140.00	\$225.00	\$250.00	\$150.00		\$115.00	\$85.00		\$95.00	\$100.00	\$65.00	\$70.00					
<b>Task</b>	<i>2023 Rate*</i>	\$175.00	\$170.00		\$190.00			\$160.00			\$225.00	\$250.00	\$150.00	\$120.00		\$85.00	\$110.00	\$95.00	\$100.00		\$70.00					
	Cost Estimate											8										16	44 \$	7,260		
	Specifications and Traffic Management Plan											16											128 \$	23,000		
	Constructability, ICE, Risk/Value, Schedule																						0 \$	-		
SUB	PCSG																					16	0 \$	-	\$	9,720
	Submittal & Review Comment Resolution																						64 \$	8,860		
	QA/QC											40											40 \$	10,000		
	Amendment #1	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	1892 \$	288,770		
	Coordination with Recreation Engineering and Planning for design of Kayak Park Feature and north channel																						72 \$	11,920		
	Additional Roadway Design													40									520 \$	80,800		
	Additional Structural Design																						800 \$	124,800		
	Additional Hydraulic Modeling																						500 \$	71,250		
<b>8.0</b>	<b>Final Design</b>	16		0		0	0		0	0	0	52	0		70	0			0			28	874 \$	127,065	\$	33,550
	100% Roadway (including ROW, Utilities, Signing, Striping, I	16													40								158 \$	21,210		
	100% Bridge																					12	454 \$	61,785		
	100% Hydrology and Hydraulics														8								40 \$	5,140		
	100% Lighting & Electrical																						4 \$	520		
SUB	PK Electrical																						0 \$	-	\$	7,500
	100% Landscape & Aesthetics																						4 \$	520		
SUB	Stantec																						0 \$	-	\$	15,000
	100% Cost Estimate											4											12 \$	2,540		
	100% Specifications											8											36 \$	7,040		
	100% ICE, Schedule																						0 \$	-		
SUB	PCSG																						0 \$	-	\$	4,050
	100% Submittal & Review Comment Resolution																					16	52 \$	6,980		
	QA/QC											40											40 \$	10,000		
	Stamped/Signed Roadway														10								26 \$	3,590		
	Stamped/Signed Bridge																						8 \$	1,880		
	Stamped/Signed Hydrology and Hydraulics														4								16 \$	2,140		
	Stamped/Signed Lighting & Electrical														4								4 \$	460		
SUB	PK Electrical																						0 \$	-	\$	2,000
	Stamped/Signed Landscape & Aesthetics														4								4 \$	460		
SUB	Stantec																						0 \$	-	\$	5,000
	Stamped/Signed Cost Estimate																						8 \$	1,400		
	Stamped/Signed Specifications																						8 \$	1,400		
	ICE, Schedule																						0 \$	-		
SUB	PCSG																						0 \$	-		
	QA/QC																						0 \$	-		
	Amendment #1	0	8	0	40	0	0	40	0	0	0	0	0	20	0	0	0	0	0	0	0	0	3,040 \$	502,085	\$	44,676
	Coordination with Recreation Engineering and Planning for design of Kayak Park Feature and north channel			8	40			40															180 \$	30,280		
	CMAR Bridge Changes																						2,260 \$	364,200		
	CMAR Bridge Independent Check - Use HRs From Original Budget																						0 \$	-		
	CMAR Path Under North Bridge Changes																						20 \$	3,640		
	CMAR Maintenance Ramp Changes																						16 \$	2,800		
	CMAR Roadway Design Changes													8									128 \$	19,360		
	CMAR Drainage/Hydraulic Model Design Changes																						160 \$	24,000		
	CMAR Utility Design Changes																						40 \$	7,600		
	CMAR Electrical Design Changes - PK Electrical																						0 \$	-	\$	7,956
	CMAR L&A Design Changes - Stantec																						0 \$	-	\$	36,720
	CMAR Specification Changes																						48 \$	8,880		
	CMAR Environmental Coordination																						96 \$	18,000		
	CMAR Sediment Removal in South Channel													12									92 \$	13,480		
	2024 - 2% Rates Escalation																								9,845	
<b>9.0</b>	<b>Bidding Services</b>	0		0		0	0		0	0	0	0	0	8	0				0			0	56 \$	9,420	\$	3,000
9.1	Bidding Services													8									56 \$	9,420		
																							0 \$	-		
SUB	PK Electrical																						0 \$	-	\$	1,000
SUB	Stantec																						0 \$	-	\$	2,000
<b>10.0</b>	<b>Contingency - RTC</b>	0		0		0	0		0	0	0	0	0	0	0	0			0			0	0 \$	96,500	\$	-
10.1	Design/NEPA Contingency As Approved By RTC																						0 \$	-		
10.1	Rate Increase Contingency (Assumes 2.5% Yearly CPI)																						0 \$	96,500		
<b>11.0</b>	<b>CMAR Coordination</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1166 \$	207,692	\$	34,716
	RTC CMAR Request for Proposal Assistance																						108 \$	20,160		
	Project Team Kickoff Workshop																						64 \$	11,160		
	Initial Approach to Schedule and Cost																						28 \$	4,980		

	Project Title	Sr. Project Manager	Project Manager II	Project Manager	NEPA Manager	NEPA Manager	Sr. Structural	Struct Eng IV	Struct Eng IV	Structural Engineer III	Structural Engineer III	Structural Engineer II	Structural Engineer II	Structural Engineer I	CADD Structural	CADD Structural	NEPA Specialist IV	NEPA Specialist IV	NEPA Specialist III	NEPA Specialist II	NEPA Specialist II	NEPA Specialist I	Env. III	Env. II	Env. I	Sr. Project Engineer	Project Engineer IV	Project Engineer III	Project Engineer III	Project Engineer II	Project Engineer II	Project Engineer I
Task	2021 Rate	\$250.00		\$175.00	\$200.00	\$235.00		\$210.00		\$195.00		\$150.00	\$130.00		\$115.00		\$185.00	\$175.00		\$125.00	\$90.00	\$135.00	\$120.00	\$105.00	\$185.00	\$160.00		\$150.00	\$130.00	\$115.00		
Task	2023 Rate*	\$250.00	\$190.00	\$175.00	\$200.00	\$235.00	\$210.00		\$180.00		\$150.00			\$120.00		\$185.00			\$125.00		\$90.00	\$135.00	\$120.00	\$105.00	\$185.00	\$160.00	\$150.00		\$135.00	\$115.00		
	Partnering Meeting #1		4				4			4							4										8					
	Design/Risk/Innovation Workshop #1		8				4			8							8										4					
	90% Design Discussion Meeting		8				8			8							8										8					
	90% Quantity Reconciliation		16							10		6																				
	90% OPCC #1		8							8																						
	90% OPCC Reconciliation Meeting		8				8			8																						
	Partnering Meeting #2		4							8		4						4									4					
	Design/Risk/Innovation Workshop #2		8				8			16		8						8									8					
	100% Design Discussion Meeting		8							16		8						8									8					
	100% Quantity Reconciliation		16							10		6																				
	100% OPCC #2		8							8																						
	100% OPCC Reconciliation Meeting		8				8			8																						
	Partnering Meeting #3		2							4		2						2										2				
	GMP Negotiations		8							8																						
	Additional Partnering Meetings		6				6			6								6									6					
	Weekly Estimating Meetings		8							32																						
	Misc. CMAR Coordination, RFIs		80							160		160															100					
SUB	PK Electrical																															
SUB	Stantec																															
	2024 - 2% Rates Escalation																															
	<b>2021 Hours Per Staff</b>	96		1438		272	378		192		160		1016	1744		1412		332	130		892	313	78	188	92	40	664		340		2396	244
	<b>2021 Base Scope Direct Labor Costs</b>	\$ 24,000	\$ -	\$ 251,650		\$ 54,400	\$ 88,830	\$ -	\$ 40,320	\$ -	\$ 31,200	\$ -	\$ 152,400	\$ 226,720	\$ -	\$ 162,380	\$ -	\$ 61,420	\$ 22,750	\$ -	\$ 111,500	\$ 28,170	\$ 10,530	\$ 22,560	\$ 9,660	\$ 7,400	\$ 106,240	\$ -	\$ 51,000	\$ -	\$ 311,480	\$ 28,060
	<b>2023 Amendment #1 Hours Per Staff</b>	0	900	0	16	0	0	58	0	1798	0	1626	0	320	0	188	0	40	0	0	0	0	0	0	0	0	0	842	0	498	0	
	<b>2023 Amendment #1 Scope Direct Labor Costs</b>	\$ -	\$ 171,000	\$ -	\$ 3,200	\$ -	\$ -	\$ 12,180	\$ -	\$ 323,640	\$ -	\$ 243,900	\$ -	\$ -	\$ 38,400	\$ -	\$ 34,780	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 126,300	\$ -	\$ 67,230	\$ -	\$ -
	<b>0% Sub Markup</b>																															
	<b>Direct Expenses</b>																															
	Permit Fees (Section 408 is - \$8k)	\$ 15,000																														
	Reproduction for Submittals	\$ 10,000																														
	R/W Title Reports (Assume 2 @ \$1,500)	\$ 3,000																														
	Misc. Exp.	\$ 5,000																														
	Travel Costs (Airfare, Car, Hotel, Food, Mileage)	\$ 5,000																														
	<b>Amendment #1 Expenses</b>																															
	Misc. Direct Costs	\$ 2,000																														
	Travel Expenses	\$ 5,000																														
<b>TOTAL PROPOSED BASE FEE and AMENDMENT #1 / TOTAL SUB-CONSULTANT SERVICES / TOTAL</b>																																

\*2023 Rates to Be Increased 2.0% Yearly, Beginning January 1, 2024.



	Project Title	ROW	Office Chief Survey Calcs	Office Survey Calcs	Field Survey Chief	Field Survey Chief	Office Utility	Field Survey II	Field Survey II	Field Survey I	PLS	QA/QC Manager	Visualizatio n Specialist	CADD Tech	CADD Tech	GIS Tech	Website/ Design Updates	Technical Editor	Project Acct.	Project Acct.	Admin / Project Controls	Admin / Project Controls	Hours	Subtask Cost	Sub- Consultants	Total Costs	
Task	2021 Rate	\$175.00		\$155.00		\$185.00	\$120.00		\$150.00	\$140.00	\$225.00	\$250.00	\$150.00		\$115.00	\$85.00		\$95.00		\$65.00		\$70.00					
Task	2023 Rate*	\$175.00	\$170.00		\$190.00			\$160.00			\$225.00	\$250.00	\$150.00	\$120.00		\$85.00	\$110.00	\$95.00	\$100.00		\$70.00						
	Partnering Meeting #1																						24	\$ 4,260			
	Design/Risk/Innovation Workshop #1																						32	\$ 5,880			
	90% Design Discussion Meeting																						40	\$ 7,320			
	90% Quantity Reconciliation																						32	\$ 5,740			
	90% OPCC #1																						16	\$ 2,960			
	90% OPCC Reconciliation Meeting																						24	\$ 4,640			
	Partnering Meeting #2																						24	\$ 4,140			
	Design/Risk/Innovation Workshop #2																						56	\$ 9,960			
	100% Design Discussion Meeting																						48	\$ 8,280			
	100% Quantity Reconciliation																						32	\$ 5,740			
	100% OPCC #2																						16	\$ 2,960			
	100% OPCC Reconciliation Meeting																						24	\$ 4,640			
	Partnering Meeting #3																						12	\$ 2,070			
	GMP Negotiations																						16	\$ 2,960			
	Additional Partnering Meetings																						30	\$ 5,490			
	Weekly Estimating Meetings																						40	\$ 7,280			
	Misc. CMAR Coordination, RFIs																						500	\$ 83,000			
SUB	PK Electrical																									\$ 11,536	
SUB	Stantec																									\$ 23,180	
	2024 - 2% Rates Escalation																							\$	4,072		
	<b>2021 Hours Per Staff</b>	<b>206</b>		<b>84</b>		<b>132</b>	<b>72</b>		<b>120</b>	<b>366</b>	<b>24</b>	<b>230</b>	<b>80</b>		<b>1006</b>	<b>300</b>		<b>98</b>		<b>96</b>		<b>583</b>	<b>15,814</b>				
	<b>2021 Base Scope Direct Labor Costs</b>	<b>\$ 36,050</b>	<b>\$ -</b>	<b>\$ 13,020</b>	<b>\$ -</b>	<b>\$ 24,420</b>	<b>\$ 8,640</b>	<b>\$ -</b>	<b>\$ 18,000</b>	<b>\$ 51,240</b>	<b>\$ 5,400</b>	<b>\$ 57,500</b>	<b>\$ 12,000</b>	<b>\$ -</b>	<b>\$ 115,690</b>	<b>\$ 25,500</b>	<b>\$ -</b>	<b>\$ 9,310</b>	<b>\$ -</b>	<b>\$ 6,240</b>	<b>\$ -</b>	<b>\$ 40,810</b>		<b>\$ 2,322,990</b>	<b>\$ 856,591</b>		
	<b>2023 Amendment #1 Hours Per Staff</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>112</b>	<b>0</b>	<b>112</b>	<b>0</b>	<b>6,738</b>				
	<b>2023 Amendment #1 Scope Direct Labor Costs</b>	<b>\$ -</b>	<b>\$ 1,360</b>	<b>\$ -</b>	<b>\$ 7,600</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,400</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,800</b>	<b>\$ -</b>	<b>\$ 11,200</b>	<b>\$ -</b>	<b>\$ 7,840</b>	<b>\$ -</b>		<b>\$ 1,091,775</b>	<b>\$ 79,392</b>		
	<b>0% Sub Markup</b>																										
	<b>Direct Expenses</b>																								<b>\$ 38,000</b>		
	Permit Fees (Section 408 is - \$8k)																										
	Reproduction for Submittals																										
	R/W Title Reports (Assume 2 @ \$1,500)																										
	Misc. Exp.																										
	Travel Costs (Airfare, Car, Hotel, Food, Mileage)																										
	<b>Amendment #1 Expenses</b>																								<b>\$ 7,000</b>		
	Misc. Direct Costs																										
	Travel Expenses																										
<b>TOTAL PROPOSED BASE FEE and AMENDMENT #1 / TC</b>																								<b>\$ 3,459,765</b>	<b>\$ 935,983</b>	<b>\$ 4,395,748</b>	

\*2023 Rates to Be Increased 2.0% Yearly, Beginn

## Arlington Avenue Bridges Project – Amendment #1

	<u>2024 Bill Rate</u>
Sr. Project Manager	\$255.00
Project Manager II	\$193.80
Project Manager	\$178.50
NEPA Manager	\$204.00
Sr. Structural	\$239.70
Struct Eng IV	\$214.20
Structural Engineer III	\$183.60
Structural Engineer II	\$153.00
Structural Engineer I	\$132.60
CADD Structural	\$122.40
NEPA Specialist IV	\$188.70
NEPA Specialist III	\$178.50
NEPA Specialist II	\$127.50
NEPA Specialist I	\$91.80
Env. III	\$137.70
Env. II	\$122.40
Env. I	\$107.10
Sr. Project Engineer	\$188.70
Project Engineer IV	\$163.20
Project Engineer III	\$153.00
Project Engineer II	\$137.70
Project Engineer I	\$117.30
ROW	\$178.50
Office Chief Survey Calcs	\$173.40
Office Survey Calcs	\$158.10
Field Survey Chief	\$193.80
Office Utility	\$122.40
Field Survey II	\$163.20
Field Survey I	\$142.80
PLS	\$229.50
QA/QC Manager	\$255.00
Visualization Specialist	\$153.00
CADD Tech	\$122.40
GIS Tech	\$86.70
Website/ Design Updates	\$112.20
Technical Editor	\$96.90
Project Acct.	\$102.00
Admin / Project Controls	\$71.40

The billing rates for the Arlington Avenue Bridge Project are detailed in the Fee Summary as 2021 Rates and 2023 Rates. Work that was included in the original scope of work for the Agreement will continue to be billed at the 2021 rates. Additional work that was added by Amendment #1 will be invoiced at the 2023 rates. This rate table reflects the 2.0% increase to the 2023 Rates that will go into effect on January 1, 2024.

**Fee Summary For Arlington Avenue Bridges Project - Engineering During Construction**

Jacobs Fee Summary and Bill Rates for Arlington Avenue Bridges Replacement Project Amendment #2 - Tasks 12.0 through 14.0																											
Tasks																											
	Project Title	Sr. Project Manager, MOP	Project Manager II	Structural Engineer IV	Structural Engineer III	Structural Engineer II	CADD Structural	Project Engineer III	Project Engineer II	Chief-Office Survey Cals	Chief-Field Survey	Office Survey II Cals	Field Survey II	Office Survey I Cals	Field Survey I	ROW PLS	Sr. CADD Tech	Website Design/ Updates	Project Controls III	Admin/ Doc Control	Hours	Jacobs	SUB CME	SUB PKE	SUB Stantec	Total Costs	
Task	2024 Rate	\$275	\$225	\$220	\$190	\$160	\$150	\$175	\$150	\$165	\$195	\$135	\$165	\$115	\$145	\$250	\$150	\$120	\$115	\$75							
	2025 Rate	\$280.50	\$229.50	\$224.40	\$193.80	\$163.20	\$153.00	\$178.50	\$153.00	\$168.30	\$198.90	\$137.70	\$168.30	\$117.30	\$147.90	\$255.00	\$153.00	\$122.40	\$117.30	\$76.50							
	2026 Rate	\$286.11	\$234.09	\$228.89	\$197.68	\$166.46	\$156.06	\$182.07	\$156.06	\$171.67	\$202.88	\$140.45	\$171.67	\$119.65	\$150.86	\$260.10	\$156.06	\$124.85	\$119.65	\$78.03							
<b>12.0</b>	<b>Engineering Services During Construction</b>	9	256	0	535	170	45	68	0	0	0	0	0	0	0	0	25	144	72	0	1324	\$ 242,831	\$ 11,560	\$ 15,000	\$ 32,300		
	Project Management	9	180																72	0	261	\$ 51,255					
	Preconstruction Coordination Meetings		18		18																36	\$ 7,470					
	Conformed Plans Specs		4		10		10														24	\$ 4,300					
	Weekly Construction Meetings		9		108																117	\$ 22,545					
	Misc. Field Visits		24		72																96	\$ 19,080					
	RFIs		5		45	20	10	20												0	100	\$ 17,875					
	Submittals		0		250	150														0	400	\$ 71,500					
13.18	Pre-/Post-Construction North Channel Topo Scan							24													24	\$ 4,200					
13.19	Pre-/Post-Construction South Channel Topo							24													24	\$ 4,200					
	Final Inspection / Field Review / Punch List		8		16																24	\$ 4,840					
	Website Updates																	144			144	\$ 17,280					
	Record Drawings		8		16		25										25				74	\$ 12,340					
	Rate Escalation (75% Hours in 2025)	\$ 37	\$ 864	\$ -	\$ 1,525	\$ 408	\$ 101	\$ 179	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56	\$ 259	\$ 124	\$ -		\$ 3,553					
	Rate Escalation (25% Hours in 2026)	\$ 25	\$ 582	\$ -	\$ 1,027	\$ 275	\$ 68	\$ 120	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38	\$ 175	\$ 84	\$ -		\$ 2,393					
SUB	CME																				0	\$ -	\$ 11,560				
SUB	PK Electrical																				0	\$ -		\$ 15,000			
SUB	Stantec																				0	\$ -			\$ 32,300		

	Project Title	Sr. Project Manager, MOP	Project Manager II	Structural Engineer IV	Structural Engineer III	Structural Engineer II	CADD Structural	Project Engineer III	Project Engineer II	Chief - Office Survey Cals	Chief - Field Survey	Office Survey II Cals	Field Survey II	Office Survey I Cals	Field Survey I	ROW PLS	Sr. CADD Tech	Website Design/ Updates	Project Controls III	Admin / Doc Control	Hours	Jacobs	SUB CME	SUB PKE	SUB Stantec	Total Costs																				
Task	2024 Rate	\$275	\$225	\$220	\$190	\$160	\$150	\$175	\$150	\$165	\$195	\$135	\$165	\$115	\$145	\$250	\$150	\$120	\$115	\$75																										
	2025 Rate	\$280.50	\$229.50	\$224.40	\$193.80	\$163.20	\$153.00	\$178.50	\$153.00	\$168.30	\$198.90	\$137.70	\$168.30	\$117.30	\$147.90	\$255.00	\$153.00	\$122.40	\$117.30	\$76.50																										
	2026 Rate	\$286.11	\$234.09	\$228.89	\$197.68	\$166.46	\$156.06	\$182.07	\$156.06	\$171.67	\$202.88	\$140.45	\$171.67	\$119.65	\$150.86	\$260.10	\$156.06	\$124.85	\$119.65	\$78.03																										
<b>13.0</b>	<b>Construction Staking</b>	0	0	0	0	0	0	0	0	364	278	0	397	0	413	4	0	0	0	0	1456	\$ 246,701																								
13.1	Task Management / Survey Requests									58											58	\$ 9,570																								
13.2	Horizontal/Vertical Control									10	20		10		10						50	\$ 8,650																								
13.3	Right-of-Way Acq. and TCE									0											0	\$ -																								
13.4	Civil Removals									8			10		20						38	\$ 5,870																								
13.5	Civil Roadway Improvements									30			12		48						90	\$ 13,890																								
13.6	North Bridge w/ Wingwalls, Floodwalls									40	80		140		140						400	\$ 65,600																								
13.7	Kayak Drop Structure & Regrading of N. Channel									4	20		15		15						54	\$ 9,210																								
13.8	South Bridge									40	60		100		100						300	\$ 49,300																								
13.9	Island Avenue Maintenance Access Ramp									4	8		10		10						32	\$ 5,320																								
13.10	Drainage Improvements									4			10		20						34	\$ 5,210																								
13.11	Traffic Signals and RRFBs									4					10						14	\$ 2,110																								
13.12	Electrical									4					10						14	\$ 2,110																								
13.13	Striping and Pavement Markings									4					10						14	\$ 2,110																								
13.14	Signing									2					10						12	\$ 1,780																								
13.15	Utilities									8	10		10		10						38	\$ 6,370																								
13.16	Re-Setting Survey Monuments In Original Position (CONTINGENT)									4	8					4					16	\$ 3,220																								
13.17	QC/As-Built Surveys									20	40		40								100	\$ 17,700																								
13.18	Pre-/Post-Construction North Channel Topo Scan									60	16		20								96	\$ 16,320																								
13.19	Pre-/Post-Construction South Channel Topo									60	16		20								96	\$ 16,320																								
	Rate Escalation (75% Hours in 2025)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 901	\$ 813	\$ -	\$ 983	\$ -	\$ 898	\$ 15	\$ -	\$ -	\$ -	\$ -		\$ 3,610																								
	Rate Escalation (25% Hours in 2026)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 607	\$ 548	\$ -	\$ 662	\$ -	\$ 605	\$ 10	\$ -	\$ -	\$ -	\$ -		\$ 2,431																								
<b>14.0</b>	<b>RTC Contingency - ESDC</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ 60,000																								
14	RTC Contingency - ESDC																				0	\$ 60,000																								
	<b>Hours Per Staff</b>	9	256	0	535	170	45	68	0	364	278	0	397	0	413	4	25	144	72	0	2780																									
	<b>Base Scope Direct Labor Costs</b>	\$ 2,475	\$ 57,600	\$ -	\$ 101,650	\$ 27,200	\$ 6,750	\$ 11,900	\$ -	\$ 60,060	\$ 54,210	\$ -	\$ 65,505	\$ -	\$ 59,885	\$ 1,000	\$ 3,750	\$ 17,280	\$ 8,280	\$ -		\$ 549,531	\$ 11,560	\$ 15,000	\$ 32,300	\$ 608,391																				
	<b>Direct Expenses</b>																					\$ 1,500				\$ 1,500																				
	Misc. Direct Costs	\$ 1,500																																												
	<b>TOTAL:</b>																									<b>\$ 609,891</b>																				
<b>TOTAL PROPOSED FOR AMENDMENT#2</b>																																										<b>\$ 551,031</b>	<b>\$ 11,560</b>	<b>\$ 15,000</b>	<b>\$ 32,300</b>	

## Arlington Avenue Bridges Project – Bill Rate Classification

Sr. Project Manager, MOP	Doug Stremel
Project Manager II	Kaci Stansbury
Structural Engineer IV	Matt Negrete, Mark Brady, Michael Lewis
Structural Engineer III	Robbie Coomes, Tim Vesco
Structural Engineer II	Nicholas Stalder, Roberto Chang Siu
CADD Structural	Patrick Walker, Obee Vejar, Leo Aranza, Kevin Pope
Project Engineer III	Kayann Jongsma, Calvin Black,
Project Engineer II	Mateo Franzoia
Chief - Office Survey Calcs	Roland Brooks
Chief - Field Survey	Roland Brooks
Office Survey II Calcs	Tyler Brown
Field Survey II	Tyler Brown
Office Survey I Calcs	James Rosenberg
Field Survey I	James Rosenberg
ROW PLS	Halana Salazar, Heidi Mireles
Sr. CADD Tech	John Chelonis, Ty Miller, Stephan Bourque
Website Design/Updates	Chad Tilton
Project Controls III	Jay Hartfield, Shawn Force
Admin / Doc Control	Candy Vermeulen



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.4.7

To: Regional Transportation Commission

From: Alex Wolfson, Project Manager

**SUBJECT: Sixth Street for All Project PSA with Parametrix, Inc.**

**RECOMMENDED ACTION**

Approve a contract with Parametrix, Inc., for environmental and design services related to the Sixth Street for All Project, in an amount not-to-exceed \$2,720,536.

**BACKGROUND AND DISCUSSION**

This Professional Services Agreement (PSA) with Parametrix, Inc., (Parametrix) is for professional design services on the Sixth Street for All Project (Project) in the amount of \$2,007,890 for environmental services and preliminary design, and \$712,646 for final design.

The Sixth Street for All Project is part of the network of proposed micromobility improvements known collectively as the “Downtown Reno Micromobility Project” and was determined to have the highest safety need in Washoe County based on reported crash data. This project will make targeted and strategic safety improvements along East Sixth Street between North Virginia Street and East Fourth Street in the City of Reno. This project has been awarded a \$8,963,112 Safe Streets for All (SS4A) Implementation Grant from the United States Department of Transportation (USDOT) to assist with project design and construction.

Parametrix was selected from the RTC’s Request for Proposal (RFP) 24-04 as a qualified firm to perform engineering design and environmental services. Negotiation of Parametrix’s scope, schedule, and budget for the requested services is deemed fair and reasonable.

- Environmental/ Preliminary Design Kickoff: January 2025
- 60% Design Submittal: November 2025
- 100% Design Submittal: February 2026
- Construction: Summer 2026

This item supports Strategic Roadmap Goal #5, "Improve network safety" and FY2025 RTC Goal, "Begin Design: Sixth for All Project".

## **FISCAL IMPACT**

This agreement will be financed through a combination of Federal SS4A Grant funds and Local Fuel Tax revenues. Fuel Tax appropriations and Grant Funding is included in the FY2025 budget for this item.

## **PREVIOUS BOARD ACTION**

10/20/2023 Acknowledged receipt of a report regarding RTC staff intent to proceed with the process required by federal law to revise the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) in connection with what is expected to be referred to generally as the “Downtown Reno Micromobility Project,” in order to include projects on the network of streets accepted by the City of Reno (the Virginia St.; Lake St./Sinclair St./Evans Ave.; Vine St.; 5th St.; and 6th St. corridors), and not include projects on the 3rd St./Plaza St. and Center St./University Way corridors.

**AGREEMENT  
FOR  
PROFESSIONAL SERVICES**

This agreement (this “Agreement”) is dated and effective as of \_\_\_\_\_, 2025, by and between the Regional Transportation Commission of Washoe County (“RTC”) and Parametrix, Inc. (“CONSULTANT”).

WITNESSETH:

WHEREAS, RTC issued a Request for Proposals for interested persons and firms to perform professional NEPA and final design services in connection with the Sixth Street for All Project; and

WHEREAS, CONSULTANT submitted a proposal (the “Proposal”) and was selected to perform the work.

NOW, THEREFORE, RTC and CONSULTANT, in consideration of the mutual covenants and other consideration set forth herein, do hereby agree as follows:

ARTICLE 1 – TERM AND ENGAGEMENT

- 1.1. The term of this Agreement shall be from the date first written above through June 30, 2028, unless terminated at an earlier date, or extended to a later date, pursuant to the provisions herein.
- 1.2. CONSULTANT will perform the work using the project team identified in the Proposal. Any changes to the project team must be approved by RTC’s Project Manager.
- 1.3. CONSULTANT will promptly, diligently and faithfully execute the work to completion in accordance with applicable professional standards subject to any delays due to strikes, acts of God, act of any government, civil disturbances, or any other cause beyond the reasonable control of CONSULTANT.
- 1.4. CONSULTANT shall not proceed with work until both parties have executed this Agreement and a purchase order has been issued to CONSULTANT. If CONSULTANT violates that prohibition, CONSULTANT forfeits any and all right to reimbursement and payment for that work and waives any and all claims against RTC, its employees, agents, and affiliates, including but not limited to monetary damages, and any other remedy available at law or in equity arising under the terms of this Agreement. Furthermore, prior to execution and issuance of a purchase order, CONSULTANT shall not rely on the terms of this Agreement in any way, including but not limited to any written or oral representations, assurances or warranties made by RTC or any of its agents, employees or affiliates, or on any dates of performance, deadlines, indemnities, or any term contained in this Agreement or otherwise.



## ARTICLE 2 - SERVICES OF CONSULTANT

### 2.1. SCOPE OF SERVICES

The scope of services consists of the tasks set forth in Exhibit A.

### 2.2. SCHEDULE OF SERVICES

Tasks and subtasks shall be completed in accordance with the schedule in Exhibit A. Any change(s) to the schedule must be approved by RTC's Project Manager.

### 2.3. CONTINGENCY

Contingency line items identified in the scope of services are for miscellaneous increases within the scope of work. Prior to the use of any contingency amounts, CONSULTANT shall provide a letter to RTC's Project Manager detailing the need, scope, and not-to-exceed budget for the proposed work. Work to be paid for out of contingency shall proceed only with the RTC Project Manager's written approval.

### 2.4. OPTIONS

RTC shall have the right to exercise its option(s) for all or any part of the optional tasks or subtasks identified in Exhibit A. CONSULTANT will prepare and submit a detailed scope of services reflecting the specific optional services requested, a schedule for such services, and a cost proposal. RTC will review and approve the scope of services and RTC and CONSULTANT will discuss and agree upon compensation and a schedule. CONSULTANT shall undertake no work on any optional task without written notice to proceed with the performance of said task. RTC, at its sole option and discretion, may select another individual or firm to perform the optional tasks or subtasks identified in Exhibit A.

### 2.5. ADDITIONAL SERVICES

CONSULTANT will provide additional services when agreed to in writing by RTC and CONSULTANT.

### 2.6. PERFORMANCE REQUIREMENTS

Any and all design and engineering work furnished by CONSULTANT shall be performed by or under the supervision of persons licensed to practice architecture, engineering, or surveying (as applicable) in the State of Nevada, by personnel who are careful, skilled, experienced and competent in their respective trades or professions, who are professionally qualified to perform the work, and who shall assume professional responsibility for the accuracy and completeness of documents prepared or checked by them, in accordance with appropriate prevailing professional standards. Notwithstanding the provision of any drawings, technical specifications, or other data by RTC, CONSULTANT shall have the responsibility of supplying all items and details required for the deliverables required hereunder.

Any sampling and materials testing shall be performed by an approved testing laboratory accredited by AASHTO or other ASTM recognized accrediting organization in the applicable test methods. If any geotechnical or materials testing is performed by a sub-consultant, that laboratory shall maintain the required certification. Proof of certification shall be provided to RTC with this Agreement. If certification expires or is removed during the term of this Agreement, CONSULTANT shall notify RTC immediately, and propose a remedy. If an acceptable remedy cannot be agreed upon by both parties, RTC may terminate this Agreement for default.

CONSULTANT shall provide only Nevada Alliance for Quality Transportation Construction (NAQTC) qualified personnel to perform field and laboratory sampling and testing during the term of this Agreement. All test reports shall be signed by a licensed NAQTC tester and notated with his/her license number.

2.7. ERRORS AND OMISSIONS

CONSULTANT shall, without additional compensation, correct or revise any deficiencies, errors, or omissions caused by CONSULTANT in its analysis, reports, and services. CONSULTANT also agrees that if any error or omission is found, CONSULTANT will expeditiously make the necessary correction, at no expense to RTC. If an error or omission was directly caused by RTC, and not by CONSULTANT and RTC requires that such error or omission be corrected, CONSULTANT may be compensated for such additional work.

ARTICLE 3 - COMPENSATION

3.1. CONSULTANT shall be paid for hours worked at the hourly rates and rates for testing in Exhibit B. RTC shall not be responsible for any other costs or expenses except as provided in Exhibit B.

3.2. The maximum amount payable to CONSULTANT to complete each task is equal to the not-to-exceed amounts identified in Exhibit B. CONSULTANT can request in writing that RTC's Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee schedule and must be approved in writing by RTC's Project Manager prior to performance of the work. In no case shall CONSULTANT be compensated in excess of the following not-to exceed amounts:

<u>Total Services</u>	<u>\$2,720,536</u>
Total Not-to-Exceed Amount	\$2,720,536

3.3. For any work authorized under Section 2.5, "Additional Services," RTC and CONSULTANT will negotiate not-to-exceed amounts based on the standard hourly rates and rates for testing in Exhibit B. Any work authorized under Section 2.4, "Additional Services," when performed by persons who are not employees or individuals employed by affiliates of CONSULTANT, will be billed at a mutually agreed upon rate for such services, but not more than 105% of the amounts billed to CONSULTANT for such services.

- 3.4. CONSULTANT shall receive compensation for preparing for and/or appearing in any litigation at the request of RTC, except: (1) if such litigation costs are incurred by CONSULTANT in defending its work or services or those of any of its sub-consultants; or (2) as may be required by CONSULTANT's indemnification obligations. Compensation for litigation services requested by RTC shall be paid at a mutually agreed upon rate and/or at a reasonable rate for such services.
- 3.5. CONSULTANT must have an acceptable cost accounting system and can only be reimbursed for costs that are consistent with Federal cost principles. *See* 23 C.F.R. 172.9; 2 C.F.R. Part 200, Subpart E.

#### ARTICLE 4 – RESERVED

#### ARTICLE 5 - INVOICING

- 5.1 CONSULTANT shall submit monthly invoices in the format specified by RTC. Invoices must be submitted to [accountspayable@rtcwashoe.com](mailto:accountspayable@rtcwashoe.com). RTC's payment terms are 30 days after the receipt of the invoice. Simple interest will be paid at the rate of half a percent (0.5%) per month on all invoices approved by RTC that are not paid within thirty (30) days of receipt of the invoice.
- 5.2 RTC shall only reimburse CONSULTANT for costs that are consistent with Federal cost principles. *See* 23 C.F.R. 172.9; 2 C.F.R. Part 200, Subpart E.
- 5.3 RTC shall notify CONSULTANT of any disagreement with any submitted invoice for consulting services within thirty (30) days of receipt of an invoice. Any amounts not in dispute shall be promptly paid by RTC.
- 5.4 CONSULTANT shall maintain complete records supporting every request for payment that may become due. Upon request, CONSULTANT shall produce all or a portion of its records and RTC shall have the right to inspect and copy such records.

#### ARTICLE 6 – CONFLICTS OF INTEREST

- 6.1 CONSULTANT shall ensure that no employee, agent, subcontractor or other person performing services under this Agreement shall have, directly or indirectly, a financial or other personal interest, other than their employment or retention, in any contract or subcontract in connection with the Project.
- 6.2 CONSULTANT shall include a requirement in each subcontract CONSULTANT signs with a subcontractor that the subcontractor shall ensure that no employee, agent, subcontractor or other person performing services under the subcontract shall have, directly or indirectly, a financial or other personal interest, other than their employment or retention, in any contract or subcontract in connection with the Project.

- 6.3 CONSULTANT shall disclose any potential conflict of interest to RTC, who shall then disclose any potential conflict of interest as specified in 2 C.F.R. 200.112, 23 C.F.R. 1.33 and the requirements of 23 C.F.R. 172.5.

#### ARTICLE 7 - ACCESS TO INFORMATION AND PROPERTY

- 7.1 Upon request and without cost to CONSULTANT, RTC will provide all pertinent information that is reasonably available to RTC including surveys, reports and any other data relative to design and construction.
- 7.2 RTC will provide access to and make all provisions for CONSULTANT to enter upon RTC facilities and public lands, as required for CONSULTANT to perform its work under this Agreement.

#### ARTICLE 8 - OWNERSHIP OF WORK

- 8.1. Plans, reports, studies, tracings, maps, software, electronic files, licenses, programs, equipment manuals, and databases and other documents or instruments of service prepared or obtained by CONSULTANT in the course of performing work under this Agreement, shall be delivered to and become the property of RTC. Software already developed and purchased by CONSULTANT prior to the Agreement is excluded from this requirement. CONSULTANT and its sub-consultants shall convey and transfer all copyrightable interests, trademarks, licenses, and other intellectual property rights in such materials to RTC upon completion of all services under this Agreement and upon payment in full of all compensation due to CONSULTANT in accordance with the terms of this Agreement. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by CONSULTANT under this Agreement shall, upon request, also be provided to RTC.
- 8.2. CONSULTANT represents that it has secured all necessary licenses, consents, or approvals to use the components of any intellectual property, including computer software, used in providing services under this Agreement, that it has full legal title to and the right to reproduce such materials, and that it has the right to convey such title and other necessary rights and interests to RTC.
- 8.3. CONSULTANT shall bear all costs arising from the use of patented, copyrighted, trade secret, or trademarked materials, equipment, devices, or processes used on or incorporated in the services and materials produced under this Agreement.
- 8.4. CONSULTANT agrees that all reports, communications, electronic files, databases, documents, and information that it obtains or prepares in connection with performing this Agreement shall be treated as confidential material and shall not be released or published without the prior written consent of RTC; provided, however, that CONSULTANT may refer to this scope of work in connection with its promotional literature in a professional and commercially reasonable manner. The provisions of this subsection shall not apply to information in whatever form that comes into the public domain. The provisions of this paragraph also shall not restrict CONSULTANT from giving notices required by law or complying with an order to provide information or data when such order is issued by a

court, administrative agency, or other entity with proper jurisdiction, or if it is reasonably necessary for CONSULTANT to defend itself from any suit or claim.

#### ARTICLE 9 - TERMINATION

9.1. MUTUAL ASSENT.

This Agreement may be terminated by mutual written agreement of the parties.

9.2. CONVENIENCE.

RTC may terminate this Agreement, in whole or in part, at any time by written notice to CONSULTANT when it is in RTC's best interest. CONSULTANT shall be paid its costs, including contract closeout costs, and profit on work performed up to the time of termination. CONSULTANT shall promptly submit its termination claim to RTC to be paid CONSULTANT. If CONSULTANT has any property in its possession belonging to RTC, CONSULTANT will account for the same, and dispose of it in the manner RTC directs.

9.3. DEFAULT.

If CONSULTANT fails to perform services in the manner called for in this Agreement or if CONSULTANT fails to comply with any other provisions of this Agreement, RTC may terminate this Agreement for default. Termination shall be effected by serving a notice of termination on CONSULTANT setting forth the manner in which CONSULTANT is in default. CONSULTANT will only be paid the contract price for services delivered and accepted, or services performed in accordance with the manner of performance set forth in this Agreement.

If it is later determined by RTC that CONSULTANT had an excusable reason for not performing, such as a fire, flood, or events which are not the fault of or are beyond the control of CONSULTANT, RTC, after setting up a new performance schedule, may allow CONSULTANT to continue work, or treat the termination as a termination for convenience.

#### ARTICLE 10 - RIGHTS, REMEDIES AND DISPUTES

10.1. RIGHTS.

- A. RTC shall have the following rights in the event that RTC deems CONSULTANT guilty of a breach of any term of this Agreement:
  - 1. The right to take over and complete the work or any part thereof as agency for and at the expense of CONSULTANT, either directly or through other contractors;
  - 2. The right to cancel this Agreement as to any or all of the work yet to be performed;

3. The right to specific performance, an injunction or any other appropriate equitable remedy; and
  4. The right to money damages.
- B. Inasmuch as CONSULTANT can be adequately compensated by money damages for any breach of this Agreement which may be committed by RTC, CONSULTANT expressly agrees that no default, act or omission of RTC shall constitute a material breach of this Agreement entitling CONSULTANT to cancel or rescind the Agreement (unless RTC directs CONSULTANT to do so) or to suspend or abandon performance.

#### 10.2. NEGOTIATED RESOLUTION

In the event that any dispute or claim arises under this Agreement, the parties shall timely cooperate and negotiate in good faith to resolve any such dispute or claim. Such cooperation shall include providing the other party with all information in order to properly evaluate the dispute or claim and making available the necessary personnel to discuss and make decisions relative to the dispute or claim.

#### 10.3. MEDIATION

If the parties have been unable to reach an informal negotiated resolution to the dispute or claim within thirty (30) days following submission in writing of the dispute or claim to the other party, or such longer period of time as the parties may agree to in writing, either party may then request, in writing, that the dispute or claim be submitted to mediation (the "Mediation Notice"). After the other party's receipt or deemed receipt of the Mediation Notice, the parties shall endeavor to agree upon a mutually acceptable mediator, but if the parties have been unable to agree upon a mediator within ten (10) days following receipt of the Mediation Notice, then each party shall select a mediator and those two selected mediators shall select the mediator. A mediator selected by the parties' designated mediators shall meet the qualification set forth in as provided in Rule 4 of Part C., "Nevada Mediation Rules" of the "Rules Governing Alternative Dispute Resolutions adopted by the Nevada Supreme Court." Unless otherwise agreed to by the parties, in writing, the mediator shall have complete discretion over the conduct of the mediation proceeding. Unless otherwise agreed to by the parties, in writing, the mediation proceeding must take place within thirty (30) days following appointment of the mediator. The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in Washoe County, Nevada, unless otherwise agreed to by the parties, in writing. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

#### 10.4. LITIGATION

In the event that the parties are unable to settle and/or resolve the dispute or claim as provided above, then either party may proceed with litigation in the Second Judicial District Court of the State of Nevada, County of Washoe.

10.5. CONTINUING CONTRACT PERFORMANCE

During the pendency of any dispute or claim the parties shall proceed diligently with performance of this Agreement and such dispute or claim shall not constitute an excuse or defense for a party's nonperformance or delay.

ARTICLE 11 - INSURANCE

- 11.1. CONSULTANT shall not commence any work or permit any employee/agent to commence any work until satisfactory proof has been submitted to RTC that all insurance requirements have been met.
- 11.2. In conjunction with the performance of the services/work required by the terms of this Agreement, CONSULTANT shall obtain all types and amounts of insurance set forth in Exhibit C and shall comply with all provisions set forth therein.

ARTICLE 12 - HOLD HARMLESS

- 12.1. CONSULTANT's obligation under this provision is as set forth in Exhibit C. Said obligation would also extend to any liability of RTC resulting from any action to clear any lien and/or to recover for damage to RTC property.

ARTICLE 13 - EQUAL EMPLOYMENT OPPORTUNITY

- 13.1. During the performance of this Agreement, CONSULTANT agrees not to discriminate against any employee or applicant for employment because of race, color, religion, sex, age, disability, or national origin. CONSULTANT will take affirmative action to ensure that applicants are employed, and that employees are treated fairly during employment, without regard to their race, color, religion, sex, age, disability, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. CONSULTANT agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by RTC setting forth the provisions of this nondiscrimination clause.
- 13.2. CONSULTANT will, in all solicitations or advertisements for employees placed by or on behalf of CONSULTANT, state that well qualified applicants will receive consideration of employment without regard to race, color, religion, sex, age, disability, or national origin.
- 13.3. CONSULTANT will cause the foregoing provisions to be inserted in all sub-agreements for any work covered by this Agreement so that such provisions will be binding upon each sub-consultant.

ARTICLE 14 – PROJECT MANAGERS

- 14.1. RTC’s Project Manager is Alex Wolfson or such other person as is later designated in writing by RTC. RTC’s Project Manager has authority to act as RTC’s representative with respect to the performance of this Agreement.
  
- 14.2. CONSULTANT’ Project Manager is David Parisi or such other person as is later designated in writing by CONSULTANT. CONSULTANT’s Project Manager has authority to act as CONSULTANT’s representative with respect to the performance of this Agreement.

ARTICLE 15 - NOTICE

- 15.1. Notices required under this Agreement shall be given as follows:

RTC:                                 Bill Thomas, AICP  
  Executive Director  
  Alex Wolfson, P.E.  
  RTC Project Manager  
  Regional Transportation Commission  
  1105 Terminal Way  
  Reno, Nevada 89502  
  (775) 335-1880

CONSULTANT:                 David Parisi, P.E.  
  Principal Consultant  
  Parametrix, Inc.  
  9190 Double Diamond Pkwy  
  Reno, NV 89521  
  (775) 993-5731

ARTICLE 16 - DELAYS IN PERFORMANCE

- 16.1. TIME IS OF THE ESSENCE

It is understood and agreed that all times stated and referred to herein are of the essence. The period for performance may be extended by RTC’s Executive Director pursuant to the process specified herein. No extension of time shall be valid unless reduced to writing and signed by RTC’s Executive Director.

- 16.2. UNAVOIDABLE DELAYS

If the timely completion of the services under this Agreement should be unavoidably delayed, RTC may extend the time for completion of this Agreement for not less than the number of days CONSULTANT was excusably delayed. A delay is unavoidable only if the delay is not reasonably expected to occur in connection with or during CONSULTANT’s performance, is not caused directly or substantially by acts, omissions,



negligence or mistakes of CONSULTANT, is substantial and in fact causes CONSULTANT to miss specified completion dates and cannot adequately be guarded against by contractual or legal means.

16.3. NOTIFICATION OF DELAYS

CONSULTANT shall notify RTC as soon as CONSULTANT has knowledge that an event has occurred or otherwise becomes aware that CONSULTANT will be delayed in the completion of the work. Within ten (10) working days thereafter, CONSULTANT shall provide such notice to RTC, in writing, furnishing as much detail on the delay as possible and requesting an extension of time.

16.4. REQUEST FOR EXTENSION

Any request by CONSULTANT for an extension of time to complete the work under this Agreement shall be made in writing to RTC. CONSULTANT shall supply to RTC documentation to substantiate and justify the additional time needed to complete the work and shall provide a revised schedule. RTC shall provide CONSULTANT with notice of its decision within a reasonable time after receipt of a request.

ARTICLE 17 - GENERAL PROVISIONS

17.1. SUCCESSORS AND ASSIGNS

RTC and CONSULTANT bind themselves and their successors and assigns to the other party and to the successors and assigns of such party, with respect to the performance of all covenants of this Agreement. Except as set forth herein, neither RTC nor CONSULTANT shall assign or transfer interest in this Agreement without the written consent of the other. Nothing herein shall be construed as creating a personal liability on the part of any officer or agent or any public body which may be a party hereto, nor shall it be construed as giving any rights or benefits hereunder to anyone other than RTC and CONSULTANT.

17.2. NON-TRANSFERABILITY

This Agreement is for CONSULTANT's professional services, and CONSULTANT's rights and obligations hereunder may not be assigned without the prior written consent of RTC.

17.3. SEVERABILITY

If any part, term, article, or provision of this Agreement is, by a court of competent jurisdiction, held to be illegal, void, or unenforceable, or to be in conflict with any law of the State of Nevada, the validity of the remaining provisions or portions of this Agreement are not affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term, or provision held invalid.

17.4. RELATIONSHIP OF PARTIES

CONSULTANT is an independent contractor to RTC under this Agreement. Accordingly, CONSULTANT is not entitled to participate in any retirement, deferred compensation, health insurance plans or other benefits RTC provides to its employees. CONSULTANT shall be free to contract to provide similar services for others while it is under contract to RTC, so long as said services and advocacy are not in direct conflict, as determined by RTC, with services being provided by CONSULTANT to RTC.

17.5. WAIVER/BREACH

Any waiver or breach of a provision in this Agreement shall not be deemed a waiver of any other provision in this Agreement and no waiver is valid unless in writing and executed by the waiving party. An extension of the time for performance of any obligation or act shall not be deemed an extension of time for the performance of any other obligation or act. This Agreement inures to the benefit of and is binding upon the parties to this Agreement and their respective heirs, successors and assigns.

17.6. REGULATORY COMPLIANCE

- A. CONSULTANT shall comply with all applicable federal, state and local government laws, regulations and ordinances. CONSULTANT shall be responsible for obtaining all necessary permits and licenses for performance of services under this Agreement. Upon request of RTC, CONSULTANT shall furnish RTC certificates of compliance with all such laws, orders and regulations.
- B. CONSULTANT represents and warrants that none of the services to be rendered pursuant to this Agreement constitute the performance of public work, as that term is defined by Section 338.010(17) of the Nevada Revised Statutes. To the extent CONSULTANT does engage in such public work, CONSULTANT shall be responsible for paying the prevailing wage as required by Chapter 338 of the Nevada Revised Statutes.

17.7. EXCLUSIVE AGREEMENT

There are no verbal agreements, representations or understandings affecting this Agreement, and all negotiations, representations and undertakings are set forth herein with the understanding that this Agreement constitutes the entire understanding by and between the parties.

17.8. AMENDMENTS

No alteration, amendment or modification of this Agreement shall be effective unless it is in writing and signed by both parties.

17.9. CONTINUING OBLIGATION

CONSULTANT agrees that if, because of death or any other occurrence it becomes impossible for any principal or employee of CONSULTANT to render the services required under this Agreement, neither CONSULTANT nor the surviving principals shall be relieved of any obligation to render complete performance. However, in such event, RTC may terminate this Agreement if it considers the death or incapacity of such principal or employee to be a loss of such magnitude as to affect CONSULTANT's ability to satisfactorily complete the performance of this Agreement.

17.10. APPLICABLE LAW AND VENUE

The provisions of this Agreement shall be governed and construed in accordance with the laws of the State of Nevada. The exclusive venue and court for all lawsuits concerning this Agreement shall be the Second Judicial District Court of the State of Nevada, County of Washoe, and the parties hereto submit to the jurisdiction of that District Court.

17.11. ATTORNEYS' FEES

In the event of a dispute between the parties result in a proceeding in any Court of Nevada having jurisdiction, the prevailing party shall be entitled to an award of costs and any reasonable attorneys' fees.

17.12. CERTIFICATION REQUIRED BY NEVADA SENATE BILL 27 (2017)

CONSULTANT expressly certifies and agrees, as a material part of this Agreement, that it is not currently engaged in a boycott of Israel. CONSULTANT further agrees, as a material part of this Agreement, it will not engage in a boycott of Israel for the duration of this Agreement. If, at any time during the formation or duration of this Agreement, CONSULTANT is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.

ARTICLE 18 - FEDERAL FORMS AND CLAUSES

18.1. This Agreement is funded in whole or in part through funding from the Fiscal Year 2023 Safe Streets and Roads for All ("SS4A") Grant Program for Federal Highway Administration projects. As a condition for receiving payment under this Agreement, CONSULTANT agrees to comply with the federally required clauses set forth in Exhibits D, E, F, and G.

18.2. CONSULTANT has completed and signed the following: (1) Affidavit of Non-Collusion; (2) Certification Regarding Debarment, Suspension, Other Ineligibility and Voluntary Exclusion; (3) Certification Required by 31 U.S.C. § 1352, Restrictions on Lobbying Using Federal Appropriated Funds, and "Instructions for Completion of SF-LLL, Disclosure of Lobbying Activities," and "Certifications and Requirements Regarding Delinquent Tax Liability or a Felony Conviction under any Federal Law."

18.3. CONSULTANT affirms that such certifications remain valid and shall immediately notify RTC if circumstances change that affect the validity of these certifications.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the day and year first above written.

REGIONAL TRANSPORTATION COMMISSION  
OF WASHOE COUNTY

By: \_\_\_\_\_  
Bill Thomas, AICP, Executive Director

PARAMETRIX, INC.

By: \_\_\_\_\_  
Nathan Johnson, Senior Vice President

## **Exhibit A**

### Scope of Services

Regional Transportation Commission of Washoe County  
Engineering, Design and Environmental Services for the Sixth Street for All  
(SS4A) Project

## Introduction

The Sixth Street for All Project (Project) is located within the City of Reno. The Project extends along East Sixth Street from North Virginia Street at the western limit to East Fourth Street at the eastern limit and the roadway is classified as a medium access control arterial.

The purpose of the Project is to implement safety improvements along East Sixth Street, including reallocating vehicular travel lanes (i.e., a road diet). Additional safety improvements include protected bike lanes, intersection safety enhancements, retroreflective backplates, high-visibility crosswalk markings, intersection lighting enhancements, pedestrian refuge islands, floating bus stops if applicable, and curb extensions. The Project will also rehabilitate deteriorated pavement and relocate utilities as appropriate.

The CONSULTANT shall obtain, review, and make use of all available data and existing information including, but not limited to the federal Safe Streets for All grant application, and other Project information provided by the Regional Transportation Commission of Washoe County (RTC).

## Objective

The work consists of development of conceptual alternatives and providing environmental and professional engineering services to advance the Project through the National Environmental Policy Act (NEPA) process and develop a package to advertise for construction. It is assumed that the level of Environmental Clearance will be a Categorical Exclusion (CE). All work shall be in accordance with and meet the requirements of the Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), and RTC.

Major milestones anticipated to maintain the overall Project schedule include:

- Service Provider Agreement: January 2025
- Preliminary Design: January 2025 – May 2025
- NEPA: May 2025 – November 2025
- Intermediate Design: May 2025 – November 2025
- Right-of-Way Activities: May 2025 – March 2026
- Final Design: November 2025 – February 2026
- Invitation to Bid: March 2026

## Task 01 – Project Management

### Subtask 01-01 – Team and Project Management

The CONSULTANT will provide Project management services for the duration of the Project, including closeout activities; assumed to be eighteen (18) months total, January 2025 through June 2026. Once the Project proceeds to construction, Project management services will be performed under the Services During Construction task, if approved by RTC in a contract amendment. Project management includes Project setup and administration, including preparation and execution of Subconsultant agreements; monthly budget monitoring and invoicing; monthly preparation and reporting of Project progress (including work

completed and documentation of any changes, actual and anticipated, in scope, schedule, and budget); risk management; preparation and monthly Project schedule updates; management of Subconsultants, oversight of quality assurance on deliverables; file management; Project closeout; and general Project administration. The CONSULTANT Project Manager will serve as the RTC's single point of contact and will have primary responsibility for coordinating the efforts of the Project team and subconsultants.

### **Deliverable**

- Monthly Project invoices and progress reports.

### **Subtask 01-02 – Kickoff Meeting**

The Project will be initiated with an in-person kickoff meeting attended by the key CONSULTANT and RTC staff members within ten (10) days of the issuance of the Notice to Proceed (NTP). This meeting will be conducted to discuss Project management activities including the scope, schedule, and budget. In addition, a high-level discussion will be shared regarding the RTC's expectations, Project goals, timeline, deliverables, key stakeholders, establishing Project committees (Technical Advisory Committee, Core Stakeholder Group, etc.), and communication protocols.

### **Subtask 01-03 – Project Management Meetings**

The CONSULTANT Project Manager will hold virtual or in-person bi-weekly check-in meetings with the RTC Project Manager and other key staff to stay in close communication, discuss progress on tasks/deliverables, and keep the Project moving forward efficiently. It is assumed that at least 75% of the check-in meetings will be virtual.

### **Subtask 01-04 – Project Design Team Meetings**

The CONSULTANT will conduct monthly Project Review Meetings with the RTC, City of Reno, and other participating stakeholders. CONSULTANT staff will be limited to those that are needed based on the scope of work currently being performed. The CONSULTANT will report to the RTC on deliverables, work products, budget, schedule, and other items completed by the CONSULTANT and their team. The CONSULTANT will be responsible for organizing and attending the meetings, providing meeting minutes, and maintaining an action item log for the Project.

### **Subtask 01-05 – Project Management Plan**

The CONSULTANT will prepare a Project Management Plan (PMP). The PMP will include a scope description, Project schedule, budget, Project data management plan, quality management plan (QMP), communication protocols, team members, and contact information.

### **Deliverable**

- Final Project Management Plan (draft, periodic updates).

### **Subtask 01-06 – Project Schedule and Controls**

The CONSULTANT will create, monitor, and update the Project Schedule as part of the Monthly Progress Report process. The schedule will be updated monthly or at any major schedule change.

The following are the anticipated for major milestones for the 18-month timeframe of the Project, subject to the development of the baseline Project Schedule:

**Anticipated Notice to Proceed (NTP) – January 2025**

Phase / Deliverables	Anticipated Completion (Weeks)
Project Management Plan	NTP + 2 Weeks
Project Schedule	
Kickoff Meeting	
Preliminary Design	NTP + 16 Weeks
Intermediate Design	NTP + 40 Weeks
NEPA	NTP + 40 Weeks
Right-of-Way Activities	NTP + 52 Weeks
Final Design	NTP + 52 Weeks
Invitation to Bid	NTP + 60 Weeks

The CONSULTANT will be responsible for updating and maintaining the Project Schedule as an exhibit for each Project review meeting. Should significant changes occur that may affect the Project milestones or completion/submittal dates, the CONSULTANT shall promptly submit a revised Project Schedule with summary detailing:

- How the Project will be brought back on schedule, if feasible, or,
- Proposed change(s) in milestones and Project completion dates if approved target dates are no longer feasible.
- Explanation of the change(s) in writing.

The CONSULTANT will also maintain and update the design schedule for each Progress Review Meeting every month.

**Deliverable**

- Project Work Breakdown Structure (WBS) schedule and monthly updates.

**Subtask 01-07 – Quality Management Plan (QMP)**

The CONSULTANT will prepare a Quality Management Plan (QMP) specific to the Project. As identified in the Project PMP, a Project Quality Manager will be assigned who be responsible for the development and implementation of the plan and provide initial training. The QMP will apply to both prime and Subconsultant team members.

**Deliverable**

- Quality Management Plan (Draft and Final).

**Subtask 01-08 – Risk Assessment and Value Engineering**

The CONSULTANT will provide a detailed scope of work and budget as an amendment to the agreement.



## Subtask 01-09 – Benefit/Cost Analysis

The CONSULTANT will provide a detailed scope of work and budget as an amendment to the agreement.

## Task 02 – Data Collection

### Subtask 02-01 – Data Collection

The CONSULTANT shall obtain, review, and make use of available Project data and information including, but not limited to, plans, cost estimates, environmental documents and technical studies, advance planning studies, agreements, and other Project information provided by the RTC. The RTC will assist the CONSULTANT in obtaining any previously conducted studies, work, and/or data related to the Project.

The CONSULTANT will obtain as-built data (hard copy, PDF, and/or electronic CADD files) for the Project from the RTC and City of Reno.

### Subtask 02-02 – Design Criteria and Software

The CONSULTANT will develop design criteria for the Project and will establish guidance based on:

- Standard Specifications for Public Works Construction, (Orange Book), Revision 8 of the 2012 Edition.
- AASHTO Policy for Geometric Design of Highways and Streets (Green Book), 2018.
- Manual on Uniform Traffic Control Device, 2010.
- AASHTO Roadside Design Guide, 2011.
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, AASHTO, 2004.
- City of Reno Standard Details.
- Truckee Meadows Regional Drainage Manual, 4/30/2009 version.
- TRB Access Management Manual, Second Edition.
- NACTO Urban Street Design Guide.
- NACTO Urban Bikeway Design Guide.

The CONSULTANT will prepare draft design criteria with a summarized listing of the governing standards and references, for review and approval by the RTC and the City of Reno. The CONSULTANT will review existing geometry for consistency with the agreed-upon standards.

Project design and plans will be produced using MicroStation V8i and InRoads SS2, with the understanding that master files can be translated to AutoCAD at the completion of final design for final delivery to the RTC, if required. ProjectWise will be used to organize CADD files, including those of the Subconsultants.

### Deliverable

- Draft and Final Design Criteria Memoranda.

### Subtask 02-03 – Aerial Mapping and Surveying

The CONSULTANT will conduct field surveys and provide photogrammetric mapping and office support to produce topographic design surveys of the Project area. The Project mapping may include aerial and LiDAR methods and will include the full-length right-of-way corridor 300' in width. All key existing features of the Project site will include, but will not be limited to: centerline elevations; existing striping; edge of pavement; curb, gutter, and sidewalks; ADA ramps; multiuse paths; retaining walls; ditch features; hinge points; location, invert and rim elevations of all sewer and storm drain manholes and cross-manholes; culverts; location, invert and rim elevations for all water and gas valves, boxes and vaults; location, invert

and rim elevations of storm drain inlets and catch basins; utility poles and anchors; fences; signs; existing survey monuments encountered; location of underground utility markers (if any); and any other key existing features.

The CONSULTANT will perform minor supplemental field survey as necessary as design progresses. The horizontal datum shall be Nevada State Plane Coordinate System, West Zone NAD83/94 (HARN), based on GPS surveys. The vertical datum shall be NAVD 88 based on digital barcode leveling circuits to published City or County benchmarks.

## Deliverables

- Color aerial imagery ortho photos compatible with both MicroStation and AutoCAD.
- Topographic linework.
- Existing Ground Surface with 3D breaklines.
- Label callouts for rim and pipe inverts of Storm Drains, Sewer Systems, and other utilities.
- One-foot existing ground contour intervals at a scale of 1" = 40' for 100 feet each side of right-of-way and 500 feet to 1,000 feet beyond each of the Project limit interchange and intersection returns.
- Horizontal control plan.

## Subtask 02-04 – Right-of-Way Mapping

The CONSULTANT will research ownerships and Assessor's Parcel Numbers (APNs) within the Project limits, as well as obtain copies of any recorded maps and/or deeds that identify road rights-of-way and parcel boundary lines. Right-of-Way and property boundaries will be drafted from record descriptions and maps, search coordinates will be calculated for field boundary surveys, and field boundary surveys will be conducted on each affected parcel. This task includes post processing and reduction of field data and boundary resolution based on field findings and record documents.

The CONSULTANT will prepare right-of-way boundaries based on field survey ties for roadway centerline monuments, section corners, property corners, and highway right-of-way monuments. Field surveys to adequately locate existing parcel boundaries will include survey ties for roadway centerline monuments, boundary corners, and applicable public land survey monuments within the Project limits. The right-of-way will be shown on the Project plans and used as the basis for Right-of-Way Engineering Services included in Task 10. Owners' names and assessor's parcel numbers will be shown on the base mapping.

## Deliverable

- Record Right-of-Way in Electronic Microstation file format.

## Task 03 - Public and Stakeholder Involvement and Outreach

### Subtask 03-01 – Public Outreach Plan

The CONSULTANT will author and keep up to date an overall outreach plan for the Project covering the intended outreach modes, meetings, and approach to maintaining the Project's required public involvement and information aspects. The plan will be submitted to the RTC's Public Involvement Specialist and Public Information Officer (PIO) for review and acceptance. Upon acceptance, the CONSULTANT will maintain and update the plan as applicable throughout the Project duration.

Upon completion of the Project outreach aspects, the CONSULTANT will compile the full history of public outreach activities, including all planned meeting materials, stakeholder meeting notes, address lists, mailers, attendance records, public comment, etc. and assemble a Project public outreach summary.

### **Deliverable**

- Public Outreach Plan (Draft and Final).

### **Subtask 03-02 – Public Information Meetings**

The CONSULTANT's public involvement team will manage two (2) public meetings, including one (1) meeting incorporating both in-person and virtual elements in support of the development of conceptual alternatives and one (1) virtual public meeting at the completion of the 60 Percent design process. The team will oversee and coordinate all logistical elements of the meetings, develop a comprehensive public meeting plan, and provide staffing, publicity, mailers, flyers, website notification, e-mail, and newspaper advertisements in coordination with the RTC. In addition to notifying residents and businesses within approximately one mile of the Project's right-of-way, the CONSULTANT will research and notify key residential areas, business owners, and stakeholders to ensure all interested parties have ample opportunity to provide feedback and input on the Project. The mailers will be sent to both the property owner and the tenant at the property within a minimum of a one-mile radius of the proposed Project area.

The CONSULTANT will develop all meeting materials in coordination with the Project team, including a presentation, all exhibits, and handouts. All meeting materials, presentations, exhibits, and handouts will be translated and available in Spanish. The CONSULTANT will establish a stakeholder database, which will include local businesses, organizations, and elected officials, and will be updated throughout the life of the Project. The CONSULTANT will provide a Spanish translator and a court reporter. All materials as presented in the public meeting, including Spanish translations, will also be available on the Project website. The CONSULTANT's team will provide a meeting summary thirty (30) days following the conclusion of each public meeting.

The CONSULTANT will be responsible for designing, scheduling, delivering, and paying for all required newspaper publications and media advertising for the Project public hearing/meeting, as well as assisting the RTC's Public Hearings Officer and the Public Information Office in disseminating meeting and Project information to the media and the public. The CONSULTANT will also place meeting notices in area businesses and public places and will disseminate meeting information to stakeholder groups as approved by the RTC.

The CONSULTANT will host, maintain, and update the Project website, which will be used to host the virtual public meeting. Virtual content for both public meetings will be available for a minimum of thirty (30) days. The CONSULTANT will also create and monitor a Project email address to be used for public comment.

Virtual meeting content will mirror what will be available at the in-person meeting component and will be translated into Spanish. ADA-accessible (i.e., screen reader-friendly) versions of key materials, including public meeting boards, will also be provided. The virtual meeting component will include increased digital noticing and targeted social media to help drive users to the Project website.

The planning process for the public meeting will begin approximately ten (10) weeks prior to each meeting. The CONSULTANT will conduct weekly public hearing coordination meetings with RTC and CONSULTANT staff beginning no later than ten (10) weeks before the scheduled hearing date. These

coordination meetings will cover logistics, location, translators, advertising, presentations, and other items related to conducting a successful public hearing.

The CONSULTANT will secure the meeting venue, secure the necessary presentation equipment (screen, projector, audio system, etc.), seating for attendees, display mounts, and light refreshments (e.g., coffee, water, cookies).

The CONSULTANT will provide four (4) qualified professional support staff including a stenographer, translator, sign-in table attendant, and refreshments table attendant who will also be responsible for the setup and breakdown of the meeting room.

Meetings will be held in the Project vicinity. The anticipated meetings include:

- Public Information Meeting #1 (In-Person and Virtual).
- Public Information Meeting #2 (Virtual).

### **Assumption**

- All public outreach materials will have draft and final versions for review and approval by the RTC's Public Involvement Specialist prior to public release.

### **Deliverables**

- Public meeting plan, publicity, mailers, flyers, website notification, e-mail, and newspaper advertisements, Spanish translations (Draft and Final).
- Two (2) public meetings, one (1) in-person meeting and one (1) virtual, both include virtual website and corresponding analytics.

## **Subtask 03-03 – Stakeholder Meetings**

The CONSULTANT will work with the RTC Project Manager to develop a list of key stakeholders and set up stakeholder outreach meetings. These meetings may include business owners, community organizations, public officials, agency officials, labor organizations, chambers of commerce, schools, first responders, and other affected members of the community. In addition to these anticipated meetings, the CONSULTANT will respond to requests for meetings held through other venues such as public meeting comments or the Project website.

The CONSULTANT will organize the meetings in coordination with the RTC Project Manager, will manage and supply meeting graphics, and document the meeting within ten (10) business days for the administrative record. Additionally, the CONSULTANT will prepare written comment responses when required within twenty (20) business days.

The CONSULTANT will proactively develop and maintain an outreach contact list for mailing and emailing Project stakeholders. The list will be reviewed and updated monthly at a minimum. It will contain mailing addresses as well as email addresses where provided. The CONSULTANT shall use the RTC's preferred medium and/or template to store the outreach contact list, correspond with the public and stakeholders, and track engagement.

### **Assumptions**

- Six (6) Stakeholder meetings

## Deliverable

- Stakeholder database.

## Subtask 03-04 – Local Agency Board / Commission Meetings

The CONSULTANT shall produce meeting materials, including presentations, and anticipate being present at the following:

- Two (2) Regional Transportation of Washoe County Commission Meetings.
- One (1) City of Reno Council Meetings.
- One (1) Neighborhood Meeting as directed by the RTC Washoe.

## Subtask 03-05 – Public Outreach Materials

The CONSULTANT, in conjunction with the RTC, will develop collateral materials for public meetings, stakeholder meetings, and for distribution as the Project progresses. These materials include, but are not limited to, handouts describing the Project, purpose and need, alternatives, and resources of concern; comment forms; and Project flyer/newsletter. The flyer/newsletter will be a one-page summary of Project information, meeting announcements, and status, and will be updated three (3) times during the Project and distributed via email.

The CONSULTANT, working closely with the RTC Project Manager, will also prepare PowerPoint presentations for public meetings, stakeholder presentations, and RTC updates. The CONSULTANT will provide the RTC with all updated PDF files of the material presented at the public information meeting and public hearing for placement on the RTC's website.

The CONSULTANT will develop a Project logo, which will be subject to RTC edits, as needed. This logo will be used on all Project materials.

## Deliverables

- PDF versions of collateral meeting materials and PowerPoint presentations (Draft and Final).
- Project logo (Draft and Final).

## Subtask 03-06 – Develop Visualizations

The CONSULTANT will develop photo simulations of the proposed improvements (up to a total of ten (10) photo simulations) using already available drone footage and/or Google Earth and conceptual (2-dimensional) CAD linework as a base to provide a representative visual depiction of the proposed Project alternatives. The simulations will be prepared after the development of the recommended alternative or alternatives. 3D models will be developed at key observation points, including roadway, bicycle, and bus infrastructure populated with vehicles, bicycles and pedestrians then the model will be photo matched, rendered, and composited to create realistic perspective views. The simulations will be prepared to highlight various Project alternative elements for communicating with stakeholders and the public. Elements of focus will include potential visual impacts and alternative comparisons. The level of detail will be conceptual in nature, with minimal texture and shadow/lighting work.

The still renderings will be used to communicate the various improvement options at both public meetings.

### Deliverable

- Up to ten (10) photo simulations and renderings (Draft and Final).

## Subtask 03-07 – Website and Digital Outreach

The CONSULTANT will develop content for a Project website built and maintained by RTC to house general information about the Project, as well as updates about upcoming engagement opportunities. The website content will be updated throughout the study as appropriate.

### Deliverable

- Website content and periodic updates, as needed.

## Subtask 03-08 – Public Outreach Summary Report

The CONSULTANT will prepare a summary report of all stakeholder and public outreach efforts, building each chapter after each round of outreach and culminating in a comprehensive report at the conclusion of the Project. This will be developed to serve as a standalone report, as well as an inventory of meetings and public/stakeholder concerns documented in the report. Each public information meeting will include a summary report to be included in the comprehensive report. The summary report will be delivered to the RTC no longer than thirty (30) days after the public meeting.

### Deliverable

- Public meeting summary reports (Draft and Final).

## Task 04 – Investigation of Existing Conditions

### Subtask 04-01 – Utility Investigation and Coordination

The CONSULTANT will investigate all overhead and subsurface utilities within the roadway right-of-way and adjacent areas that may be affected by the project in accordance with the American Society of Civil Engineers Standard guideline for the Collection and Depiction of Existing Subsurface Utility Data, Quality Level C. The CONSULTANT will prepare utility as-built request letters and Project area exhibits will be drafted for RTC's distribution to all utility owners within the Project limits. The CONSULTANT will provide the RTC with a list of utility companies whose facilities are within the Project limits or reasonably affected by the Project. The RTC will issue the initial notification to the utility agencies on the list. The CONSULTANT will incorporate utility information into a Utility Base Map.

The CONSULTANT will coordinate with NV Energy, TMWA, City of Reno, Charter, AT&T, Verizon, MCI, Zayo, and all other utility companies as necessary for obtaining records of existing improvements, upcoming work, facility relocations, and new installations. The CONSULTANT will facilitate up to twelve (12) utility coordination meetings throughout the duration of the Project. The CONSULTANT will coordinate the meetings with the RTC Project Manager, prepare meeting agendas, and provide meeting summaries following the meeting.

The CONSULTANT will coordinate with the utility agencies for the Project improvements, facility relocation, and new installations to ensure utilities likely affected by the Project are drawn on the plan and profile, evaluate potential conflicts through field investigation, and investigate conflict resolution strategies.

The CONSULTANT will distribute design review submittals to utility agencies for their review and comment and provide RTC a list of utility agency provided design review submittals and utility agency review comments.

### Assumptions

- The RTC will be the primary contact with utility providers.
- Topographic mapping including overhead and surface evident utilities will be provided.
- No upgrading or expansion of facilities are included.
- Utility base map will be prepared in Civil 3D 2024 format.
- No upgrading or expansion of facilities are included.
- Utility relocation design and undergrounding design are not included.
- Two (2) utility coordination meetings will occur in the Base Phase – NEPA/Preliminary Engineering and the remainder ten (10) meetings will occur in Phase 1 – Final Design.
- Utility coordination meetings will be held virtually.
- Design review submittals will be electronic format (PDF). No hard copies will be delivered to the utility agencies.

### Deliverables

- Utility as-built request letters with exhibits.
- Utility base map.
- Utility coordination meeting agendas and summaries (up to 12, PDF).

## Subtask 04-02 – Existing Subsurface Utilities

The CONSULTANT will investigate and locate subsurface utilities within the roadway right-of-way, and areas reasonably affected, in accordance with the American Society of Civil Engineers Standard guideline for the Collection and Depiction of Existing Subsurface Utility Data, Quality Level C. Additionally, the CONSULTANT will coordinate with utility owners to remove lids of surface features and document depth of utility device, or invert of pipe, within such surface features.

### Assumptions

- Up to fifteen (15) potholes.
- The CONSULTANT will produce and obtain necessary public right-of-way encroachment permits from local jurisdiction(s) to perform the work within right-of-way.
- The CONSULTANT will coordinate with a local traffic control provider to produce traffic controls plans and secure approved traffic control permits from local jurisdiction(s) when applicable.
- The CONSULTANT will notify USA North 811 Dig Alert service 48 hours before any excavation.
- The CONSULTANT will coordinate the set-up and breakdown of traffic control devices at test hole locations where applicable.
- Removal of pavement and concrete surfaces will be accomplished by use of a 10” diameter core drilling process where applicable.
- The CONSULTANT will use air vacuum excavation methods to excavate and expose targeted utility.
- The CONSULTANT will record utility data of type, depth, size and material as readily available.
- If the utility is a duct bank or encased, the CONSULTANT will attempt to record top, bottom, width and configuration.
- Test hole(s) will be backfilled with native material excavated from the hole and compacted pneumatically in one-foot lifts.

- Test hole(s) will be backfilled with CLSM (slurry) when required by permitting agency.
- Restoration of test hole(s) within pavement/concrete core drilled surfaces will be accomplished by using the Clark County, Nevada, Regional Transportation Commission's Standard Drawing #506 Type B Method specification using Utilicor Technologies, Utilibond bonding agent.

### Deliverables

- Test Hole Data Report electronically delivered for each location to include the following information:
- Test hole number and date of completion,
- Approximate plan and section view (not to scale) of utility and test hold location in relationship to the existing ground surface,
- Collected utility data of type, depth, size and material as readily obtainable,
- Utility photos where obtainable at exposed locations.

### Subtask 04-03 – Geotechnical Investigation

The proposed Project consists of reconstructing 1.2 miles of the East Sixth Street pavement structural section between North Virginia Street and East 4th Street. This is a Complete Street Project that will reconfigure the roadway to eliminate one (1) travel lane each direction, accommodate parking, and enhance multi-modal accessibility. The following assumptions will guide the geotechnical evaluation approach:

- Potential addition of parking areas/lanes.
- Addition of multimodal features including separated sidewalk and bike lanes.
- Reconstruction of the existing structural section due to grade changes required to correct existing roadway crown.
- Relocating an existing, 12-to-24-inch diameter reinforced concrete pipe (RCP) sanitary sewer located 5-to-10-foot below existing ground surface; the RCP is situated below the East Sixth Street westbound parking lane and runs east-west between North Virginia Street and North Wells Ave five (5) to ten (10) feet south of the existing location.
- No sound walls, privacy walls, retaining walls, or other structures are proposed.
- Structural section design recommendations for East Sixth Street are:
  - Not required at the North Virginia Street or East 4<sup>th</sup> Street intersections located at the westernmost and easternmost extents of the improvement area,
  - Required for the East Sixth Street mainline and the East Sixth Street and North Wells Avenue intersection.
- Replacement of the sidewalk and curb & gutter where required.

Proposed improvements will be performed entirely within the City of Reno right-of-way.

The CONSULTANT will perform the following tasks:

- Literature review.
- Subsurface exploration utilizing vertical test borings.
- Pavement investigation including asphalt cores.
- Laboratory testing to assess the index properties of the underlying subgrade.
- Engineering analyses to allow formulation of recommendations for design and construction.

Prior to initiating the field exploration, the CONSULTANT will review published geologic maps, existing pavement and geotechnical reports, and soils maps to identify the presence of documented geologic hazards at the site.



The CONSULTANT will coordinate with the City of Reno to obtain an encroachment permit for the subsurface exploration. It is assumed that encroachment permit fees will be waived for this Project. The CONSULTANT assumes all other required permits to facilitate performance of the subsurface exploration including but not limited to environmental, NDOT, or private rights of entry will be coordinated and secured by RTC.

A traffic control plan and set up will be subcontracted. Traffic control is anticipated to include lane shifts (no flaggers) using traffic cones and signs for exploratory borings and asphalt cores. Flaggers and message boards are not anticipated to be required prior to or during field exploration. We have budgeted up to three (3) days to complete the fieldwork.

Prior to initiating the subsurface exploration, the CONSULTANT will contact USA North to determine the location of existing utilities. The CONSULTANT will take standard precautions to lower the risk of damaging underground structures; however, underground exploration is inherently risky as it is not possible to precisely locate all underground structures. Our fee is not adequate to compensate for the damage or disruption of service and repair costs. If insufficient or incorrect data results in damage to underground structures, the cost for repair will be the responsibility of RTC.

For the purposes of drilling and traffic control subcontractors, we assume this is a non-prevailing wage Project.

### ***Exploratory Borings and Asphalt Coring***

The subsurface exploration will:

- Measure the thickness of the existing roadway structural section (includes thickness of asphalt concrete pavement, aggregate base, and/or subbase if present).
- Collect bulk samples and/or drive samples of underlying aggregate base and subgrade soils for laboratory testing. Collect a sufficient volume of subgrade material to perform the required amount of laboratory testing outlined in the 2022 Structural Design Guide for Flexible Pavement Section 5.2.d (refer to Section **Error! Reference source not found.**). To complete the required testing, approximately 200 pounds of material will be sampled from each boring location. Imported backfill material for each boring will be required to fill the resulting void. Backfill material may consist of excess soil cuttings, gravel, or dry bags of concrete mix.
- Assess soil and groundwater conditions for purposes of reinforced concrete pipe (RCP) sanitary sewer and associated manholes relocation.

The subsurface exploration will include:

- Drilling up to thirteen (13) borings using a truck-mounted drill rig equipped with a 6 to 12 inch diameter auger. Borings will be advanced to depths of 5 to 15 feet below the existing ground surface (depending on location) or to practical refusal, whichever comes first.
- Up to thirteen (13) asphalt cores have been budgeted to be performed adjacent to each boring location. Pavement cores will be collected using a 4 to 6-inch diameter core barrel attached to the drill rig.
- Borings and cores will be capped with approximately 4 to 6-inches of concrete or Aquaphalt 6.0.
- Prepare a detailed log of material encountered within each exploration.
- Measure the existing structural section (asphalt and aggregate base) within each asphalt core/boring.
- Measure, photograph, and log the pavement core.

- Collect bulk samples of the subgrade soils for moisture density curves, R-value testing, sieve analyses, and plasticity indices testing as required in the 2022 Structural Design Guide for Flexible Pavement.

### ***Laboratory Testing***

Representative samples of subgrade soil will be tested in the laboratory to determine index and mechanical properties in accordance with the *2022 Structural Design Guide for Flexible Pavement* dated November 2022. In accordance with the *2022 Structural Design Guide for Flexible Pavement Section 5.2.d*, in order to calculate resilient modulus, we will need to perform the following laboratory test program for a minimum of three (3) locations along the alignment:

- Minimum of two (2) and up to three (3) R-value tests based on R-value test result variability (ASTM D2844).
- One (1) of each of the following per sample:
  - Sieve Analysis (ASTM C136 or D6913),
  - Plasticity Index (ASTM D4318),
  - Moisture Density Relationship (ASTM D1557).

Laboratory testing will also be completed for the relocated sanitary sewer pipe and manholes and is anticipated to consist of:

- Sieve Analysis (ASTM C136 or D6913).
- Plasticity Index (ASTM D4318).
- Sulfate content (ASTM C1580).

### ***Geotechnical and Pavement Investigation Report***

Upon completion of the field, laboratory testing, and analysis phases of our investigation, a Geotechnical and Pavement Investigation report will be completed for the Project and include the following:

- Description of the Project site with the approximate locations of our explorations, presented on a Site Plan.
- Descriptive logs of the explorations performed for this study.
- Summary of existing structural section thicknesses.
- General summary of subgrade soil description.
- Laboratory test results.
- Subgrade soil design resilient moduli.
- Pavement structural section design<sup>1</sup> with minimum structural section thickness for an asphalt concrete (AC) on virgin or recycled aggregate base (AB).
- Geotechnical design and construction recommendations including:
- Recommendations for sanitary sewer pipe and manhole installation.
- Construction Recommendations including:
- Site preparation and grading recommendations.
- Anticipated construction difficulties.

### **Deliverable**

- Geotechnical Investigation Memorandum.

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<sup>1</sup> Flexible pavement field exploration, laboratory testing, and design will be performed in general accordance with the *2022 Structural Design Guide for Flexible Pavement* dated November 2022

## Task 05 – Transportation Analysis

### Subtask 05-01 – Vehicle, Bicycle and Pedestrian Counts

The CONSULTANT shall obtain traffic data along the corridor including vehicle, bicycle, and pedestrian counts. Twenty-four-hour roadway counts of vehicles will be conducted for one (1) week at two (2) locations along East Street. Vehicle, bicycle and pedestrian counts will be conducted during a weekday two-hour a.m. peak period and two-hour p.m. peak period at the following eight (8) intersections with East Sixth Street: North Virginia Street, University Way, Lake Street, Evans Avenue, Valley Road, North Wells Avenue, Sutro Street, and East Fourth Street. All counts will be taken when nearby schools and UNR are in session.

#### Deliverable

- Traffic count data summary.

### Subtask 05-02 – Vehicle Traffic Forecasting

The CONSULTANT will review outputs from RTC's travel demand model, historical growth indicators, and known planned/approved development to develop year 2050 vehicle traffic forecasts, including weekday daily volumes at two locations along East Sixth Street and weekday a.m. and p.m. peak hour turning movements at the eight study intersections. All model outputs will be provided by the RTC to the CONSULTANT. The CONSULTANT will post-process the model results to develop 2050 intersection forecasts. It is assumed that the 2050 forecasts will be used for both No Build and Build/Project conditions. The CONSULTANT will prepare a Traffic Forecasting Methodology and Results memorandum for review and approval by the RTC.

#### Deliverable

- Traffic Forecasting Methodology and Results Memorandum.

### Subtask 05-03 – Traffic Operations Models

The CONSULTANT will develop Synchro traffic operations models for East Sixth Street between and including North Virginia Street and East Fourth Street. Models will be prepared existing (2025) and future (2050) weekday a.m. and p.m. peak hours for baseline scenarios (i.e., no improvements). Vehicle turning movements for non-study intersections will be estimated for use in the Synchro models. No microsimulation modeling (e.g., SimTraffic, VISSIM) will be conducted for traffic operations analysis.

All traffic signal timing information will be provided from the City of Reno to the CONSULTANT.

The CONSULTANT will prepare a Traffic Operations Methodology and Results memorandum for review and approval by the RTC.

#### Deliverable

- Traffic Operations Methodology and Results Memorandum.

### Subtask 05-04 – Intersection Evaluation

The CONSULTANT will analyze eight (8) key intersections to assess alternative configurations. Up to two (2) alternative configurations will be evaluated from a traffic operations perspective based on projected year 2050 traffic demands. Alternative configurations could include, but not be limited to, signalized

intersections with exclusive left-turn phasing, signalized protected intersections and signalized intersections with bicycle phasing. If roundabout configurations are selected, the CONSULTANT will provide a detailed scope of work and budget as an amendment to the agreement.

The eight (8) key intersections with East Sixth Street are:

- North Virginia Street
- University Way
- Lake Street
- Evans Avenue
- Valley Road
- North Wells Avenue
- Sutro Street
- East Fourth Street

The analysis will include assessments of level of service, vehicle lane configurations, pedestrian and bicycle conditions, and ability to coordinate traffic signal timing, if appropriate. The CONSULTANT will recommend the intersection configuration and control type for each of the eight key intersections. The CONSULTANT will prepare a signal warrant analysis for the Evans Avenue intersection based on the MUTCD peak hour criterion.

The CONSULTANT will prepare an Intersection Evaluation Methodology and Results memorandum for review and approval by the RTC.

### **Deliverable**

- Intersection Evaluation Methodology and Results Memorandum.

### **Subtask 05-05 – Parking Analysis**

The CONSULTANT will inventory the on-street parking supply and regulations along both sides of East Sixth Street between North Virginia Street and East Fourth Street. In addition, the CONSULTANT will inventory parking supply and regulations on the cross streets, up to 200 feet north and south of East Sixth Street.

The CONSULTANT will conduct one (1) weekday parking occupancy and duration survey. The survey will be conducted every two (2) hours between 7 a.m. and 9 p.m. on a single weekday. Vehicle occupancies by location will be tallied and vehicle license plates will be recorded to access approximate parking duration.

The CONSULTANT will prepare a Parking Methodology and Results memorandum for review and approval by the RTC.

### **Deliverable**

- Parking Methodology and Results Memorandum.

### **Subtask 05-06 – Railroad Coordination**

The CONSULTANT will coordinate with Union Pacific Railroad (UPRR) to obtain existing railroad crossing information and records of existing and planned improvements at the Record Street crossing. The

CONSULTANT will participate in one (1) railroad crossing diagnostic field meeting at this crossing and will develop an agenda, record notes, and action items.

The CONSULTANT will assist the RTC and the City of Reno with entering into any needed agreements and acquiring any needed permits with UPRR to allow for improvements to be constructed within railroad right-of-way.

The CONSULTANT will prepare and submit all permitting forms and required documents to UPRR for their review and approval. The CONSULTANT will monitor the progress of the permits and provide additional or revised information as required.

## **Subtask 05-07 – Lighting Analysis**

The CONSULTANT will research existing luminaire placement, height, and rated brightness through as-built records provided by the City of Reno. One (1) site walk will be performed to confirm the existing street lighting poles, luminaires, and service connection details for each light along East Sixth Street. An assessment will be made of the potential for upgrading existing luminaires to brighter LED luminaires, if needed, and the potential for alternative technologies to provide supplemental lighting (e.g., solar LED lights).

Based on the findings of the site walk, the CONSULTANT will develop a lighting model to estimate existing lighting levels at each intersection along East Sixth Street. The modeled lighting levels will be verified against City of Reno standards for local intersections and roadways based on the average lighting and maximum lighting ratio standards.

The CONSULTANT will confirm the model calibration with nighttime lighting level samples at up to five intersections. The lighting level model outputs will be provided as a summary table and heat map overlaid on the corridor layout plan. Intersections not meeting City of Reno standards will be identified for potential future lighting improvements, initially as luminaire upgrades to brighter equipment and with new supplemental lights as needed. The CONSULTANT will prepare a Lighting Methodology and Results memorandum for review and approval by the RTC.

### **Deliverable**

- Lighting Methodology and Results Memorandum.

## **Task 06 – Conceptual Alternatives**

### **Subtask 06-01 – Conceptual Alternatives Development**

The CONSULTANT will prepare conceptual plan alternatives for East Sixth Street. Up to two (2) conceptual alternatives will be prepared on 1" = 30' aerial strip maps. The conceptual plan alternatives will lay out general intersection and roadway configurations considering available right-of-way, presence of existing utilities, curb and gutter alignment, travel lanes, bikeways, sidewalks and bus stops. Turning paths will be evaluated using appropriate design vehicles. The strip maps will cover East Sixth Street from 200 feet west of North Virginia Street to the East Fourth Street intersection, and the cross streets (200 feet north and south of East Sixth Street).

Intersection configurations will be based on the outcome of Subtask 05-04. Potential on-street parking displacement will be assessed based on the results of Subtask 05-05.

Upon review by the RTC and the City of Reno, a preferred conceptual plan alternative will be selected. The preferred alternative may include elements of each of the two conceptual alternatives, The CONSULTANT will prepare a final conceptual plan of the preferred alternative. This plan will be the basis for the Preliminary Design Plan (30 Percent Design).

The CONSULTANT will coordinate with the RTC, the City of Reno, and other jurisdictional agencies to produce the conceptual plan alternatives. Up to two (2) in-person meetings are assumed.

## Deliverables

- Two (2) conceptual plan alternatives on aerial strip maps.
- Vehicle turning movement paths models.
- Traffic operations analysis for conceptual plan alternatives.
- Parking assessment for conceptual plan alternatives.
- Final preferred conceptual plan.

## Task 7 – Environmental Studies and Services

### Subtask 07-01 – NEPA Categorical Exclusion

The CONSULTANT will prepare a Purpose and Need statement to include information on safety, system linkage, social demands, economic development, and modal interrelationships that the proposed Project will attempt to address. The CONSULTANT will work with the RTC and FHWA to confirm NEPA determination of completing a Categorical Exclusion (CE). The CONSULTANT will identify the CE activity from 23 CFR 771.117.

Anticipated studies/technical memos and tasks are detailed below:

- **Description of Alternatives Considered** – The CONSULTANT will describe the no-build alternative and up to two (2) alternatives considered in this environmental document. Any other alternatives considered and eliminated from further study will also be summarized.
- **Purpose and Need Statement** – This should be as comprehensive and specific as possible. Information on safety, system linkage, social demands, economic development, and modal interrelationships that the proposed project will attempt to address, should be described in detail.
- **Traffic** – Prepare summary of data collection and findings for Traffic Study work performed as defined in Task 05. Electronically submit studies to FHWA and respond to comments.
- **Cultural Resources/Section 106** – The Consultant will complete a cultural resources assessment as part of FHWA’s Section 106 of the National Historic Preservation Act (Section 106) compliance requirements for the Project. It is anticipated that a Class I survey will be needed for this Project. The Consultant will conduct research and gather information on the general history of the area and any previously recorded resources, if any. The CONSULTANT will also conduct a reconnaissance architectural survey to identify potentially eligible properties within the Project area. The findings of the survey will be presented in a technical letter report. The CONSULTANT will need to examine the area for previous archaeological sites and surveys and develop a probability model for archaeological deposits based on the results of the background research. Will need SHPO concurrence letter or other documentation indicating SHPO consultation not required.

- **Section 4(f) and 6(f)** – Technical memorandum noting no presence or use of 4(f) or 6(f) properties or a technical memorandum identifying 4(f) or 6(f) properties with a use and appropriate documentation of 4(f) compliance.
- **Socioeconomic/ Environmental Justice/Equity** – Technical memorandum using the most recently available Census data that identifies surrounding land uses and demographic composition of the surrounding area. The memo should analyze if the Project would have a disproportionate and adverse effect on minorities or low-income populations.
- **Traffic Noise/ Air Quality** – Air Quality and Traffic Noise memoranda to be combined. The proposed Project will not be adding capacity or changing alignment, but reducing the traffic speed is recommended; therefore, it is a Type 3 Project in accordance with the FHWA guidelines. The CONSULTANT shall prepare a letter describing why the improvements are a Type 3 Project and shall specify that there would be beneficial change to the traffic noise at the noise sensitive receptors next to the Project alignment due to the speed reduction. No traffic noise measurements or modeling will be conducted. For Air Quality, the memorandum should note whether the Project is within a restricted air quality basin. It is assumed no conformity determination is required. The Memo shall prove that the Project is on the statewide transportation improvement program STIP or TIP and conforms to State Implementation Plan (SIP) for air quality conformity in air quality non-attainment areas.
- **Biological Resources** – Concise technical memorandum describing natural/biological resources within the Project area and any protected federal or state species. Research concerning special status federal and state listed species would be conducted prior to any field visits and investigations to understand which species should be surveyed based on likely occurring habitats. Target protected species surveys will not be required for this item as Special Status Species are not expected to be present.
- **Hazardous Materials** – Phase 1 Site Assessment. A Hazardous Site Screening Study shall be prepared for the Project area to determine the condition of properties to fulfill certain requirements outlined in the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and Section 120(h) as amended by Community Response Facilitation Act of 1992. The hazardous materials assessment will be performed in accordance with the standard described by ASTM International Standard Practice E1527-21, Standard Practice for Environmental Site Assessments. A desktop review of reported hazardous material sources or spills will be done to support environmental clearance for the geotechnical borings identified in Subtask 04-02. Regulatory hazardous buildings materials survey and associated sampling will not be required for this item.
- **Outreach/ Public and Agency Involvement** – Summary of activities detailed in Task 03.
- **CE Documentation** - Prepare CE documentation and seek approval from FHWA. The document will be submitted to the RTC for review and comment prior to FHWA. Individual studies can be submitted for approval before full compilation of environmental document. The team will initiate appropriate action to process compliance documentation, as necessary. The CONSULTANT will prepare a PCE or FACE checklist for RTC Environmental Services review and approval. This will include any documentation used in the decision or compliance with any environmental laws or regulations.

## Subtask 07-02 – Environmental Permitting

Permits for the Project may include but are not limited to: Construction Stormwater Permit, discharge permits for dewatering; building and grading permits and associated local floodplain management; Special Use Permit; Nevada Division of State Lands Permits; and other permits as identified throughout the review

process. For each required permit identified, the CONSULTANT will develop a summary of submittal requirements, timelines, risks to the Project, and permitting fees.

### Assumptions

- RTC will develop, edit and submit permit applications.
- RTC will track the status of permit applications.

### Deliverable

- Draft and final version of Permit Matrix.

## Task 08 – 30 Percent Design

### Subtask 08-01 – 30 Percent Design

The CONSULTANT will prepare a 30 Percent Design submittal for East Sixth Street. Roadway plans will be designed in accordance with design criteria developed in Subtask 02-02.

The following is a listing of plan sheets (and amount of detail) anticipated in the Project contract documents for the 30 Percent Design submittal:

- Title Sheet – One (1) sheet.
- Index of Sheets, General Notes, Legend, Abbreviations, Key Maps – Three (3) sheets.
- Typical Section Sheets – Two (2) sheets:
  - As-Constructed and proposed improvement,
  - Minimum and maximum roadway, pedestrian and bicycle facility widths.
- Survey Control (6).
- Roadway Plan/Profile – Thirteen (13) sheets:
  - Horizontal curve data, bearings, distances and station and offsets for angle points, tapers, and curves,
  - Preliminary locations for curbs, gutters, and sidewalk,
  - Preliminary road widths,
  - Vertical grade and curve data,
  - Profile view stacked window layout.
- Drainage Plan and Profile – Thirteen (13) sheets:
  - Plan view over pipe profile view stacked window layout,
  - Locations of existing and proposed drainage facilities,
- Proposed ground contours at 1' intervals.
- Landscape & Aesthetics Conceptual Design:
  - Planting concepts,
  - Hardscape treatment concepts,
  - Site furnishings/amenities specification.

Total: Approximately thirty-eight (38) Sheets.

### **30 Percent Design Exclusions:**

- Geometric Control and Grading Sheets.
- Pavement section depths.
- Removal limits, including existing roadway, signs, drainage, etc.
- Existing utilities and proposed utility adjustments/relocations.
- Drainage Detail Sheets.
- Signing and Striping Sheets.



- Detail Sheets.
- Utility specific generated design (water, gas, etc.), as necessary resulting from utility conflicts.
- Lighting Sheets.
- Signal, Traffic Signal Interconnect.
- Detailed analysis for electrical will not be completed.
- Cross sections will not be prepared.
- UPRR crossing signal system designs will be provided by UPRR.

### **Subtask 08-02 – 30 Percent Cost Estimate**

The CONSULTANT will prepare a detailed unit price engineer's estimate of probable construction cost in the same format as the bid proposal form to be included in the contract documents. Bid item numbers will correspond to the appropriate sections in the RTC's Orange Book. Technical Provisions will not be prepared for the 30 Percent Design.

### **Subtask 08-03 – 30 Percent Design Review Comment Resolution**

The CONSULTANT will prepare for and attend one (1) in-person meeting with the RTC and City of Reno to discuss the 30 Percent Design comments and responses. The CONSULTANT will consolidate and provide responses to the 30 Percent Design plan review comments with the 60 Percent Design deliverables.

### **Subtask 08-04 – Quality Assurance/Quality Control**

The CONSULTANT will perform quality assurance/quality control on all plans and documents as described in the Quality Management Plan in Subtask 01-08.

## **Task 09 – 60 Percent Design**

### **Subtask 09-01 – Lighting and Electrical Design**

Lighting and Electrical Design will include any required new intersection lighting, relocating, and/or removing the existing intersection lighting, irrigation control power, miscellaneous electrical connections (if any), electrical service points for lighting and signalized intersections, and coordination with NV Energy for any electrical utility relocations and any new service requirements. The CONSULTANT will provide photometric calculations as well as electrical load and voltage drop calculations. The electrical design will include all necessary power locations, conduit, wiring, boxes, electrical requirements for the lighting system and power distribution services for all the items listed above.

### **Subtask 09-02 – 60 Percent Design**

Incorporating agency comments from the 30 Percent Design review, the CONSULTANT will advance the design and prepare 60 Percent Design plans, a corresponding 60 Percent Design preliminary engineer's estimate, and an outline of the 60 Percent Design technical specifications. Plan sheets included in the 30 Percent Design submittal will be advanced to the 60 Percent level of detail. Additional sheets and sheet detail to be included are:

- 30 Percent Design Submittal – Thirty-eight (38) Sheets.
- Typical Section – Two (2) Sheets:
  - Removal limits,
  - Pavement section depths.
- Removal – Thirteen (13) Sheets:
  - Removal Limits, including existing roadway, signs, drainage, etc.
- Utility – Thirteen (13) Sheets:

- Existing Utilities and Proposed Utility adjustments/relocations,
- Existing ground contours at 1' interval Roadway Profile Sheets,
- Locations of utilities shown in plan view,
- Locations of utility crossings in pipe profile view.
- Signing and Striping – Thirteen (13) Sheets:
  - Proposed signing and striping detailing sign type and location, lane arrangements including turn lanes, storage lengths, acceleration lanes, and deceleration lanes.
- Traffic Signal – Fourteen (14) Sheets.
- Lighting and Electrical – Fourteen (14) Sheets.
- Landscaping and Aesthetics – Ten (10) Sheets.

Total: Approximately One Hundred and Twenty (120) Sheets.

***Exclusions from the 60 Percent Design:***

- Geometric control and detailed grading.
- Drainage details.
- Roadway detail.
- Detailed analysis for electrical components.
- Irrigation Details.

The CONSULTANT will submit the 60 Percent Design as summarized:

***RTC:***

- One (1) Electronic Distribution 11" x 17" 60 Percent Design plans, Design Exception Summary (if necessary).
- One (1) Electronic Distribution of the Technical Specifications outline.
- One (1) Electronic Distribution Engineer's opinion of probable construction cost estimate.
- One (1) Electronic Distribution of full version of Draft Hydraulic Report.
- Draft Geotechnical Report.
- One (1) Electronic Distribution of Review and Comment Form and previous submittal responses (if applicable).

***City of Reno:***

- Electronic Distribution 11" x 17" 60 Percent Design plans, Design Exception.
- Electronic Distribution of the Technical Specifications outline.
- One (1) Electronic Distribution of full version of Draft Hydraulic Report.
- Draft Geotechnical Report.
- One (1) Electronic Distribution of Review and Comment Form and previous submittal responses.

***Utility Agencies:***

- One (1) Electronic Distribution 11" x 17" 60 Percent Design plans, Design Exception Summary (if necessary).
- One (1) Electronic Distribution of the Technical Specifications outline.
- One (1) Electronic Distribution of Review and Comment Form and previous submittal responses (if applicable).

## **Subtask 09-03 – 60 Percent Cost Estimate and Technical Specifications**

The CONSULTANT will prepare a detailed unit price engineer's estimate of probable construction cost in the same format as the bid proposal form to be included in the contract documents. Bid item numbers will correspond to the appropriate sections in the RTC's Orange Book.

The RTC will provide CONSULTANT the most recent RTC Technical Specifications templates. Technical provisions will reference Revision 8 of the 2012 Edition of Standard Specifications for Public Works Construction (Orange Book) for standard construction items. Technical provisions will be prepared for changes to the standards or unique site conditions not adequately covered in the Orange Book.

The CONSULTANT will prepare 60 Percent Design technical provisions which will include a detailed outline of the technical provisions for those items not identified as part of the Standard Specifications.

## **Subtask 09-04 – 60 Percent Design Review Comment Resolution:**

The CONSULTANT will prepare for and attend one (1) in-person meeting with RTC and City of Reno to discuss the 60 Percent Design. The CONSULTANT will consolidate and provide responses to the 60 Percent Design plan review comments with the 90 Percent Design deliverables.

## **Subtask 09-05 – Quality Assurance/Quality Control**

The CONSULTANT will perform quality assurance / quality control on all plans and documents as described in the Quality Management Plan in Subtask 01-08.

## **Task 10 – Right-Of-Way Engineering**

It is estimated up to thirty (30) parcels will require permanent and/or temporary easements and/or partial fee takes to construct the planned improvements. Upon completion of the 60 Percent Design the CONSULTANT will present the proposed right-of-way needs to the RTC in a right-of-way setting meeting for concurrence. The CONSULTANT will prepare the necessary legal descriptions and exhibit maps of individual affected parcels. The CONSULTANT will obtain Title Reports and updates as required and will invoice the RTC for these items as reimbursable expenses. The CONSULTANT will provide a detailed scope of work and budget as an amendment to the agreement to provide Right-of-Way Appraisal, Property Owner Negotiations, Escrow Coordination, and Title Clearance services.

### **Deliverable**

- Title Reports, Legal Descriptions, and Exhibit Maps for up to thirty (30) affected parcels.

## **Task 11 – 90 Percent Design**

### **Subtask 11-01 – 90 Percent Design**

The CONSULTANT will incorporate agency comments from the 60 Percent Design review, and advance the design and prepare 90 Percent Design plans, a corresponding 90 Percent preliminary engineer's estimate, and 90 Percent technical specifications.

The Draft Technical Drainage Report will be updated as the design progresses. Review comments received from the 60 Percent Design will be incorporated and a Final Technical Drainage Report will be prepared for the 90 Percent Design submittal.

Plan sheets included in the 60 Percent submittal will be advanced to the 90 Percent level of detail. Additional sheets to be included are:

- 60 Percent Submittal – One hundred twenty (120) Sheets.
- Detail grading for pedestrian ramps, driveways, intersections grading – Thirty (30) Sheets.
- Roadway/sign/electrical/irrigation details – Ten (10) Sheets.

Total: Approximately One Hundred and Sixty (160) Sheets.

***Exclusion from the 90 Percent Design:***

- Utility specific generated design (water, gas, etc.), as necessary resulting from utility conflicts, will not be prepared

The CONSULTANT will submit the 90 Percent Design as summarized:

***RTC:***

- One (1) Electronic Distribution 11" x 17" 90 Percent Design plans, Design Exception Summary (if necessary).
- One (1) Electronic Distribution of the Technical Specifications.
- One (1) Electronic Distribution Engineer's opinion of probable construction cost estimate.
- One (1) Electronic Distribution of full version of Final Hydraulic Report; full version of Final Geotechnical Report.
- One (1) Electronic Distribution of Review and Comment Form and previous submittal responses (if applicable).

***City of Reno:***

- One (1) Electronic Distribution 11" x 17" 90 Percent Design plans, Design Exception Summary (if necessary).
- One (1) Electronic Distribution of the Technical Specifications.
- One (1) Electronic Distribution of full version of Final Hydraulic Report; full version of Final Geotechnical Report.
- One (1) Electronic Distribution of Review and Comment Form and previous submittal responses (if applicable).

***Utility Agencies:***

- One (1) Electronic Distribution 11" x 17" 90 Percent Design plans.
- One (1) Electronic Distribution of the Technical Specifications.
- One (1) Electronic Distribution of Review and Comment Form and previous submittal responses.

## **Subtask 11-02 – 90 Percent Cost Estimate and Technical Specifications**

The CONSULTANT will advance the detailed unit price engineer's estimate of probable construction cost to the 90 Percent Design level and prepare detailed technical specifications. Technical provisions will reference Revision 8 of the 2012 Edition of Standard Specifications for Public Works Construction (Orange Book) for standard construction items.

### **Subtask 11-03 – 90 Percent Design Review Comment Resolution**

The CONSULTANT will prepare for and attend one (1) in-person meeting with RTC and City of Reno staff to discuss the 90 Percent Design. The CONSULTANT will consolidate and provide responses to the 90 Percent Design plan review comments with the 100 Percent Design deliverables.

### **Subtask 11-04 – Quality Assurance/Quality Control**

The CONSULTANT will perform quality assurance / quality control on all plans and documents as described in the Quality Management Plan in Subtask 01-08.

## **Task 12 – Constructability Review**

The CONSULTANT will perform a constructability review of the 90 Percent Design plans and specifications. The intent of the constructability review is to identify any significant or obvious errors, omissions, constructability issues, potential conflicts, or other issues. The constructability review will focus on the following:

- Construction sequence and schedule (construction phasing constraints/requirements, closures and shutdowns, anticipated traffic control requirements for all modes, seasonal constraints, anticipated working days, other construction related factors which may affect Project duration).
- Construction equipment and methods (equipment required to complete work in relation to work performed, operations required to complete the work, excavation limits, site constraints, etc.).
- Construction materials (local availability and standard practices).
- Measurement and payment (particularly with regard to unknown or changed conditions, “allowance items”, combined items, or unique work governed by special provisions).

The constructability comments will be collected and summarized in a comment matrix form or on the design plans, as appropriate.

The CONSULTANT will participate in one (1) virtual meeting to explain, clarify, and resolve each constructability review comment and one (1) follow-up virtual meeting to resolve comments within two (2) weeks of submitting the comment matrix.

### **Deliverable**

- Constructability Review Comment Matrix.

## **Task 13 – 100 Percent Design**

### **Subtask 13-01 – 100 Percent Design**

The CONSULTANT will incorporate agency comments from the 90 Percent Design review and advance the design and prepare 100 Percent Design plans, engineer’s estimate, and technical specifications. CONSULTANT will submit 100 Percent Design plans, specifications and engineer's estimate to RTC, City of Reno, and utility companies with facilities in the Project limits to verify all comments have been responded to, reconciled, and incorporated into the plans.

The CONSULTANT will submit the 100 Percent Design as summarized:

#### **RTC:**

- One (1) Electronic Distribution 11" x 17" 100 Percent Design plans.
- One (1) Electronic Distribution of the Technical Specifications.

- One (1) Electronic Distribution Engineer's opinion of probable construction cost estimate.
- One (1) Electronic Distribution of Review and Comment Form and previous submittal responses.

***City of Reno:***

- One (1) Electronic Distribution 11" x 17" 100 Percent Design plans, Design Exception Summary (if necessary).
- One (1) Electronic Distribution of the Technical Specifications.
- One (1) Electronic Distribution of Review and Comment Form and previous submittal responses.

***Utility Agencies:***

- One (1) Electronic Distribution 11" x 17" 100 Percent Design plans.
- One (1) Electronic Distribution of the Technical Specifications.
- One (1) Electronic Distribution of Review and Comment Form and previous submittal responses.

## **Subtask 13-02 – 100 Percent Cost Estimate and Technical Specifications**

The CONSULTANT will advance the detailed unit price engineer's estimate of probable construction cost and detailed technical specifications to the 100 Percent Design level.

## **Subtask 13-03 – 100 Percent Design Review Comment Resolution**

The CONSULTANT will prepare for and attend one (1) in-person meeting with RTC and City of Reno staff to discuss the 100 Percent Design and consolidate and provide responses to the 90 Percent Design plan review comments with the 100 Percent Design deliverables.

## **Subtask 13-04 – Quality Assurance/Quality Control**

The CONSULTANT will perform quality assurance / quality control on all plans and documents as described in the Quality Management Plan in Subtask 01-08.

## **Task 14 – Final Design**

Once the agencies verify that all review comments have been addressed and no additional changes are required, the CONSULTANT will sign and stamp the design plans and technical specifications for use as an advertised Project.

## **Task 15 – Bidding Services**

### **Subtask 15-01 – Bidding Support Services**

The CONSULTANT will be available during the bidding process to respond to Requests for Information (RFIs) and will attend the RTC hosted pre-bid meeting. All questions and responses will be documented and provided to the RTC, and prepare and provide any addenda, if required. All questions regarding legal aspects of the contract documents will be referred directly to the RTC. The CONSULTANT will prepare and provide a summary of the pre-bid meeting, as directed by the RTC. The CONSULTANT will attend the bid opening, review the bids received for irregularities, and provide a recommendation for award. The CONSULTANT will tabulate bid results into an MS Excel spreadsheet to verify the quantities and costs of the bid items. After bid opening and award, the CONSULTANT will prepare a conformed set of specifications for distribution to the Project and construction teams. All RTC and Contractor-signed pages

and any addenda will be incorporated into a final set of Project specifications. The CONSULTANT will also prepare a conformed set of plans, if any changes are required resulting from RFIs during the bidding process.

### **Deliverable**

- Pre-bid meeting minutes, bid review tabulation, conformed set of design plans and specifications.

## **Task CONT – Design Contingency (Optional Services)**

This is a contingency for miscellaneous increases within the scope of this contract in performance of services under Tasks 1 through 15. If the CONSULTANT determines that it is necessary to perform work to be paid out of contingency, the CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's prior written approval.

## **Task 16 - Design Services During Construction (EDC)**

The CONSULTANT will provide a detailed scope of work and budget for the subtasks below at the end of the design as an amendment to the agreement.

### **Subtask 16-01 – Design Engineering Support**

### **Subtask 16-02 – Construction Geotechnical Support**

### **Subtask 16-03 – Record Drawings**

## **Task 17 – FHWA-Performance Report Post Construction**

The CONSULTANT will provide a detailed scope of work and budget at the end of the design as an amendment to the agreement.

**Exhibit B**

Compensation



# Exhibit B

RTC of Washee County  
Sixth Street for All (SS4A)

Task	SubTask	Description	Labor Dollars		Direct Expenses		BEC Environmental		CME		LAGE Design		NCE		KCI		AeroTech		
			Labor Dollars	Labor Hours	Labor Dollars	Labor Hours	Labor Dollars	Hours	Labor Dollars	Hours	Labor Dollars	Hours	Labor Dollars	Hours	Labor Dollars	Hours	Labor Dollars	Hours	
<b>BASE PHASE - NEPA / PRELIMINARY ENGINEERING</b>			<b>\$1,824,882</b>	<b>7,936</b>	<b>\$183,009</b>	<b>\$1,589,708</b>	<b>6,644</b>	<b>\$68,946</b>	<b>399</b>	<b>\$27,570</b>	<b>153</b>	<b>\$65,917</b>	<b>418</b>	<b>\$28,005</b>	<b>149</b>	<b>\$35,180</b>	<b>44</b>	<b>\$9,555</b>	<b>123</b>
01		Project Management	\$182,041	723	\$4,388	\$175,293	689	\$0	\$0	\$0	\$6,748	34	\$0	\$0	\$0	\$0	\$0	\$0	
01	01	Team and Project Management	\$67,320	270	\$4,388	\$67,320	270	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
01	02	Kick-Off Meeting	\$8,144	28	\$0	\$8,144	22	\$0	\$0	\$0	\$12,778	6	\$0	\$0	\$0	\$0	\$0	\$0	\$0
01	03	Project Management Meetings	\$23,534	72	\$0	\$23,534	72	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
01	04	Project Design Team Meetings	\$42,776	186	\$0	\$42,776	186	\$0	\$0	\$0	\$5,470	28	\$0	\$0	\$0	\$0	\$0	\$0	\$0
01	05	Project Management Plan	\$6,845	27	\$0	\$6,845	27	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
01	06	Project Schedule and Controls	\$33,201	180	\$0	\$33,201	180	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
01	07	Quality Management Plan	\$3,940	10	\$0	\$3,940	10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
02		Data Collection	\$38,257	221	\$43,690	\$23,702	92	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,555
02	01	Data Collection	\$5,802	30	\$0	\$5,802	30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
02	02	Design Criteria and Software	\$5,457	18	\$0	\$5,457	18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
02	03	Aerial Mapping and Surveying	\$10,355	111	\$35,070	\$900	2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,555
02	04	Right-of-Way and Utility Information	\$13,644	52	\$8,620	\$13,844	2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
03		Public and Stakeholder Involvement and Outreach	\$163,030	606	\$31,468	\$162,060	602	\$0	\$0	\$0	\$860	4	\$0	\$0	\$0	\$0	\$0	\$0	\$0
03	01	Public Outreach Plan	\$12,412	44	\$0	\$12,412	44	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
03	02	Public Information Meetings	\$25,932	84	\$28,584	\$24,956	80	\$0	\$0	\$0	\$860	4	\$0	\$0	\$0	\$0	\$0	\$0	\$0
03	03	Stakeholder Meetings	\$15,987	58	\$0	\$15,987	58	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
03	04	Local Agency Board / Commission Meetings	\$23,036	88	\$2,884	\$23,036	88	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
03	05	Public Outreach Materials	\$20,143	88	\$0	\$20,143	88	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
03	06	Develop Visualizations	\$42,354	172	\$0	\$42,354	172	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
03	07	Website and Digital Outreach	\$13,854	60	\$0	\$13,854	60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
03	08	Public Outreach Summary Report	\$8,490	24	\$0	\$8,490	24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
04		Investigation of Existing Conditions	\$104,854	406	\$47,275	\$20,979	92	\$0	\$0	\$27,570	153	\$0	\$21,125	117	\$35,180	44	\$0	\$0	\$0
04	01	Utility Coordination	\$34,382	185	\$0	\$34,382	185	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
04	02	Existing Subsurface Utilities	\$39,041	56	\$6,792	\$39,041	12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,180
04	03	Geotechnical Investigation	\$31,431	165	\$60,512	\$3,863	12	\$0	\$0	\$27,570	153	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
05		Transportation Analysis	\$186,272	778	\$17,490	\$186,272	778	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
05	01	Vehicle, Bicycle and Pedestrian Counts	\$3,523	16	\$9,500	\$3,553	16	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
05	02	Vehicle Traffic Forecasting	\$18,734	88	\$0	\$18,734	88	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
05	03	Traffic Operations Models	\$18,008	164	\$0	\$18,008	164	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
05	04	Intersection Evaluation	\$48,934	176	\$0	\$48,934	176	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
05	05	Parking Analysis	\$13,195	60	\$3,850	\$13,195	60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
05	06	Railroad Coordination	\$17,204	165	\$1,304	\$17,204	165	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
05	07	Lighting Analysis	\$33,513	117	\$1,146	\$33,513	117	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
06		Conceptual Alternatives	\$194,541	830	\$0	\$194,541	830	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
06	01	Conceptual Alternatives Development	\$194,541	830	\$0	\$194,541	830	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
07		Environmental Studies and Services	\$227,979	1,054	\$2,738	\$152,153	623	\$68,946	399	\$0	\$0	\$0	\$56,880	32	\$0	\$0	\$0	\$0	\$0
07	01	NEPA Categorical Exclusion	\$186,484	854	\$2,738	\$183,009	548	\$33,380	300	\$0	\$0	\$0	\$2,120	8	\$0	\$0	\$0	\$0	\$0
		Description of Alternatives Considered	\$8,079	37	\$0	\$8,079	37	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Purpose and Need Statement	\$18,197	83	\$0	\$18,197	83	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Biological Resources/Section 206	\$26,989	49	\$0	\$26,989	49	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Cultural Resources/Section 206	\$12,005	123	\$0	\$12,005	123	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Section 401 and GFD	\$6,884	30	\$0	\$6,884	30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Socioeconomic/Environmental Justice/Equity	\$8,819	42	\$0	\$8,819	42	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Traffic Noise/Air Quality	\$6,674	34	\$0	\$6,674	34	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Biological Resources	\$16,117	92	\$330	\$16,117	2	\$15,776	30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Historic Resources	\$18,739	212	\$2,478	\$18,739	2	\$16,261	210	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Outreach Public and Agency Involvement	\$14,098	53	\$0	\$14,098	53	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		CE Documentation	\$35,468	81	\$0	\$35,468	81	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Environmental Permitting	\$42,495	200	\$0	\$42,495	77	\$17,538	99	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
08		30% Design	\$329,235	1,460	\$0	\$304,038	1,296	\$0	\$0	\$0	\$26,196	164	\$0	\$0	\$0	\$0	\$0	\$0	\$0
08	01	30% Design	\$268,716	1,208	\$0	\$268,716	1,048	\$0	\$0	\$0	\$24,278	160	\$0	\$0	\$0	\$0	\$0	\$0	\$0
08	02	30% Cost Estimate	\$27,907	104	\$0	\$27,907	104	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
08	03	30% Design Review/Comments Resolution	\$25,412	98	\$0	\$25,051	96	\$0	\$0	\$0	\$0	\$381	2	\$0	\$0	\$0	\$0	\$0	\$0
08	04	Quality Assurance (QA) / Quality Control (QC)	\$32,100	80	\$0	\$32,100	80	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
09		60% Plan Design	\$396,543	1,838	\$0	\$383,630	1,622	\$0	\$0	\$0	\$33,012	216	\$0	\$0	\$0	\$0	\$0	\$0	\$0
09	01	Lighting and Electrical Design	\$33,962	126	\$0	\$33,962	126	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
09	02	60% Design	\$292,572	1,396	\$0	\$285,636	1,216	\$0	\$0	\$0	\$26,736	180	\$0	\$0	\$0	\$0	\$0	\$0	\$0
09	03	60% Cost Estimate and Technical Specifications	\$39,018	180	\$0	\$39,018	122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
09	04	60% Design Review/Comments Resolution	\$16,962	80	\$0	\$16,939	76	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
09	05	Quality Assurance (QA) / Quality Control (QC)	\$13,734	56	\$0	\$13,734	52	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10		Right-of-Way Acquisition	\$7,132	20	\$36,000	\$7,132	20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	01	Title Reports, Legal Descriptions and Exhibit Maps (30 Parcels)	\$7,132	20	\$36,000	\$7,132	20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>PHASE 1 - FINAL DESIGN</b>			<b>\$699,453</b>	<b>3,138</b>	<b>\$13,193</b>	<b>\$587,429</b>	<b>2,518</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,000</b>	<b>68</b>	<b>\$50,524</b>	<b>318</b>	<b>\$45,500</b>	<b>234</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
01		Project Management	\$241,700	548	\$3,936	\$135,508	516	\$0	\$0	\$0	\$6,192	32	\$0	\$0	\$0	\$0	\$0	\$0	\$0
01	01	Team and Project Management	\$48,240	163	\$0	\$48,240	163	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
01	02	Kick-Off Meeting	\$7,888	26	\$0	\$7,888	22	\$0	\$0	\$0	\$723	4	\$0	\$0	\$0	\$0	\$0	\$0	\$0
01	03	Project Management Meetings	\$19,151	72	\$0	\$19,151	72	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
01	04	Project Design Team Meetings	\$48,689	190	\$0	\$48,689	182	\$0	\$0	\$0	\$5,470	28	\$0	\$0	\$0	\$0	\$0	\$0	\$0
01	05	Project Management Plan																	



Direct Expenses Detail:	Amount	SubTask
Air Travel - 6 trips(s) @ \$600/flight	\$ 3,600.00	01.01
Lodging - 12 total nights @ \$183/night	\$ 2,196.00	01.01
Per Diem Meals - 12 day(s) @ \$69/day	\$ 828.00	01.01
Car Rental - 6 trips(s) @ \$200/trip	\$ 1,200.00	01.01
Mileage 2024 @ \$0.67/mile	\$ 500.00	01.01
Translator for 2 Public meetings (1 in Person, 1 Virtual)	\$ 12,000.00	03.02
Public Meeting Materials	\$ 7,500.00	03.02
Public Meeting Mailers/Ads and Postage	\$ 5,000.00	03.02
Air Travel - 4 trips(s) @ \$600/flight	\$ 2,400.00	03.02
Lodging - 4 total nights @ \$183/night	\$ 732.00	03.02
Per Diem Meals - 8 day(s) @ \$69/day	\$ 552.00	03.02
Car Rental - 2 trips(s) @ \$200/trip	\$ 400.00	03.02
Air Travel - 4 trips(s) @ \$600/flight	\$ 2,400.00	03.04
Lodging - 8 total nights @ \$183/night	\$ 1,464.00	03.04
Per Diem Meals - 16 day(s) @ \$69/day	\$ 1,104.00	03.04
Car Rental - 4 trips(s) @ \$200/trip	\$ 800.00	03.04
Traffic Counts	\$ 9,500.00	05.01
Parking Surveys	\$ 3,500.00	05.05
Air Travel - 1 trips(s) @ \$600/flight	\$ 600.00	05.06
Lodging - 2 total nights @ \$183/night	\$ 366.00	05.06
Per Diem Meals - 2 day(s) @ \$69/day	\$ 138.00	05.06
Car Rental - 1 trips(s) @ \$200/trip	\$ 200.00	05.06
Air Travel - 1 trips(s) @ \$600/flight	\$ 1,800.00	05.07
Lodging - 2 total nights @ \$183/night	\$ 732.00	05.07
Per Diem Meals - 3 day(s) @ \$69/day	\$ 414.00	05.07
Car Rental - 1 trips(s) @ \$200/trip	\$ 200.00	05.07
Printing - Conformed set of Design Plans and Specs	\$ 5,000.00	15.01
Air Travel - 1 trips(s) @ \$600/flight	\$ 600.00	15.01
Lodging - 2 total nights @ \$183/night	\$ 366.00	15.01
Per Diem Meals - 3 day(s) @ \$69/day	\$ 207.00	15.01
Car Rental - 1 trips(s) @ \$200/trip	\$ 200.00	15.01
<b>TOTAL</b>	<b>\$ 66,499.00</b>	

RTC of Washoe County  
Sixth Street for All (SS4A)

BEC Environmental								
Role of Project	Principal	Sr. Scientist 2	Environmental Scientist 4	Prog Manager 3	Res Specialist 3	Env Scientist 3	Env Scientist 2	Env Scientist 1
Fully Burdened / Maximum Rate(s)	\$265.72	\$232.90	\$192.25	\$215.68	\$173.46	\$173.46	\$157.86	\$140.69

Task	SubTask	Description	Labor Dollars	Labor Hours	Direct Expenses	Principal	Sr. Scientist 2	Environmental Scientist 4	Prog Manager 3	Res Specialist 3	Env Scientist 3	Env Scientist 2	Env Scientist 1
<b>BASE PHASE - NEPA / PRELIMINARY ENGINEERING</b>			<b>\$68,946</b>	<b>399</b>	<b>\$2,738</b>	<b>15</b>	<b>41</b>	<b>44</b>	<b>17</b>	<b>12</b>	<b>39</b>	<b>113</b>	<b>118</b>
07		<b>Environmental Studies and Services</b>	\$68,946	399	\$2,738	15	41	44	17	12	39	113	118
07	01	NEPA Categorical Exclusion	\$51,360	300	\$2,738	8	22	44	12	12	19	113	70
		<i>h</i>	<i>Biological Resources</i>	\$15,376	90	\$310		8	6	4	19	45	8
		<i>i</i>	<i>Hazardous Materials</i>	\$35,984	210	\$2,428	8	14	44	6	8	68	62
07	02	Environmental Permitting	\$17,586	99		7	19		5		20		48
<b>PHASE 1 - FINAL DESIGN</b>			<b>\$0</b>	<b>-</b>	<b>\$0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PHASE 2 - CONSTRUCTION ADMINISTRATION</b>			<b>\$0</b>	<b>-</b>	<b>\$0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Subtotals</b>			<b>\$68,946</b>	<b>399</b>	<b>\$2,738</b>	<b>15</b>	<b>41</b>	<b>44</b>	<b>17</b>	<b>12</b>	<b>39</b>	<b>113</b>	<b>118</b>

**BEC Environmental Total \$ 71,684**

Direct Expenses Detail:	Amount	SubTask
NDHD Request	\$250	07.01.h
Trimble	\$60	07.01.h
Air Travel - 1 trip(s) @ \$600/flight	\$600	07.01.i
Lodging - 1 night(s) for 2 day(s)/each @ \$150/night	\$150	07.01.i
Per Diem Meals - 2 day(s) @ \$69/1st-LastTravelDay	\$138	07.01.i
Car Rental - 1 trip(s) 2 days @ \$240/trip	\$240	07.01.i
Fuel	\$50	07.01.i
EDR Report	\$1,250	07.01.i
<b>TOTAL</b>	<b>\$2,738</b>	

RTC of Washoe County  
Sixth Street for All (SS4A)

Construction Materials Engineers				
Sr. Engineer	Sr. Engineer	Geotechnical Project Manager	Project Engineer	Field Engineer
\$275.00	\$230.00	\$200.00	\$170.00	\$155.00

Fully Burdened / Maximum Rate(s)

Task	SubTask	Description	Labor Dollars	Labor Hours	Direct Expenses	Role of Project				
<b>BASE PHASE - NEPA / PRELIMINARY ENGINEERING</b>			<b>\$27,570</b>	<b>153</b>	<b>\$40,523</b>	<b>0</b>	<b>16</b>	<b>41</b>	<b>54</b>	<b>42</b>
04		Investigation of Existing Conditions	\$27,570	153	\$40,523	0	16	41	54	42
04	03	Geotechnical Investigation	\$27,570	153	\$40,523		16	41	54	42
<b>PHASE 1 - FINAL DESIGN</b>			<b>\$16,000</b>	<b>68</b>	<b>\$0</b>	<b>8</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>
12		Constructability Review	\$16,000	68	\$0	8	60	0	0	0
12	01	Constructability Review	\$16,000	68		8	60			
<b>PHASE 2 - CONSTRUCTION ADMINISTRATION</b>			<b>\$0</b>	<b>-</b>	<b>\$0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Subtotals</b>			<b>\$43,570</b>	<b>221</b>	<b>\$40,523</b>	<b>8</b>	<b>76</b>	<b>41</b>	<b>54</b>	<b>42</b>

Construction Materials Engineers Total      \$      84,093

Direct Expenses Detail:	Amount	SubTask
Drilling/Coring Field Supplies	\$ 756	04.03
Drilling/Coring Vehicle Usage	\$ 630	04.03
Drilling Subcontractor	\$ 18,512	04.03
Drilling Traffic Control	\$ 6,930	04.03
Laboratory Testing	\$ 13,695	04.03
<b>TOTAL</b>	<b>\$ 40,523</b>	

RTC of Washoe County  
Sixth Street for All (SS4A)

LAGE Design					
Principal	Project Manager / Sr. Landscape Architect	Landscape Architect	Landscape Architect / Visualization Lead	CADD / Graphic Design	Landscape Architect / Specification Writer

Fully Burdened / Maximum Rate(s)

Task	SubTask	Description	Labor Dollars	Labor Hours	Direct Expenses	Principal	Project Manager / Sr. Landscape Architect	Landscape Architect	Landscape Architect / Visualization Lead	CADD / Graphic Design	Landscape Architect / Specification Writer
<b>BASE PHASE - NEPA / PRELIMINARY ENGINEERING</b>			<b>\$65,917</b>	<b>202</b>	<b>\$0</b>	<b>8</b>	<b>63</b>	<b>51</b>	<b>0</b>	<b>80</b>	<b>0</b>
01		<b>Project Management</b>	<b>\$6,748</b>	<b>34</b>	<b>\$0</b>	<b>4</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
01	02	Kick-Off Meeting	\$1,278	6		2	2	2			
01	04	Project Design Team Meetings	\$5,470	28		2	18	8			
03		<b>Public and Stakeholder Involvement and Outreach</b>	<b>\$960</b>	<b>4</b>	<b>\$0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
03	02	Public Information Meetings	\$960	4		2	2				
08		<b>30% Design</b>	<b>\$25,196</b>	<b>164</b>	<b>\$0</b>	<b>2</b>	<b>41</b>	<b>41</b>	<b>0</b>	<b>80</b>	<b>0</b>
08	01	30% Design	\$24,279	160			40	40		80	
08	03	30% Design Review Comment Resolution	\$361	2			1	1			
08	04	Quality Assurance (QA) / Quality Control (QC)	\$556	2		2					
09		<b>60% Plan Design</b>	<b>\$33,012</b>	<b>216</b>	<b>\$0</b>	<b>4</b>	<b>46</b>	<b>42</b>	<b>0</b>	<b>100</b>	<b>24</b>
09	02	60% Plan Set	\$26,736	180			40	40		100	
09	03	60% Cost Estimate and Technical Specifications	\$4,442	28			4				24
09	05	60% Design Review Comment Resolution	\$723	4			2	2			
09	06	Quality Assurance (QA) / Quality Control (QC)	\$1,112	4		4					
<b>PHASE 1 - FINAL DESIGN</b>			<b>\$50,524</b>	<b>534</b>	<b>\$0</b>	<b>14</b>	<b>130</b>	<b>122</b>	<b>0</b>	<b>232</b>	<b>36</b>
01		<b>Project Management</b>	<b>\$6,192</b>	<b>32</b>	<b>\$0</b>	<b>2</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
01	02	Kick-Off Meeting	\$723	4			2	2			
01	04	Project Design Team Meetings	\$5,470	28		2	18	8			
03		<b>Public and Stakeholder Involvement and Outreach</b>	<b>\$960</b>	<b>4</b>	<b>\$0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
03	05	Develop Public Outreach Materials	\$960	4		2	2				
11		<b>90% Plan Design</b>	<b>\$25,706</b>	<b>168</b>	<b>\$0</b>	<b>4</b>	<b>34</b>	<b>42</b>	<b>0</b>	<b>80</b>	<b>8</b>
11	01	90% Design	\$22,661	152			32	40		80	
11	03	90% Cost Estimate and Technical Specifications	\$1,211	8							8
11	05	90% Design Review Comment Resolution	\$723	4			2	2			
11	06	Quality Assurance (QA) / Quality Control (QC)	\$1,112	4		4					
13		<b>100% Plan Design</b>	<b>\$16,451</b>	<b>106</b>	<b>\$0</b>	<b>2</b>	<b>26</b>	<b>26</b>	<b>0</b>	<b>48</b>	<b>4</b>
13	01	100% Design	\$14,568	96			24	24		48	
13	02	100% Cost Estimate and Technical Specifications	\$605	4							4
13	04	100% Design Review Comment Resolution	\$723	4			2	2			
13	05	Quality Assurance (QA) / Quality Control (QC)	\$556	2		2					
14		<b>Final Design</b>	<b>\$1,214</b>	<b>8</b>	<b>\$0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>
14	01	Final Design	\$1,214	8			2	2		4	
<b>PHASE 2 - CONSTRUCTION ADMINISTRATION</b>			<b>\$0</b>	<b>-</b>	<b>\$0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Subtotals</b>			<b>\$116,441</b>	<b>736</b>	<b>\$0</b>	<b>22</b>	<b>193</b>	<b>173</b>	<b>312</b>	<b>36</b>	

LAGE Design Total

\$ 116,441

RTC of Washoe County  
Sixth Street for All (SS4A)

				NCE								
				Fully Burdened / Maximum Rate(s)								
				Role of Project								
				Environmental Lead	Administration	Permitting Supporting	Principal-in Charge / O&A/QC	Project Manager / Utility Lead	Senior Designer	CADD Designer		
				\$265.00	\$115.00	\$165.00	\$335.00	\$190.00	\$180.00	\$160.00		
Task	SubTask	Description	Labor Dollars	Labor Hours	Direct Expenses							
<b>BASE PHASE - NEPA / PRELIMINARY ENGINEERING</b>			<b>\$28,005</b>	<b>149</b>	<b>\$0</b>	<b>16</b>	<b>9</b>	<b>16</b>	<b>6</b>	<b>52</b>	<b>10</b>	<b>40</b>
04		Investigation of Existing Conditions	\$21,125	117	\$0	0	9	0	6	52	10	40
04	01	Utility Coordination	\$21,125	117			9		6	52	10	40
07		Environmental Studies and Services	\$6,880	32	\$0	16	0	16	0	0	0	0
07	01	NEPA Categorical Exclusion	\$2,120	8	\$0	8	0	0	0	0	0	0
	k	CE Documentation	\$2,120	8		8						
07	02	Environmental Permitting	\$4,760	24		8		16				
<b>PHASE 1 - FINAL DESIGN</b>			<b>\$45,500</b>	<b>234</b>	<b>\$0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>16</b>	<b>194</b>	<b>8</b>	<b>0</b>
04		Investigation of Existing Conditions	\$45,500	234	\$0	0	16	0	16	194	8	0
04	01	Utility Coordination	\$45,500	234			16		16	194	8	
<b>PHASE 2 - CONSTRUCTION ADMINISTRATION</b>			<b>\$0</b>	<b>-</b>	<b>\$0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Subtotals</b>			<b>\$73,505</b>	<b>383</b>	<b>\$0</b>	<b>16</b>	<b>25</b>	<b>16</b>	<b>22</b>	<b>246</b>	<b>18</b>	<b>40</b>

NCE Total \$ 73,505

RTC of Washoe County  
Sixth Street for All (SS4A)

KCI Technologies						
Role of Project	Utility Test Hole	Test Hole Restoration (CLSM)	Test Hole Layout	Project Manager	Traffic Control Plans & Set-Up	Mobilization

			Fully Burdened / Maximum Rate(s)								
Task	SubTask	Description	Labor Dollars	Labor Hours	Direct Expenses						
<b>BASE PHASE - NEPA / PRELIMINARY ENGINEERING</b>			<b>\$35,180</b>	<b>44</b>	<b>\$6,752</b>	<b>15</b>	<b>2</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>
04		Investigation of Existing Conditions	\$35,180	44	\$6,752	15	2	12	8	6	1
04	02	Existing Subsurface Utilities	\$35,180	44	\$6,752	15	2	12	8	6	1
<b>PHASE 1 - FINAL DESIGN</b>			<b>\$0</b>	<b>-</b>	<b>\$0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PHASE 2 - CONSTRUCTION ADMINISTRATION</b>			<b>\$0</b>	<b>-</b>	<b>\$0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Subtotals</b>			<b>\$35,180</b>	<b>44</b>	<b>\$6,752</b>	<b>15</b>	<b>2</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>

KCI Technologies Total \$ 41,932

Direct Expenses Detail:	Amount	SubTask
City of Reno - Permit	\$ 500.00	04.02
City of Reno - Permanent Patch	\$ 1,500.00	04.02
Travel Expenses - 10 days	\$ 4,752.00	04.02
<b>TOTAL</b>	<b>\$ 6,752.00</b>	





RTC of Washoe County  
Sixth Street for All (SS4A)

Role of Project	AeroTech Mapping									
	Principal	Project Manager	AeroTriangulation	Photogrammetrist	Stereoplotter	Orthophoto Tech	LiDAR Tech	CAD Manager	CAD Tech	Clerical
Fully Burdened / Maximum Rate(s)	\$257.49	\$194.45	\$89.47	\$112.38	\$69.38	\$73.19	\$76.54	\$88.95	\$69.38	\$66.94

Task	SubTask	Description	Labor Dollars	Labor Hours	Direct Expenses	Principal	Project Manager	AeroTriangulation	Photogrammetrist	Stereoplotter	Orthophoto Tech	LiDAR Tech	CAD Manager	CAD Tech	Clerical
<b>BASE PHASE - NEPA / PRELIMINARY ENGINEERING</b>			<b>\$9,555</b>	<b>129</b>	<b>\$3,225</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>16</b>	<b>1</b>
02		Data Collection	\$9,555	129	\$3,225	1	2	1	1	89	8	8	2	16	1
02	03	Aerial Mapping and Surveying	\$9,555	129	\$3,225	1	2	1	1	89	8	8	2	16	1
<b>PHASE 1 - FINAL DESIGN</b>			<b>\$0</b>	<b>-</b>	<b>\$0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PHASE 2 - CONSTRUCTION ADMINISTRATION</b>			<b>\$0</b>	<b>-</b>	<b>\$0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Subtotals</b>			<b>\$9,555</b>	<b>129</b>	<b>\$3,225</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>16</b>	<b>1</b>

**AeroTech Mapping Total \$ 12,780**

Direct Expenses Detail:	Amount	SubTask
Aircraft Mobilization (Flight Time)	\$ 825.00	02.03
Aircraft - Camera	\$ 950.00	02.03
Aircraft - LiDAR	\$ 1,450.00	02.03
<b>TOTAL</b>	<b>\$ 3,225.00</b>	

## **Exhibit C**

### Indemnification and Insurance Requirements

# ATTACHMENT C

## INDEMNIFICATION AND INSURANCE REQUIREMENTS FOR PROFESSIONAL SERVICE AGREEMENTS [NRS 338 DESIGN PROFESSIONAL]

2022-07-08 Version

### 1. INTRODUCTION

IT IS HIGHLY RECOMMENDED THAT CONSULTANTS CONFER WITH THEIR INSURANCE CARRIERS OR BROKERS TO DETERMINE THE AVAILABILITY OF THESE INSURANCE CERTIFICATES AND ENDORSEMENTS IN ADVANCE OF PROPOSAL SUBMISSION. IF THERE ARE ANY QUESTIONS REGARDING THESE INSURANCE REQUIREMENTS, IT IS RECOMMENDED THAT THE AGENT/BROKER CONTACT RTC'S FINANCE DIRECTOR AT (775) 335-1845.

### 2. INDEMNIFICATION

CONSULTANT agrees, subject to the limitations in Nevada Revised Statutes Section 338.155, to save and hold harmless and fully indemnify RTC and City of Reno, including their elected officials, officers, employees, and agents (hereafter, "Indemnitees") from and against any and all claims, proceedings, actions, liability and damages, including reasonable attorneys' fees and defense costs incurred in any action or proceeding (collectively "Damages") arising out of the:

- A. Negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are based upon or arising out of the professional services of CONSULTANT; and
- B. Violation of law or any contractual provisions or any infringement related to trade names, licenses, franchises, patents or other means of protecting interests in products or inventions resulting from the use by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) supplied by CONSULTANT under or as a result of this Agreement, but excluding any violation or infringement resulting from the modification or alteration by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) not consented to by CONSULTANT.

CONSULTANT further agrees to defend, save and hold harmless and fully indemnify the Indemnitees from and against any and all Damages arising out the negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are not based upon or arising out of the professional services of CONSULTANT.

The Damages shall include, but are not limited to, those resulting from personal injury to any person, including bodily injury, sickness, disease or death and injury to real property or personal property, tangible or intangible, and the loss of use of any of that property, whether or not it is physically injured.

If the Indemnitees are involved in defending actions of CONSULTANT or anyone else for whom CONSULTANT is legally responsible, CONSULTANT shall reimburse the Indemnitees for the time spent by such personnel at the rate of the Indemnitees pay or compensation for such services.

If an Indemnitee is found to be liable in the proceeding, then CONSULTANT'S obligation hereunder shall be limited to the proportional share of the liability attributed to CONSULTANT.

In determining whether a claim is subject to indemnification, the incident underlying the claim shall determine the nature of the claim.

In the event of a violation or an infringement under paragraph 2.B above and the use is enjoined, CONSULTANT, at its sole expense, shall either (1) secure for the Indemnitees the right to continue using the materials by suspension of any injunction or by procuring a license or licenses for the Indemnitees; or (2) modify the materials so that they become non-infringing. This covenant shall survive the termination of the Professional Services Agreement.

The provisions of this Agreement are separate and severable and it is the intent of the Parties hereto that in the event any provision of this Agreement should be determined by any court of competent jurisdiction to be void, voidable or too restrictive for any reason whatsoever, the remaining provisions of this Agreement shall remain valid and binding upon said Parties. It is also understood and agreed that in the event any provision should be considered, by any court of competent jurisdiction, to be void because it imposes a greater obligation on CONSULTANT than is permitted by law, such court may reduce and reform such provisions to limitations which are deemed reasonable and enforceable by said court.

### **3. GENERAL REQUIREMENTS**

Prior to the start of any work on a RTC project, CONSULTANT shall purchase and maintain insurance of the types and limits as described below insuring against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by CONSULTANT, its subconsultants, or their employees, agents, or representatives. The cost of all such insurance shall be borne by CONSULTANT.

### **4. VERIFICATION OF COVERAGE**

CONSULTANT shall furnish RTC with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein, on forms acceptable to RTC. All deductibles and self-insured retentions requiring RTC approval shall be shown on the certificate. All certificates and endorsements are to be addressed to RTC's Finance Director and be received by RTC before work commences. Upon request, CONSULTANT agrees that RTC has the right to review CONSULTANT'S and the Sub's insurance policies, or certified copies of the policies. Copies of applicable policy forms or endorsements confirming required additional insured, waiver of subrogation and notice of cancellation provisions are required to be provided with any certificate(s) evidencing the required coverage.

## **5. NOTICE OF CANCELLATION**

CONSULTANT or its insurers shall provide at least thirty (30) days' prior written notice to RTC prior to the cancellation or non-renewal of any insurance required under this Agreement. An exception may be included to provide at least ten (10) days' written notice if cancellation is due to non-payment of premium. CONSULTANT shall be responsible to provide prior written notice to RTC as soon as practicable upon receipt of any notice of cancellation, non-renewal, reduction in required limits or other material change in the insurance required under this Agreement.

## **6. SUBCONSULTANTS & SUBCONTRACTORS**

CONSULTANT shall include all Subcontractors and Subconsultants (referred to collectively as "Subs") as insureds under its liability policies OR shall cause Subs employed by CONSULTANT to purchase and maintain separate liability coverages and limits of the types specified herein. If any Subs maintain separate liability coverages and limits, each shall include the RTC and the City of Reno as additional insureds under its commercial general liability policy, subject to the same requirements stated herein, without requiring a written contract or agreement between each of the additional insureds and any sub-consultant or sub-contractor. Any separate coverage limits of liability maintained by Subs shall be at least **\$1,000,000** per occurrence and at least **\$2,000,000** for any applicable coverage aggregates or the amount customarily carried by the Sub, whichever is GREATER. If any Subs provide their own insurance with limits less than required of the Contractor, Contractor shall include Subs in their coverage up to the full limits required of the Contractor. When requested by RTC, CONSULTANT shall furnish copies of certificates of insurance evidencing coverage for each subconsultant. CONSULTANT need not require its non-design subcontractors to carry Professional Errors and Omissions Liability insurance.

## **7. DEDUCTIBLES AND SELF-INSURED RETENTIONS**

Any deductibles or self-insured retentions that exceed \$25,000 per occurrence or claim must be declared to RTC's Finance Director prior to signing this Agreement. RTC is entitled to request and receive additional documentation, financial or otherwise, prior to giving its approval of the deductibles and self-insured retentions. Any changes to the deductibles or self-insured retentions made during the term of this Agreement or during the term of any policy must be declared to RTC's Finance Director prior to the change taking effect.

## **8. ACCEPTABILITY OF INSURERS**

Required insurance is to be placed with insurers with a Best's rating of no less than A-VII and acceptable to RTC. RTC may accept coverage with carriers having lower Best's ratings upon review of financial information concerning CONSULTANT and the insurance carrier. RTC reserves the right to require that CONSULTANT'S insurer(s) be licensed and admitted in the State of Nevada or meet any applicable state and federal laws and regulations for non-admitted insurance placements.

## 9. OTHER CONDITIONS

- A. Failure to furnish the required certificate(s) or failure to maintain the required insurance may result in termination of this Agreement at RTC's option.
- B. If CONSULTANT fails to furnish the required certificate or fails to maintain the required insurance as set forth herein, RTC shall have the right, but not the obligation, to purchase said insurance at CONSULTANT's expense.
- C. Any waiver of CONSULTANT's obligation to furnish such certificate or maintain such insurance must be in writing and signed by an authorized representative of RTC. Failure of RTC to demand such certificate or other evidence of full compliance with these insurance requirements or failure of RTC to identify a deficiency from evidence that is provided shall not be construed as a waiver of CONSULTANT's obligation to maintain such insurance, or as a waiver as to the enforcement of any of these provisions at a later date.
- D. By requiring insurance herein, RTC does not represent that coverage and limits will necessarily be adequate to protect CONSULTANT, and such coverage and limits shall not be deemed as a limitation on CONSULTANT's liability under the indemnities granted to RTC in this contract.
- E. If CONSULTANT'S liability policies do not contain the standard ISO separation of insureds condition, or a substantially similar clause, they shall be endorsed to provide cross-liability coverage.

## 10. COMMERCIAL GENERAL LIABILITY

CONSULTANT shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than **\$2,000,000** each occurrence. If such CGL insurance contains a general aggregate limit, it shall be increased to equal twice the required occurrence limit or revised to apply separately to this project.

CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall cover liability arising from premises, operations, products-completed operations, personal and advertising injury, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

RTC and any other Indemnitees listed in Section 2. INDEMNIFICATION of this Agreement shall be included as an additional insured under the CGL, using ISO additional insured endorsement CG 20 10 07/04 or CG 20 33 07/04 or a substitute providing equivalent coverage, and under the commercial umbrella, if any.

This insurance shall apply as primary insurance with respect to any other insurance or self-insurance programs afforded to RTC or any other Indemnitees under this Agreement.

CONSULTANT waives all rights against RTC and any other Indemnitees listed in section 2. INDEMNIFICATION of this Agreement for recovery of damages to the extent these damages are covered by the commercial general liability or commercial umbrella liability insurance maintained pursuant to this agreement. CONSULTANT's insurer shall endorse CGL policy to waive subrogation against RTC with respect to any loss paid under the policy.

## **11. COMMERCIAL AUTOMOBILE LIABILITY**

CONSULTANT shall maintain automobile liability and, if necessary, commercial umbrella liability insurance with a limit of not less than **\$1,000,000** each accident. Such insurance shall cover liability arising out of any auto (including owned, hired, and non-owned autos).

Coverage shall be written on ISO form CA 00 01, CA 00 05, CA 00 25, or a substitute form providing equivalent liability coverage for all owned, leased, hired (rented) and non-owned vehicles (as applicable). RTC may agree to accept auto liability for non-owned and hired (rented) vehicles under the CGL if CONSULTANT does not own or operate any owned or leased vehicles.

CONSULTANT waives all rights against RTC, its officers, employees and volunteers for recovery of damages to the extent these damages are covered by the automobile liability or commercial umbrella liability insurance obtained by CONSULTANT pursuant to this Agreement.

## **12. INDUSTRIAL (WORKER'S COMPENSATION AND EMPLOYER'S LIABILITY) INSURANCE**

It is understood and agreed that there shall be no Industrial (Worker's Compensation and Employer's Liability) Insurance coverage provided for CONSULTANT or any subconsultants by RTC. CONSULTANT, and any subconsultants, shall procure, pay for and maintain the required coverages.

CONSULTANT shall maintain workers' compensation and employer's liability insurance meeting the statutory requirements of the State of Nevada, including but not limited to NRS 616B.627 and NRS 617.210. The employer's liability limits shall not be less than **\$1,000,000** each accident for bodily injury by accident or **\$1,000,000** each employee for bodily injury by disease.

CONSULTANT shall provide a Final Certificate for itself and each subconsultant evidencing that CONSULTANT and each subconsultant maintained workers' compensation and employer's liability insurance throughout the entire course of the project.

If CONSULTANT, or any subconsultant is a sole proprietor, coverage for the sole proprietor must be purchased and evidence of coverage must appear on the Certificate of Insurance and Final Certificate.

CONSULTANT waives all rights against RTC, its elected officials, officers, employees and agents for recovery of damages to the extent these damages are covered by the workers compensation and employer's liability or commercial umbrella liability insurance obtained by Tenant pursuant to this



agreement. CONSULTANT shall obtain an endorsement equivalent to WC 00 03 13 to affect this waiver.

### **13. PROFESSIONAL ERRORS AND OMISSIONS LIABILITY**

CONSULTANT shall maintain professional liability insurance applying to liability for a professional error, omission, or negligent act arising out of the scope of CONSULTANT'S services provided under this Agreement with a limit of not less than **\$1,000,000** each claim and annual aggregate. CONSULTANT shall maintain professional liability insurance during the term of this Agreement and, if coverage is provided on a "claims made" or "claims made and reported" basis, shall maintain coverage or purchase an extended reporting period for a period of at least three (3) years following the termination of this Agreement.

**Exhibits D, E and F**

Federally Required Clauses

## **Exhibit D**

### Federally Required Clauses

#### **1. PROMPT PAYMENT PROVISION**

CONSULTANT must pay all subconsultants for satisfactory performance of their contracts no later than thirty (30) days from the receipt of payment made to CONSULTANT by RTC. Prompt return of retainage payments from CONSULTANT to the subconsultants will be made within fifteen (15) days after each subconsultant's work is satisfactorily completed. Any delay or postponement of payment among the parties may take place only for good cause and with RTC's prior written approval. If CONSULTANT determines the work of the subconsultant to be unsatisfactory, it must notify RTC's project manager immediately in writing and state the reasons. The failure by CONSULTANT to comply with this requirement will be construed to be a breach of the Contract and may be subject to sanctions as specified in the Contract or any other options listed in 49 C.F.R. 26.29.

#### **2. NONDISCRIMINATION**

During the performance of this Contract, CONSULTANT, for itself, its assignees, and successors in interest, agrees as follows:

A. Compliance with Regulations. CONSULTANT shall comply with the regulations relative to nondiscrimination in DOT-assisted programs, 49 C.F.R. Part 21, as they may be amended from time to time (referred to in this section as the "Regulations"), which are herein incorporated by reference and made a part of this Contract.

B. Nondiscrimination. CONSULTANT shall not discriminate on the grounds of age, race, color, sex, or national origin in the selection and retention of subconsultants, including procurement of materials and leases of equipment. CONSULTANT shall not participate, either directly or indirectly, in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the Contract covers a program set forth in Appendix B of the Regulations.

C. Solicitations for Subcontracts, including Procurement of Materials and Equipment. In all solicitations, whether by competitive proposing or negotiation made by CONSULTANT for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subconsultant or supplier must be notified by CONSULTANT of CONSULTANT's obligations under this Contract and the Regulations relative to nondiscrimination on the grounds of age, race, color, sex, or national origin.

D. Information and Reports. CONSULTANT must provide all information and reports required by the Regulations or directives issued pursuant thereto, and must permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by RTC to be pertinent to ascertain compliance with such Regulations, orders, and instructions.

Where any information is required, or the information is in the exclusive possession of another who fails or refuses to furnish this information, CONSULTANT must so certify to RTC, and must set forth what efforts it has made to obtain the information.

E. Sanctions for Noncompliance. In the event of CONSULTANT's noncompliance with the nondiscrimination provisions of this Contract, RTC shall impose such contract sanctions as it may determine to be appropriate, including, but not limited to: (1) withholding of payments to CONSULTANT under the Contract until CONSULTANT complies, and/or (2) cancellation, termination, or suspension of the Contract, in whole or in part.

CONSULTANT shall include the provisions of this clause in every subcontract. CONSULTANT must take such action with respect to any subcontract or procurement as RTC may direct as a means of enforcing those provisions, including sanctions for noncompliance. However, if CONSULTANT becomes involved in or is threatened with litigation with a subconsultant as a result of such direction, CONSULTANT may request RTC to enter into the litigation to protect the interests of RTC.

### **3. AFFIRMATIVE ACTION IN EMPLOYMENT**

CONSULTANT shall comply with the provisions of Section 503 of the Rehabilitation Act of 1973 (the "Rehabilitation Act").

A. CONSULTANT will not discriminate against any employee or applicant for employment because of physical or mental handicap in regard to any position for which the employee or applicant for employment is qualified. CONSULTANT agrees to take affirmative action to employ, advance in employment and otherwise treat qualified handicapped individuals without discrimination based upon their physical or mental handicap in all employment practices such as the following: employment, upgrading, demotion or transfer, recruitment, advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship.

B. CONSULTANT agrees to comply with the rules, regulations, and relevant orders of the Secretary of Labor pursuant to the Rehabilitation Act.

C. In the event of CONSULTANT's noncompliance with the requirements of this clause, actions for noncompliance may be taken in accordance with the rules, regulations, and relevant orders of the Secretary of Labor pursuant to the Rehabilitation Act.

D. CONSULTANT agrees to post in conspicuous places, available to employees and applicants for employment, notices in a form to be prescribed by the director, provided by or through the contracting officer. Such notices shall state CONSULTANT's obligation under the law to take affirmative action to employ and advance in employment qualified handicapped employees and applicants for employment, and the rights of applicants and employees.

E. CONSULTANT shall include the provisions of this clause in every subcontract or purchase order of \$2,500 or more unless exempted by rules, regulations, or orders of the Secretary of Transportation issued pursuant to Section 503 of the Rehabilitation Act, so that such provisions will be binding upon each subconsultant or vendor. CONSULTANT will take such action with respect to any subcontract or purchase order as the director of the Office of Federal Contract Compliance Programs may direct to enforce such provisions, including action for noncompliance (41 C.F.R. 60-741.4.4).

#### 4. **INTEREST OF MEMBERS OF, OR DELEGATES TO, CONGRESS**

In accordance with 18 U.S.C. 431, no member of, or delegate to, the Congress of the United States shall be admitted to any share or part of this Contract or to any benefit arising therefrom.

#### 5. **INTEREST OF PUBLIC OFFICIALS**

No member, officer, or employee of any public body, during his tenure, or for one (1) year thereafter, shall have any interest, direct or indirect, in this Contract or the benefits thereof.

#### 6. **CIVIL RIGHTS**

The following requirements apply to the underlying Contract:

A. **Nondiscrimination**. In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. 12132, and Federal transit law at 49 U.S.C. 5332, CONSULTANT agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age or disability.

B. **Equal Employment Opportunity**. The following equal employment opportunity requirements apply to the underlying contract:

- (1) **Race, Color, Creed, National Origin, Sex**. In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. 2000e, and Federal transit laws at 49 U.S.C. 5332, CONSULTANT agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor", 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, Equal Employment Opportunity", as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity", 42 U.S.C. 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. CONSULTANT agrees to take affirmative action to ensure that applicants are employed, and that employees are

treated equally during employment, without regard to their race, color, creed, national origin, sex, or age. Such action must include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

(2) Age. In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. 623 and Federal transit law at 49 U.S.C. 5332, CONSULTANT agrees to refrain from discrimination against present and prospective employees for reason of age.

(3) Disabilities. In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. 12112, CONSULTANT agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act", 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities.

C. CONSULTANT also agrees to include these requirements in each subcontract.

## 7. **INELIGIBLE CONSULTANTS**

In the event CONSULTANT is on the Comptroller General's List of Ineligible Consultants for Federally financed or assisted projects, this contract may be canceled, terminated, or suspended by RTC.

## 8. **NOTICE OF FEDERAL REQUIREMENTS**

New Federal laws, regulations, policies, and administrative practices may be established after the date of this Contract, which may apply to this Contract. If Federal requirements change, the changed requirements will apply to the Contract or the performance of work under the Contract as required. All standards or limits set forth in this Contract to be observed in the performance of the work are minimum requirements.

## 9. **THIRD-PARTY RIGHTS**

Notwithstanding anything herein to the contrary, the services provided under this Agreement shall not give rise to, nor shall be deemed to or construed so as to confer any rights on any other party, as a third-party beneficiary or otherwise.

## 10. **RECORDS RETENTION; AUDIT AND INSPECTION OF RECORDS**

A. CONSULTANT shall permit the authorized representatives of RTC, FHWA, the U.S. Department of Transportation's Inspector General, NDOT, and the Comptroller General of the United States, or any of their duly authorized representatives to inspect and audit

all data and records of CONSULTANT relating to its performance under the contract until the expiration of three (3) years after final payment under this Contract.

B. CONSULTANT further agrees to include in all subcontracts hereunder a provision to the effect that the subconsultant agrees that RTC, FHWA, the U.S. Department of Transportation's Inspector General, NDOT, and the Comptroller General of the United States, or any of their duly authorized representatives shall, until the expiration of three (3) years after final payment under the subcontract, have access to and the right to examine any books, documents, papers, and records of the subconsultant directly pertinent to this contract. The term "subcontract" as used in this clause excludes (1) purchase orders not exceeding \$10,000 and (2) subcontracts or purchase orders for public utility services at rates established for uniform applicability to the general public.

C. The periods of access and examination described above, for records which relate to (1) appeals under the dispute clause of this Contract, (2) litigation or the settlement of claims arising out of the performance of this Contract, or (3) costs and expenses of this Contract to which an exception has been taken by the U.S. Comptroller General or any of his duly authorized representatives, shall continue until such appeals, litigation, claims or exceptions have been disposed of.

#### **11. NO FEDERAL GOVERNMENT OBLIGATION TO THIRD PARTIES**

A. RTC and CONSULTANT acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to RTC, Consultant, or any other party (whether or not a party to that Contract) pertaining to any matter resulting from the underlying Contract.

B. CONSULTANT agrees to include the above clause in each subcontract. It is further agreed that the clause shall not be modified, except to identify the subconsultant who will be subject to its provisions.

#### **12. DEBARMENT, SUSPENSION, OTHER INELIGIBILITY AND VOLUNTARY EXCLUSION**

A. This Contract is a covered transaction for purposes of 2 C.F.R. Part 1200 and 2 C.F.R. Part 180. As such, CONSULTANT is required to verify that none of CONSULTANT, its principals, as defined at 2 C.F.R. 180.995, or affiliates, as defined at 2 C.F.R. 180.905, are excluded or disqualified as defined at 2 C.F.R. 180.940 and 180.945.

B. CONSULTANT is required to comply with 2 C.F.R. 180, Subpart C, and must include the requirement to comply with 2 C.F.R. 180, Subpart C, in all contracts for lower-tier transactions over \$25,000 and in all solicitations for lower tier contracts.

C. CONSULTANT agrees that it shall not knowingly enter into any lower-tier covered transaction with a person or firm who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this contract.

### **13. COMPLIANCE WITH FEDERAL LOBBYING POLICY**

Section 1352 of Title 31, United States Code, provides in part that no appropriated funds may be expended by the recipient of a federal contract, grant, loan, or cooperative agreement to pay any person by influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any of the following covered Federal actions: the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement.

Consultants who apply or bid for an award of \$100,000 or more shall file the certification required by 49 C.F.R. Part 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any Federal Agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal Contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-federal funds with respect to that federal Contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient.

CONSULTANT also agrees to include these requirements in each subcontract exceeding \$100,000 financed in whole or in part with Federal assistance.

### **14. REPORTING REQUIREMENTS**

CONSULTANT shall provide all information and reports required by the Regulations, or directives issued pursuant shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its facilities as may be determined by RTC or the Federal Highway Administration (FHWA) to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish this information, CONSULTANT shall so certify to RTC, or the FHWA as appropriate, and shall set forth what efforts it has made to obtain the information.



## Exhibit E

During the performance of this contract, CONTRACTOR, for itself, its assignees, and successors in interest, agrees as follows:

1. **Compliance with Regulations:** The Consultant (hereinafter includes subconsultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The Consultant, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subconsultants, including procurements of materials and leases of equipment. The Consultant will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 C.F.R. Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the Consultant for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subconsultant or supplier will be notified by the Consultant of the Consultant's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The Consultant will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish the information, the Consultant will so certify to the Recipient or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a Consultant's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
  - a. withholding payments to the Consultant under the contract until the Consultant complies; and/or
  - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The Consultant will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of

equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The Consultant will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Consultant becomes involved in, or is threatened with litigation by a subconsultant, or supplier because of such direction, the Consultant may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the Consultant may request the United States to enter into the litigation to protect the interests of the United States.

## **Exhibit F**

During the performance of this contract, CONSULTANT, for itself, its assignees, and successors in interest, agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

### **Pertinent Non-Discrimination Authorities:**

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 C.F.R. Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability), and 49 C.F.R. Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 U.S.C. § 471, Section 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and Consultants, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 C.F.R. Parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against

minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;

- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. § 1681 et seq).

## **Exhibit G**

Delinquent Tax and Fed Conviction

## Exhibit G

### Certifications and Requirements Regarding Delinquent Tax Liability or a Felony Conviction under any Federal Law

As required by sections 744 and 745 of Title VII, Division E of the Consolidated Appropriations Act, 2023, Pub. L. No. 117-328 (Dec. 29, 2022), and implemented through USDOT Order 4200.6, the 2023 Safe Streets for All Grant funding shall not be used to enter into a contract, memorandum of understanding, or cooperative agreement with, make a grant to, or provide a loan or loan guarantee to, any corporation that:

(1) Has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability, where the awarding agency is aware of the unpaid tax liability, unless a Federal agency has considered suspension or debarment of the corporation and made a determination that suspension or debarment is not necessary to protect the interests of the Government; or

(2) Was convicted of a felony criminal violation under any Federal law within the preceding 24 months, where the awarding agency is aware of the conviction, unless a Federal agency has considered suspension or debarment of the corporation and made a determination that suspension or debarment is not necessary to protect the interests of the Government.

CONSULTANT therefore agrees:

1. **Definitions.** For the purposes of this exhibit, the following definitions apply:

“**Covered Transaction**” means a transaction that uses any funds under this award and that is a contract, memorandum of understanding, cooperative agreement, grant, loan, or loan guarantee.

“**Felony Conviction**” means a conviction within the preceding 24 months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the United States Code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 U.S.C. 3559.

“**Participant**” means RTC as a recipient of federal funding, and CONSULTANT and any other entity who submits a proposal for a Covered Transaction or enters into a Covered Transaction.

“**Tax Delinquency**” means an unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

2. **Mandatory Check in the System for Award Management.** Before entering a Covered Transaction with another entity, a Participant shall check the System for Award Management (the “SAM”) at <http://www.sam.gov/> for an entry describing that entity.

3. **Mandatory Certifications.** Before entering a Covered Transaction with another entity, a Participant shall require that entity to:

- (1) Certify whether the entity has a Tax Delinquency; and
- (2) Certify whether the entity has a Felony Conviction.

4 **Prohibition.** If

- (1) the SAM entry for an entity indicates that the entity has a Tax Delinquency or a Federal Conviction;
- (2) an entity provides an affirmative response to either certification in section 3; or
- (3) an entity’s certification under section 3 was inaccurate when made or became inaccurate after being made

then a Participant shall not enter or continue a Covered Transaction with that entity unless the USDOT has determined in writing that suspension or debarment of that entity are not necessary to protect the interests of the Government.

5. **Mandatory Notice to the USDOT.**

- (a) If the SAM entry for a Participant indicates that the Participant has a Tax Delinquency or a Felony Conviction, the RTC must notify the USDOT in writing of that entry.
- (b) If a Participant provides an affirmative response to either certification in section 1, the RTC must notify the USDOT in writing of that affirmative response.
- (c) If the RTC knows that a Participant’s certification under section 1 was inaccurate when made or became inaccurate after being made, the RTC must notify the USDOT in writing of that inaccuracy.

6. **Flow Down.** For all Covered Transactions, including all tiers of subcontracts and subawards, the Participant shall:

- (1) require the SAM check in section 2;
- (2) require the certifications in section 3;
- (3) include the prohibition in section 4; and
- (4) require all Participants to notify the RTC in writing of any information that would require the RTC to notify the USDOT under section 5.



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item:** 4.4.8

To: Regional Transportation Commission

From: Kimberly Diegle, Project Manager

**SUBJECT: Mill Street Capacity & Safety Project - Construction Management  
Professional Service Agreement**

**RECOMMENDED ACTION**

Approve a contract with Construction Materials Engineers, Incorporated for construction management services associated with the Mill Street Capacity and Safety Project, in an amount not-to-exceed \$2,340,788.

**BACKGROUND AND DISCUSSION**

This Professional Services Agreement (PSA) with Construction Materials Engineers, Inc., (CME) is for construction management services for the Mill Street Capacity and Safety Project (Project) in the amount of \$2,230,788, with a project contingency in the amount of \$110,000. The project aims to enhance traffic operations and improve safety along Mill Street, stretching from Kietzke Lane to Terminal Way.

The design engineering consultant is Jacobs Engineering, Inc. (Jacobs). Jacobs, as Engineer of Record, is providing engineering support services during construction for the Project under a separate agreement with the RTC. Construction is anticipated to begin in March/April 2025 and continue through mid-2026.

CME was selected as the most qualified firm through the Request for Proposals (RFP) process to perform construction management services including, but not limited to, construction administration and documentation, quality assurance inspection and testing, survey staking, and public outreach for the Mill Street Capacity and Safety Project. Negotiation of the scope, schedule and budget resulted in the not-to-exceed fee amount that is within the appropriated budget.

This item supports the FY 2025 RTC Goal, "Begin Project Construction: Mill Street Capacity & Safety".

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**FISCAL IMPACT**

Fuel Tax appropriations are included in the FY 2025 budget for this item.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.

**AGREEMENT  
FOR  
PROFESSIONAL SERVICES**

This agreement (this “Agreement”) is dated and effective as of \_\_\_\_\_, 2025, by and between the Regional Transportation Commission of Washoe County (“RTC”) and Construction Materials Engineers, Incorporated (“CONSULTANT”).

WITNESSETH:

WHEREAS, RTC issued a Request for Proposals for interested persons and firms to perform Construction Management Services in connection with the Mill Street Capacity and Safety Project; and

WHEREAS, Jacobs Engineering Group, the Design Consultant, performed services including final design, cost analysis, special provisions, and right of way engineering services for the Project; and

WHEREAS, CONSULTANT submitted a proposal (“Proposal”) and was selected to perform the work.

NOW, THEREFORE, RTC and CONSULTANT, in consideration of the mutual covenants and other consideration set forth herein, do hereby agree as follows:

ARTICLE 1 – TERM AND ENGAGEMENT

- 1.1. The term of this Agreement shall be from the date first written above through June 30, 2027, unless terminated at an earlier date, or extended to a later date, pursuant to the provisions herein.
- 1.2. CONSULTANT will perform the work using the project team identified in the Proposal. Any changes to the project team must be approved by RTC’s Project Manager.
- 1.3. CONSULTANT will promptly, diligently and faithfully execute the work to completion in accordance with applicable professional standards subject to any delays due to strikes, acts of God, act of any government, civil disturbances, or any other cause beyond the reasonable control of CONSULTANT.
- 1.4. CONSULTANT shall not proceed with work until both parties have executed this Agreement and a purchase order has been issued to CONSULTANT. If CONSULTANT violates that prohibition, CONSULTANT forfeits any and all right to reimbursement and payment for that work and waives any and all claims against RTC, its employees, agents, and affiliates, including but not limited to monetary damages, and any other remedy available at law or in equity arising under the terms of this Agreement. Furthermore, prior to execution and issuance of a purchase order, CONSULTANT shall not rely on the terms of this Agreement in any way, including but not limited to any written or oral representations, assurances or warranties made by RTC or any of its agents, employees or affiliates, or on any dates of performance, deadlines, indemnities, or any term contained in this Agreement or otherwise.

## ARTICLE 2 - SERVICES OF CONSULTANT

### 2.1. SCOPE OF SERVICES

The scope of services consist of the tasks set forth in Exhibit A.

### 2.2. SCHEDULE OF SERVICES

Tasks and subtasks shall be completed in accordance with the schedule in Exhibit A. Any change(s) to the schedule must be approved by RTC's Project Manager.

### 2.3. CONTINGENCY

Contingency line items identified in the scope of services are for miscellaneous increases within the scope of work. Prior to the use of any contingency amounts, CONSULTANT shall provide a letter to RTC's Project Manager detailing the need, scope, and not-to-exceed budget for the proposed work. Work to be paid for out of contingency shall proceed only with the RTC Project Manager's written approval.

### 2.4. OPTIONS

RTC shall have the right to exercise its option(s) for all or any part of the optional tasks or subtasks identified in Exhibit A. CONSULTANT will prepare and submit a detailed scope of services reflecting the specific optional services requested, a schedule for such services, and a cost proposal. RTC will review and approve the scope of services and RTC and CONSULTANT will discuss and agree upon compensation and a schedule. CONSULTANT shall undertake no work on any optional task without written notice to proceed with the performance of said task. RTC, at its sole option and discretion, may select another individual or firm to perform the optional tasks or subtasks identified in Exhibit A.

### 2.5. ADDITIONAL SERVICES

CONSULTANT will provide additional services when agreed to in writing by RTC and CONSULTANT.

### 2.6. PERFORMANCE REQUIREMENTS

Any and all design and engineering work furnished by CONSULTANT shall be performed by or under the supervision of persons licensed to practice architecture, engineering, or surveying (as applicable) in the State of Nevada, by personnel who are careful, skilled, experienced and competent in their respective trades or professions, who are professionally qualified to perform the work, and who shall assume professional responsibility for the accuracy and completeness of documents prepared or checked by them, in accordance with appropriate prevailing professional standards. Notwithstanding the provision of any drawings, technical specifications, or other data by RTC, CONSULTANT shall have the responsibility of supplying all items and details required for the deliverables required hereunder.

Any sampling and materials testing shall be performed by an approved testing laboratory accredited by AASHTO or other ASTM recognized accrediting organization in the applicable test methods. If any geotechnical or materials testing is performed by a sub-consultant, that laboratory shall maintain the required certification. Proof of certification shall be provided to RTC with this Agreement. If certification expires or is removed during the term of this Agreement, CONSULTANT shall notify RTC immediately, and propose a remedy. If an acceptable remedy cannot be agreed upon by both parties, RTC may terminate this Agreement for default.

CONSULTANT shall provide only Nevada Alliance for Quality Transportation Construction (NAQTC) qualified personnel to perform field and laboratory sampling and testing during the term of this Agreement. All test reports shall be signed by a licensed NAQTC tester and notated with his/her license number.

2.7. ERRORS AND OMISSIONS

CONSULTANT shall, without additional compensation, correct or revise any deficiencies, errors, or omissions caused by CONSULTANT in its analysis, reports, and services. CONSULTANT also agrees that if any error or omission is found, CONSULTANT will expeditiously make the necessary correction, at no expense to RTC. If an error or omission was directly caused by RTC, and not by CONSULTANT and RTC requires that such error or omission be corrected, CONSULTANT may be compensated for such additional work.

ARTICLE 3 - COMPENSATION

3.1. CONSULTANT shall be paid for hours worked at the hourly rates and rates for testing in Exhibit B. RTC shall not be responsible for any other costs or expenses except as provided in Exhibit B.

3.2. The maximum amount payable to CONSULTANT to complete each task is equal to the not-to-exceed amounts identified in Exhibit B. CONSULTANT can request in writing that RTC's Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee schedule, and must be approved in writing by RTC's Project Manager prior to performance of the work. In no case shall CONSULTANT be compensated in excess of the following not-to exceed amounts:

Engineering During Construction Services	\$2,230,788.00
<u>Engineering During Construction Services Contingency</u>	<u>\$110,000.00</u>
Total Not-to-Exceed Amount	\$2,340,788.00

- 3.3. For any work authorized under Section 2.5, "Additional Services," RTC and CONSULTANT will negotiate not-to-exceed amounts based on the standard hourly rates and rates for testing in Exhibit B. Any work authorized under Section 2.5, "Additional Services," when performed by persons who are not employees or individuals employed by affiliates of CONSULTANT, will be billed at a mutually agreed upon rate for such services, but not more than 105% of the amounts billed to CONSULTANT for such services.
- 3.4. CONSULTANT shall receive compensation for preparing for and/or appearing in any litigation at the request of RTC, except: (1) if such litigation costs are incurred by CONSULTANT in defending its work or services or those of any of its sub-consultants; or (2) as may be required by CONSULTANT's indemnification obligations. Compensation for litigation services requested by RTC shall be paid at a mutually agreed upon rate and/or at a reasonable rate for such services.

#### ARTICLE 4 - INVOICING

- 4.1. CONSULTANT shall submit monthly invoices in the format specified by RTC. Invoices must be submitted to [accountspayable@rtcwashoe.com](mailto:accountspayable@rtcwashoe.com). RTC's payment terms are 30 days after the receipt of the invoice. Simple interest will be paid at the rate of half a percent (0.5%) per month on all invoices approved by RTC that are not paid within thirty (30) days of receipt of the invoice.
- 4.2. RTC shall notify CONSULTANT of any disagreement with any submitted invoice for consulting services within thirty (30) days of receipt of an invoice. Any amounts not in dispute shall be promptly paid by RTC.
- 4.3. CONSULTANT shall maintain complete records supporting every request for payment that may become due. Upon request, CONSULTANT shall produce all or a portion of its records and RTC shall have the right to inspect and copy such records.

#### ARTICLE 5 - ACCESS TO INFORMATION AND PROPERTY

- 5.1. Upon request and without cost to CONSULTANT, RTC will provide all pertinent information that is reasonably available to RTC including surveys, reports and any other data relative to design and construction.
- 5.2. RTC will provide access to and make all provisions for CONSULTANT to enter upon RTC facilities and public lands, as required for CONSULTANT to perform its work under this Agreement.

#### ARTICLE 6 - OWNERSHIP OF WORK

- 6.1. Plans, reports, studies, tracings, maps, software, electronic files, licenses, programs, equipment manuals, and databases and other documents or instruments of service prepared or obtained by CONSULTANT in the course of performing work under this Agreement, shall be delivered to and become the property of RTC. Software already developed and

purchased by CONSULTANT prior to the Agreement is excluded from this requirement. CONSULTANT and its sub-consultants shall convey and transfer all copyrightable interests, trademarks, licenses, and other intellectual property rights in such materials to RTC upon completion of all services under this Agreement and upon payment in full of all compensation due to CONSULTANT in accordance with the terms of this Agreement. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by CONSULTANT under this Agreement shall, upon request, also be provided to RTC.

- 6.2. CONSULTANT represents that it has secured all necessary licenses, consents, or approvals to use the components of any intellectual property, including computer software, used in providing services under this Agreement, that it has full legal title to and the right to reproduce such materials, and that it has the right to convey such title and other necessary rights and interests to RTC.
- 6.3. CONSULTANT shall bear all costs arising from the use of patented, copyrighted, trade secret, or trademarked materials, equipment, devices, or processes used on or incorporated in the services and materials produced under this Agreement.
- 6.4. CONSULTANT agrees that all reports, communications, electronic files, databases, documents, and information that it obtains or prepares in connection with performing this Agreement shall be treated as confidential material and shall not be released or published without the prior written consent of RTC; provided, however, that CONSULTANT may refer to this scope of work in connection with its promotional literature in a professional and commercially reasonable manner. The provisions of this subsection shall not apply to information in whatever form that comes into the public domain. The provisions of this paragraph also shall not restrict CONSULTANT from giving notices required by law or complying with an order to provide information or data when such order is issued by a court, administrative agency, or other entity with proper jurisdiction, or if it is reasonably necessary for CONSULTANT to defend itself from any suit or claim.

## ARTICLE 7 - TERMINATION

### 7.1. CONTRACT TERMINATION FOR DEFAULT

If CONSULTANT fails to perform services in the manner called for in this Agreement or if CONSULTANT fails to comply with any other provisions of this Agreement, RTC may terminate this Agreement for default. Termination shall be effected by serving a notice of termination on CONSULTANT setting forth the manner in which CONSULTANT is in default. CONSULTANT will only be paid the contract price for services delivered and accepted, or services performed in accordance with the manner of performance set forth in this Agreement.

If it is later determined by RTC that CONSULTANT had an excusable reason for not performing, such as a fire, flood, or events which are not the fault of or are beyond the control of CONSULTANT, RTC, after setting up a new performance schedule, may allow CONSULTANT to continue work, or treat the termination as a termination for convenience.

7.2. CONTRACT TERMINATION FOR CONVENIENCE

RTC may terminate this Agreement, in whole or in part, at any time by written notice to CONSULTANT when it is in RTC's best interest. CONSULTANT shall be paid its costs, including contract closeout costs, and profit on work performed up to the time of termination. CONSULTANT shall promptly submit its termination claim to RTC to be paid CONSULTANT. If CONSULTANT has any property in its possession belonging to RTC, CONSULTANT will account for the same, and dispose of it in the manner RTC directs.

ARTICLE 8 - INSURANCE

- 8.1. CONSULTANT shall not commence any work or permit any employee/agent to commence any work until satisfactory proof has been submitted to RTC that all insurance requirements have been met.
- 8.2. In conjunction with the performance of the services/work required by the terms of this Agreement, CONSULTANT shall obtain all types and amounts of insurance set forth in Exhibit C and shall comply with all provisions set forth therein.

ARTICLE 9 - HOLD HARMLESS

- 9.1. CONSULTANT's obligation under this provision is as set forth in Exhibit C. Said obligation would also extend to any liability of RTC resulting from any action to clear any lien and/or to recover for damage to RTC property.

ARTICLE 10 - EQUAL EMPLOYMENT OPPORTUNITY

- 10.1. During the performance of this Agreement, CONSULTANT agrees not to discriminate against any employee or applicant for employment because of race, color, religion, sex, age, disability, or national origin. CONSULTANT will take affirmative action to ensure that applicants are employed, and that employees are treated fairly during employment, without regard to their race, color, religion, sex, age, disability, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. CONSULTANT agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by RTC setting forth the provisions of this nondiscrimination clause.
- 10.2. CONSULTANT will, in all solicitations or advertisements for employees placed by or on behalf of CONSULTANT, state that well qualified applicants will receive consideration of employment without regard to race, color, religion, sex, age, disability, or national origin.
- 10.3. CONSULTANT will cause the foregoing provisions to be inserted in all sub-agreements for any work covered by this Agreement so that such provisions will be binding upon each sub-consultant.

## ARTICLE 11 - RESOLUTION OF CLAIMS AND DISPUTES

### 11.1. NEGOTIATED RESOLUTION

In the event that any dispute or claim arises under this Agreement, the parties shall timely cooperate and negotiate in good faith to resolve any such dispute or claim. Such cooperation shall include providing the other party with all information in order to properly evaluate the dispute or claim and making available the necessary personnel to discuss and make decisions relative to the dispute or claim.

### 11.2. MEDIATION

If the parties have been unable to reach an informal negotiated resolution to the dispute or claim within thirty (30) days following submission in writing of the dispute or claim to the other party, or such longer period of time as the parties may agree to in writing, either party may then request, in writing, that the dispute or claim be submitted to mediation (the "Mediation Notice"). After the other party's receipt or deemed receipt of the Mediation Notice, the parties shall endeavor to agree upon a mutually acceptable mediator, but if the parties have been unable to agree upon a mediator within ten (10) days following receipt of the Mediation Notice, then each party shall select a mediator, and those two selected mediators shall select the mediator. A mediator selected by the parties' designated mediators shall meet the qualification set forth in as provided in Rule 4 of Part C., "Nevada Mediation Rules" of the "Rules Governing Alternative Dispute Resolutions adopted by the Nevada Supreme Court." Unless otherwise agreed to by the parties, in writing, the mediator shall have complete discretion over the conduct of the mediation proceeding. Unless otherwise agreed to by the parties, in writing, the mediation proceeding must take place within thirty (30) days following appointment of the mediator. The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in Washoe County, Nevada, unless otherwise agreed to by the parties, in writing. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

### 11.3. LITIGATION

In the event that the parties are unable to settle and/or resolve the dispute or claim as provided above, then either party may proceed with litigation in the Second Judicial District Court of the State of Nevada, County of Washoe.

### 11.4. CONTINUING CONTRACT PERFORMANCE

During the pendency of any dispute or claim the parties shall proceed diligently with performance of this Agreement and such dispute or claim shall not constitute an excuse or defense for a party's nonperformance or delay.



## ARTICLE 12 – PROJECT MANAGERS

- 12.1. RTC’s Project Manager is Kimberly Diegle or such other person as is later designated in writing by RTC. RTC’s Project Manager has authority to act as RTC’s representative with respect to the performance of this Agreement.
- 12.2. CONSULTANT’s Project Manager is Justin ‘Verdie’ Legg or such other person as is later designated in writing by CONSULTANT. CONSULTANT’s Project Manager has authority to act as CONSULTANT’s representative with respect to the performance of this Agreement.

## ARTICLE 13 - NOTICE

- 13.1. Notices required under this Agreement shall be given as follows:

RTC: Bill Thomas, AICP  
Executive Director  
Kimberly Diegle, P.E.  
RTC Project Manager  
Regional Transportation Commission  
1105 Terminal Way  
Reno, Nevada 89502  
Email: kdiegle@rtcwashoe.com  
(775) 335-1844

CONSULTANT: Martin Crew, P.E.  
President  
Construction Materials Engineers, Inc.  
300 Sierra Manor Drive, Suite 1  
Reno, NV 89511  
Email: mcrew@cmenv.com  
(775) 737-7584

## ARTICLE 14 - DELAYS IN PERFORMANCE

- 14.1. TIME IS OF THE ESSENCE

It is understood and agreed that all times stated and referred to herein are of the essence. The period for performance may be extended by RTC’s Executive Director pursuant to the process specified herein. No extension of time shall be valid unless reduced to writing and signed by RTC’s Executive Director.

- 14.2. UNAVOIDABLE DELAYS

If the timely completion of the services under this Agreement should be unavoidably delayed, RTC may extend the time for completion of this Agreement for not less than the number of days CONSULTANT was excusably delayed. A delay is unavoidable only if

the delay is not reasonably expected to occur in connection with or during CONSULTANT's performance, is not caused directly or substantially by acts, omissions, negligence or mistakes of CONSULTANT, is substantial and in fact causes CONSULTANT to miss specified completion dates, and cannot adequately be guarded against by contractual or legal means.

14.3. NOTIFICATION OF DELAYS

CONSULTANT shall notify RTC as soon as CONSULTANT has knowledge that an event has occurred or otherwise becomes aware that CONSULTANT will be delayed in the completion of the work. Within ten (10) working days thereafter, CONSULTANT shall provide such notice to RTC, in writing, furnishing as much detail on the delay as possible and requesting an extension of time.

14.4. REQUEST FOR EXTENSION

Any request by CONSULTANT for an extension of time to complete the work under this Agreement shall be made in writing to RTC. CONSULTANT shall supply to RTC documentation to substantiate and justify the additional time needed to complete the work and shall provide a revised schedule. RTC shall provide CONSULTANT with notice of its decision within a reasonable time after receipt of a request.

ARTICLE 15 - GENERAL PROVISIONS

15.1. SUCCESSORS AND ASSIGNS

RTC and CONSULTANT bind themselves and their successors and assigns to the other party and to the successors and assigns of such party, with respect to the performance of all covenants of this Agreement. Except as set forth herein, neither RTC nor CONSULTANT shall assign or transfer interest in this Agreement without the written consent of the other. Nothing herein shall be construed as creating a personal liability on the part of any officer or agent or any public body which may be a party hereto, nor shall it be construed as giving any rights or benefits hereunder to anyone other than RTC and CONSULTANT.

15.2. NON TRANSFERABILITY

This Agreement is for CONSULTANT's professional services, and CONSULTANT's rights and obligations hereunder may not be assigned without the prior written consent of RTC.

15.3. SEVERABILITY

If any part, term, article, or provision of this Agreement is, by a court of competent jurisdiction, held to be illegal, void, or unenforceable, or to be in conflict with any law of the State of Nevada, the validity of the remaining provisions or portions of this Agreement are not affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term, or provision held invalid.

15.4. RELATIONSHIP OF PARTIES

CONSULTANT is an independent contractor to RTC under this Agreement. Accordingly, CONSULTANT is not entitled to participate in any retirement, deferred compensation, health insurance plans or other benefits RTC provides to its employees. CONSULTANT shall be free to contract to provide similar services for others while it is under contract to RTC, so long as said services and advocacy are not in direct conflict, as determined by RTC, with services being provided by CONSULTANT to RTC.

15.5. WAIVER/BREACH

Any waiver or breach of a provision in this Agreement shall not be deemed a waiver of any other provision in this Agreement and no waiver is valid unless in writing and executed by the waiving party. An extension of the time for performance of any obligation or act shall not be deemed an extension of time for the performance of any other obligation or act. This Agreement inures to the benefit of and is binding upon the parties to this Agreement and their respective heirs, successors and assigns.

15.6. REGULATORY COMPLIANCE

- A. CONSULTANT shall comply with all applicable federal, state and local government laws, regulations and ordinances. CONSULTANT shall be responsible for obtaining all necessary permits and licenses for performance of services under this Agreement. Upon request of RTC, CONSULTANT shall furnish RTC certificates of compliance with all such laws, orders and regulations.
- B. CONSULTANT represents and warrants that none of the services to be rendered pursuant to this Agreement constitute the performance of public work, as that term is defined by Section 338.010(17) of the Nevada Revised Statutes. To the extent CONSULTANT does engage in such public work, CONSULTANT shall be responsible for paying the prevailing wage as required by Chapter 338 of the Nevada Revised Statutes.

15.7. EXCLUSIVE AGREEMENT

There are no verbal agreements, representations or understandings affecting this Agreement, and all negotiations, representations and undertakings are set forth herein with the understanding that this Agreement constitutes the entire understanding by and between the parties.

15.8. AMENDMENTS

No alteration, amendment or modification of this Agreement shall be effective unless it is in writing and signed by both parties.

15.9. CONTINUING OBLIGATION

CONSULTANT agrees that if, because of death or any other occurrence it becomes impossible for any principal or employee of CONSULTANT to render the services required under this Agreement, neither CONSULTANT nor the surviving principals shall be relieved of any obligation to render complete performance. However, in such event, RTC may terminate this Agreement if it considers the death or incapacity of such principal or employee to be a loss of such magnitude as to affect CONSULTANT’s ability to satisfactorily complete the performance of this Agreement.

15.10. APPLICABLE LAW AND VENUE

The provisions of this Agreement shall be governed and construed in accordance with the laws of the State of Nevada. The exclusive venue and court for all lawsuits concerning this Agreement shall be the Second Judicial District Court of the State of Nevada, County of Washoe, and the parties hereto submit to the jurisdiction of that District Court.

15.11. ATTORNEYS’ FEES

In the event of a dispute between the parties result in a proceeding in any Court of Nevada having jurisdiction, the prevailing party shall be entitled to an award of costs and any reasonable attorneys’ fees.

15.12. CERTIFICATION REQUIRED BY NEVADA SENATE BILL 27 (2017)

CONSULTANT expressly certifies and agrees, as a material part of this Agreement, that it is not currently engaged in a boycott of Israel. CONSULTANT further agrees, as a material part of this Agreement, it will not engage in a boycott of Israel for the duration of this Agreement. If, at any time during the formation or duration of this Agreement, CONSULTANT is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.

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IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the day and year first above written.

REGIONAL TRANSPORTATION COMMISSION  
OF WASHOE COUNTY

By: \_\_\_\_\_  
Bill Thomas, AICP, Executive Director

CONSTRUCTION MATERIALS ENGINEERS, INC.

By: \_\_\_\_\_  
Martin Crew, President

## **Exhibit A**

### Scope of Services

## **Exhibit A**

### **SCOPE OF SERVICES**

#### **1. INTRODUCTION**

The Regional Transportation Commission of Washoe County (RTC), in partnership with the City of Reno, is currently in the final design phase of the Mill Street Capacity and Safety Project (Project). The Project will widen Mill Street to 5 lanes from Kietzke Lane to the I-580 southbound on-ramp, construct a new signalized intersection at Mill Street/Golden Lane, and provide intersection safety, drainage, and multimodal improvements through the corridor. The Project limits are between Yori Avenue and Terminal Way in Reno, Nevada.

The Design Engineering Consultant is Jacobs Engineering, Inc. (Jacobs). Jacobs, as Engineer of Record, will provide engineering support services during construction of the Project under a separate professional service agreement with the RTC.

The Project is a Design-Bid-Build delivery (DBB) method project. The tentative construction start in March 2025 with an anticipated duration of 250 working days and a \$15M - \$18M construction cost estimate.

#### **2. BACKGROUND**

Mill Street is an arterial facility that connects Downtown Reno to I-580 and east to industrial Sparks. The Project is on Mill Street between Yori Avenue and Terminal Way. The corridor has mixed-use development with commercial businesses, auto sales businesses, residential housing, Reno Sparks Indian Colony residential and commercial property, and hotel-casino property. Improvements are needed to address operational and capacity deficiencies and improve safety and mobility for all modes of traffic.

The Mill Street Capacity and Safety Project will rehabilitate and widen Mill Street from four lanes to five lanes from 500 feet west of Kietzke Lane to the I-580 southbound onramp, requiring roadway widening on each side of Mill Street. Spot pavement repairs and slurry seal will also be performed from Yori Avenue to 500 feet west of Kietzke Lane. East of I-580 to Terminal Way, sliver widenings are included to provide full-width travel lanes, bike lanes, and sidewalks. Improvements on Mill Street within the I-580 right-of-way were previously made during the NDOT Spaghetti Bowl Xpress (SBX) Project. The RTC Project ties into these recent improvements on both ends. Pavement rehabilitation through rest of the corridor includes full-depth asphalt removal/replacement, and 2.5" mill and overlay.

Overhead utilities along the majority of the corridor including NV Energy, AT&T, and Charter will be relocated into a joint trench underground and services to adjacent buildings will also be placed underground. Truckee Meadows Water Authority (TMWA) water meters will be relocated due to the road widening. Verizon and Zayo will be self-performing work during the Project. Heavy coordination with utility companies will be required. NV Energy Gas and Truckee Meadows Water

Authority (TMWA) intend to perform line relocations in some parts of Mill Street in advance of the Project.

A new signalized intersection at Mill Street and Golden Lane in conjunction with a new extension of Golden Lane to Market Street will be implemented with this Project. This will occur in coordination with the closure of Redwood Place, and the removal of Mill Street access to Louise Street. Signal modifications will also be made at the Kietzke Lane intersection in conjunction with the roadway widening. Intersection safety and operational improvements will be made by adding a raised center median through the project, allowing right-in / right-out only movements to/from Mill Street at the intersections of Reservation Drive and Matley Lane. The project will also improve ADA accessible facilities, bus stops, drainage facilities, and some landscaping. RTC is working to obtain an NDOT Occupancy Permit for work in Kietzke Lane and I-580 rights-of-way.

Major right-of-way acquisitions including some tenant relocations are currently underway. Building and site abatement and demolition at select properties are anticipated to be complete prior to the start of construction of the Project. Maintaining business and residential access, and communicating Project impacts effectively to property owners, tenants, and the traveling public are vital to the success of this Project.

There are no physical improvements to I-580/US 395 mainline or the bridge structure over Mill Street.

## **2.1 Preliminary Work Schedule and Duration**

Construction is anticipated to begin in March 2025. The work to be performed under this contract is projected to take 250 working days over two (2) construction seasons to complete. This does not include preconstruction and closeout activities described herein. The contract duration may be adjusted based upon the award of the contract and the completion of the work by the contractor. Work will require day work, occasional night work, and select marathon weekend work.

## **3. PROJECT TEAM**

The key members of the Consultant's Project team shall not be altered without approval of the RTC project manager. Members considered key to the consultant's team include:

- Justin Verdie Legg – Project Manager
  - Joseph Mactutis, PE – Construction Manager
  - Ashley Hurlbut, PE – Office Manager
  - Art Legg, Project Inspector
  - Roland "Duke" Brooks – Project Survey
  - Kathleen Taylor – Public Outreach
- a. RTC Project Manager (PM): The RTC's Project Manager (PM) will represent the RTC Director of Engineering and the RTC's interests. The Consultant Construction Project Manager shall report directly to the RTC PM.



- b. Consultant: The individual, firm or Corporation (including its sub-consultant(s)) contracting with the RTC to provide construction management, inspection, and materials testing services for the construction of the Project.
- c. Construction Project Manager (CPM): The Consultant's CPM is in responsible charge of services performed as described in this Scope of Services and is responsible to the PM for the quality of these services. The Consultant's CPM must be a Professional Engineer licensed in the State of Nevada. The CPM reviews and recommends interim and final payments from the contractor and all changes to the Contracts for all consultants and contractors. The CPM certifies that all the work is done in general conformance with the Construction Contract Documents and RTC standard practices. The CPM has authority to reject defective materials and to suspend any work that is judged to be improperly performed.
- d. Construction Inspector (CI): The Consultant's employees who perform inspection under the responsible charge of the Consultant's CPM.
- e. Construction Materials Tester (MT): The Consultant's employees who perform testing services under the responsible charge of the Consultant's CPM.
- f. Public Information Officer (PIO): The Consultant's Public Information Officer (PIO) is in responsible charge of engaging the local community and informing stakeholders of roadway construction activities, responding to public inquiries, providing support for presentations, developing and distributing informational materials, assisting with media relations, and attending construction activity meetings.
- g. Contractor: The individual, firm or corporation contracting with the RTC to construct the Project.
- h. Designer: The individual, firm or Corporation contracting with the RTC to design, and provide construction design support for the construction of the Project.
- i. Construction Contract Documents: The written agreement between the RTC and the Contractor setting forth the obligations of the parties for the performance of the construction work as defined in said Contract Documents and the basis of payment.

The CONSULTANT shall provide a minimum of the following personnel:

- a. Construction Project Manager (CPM)
- b. Office Manager
- c. Construction Inspector (CI) – Provide one (1) full time construction inspector and one (1) other inspector during select operations. Estimated effort for this second inspector is a total of 20 days for select operations and 15 days for paving. Roadway inspection will include subgrade, aggregate base, HMA paving, concrete flatwork, drainage

facilities, signal system installation, etc. Assign staff to the project to efficiently complete scope of services.

- d. Construction Materials Tester (MT) – Provide at least one (1) materials. All testing personnel shall be certified under American Concrete Institute (ACI) as Concrete Field-Testing Technical. All testing personnel shall be certified under Nevada Alliance for Quality Transportation Construction (NAQTC) guidelines for Sampling and Density (SD), Aggregate (AG), and either Asphalt (AS) or Asphalt Extended (AE); in lieu of NAQTC certification, the Tester may be certified under Western Alliance for Quality Transportation Construction (WAQTC) guidelines for Aggregate, Asphalt, Embankment and Base, and In-Place Density. Assign staff to the project to efficiently complete scope of services.
- e. Survey Crew - Provide one (1) fully equipped, two (2) person survey crew consisting of a Survey Lead and a survey technician to be onsite as needed to address the required scope.
- f. Public Information Officer (PIO)

At least one (1) proposed team member shall be certified as a Traffic Control Supervisor (TCS) by the American Traffic Safety Services Association (ATSSA).

#### **4. SCOPE OF WORK**

The CONSULTANT shall provide the Project Team necessary to deliver effective construction administration that will deliver the Project within established schedules and budgets. The CONSULTANT shall provide sufficient personnel who possess the experience, knowledge, and character to adequately perform the requested services. These services will encompass serving as the RTC's Construction Manager under the direction of the RTC Project Manager including interpretation of the requirements of the Construction Contract Documents, assessing the acceptability of the Construction Contractor's work, inspection and materials testing throughout the duration of construction.

##### **TASK 1 – PRECONSTRUCTION SERVICES**

The preconstruction administration tasks, activities, and deliverables are expected to include, but may not be limited to, the following:

- a. Review project documentation and setup construction admin databases, files, checklists, forms, and tracking tools for construction administration tasks.
- b. Create agenda and draft meeting minutes for the preconstruction conference.
- c. Perform startup construction coordination working directly with the RTC Project Manager in conjunction with representatives from the City of Reno and NDOT.
- d. Develop Quality Assurance/Quality Control Plans and Quality Management related documents as needed

- e. Review and provide recommendations on contractor's baseline construction schedule

## TASK 2 – CONSTRUCTION ADMINISTRATION

The construction administration tasks, activities, and deliverables are expected to include, but may not be limited to, the following:

- a. Create agendas and draft meeting minutes for the progress meetings.
- b. Perform construction coordination working directly with the RTC Project Manager in conjunction with representatives from the City of Reno and NDOT.
- c. Review and provide recommendations on contractor's traffic control plans
- d. Review, stamp, and distribute contractor's submittal for conformance to the contract documents, including plantmix bituminous pavement and Portland Cement concrete mix designs; maintain submittal log
- e. Obtain and verify material and equipment certifications are in compliance with the plans, specifications and approved submittals
- f. Review and provide recommendations on test results
- g. Review and provide recommendations on contractor's construction schedule and work progress
- h. Review construction for acceptance and/or mitigation
- i. Provide verification and approval of contractor's monthly pay request
- j. Supervise the inspection, surveying, and material testing activities
- k. Maintain appropriate documentation in a clear, concise manner and ensure Project Team and agency representatives can easily access
- l. Provide recommendations to the RTC and Engineer of Record for any necessary construction changes due to field conditions
- m. Assist in change order review and approval
- n. Assist the Contractor and RTC to ensure compliance with all Permits and Traffic Control
- o. Assist the Contractor and RTC with utility company coordination for relocations and inspections
- p. Coordinate with the RTC and Contractor, and Designer for public outreach to community stakeholders and coordinate with agencies on outreach efforts to ensure consistent messages are delivered to the public
- q. Assist in review and response for Requests for Information (RFI's) during construction. Develop and maintain an RFI log.

## TASK 3 – CONSTRUCTION INSPECTION

The CONSULTANT shall assist the RTC by providing the following construction services:

- a. Monitor the work performed by the Contractor and verify that the work is in accordance with the plans and specifications
- b. Track quantities of work performed

- c. Maintain proper documentation for pay application approvals, anticipated changes, and coordination with community stakeholders and agencies
- d. Assist in issues resolution with the RTC, contractor personnel, utility agencies, the public and others
- e. Prepare daily inspection reports and submit weekly to RTC and Engineer of Record
- f. Assist in preparation of the punch-list, document completion of punch-list, and provide notification of punch-list completion and recommendation for substantial completion to the RTC.
- g. Maintain a as-built drawings to incorporate contractor record drawings mark-ups
- h. Provide weekly inspection of the project construction site for conformance with the contractors Storm Water Pollution Prevention Plan (SWPPP) and additional environmental and permit conditions imposed on the project by local and state agencies

#### TASK 4 – MATERIALS TESTING

The CONSULTANT shall provide the following for Material Testing:

- a. The CONSULTANT shall sample, test, and document all materials incorporated into the project.
- b. Prepare and submit a Sampling and Analysis Plan (SAP) detailing required tests and frequency of required tests.
- c. Document Hot Mix Asphalt (HMA) test results in the RTC's HMA Summary Spreadsheet. HMA Summary Spreadsheet to be provided by the RTC.
- d. Document Concrete test results in the RTC's Concrete Summary Spreadsheet. Concrete Summary Spreadsheet to be provided by the RTC.
- e. Material Testing for compliance with the specifications and testing requirements per the Standard Specifications for Public Works Construction (Orange Book, 2012 ver.8) and NDOT Standard Specifications for Road and Bridge Construction (Silver Book, 2014).
- f. AC Plant Inspection and Testing
- g. Asphalt Cement Testing
- h. Concrete Testing
- i. On-site Nuclear Gauge Testing & Sampling
- j. Plantmix Bituminous Pavement Testing
- k. Plantmix Bituminous Pavement coring and Lab Testing

The CONSULTANT shall provide certified testing personnel in accordance with the Nevada Alliance for Quality Transportation Construction/Western Alliance for Quality Transportation Construction (NAQTC/WAQTC) guidelines. All testing personnel shall be certified under American Concrete Institute (ACI). Personnel provided for testing must be acceptable to the RTC prior to the performance of work on the Project.

The CONSULTANT shall provide an AASHTO accredited laboratory equipped to provide material testing for compliance with the specifications per the latest edition of the Standard Specifications for Public Works (Orange Book) and Standard Specifications (Silver Book) test procedures.

#### TASK 5 – POST CONSTRUCTION/CLOSEOUT

The postconstruction administration tasks, activities, and deliverables are expected to include, but may not be limited to, the following:

- a. Provide verification and approval of contractor's final pay request
- b. Assist in final change order review and approval
- c. Provide field markup set for the Engineer of Record's use in developing the project record drawings.

Compile all inspection, materials testing, and non-conformance documentation to form a Project Documentation Closeout Report that documents that the Project has been constructed in compliance with, and following, the plans and specifications and provide documentation where any deviations may exist and the resolution to those deviations.

#### TASK 6 – SURVEYING

The CONSULTANT shall provide the following Surveying:

- a. Attendance at weekly construction coordination meetings and management and scheduling of contractor survey requests.
- b. Recover/check existing survey control and set additional project control for construction. This primary project control shall be utilized by the Surveyor and Contractor throughout the construction of the Project. The horizontal control shall be established using GPS and Total Station Methods. The vertical control shall be established using differential leveling methods.
- c. Establish preliminary grading stakes denoting offsets and cut/fill to finish grade. This set of stakes will also denote clearing and grubbing limits.
- d. Layout new Right-of-Way lines on 50-foot intervals and all event points. Layout (TCE) Temporary Construction Easements on 50-foot intervals and all event points to ensure work is performed within project limits. Layout Permanent easements at all event points.
- e. Layout sawcut limits within existing roadway, sidewalks, and paths.
- f. Layout all roadway center line alignments (horizontal/vertical), curb and gutter, median curb, retaining curbs, valley gutters, sidewalk, edge of pavement, sound walls, and finish grade offset stakes at 25' (minimum) intervals in curbs, 50' (maximum) intervals on tangents and all even points.
- g. Layout all pedestrian ramps, and driveway aprons with line and finish grade offsets at 25' (maximum) interval on tangents and all even points.
- h. Layout drainage structures (manholes, drop inlets, blind connections, end sections) and pipe alignments with line and finish grade offset stakes for each feature.

- i. Layout traffic signal poles, pedestrian push buttons, and pull boxes with line and finish grade offset stakes for each feature.
- j. Layout luminaires and pull boxes with line and finish grade offset stakes for each feature.
- k. Layout Striping at 25' (maximum) intervals on curves and 50' (maximum) intervals on tangents and all event points.
- l. Layout all signs with a line and offset stake.
- m. Utility locates to bring features and structures to finish grade after paving operations.
- n. Reset existing survey monuments in place if existing monuments are destroyed during construction.
- o. Provide as-built survey documentation. Verify inverts are installed per plan. Spot check elevation of proposed subgrade and aggregate base course prior to paving. Verification of formwork at pedestrian ramps and driveway aprons prior to concrete pours to ensure ADA compliance.

#### TASK 7 – PUBLIC OUTREACH

The CONSULTANT will support the RTC's Public Information Officer (PIO) and the Contractor by providing the following services:

- a. Assist the RTC in hosting one in-person public meeting with the Contractor in advance of the start of Construction to inform stakeholders including businesses, residents, and the Reno Sparks Indian Colony about construction activities, schedule, and traffic impacts.
- b. Provide documentation of all public outreach activities with weekly updates.
- c. Assist the RTC in responding to public inquiries, including but not limited to telephone and e-mail correspondence.
- d. Provide support for presentations to businesses and community groups and as directed by the RTC.
- e. Develop and distribute Project informational materials such as construction notices, detour maps, flyers and fact sheets through mailings, door hangers, business displays, neighborhood notices, etc. in accordance with the RTC style guidelines.
- f. Draft a weekly, or as needed, construction update to be distributed via email to Project stakeholders. CONSULTANT will be responsible for distributing the construction update through an email marketing platform once approved by the RTC.
- g. Assist the RTC's PIO with media relations, including gathering or providing information needed for draft press releases, requests from the media, and newsletters.
- h. Add to existing Project stakeholder databases and maintain throughout construction. This includes gathering stakeholder contact information for businesses and other parties impacted by the PROJECT. This will include a combination of research, field work, and direct communication to collect contact information for construction updates.
- i. Capture construction progress through photos and videos.
- j. Meet with Project stakeholders as needed and as directed by the RTC.
- k. Address community or stakeholder issues that may arise during construction.
- l. Attend weekly construction activity/scheduling meetings to gather construction scheduling information to fulfill activities above.

- m. Update the existing Project website, [millstreetwidening.com](http://millstreetwidening.com), with Project information twice per month, with other updates as needed.

The CONSULTANT may attend periodic meetings as needed with the RTC PIO, Project Manager and other staff to inform and provide an update on construction operations, public outreach activities, and community concerns. CONSULTANT may also attend construction pre-activity meetings as needed to gather information necessary for notifying the public and stakeholders.

The CONSULTANT will assist the Contractor and the RTC in preparing and distributing notifications to the affected residents and businesses regarding traffic control changes, changes to access, and lane closures. Prepare materials with ample time for review.

#### CONTINGENCY

Contingency line items identified in the scope of services are for miscellaneous increases within the scope of work. Included in the contingency is an estimate of a 12 week winter shutdown. Prior to the use of any contingency amounts, CONSULTANT shall provide a letter to RTC's Project Manager detailing the need, scope, and not-to-exceed budget for the proposed work. Work to be paid for out of contingency shall proceed only with the RTC Project Manager's written approval.

#### EXCLUSIONS

The following services are not part of the requested construction management (CM) services:

- a. Engineering Design: Engineering design related services during construction will be provided through a separate contract and are therefore not a part of the CM services to be provided.

#### **Anticipated Schedule of Services**

Executed Contract: January 24, 2025

Pre-Construction Services: January 27 – March 14, 2025

Construction Services: March 17, 2025 – June 26, 2026

(250 working days including assumed 3 months winter "shutdown")

Post Construction Services: June 29, 2026 – July 31, 2026

Warranty Period Availability: August 3, 2026 – June 30, 2027

**Exhibit B**

Compensation





**WASHOE COUNTY RTC  
MILL STREET  
250 WORKING DAYS  
CONSTRUCTION ADMINISTRATION, INSPECTION AND MATERIALS TESTING SERVICES**

1/2/2025

ACTIVITY	QTY/DAYS	HRS/DAY	RATE	TOTAL	COMMENTS
<b>TASK 1 - PRECONSTRUCTION ADMINISTRATION</b>					
RESIDENT ENGINEER	10	8	\$ 215.00	\$ 17,200.00	2 WEEKS
LEAD INSPECTOR REG.	5	8	\$ 170.00	\$ 6,800.00	
OFFICE ENGINEER / DOCUMENT CONTROL	10	4	\$ 195.00	\$ 7,800.00	
VEHICLE		24	\$ 15.00	\$ 360.00	
<b>SUBTOTAL</b>				<b>\$ 32,160.00</b>	

<b>TASK 2 - CONSTRUCTION ADMINISTRATION</b>					
RESIDENT ENGINEER REG.	250	6	\$ 215.00	\$ 322,500.00	50 WEEKS
OFFICE ENGINEER / DOCUMENT CONTROL	250	4	\$ 195.00	\$ 195,000.00	
VEHICLE		2500	\$ 15.00	\$ 37,500.00	
<b>SUBTOTAL</b>				<b>\$ 555,000.00</b>	

<b>TASK 3 - CONSTRUCTION INSPECTION</b>					
PROJECT MGMT - REVIEW / ISSUE RESOLUTION	50	4	\$ 215.00	\$ 43,000.00	50 WEEKS
LEAD INSPECTOR REG.	250	8	\$ 170.00	\$ 340,000.00	250 DAYS
LEAD INSPECTOR O.T.	250	2	\$ 221.00	\$ 110,500.00	
LEAD INSPECTOR O.T. (SAT)	5	10	\$ 221.00	\$ 11,050.00	SATURDAYS
LEAD INSPECTOR O.T.	2	12	\$ 221.00	\$ 5,304.00	MARATHON WEEKEND 2 / DAYS
INSPECTOR REG.	20	8	\$ 150.00	\$ 24,000.00	20 DAYS
INSPECTOR O.T.	20	2	\$ 195.00	\$ 7,800.00	
INSPECTOR O.T. (SAT)	5	10	\$ 195.00	\$ 9,750.00	SATURDAYS
INSPECTOR O.T.	2	12	\$ 195.00	\$ 4,680.00	MARATHON WEEKEND 2 / DAYS
VEHICLE		3048	\$ 15.00	\$ 45,720.00	
INSPECTOR REG. (HMA PAVING)	13	8	\$ 150.00	\$ 15,600.00	15500 TONS
INSPECTOR O.T. (HMA PAVING)	13	4	\$ 195.00	\$ 10,140.00	
INSPECTOR O.T. (SAT) (HMA PAVING)	2	12	\$ 195.00	\$ 4,680.00	SATURDAYS
INSPECTOR O.T. (HMA PAVING)			\$ 195.00	\$ -	MARATHON WEEKEND
VEHICLE (HMA PAVING)		180	\$ 15.00	\$ 2,700.00	
<b>SUBTOTAL</b>				<b>\$ 634,924.00</b>	

<b>TASK 4 - MATERIAL TESTING</b>					
<b>FIELD MATERIALS TESTING</b>					
PROJECT MGMT - REVIEW, MEETINGS & ONSITE	50	3	\$ 215.00	\$ 32,250.00	50 WEEKS
LEAD TECHNICIAN REG.	250	8	\$ 125.00	\$ 250,000.00	250 DAYS
LEAD TECHNICIAN OT	250	2	\$ 163.00	\$ 81,500.00	250 DAYS
LEAD TECHNICIAN OT (SAT)	5	10	\$ 163.00	\$ 8,150.00	SATURDAYS
LEAD TECHNICIAN OT	2	12	\$ 163.00	\$ 3,912.00	MARATHON WEEKEND
TECHNICIAN REG.		8	\$ 125.00	\$ -	250 DAYS
TECHNICIAN OT		2	\$ 163.00	\$ -	
TECHNICIAN OT (SAT)		10	\$ 163.00	\$ -	SATURDAYS
TECHNICIAN OT	2	12	\$ 163.00	\$ 3,912.00	MARATHON WEEKEND
VEHICLE		2748	\$ 15.00	\$ 41,220.00	
NUCLEAR DENSOMETER		2598	N/C		
<b>LABORATORY MATERIALS TESTING</b>					
SUBGRADE CURVE, SA, PI	10		\$ 540.00	\$ 5,400.00	
AGGREGATE BASE CURVE, SA, PI	2		\$ 540.00	\$ 1,080.00	
HMA PLANT SA, LAR, PI, FRACTURED FACES	15		\$ 560.00	\$ 8,400.00	
HMA FULL SERIES	30		\$ 910.00	\$ 27,300.00	15 DAYS - 2 LOTS / DAY
ASPHALT CEMENT FULL SERIES	15			N/C	TESTED BY NDOT
JOINT STUDY CORES			\$ 90.00	\$ -	NONE
SLURRY SEAL SAND, SA	5		\$ 600.00	\$ 3,000.00	
CONCRETE CYLINDERS	207		\$ 240.00	\$ 49,680.00	SETS OF 6
<b>SUB TOTAL</b>				<b>\$ 515,804.00</b>	

<b>TASK 5 - POST CONSTRUCTION ADMINISTRATION</b>					
RESIDENT ENGINEER	20	8	\$ 215.00	\$ 34,400.00	4 WEEKS
LEAD INSPECTOR REG.	10	8	\$ 170.00	\$ 13,600.00	
OFFICE ENGINEER / DOCUMENT CONTROL	20	4	\$ 195.00	\$ 15,600.00	
VEHICLE		320	\$ 15.00	\$ 4,800.00	
<b>SUBTOTAL</b>				<b>\$ 68,400.00</b>	

**ESTIMATED FEE (TASKS 1-5) \$ 1,806,288.00**

<b>TASK 6 - CONSTRUCTION STAKING</b>	1		\$ 309,500.00	\$ 309,500.00	SEE ATTACHED FEE BREAKDOWN
<b>TASK 7 - PIO</b>	50	12	\$ 175.00	\$ 105,000.00	50 WEEKS
<b>TASK 7 - PIO DIRECT EXPENSES</b>	1		\$ 10,000.00	\$ 10,000.00	

**TOTAL ESTIMATED FEE \$ 2,230,788.00**

<b>CONTINGENCY @ 5% (OPTIONAL)</b>	1		\$ 110,000.00	\$ 110,000.00	
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**TOTAL ESTIMATED FEE + CONTINGENCY \$ 2,340,788.00**

## **Exhibit C**

### Indemnification and Insurance Requirements

**INDEMNIFICATION AND INSURANCE REQUIREMENTS FOR**  
**PROFESSIONAL SERVICE AGREEMENTS**  
**[NRS 338 DESIGN PROFESSIONAL]**

2022-07-08 Version

**1. INTRODUCTION**

IT IS HIGHLY RECOMMENDED THAT CONSULTANTS CONFER WITH THEIR INSURANCE CARRIERS OR BROKERS TO DETERMINE THE AVAILABILITY OF THESE INSURANCE CERTIFICATES AND ENDORSEMENTS IN ADVANCE OF PROPOSAL SUBMISSION. IF THERE ARE ANY QUESTIONS REGARDING THESE INSURANCE REQUIREMENTS, IT IS RECOMMENDED THAT THE AGENT/BROKER CONTACT RTC'S FINANCE DIRECTOR AT (775) 335-1845.

**2. INDEMNIFICATION**

CONSULTANT agrees, subject to the limitations in Nevada Revised Statutes Section 338.155, to save and hold harmless and fully indemnify RTC, Washoe County, and City of Reno including their elected officials, officers, employees, and agents (hereafter, "Indemnitees") from and against any and all claims, proceedings, actions, liability and damages, including reasonable attorneys' fees and defense costs incurred in any action or proceeding (collectively "Damages") arising out of the:

- A. Negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are based upon or arising out of the professional services of CONSULTANT; and
- B. Violation of law or any contractual provisions or any infringement related to trade names, licenses, franchises, patents or other means of protecting interests in products or inventions resulting from the use by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) supplied by CONSULTANT under or as a result of this Agreement, but excluding any violation or infringement resulting from the modification or alteration by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) not consented to by CONSULTANT.

CONSULTANT further agrees to defend, save and hold harmless and fully indemnify the Indemnitees from and against any and all Damages arising out the negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are not based upon or arising out of the professional services of CONSULTANT.

The Damages shall include, but are not limited to, those resulting from personal injury to any person, including bodily injury, sickness, disease or death and injury to real property or personal

property, tangible or intangible, and the loss of use of any of that property, whether or not it is physically injured.

If the Indemnitees are involved in defending actions of CONSULTANT or anyone else for whom CONSULTANT is legally responsible, CONSULTANT shall reimburse the Indemnitees for the time spent by such personnel at the rate of the Indemnitees pay or compensation for such services.

If an Indemnitee is found to be liable in the proceeding, then CONSULTANT'S obligation hereunder shall be limited to the proportional share of the liability attributed to CONSULTANT.

In determining whether a claim is subject to indemnification, the incident underlying the claim shall determine the nature of the claim.

In the event of a violation or an infringement under paragraph 2.B above and the use is enjoined, CONSULTANT, at its sole expense, shall either (1) secure for the Indemnitees the right to continue using the materials by suspension of any injunction or by procuring a license or licenses for the Indemnitees; or (2) modify the materials so that they become non-infringing. This covenant shall survive the termination of the Professional Services Agreement.

The provisions of this Agreement are separate and severable and it is the intent of the Parties hereto that in the event any provision of this Agreement should be determined by any court of competent jurisdiction to be void, voidable or too restrictive for any reason whatsoever, the remaining provisions of this Agreement shall remain valid and binding upon said Parties. It is also understood and agreed that in the event any provision should be considered, by any court of competent jurisdiction, to be void because it imposes a greater obligation on CONSULTANT than is permitted by law, such court may reduce and reform such provisions to limitations which are deemed reasonable and enforceable by said court.

As used in this Section 2, "agents" means those persons who are directly involved in and acting on behalf of RTC or the Consultant, as applicable, in furtherance of the Agreement or the public work to which the Agreement pertains.

### **3. GENERAL REQUIREMENTS**

Prior to the start of any work on a RTC project, CONSULTANT shall purchase and maintain insurance of the types and limits as described below insuring against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by CONSULTANT, its subconsultants, or their employees, agents, or representatives. The cost of all such insurance shall be borne by CONSULTANT.

### **4. VERIFICATION OF COVERAGE**

CONSULTANT shall furnish RTC with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein, on forms acceptable to RTC. All deductibles and self-insured retentions requiring RTC approval shall be shown on the certificate. All certificates and endorsements are to be addressed

to RTC's Finance Director and be received by RTC before work commences. CONSULTANT agrees that RTC shall have the right to review, with reasonable notice and subject to a nondisclosure agreement, the redacted Declarations Page of the insurance policies required herein and the endorsements or other sections of the policy document that affirm the coverages requirements detailed above. Copies of applicable policy forms or endorsements confirming required additional insured, waiver of subrogation and notice of cancellation provisions are required to be provided with any certificate(s) evidencing the required coverage.

## **5. NOTICE OF CANCELLATION**

CONSULTANT or its insurers shall provide at least thirty (30) days' prior written notice to RTC prior to the cancellation or non-renewal of any insurance required under this Agreement. An exception may be included to provide at least ten (10) days' written notice if cancellation is due to non-payment of premium. CONSULTANT shall be responsible to provide prior written notice to RTC as soon as practicable upon receipt of any notice of cancellation, non-renewal, reduction in required limits or other material change in the insurance required under this Agreement.

## **6. SUBCONSULTANTS & SUBCONTRACTORS**

CONSULTANT shall include all Subcontractors and Subconsultants (referred to collectively as "Subs") as insureds under its liability policies OR shall cause Subs employed by CONSULTANT to purchase and maintain separate liability coverages and limits of the types specified herein. If any Subs maintain separate liability coverages and limits, each shall include the RTC, Washoe County, and City of Reno as additional insureds under its commercial general liability policy, subject to the same requirements stated herein, without requiring a written contract or agreement between each of the additional insureds and any sub-consultant or sub-contractor. Any separate coverage limits of liability maintained by Subs shall be at least **\$1,000,000** per occurrence and at least **\$2,000,000** for any applicable coverage aggregates or the amount customarily carried by the Sub, whichever is GREATER. If any Subs provide their own insurance with limits less than required of the Contractor, Contractor shall include Subs in their coverage up to the full limits required of the Contractor. When requested by RTC, CONSULTANT shall furnish copies of certificates of insurance evidencing coverage for each subconsultant. CONSULTANT need not require its non-design subcontractors to carry Professional Errors and Omissions Liability insurance.

## **7. DEDUCTIBLES AND SELF-INSURED RETENTIONS**

Any deductibles or self-insured retentions that exceed \$50,000 per occurrence or claim must be declared to RTC's Finance Director prior to signing this Agreement. RTC is entitled to request and receive additional documentation, financial or otherwise, prior to giving its approval of the deductibles and self-insured retentions. Any changes to the deductibles or self-insured retentions made during the term of this Agreement or during the term of any policy must be declared to RTC's Finance Director prior to the change taking effect.

## **8. ACCEPTABILITY OF INSURERS**

Required insurance is to be placed with insurers with a Best's rating of no less than A-VII and acceptable to RTC. RTC may accept coverage with carriers having lower Best's ratings upon review of financial information concerning CONSULTANT and the insurance carrier. RTC reserves the right to require that CONSULTANT'S insurer(s) be licensed and admitted in the State of Nevada or meet any applicable state and federal laws and regulations for non-admitted insurance placements.

## **9. OTHER CONDITIONS**

- A. Failure to furnish the required certificate(s) or failure to maintain the required insurance may result in termination of this Agreement at RTC's option.
- B. If CONSULTANT fails to furnish the required certificate or fails to maintain the required insurance as set forth herein, RTC shall have the right, but not the obligation, to purchase said insurance at CONSULTANT's expense.
- C. Any waiver of CONSULTANT's obligation to furnish such certificate or maintain such insurance must be in writing and signed by an authorized representative of RTC. Failure of RTC to demand such certificate or other evidence of full compliance with these insurance requirements or failure of RTC to identify a deficiency from evidence that is provided shall not be construed as a waiver of CONSULTANT's obligation to maintain such insurance, or as a waiver as to the enforcement of any of these provisions at a later date.
- D. By requiring insurance herein, RTC does not represent that coverage and limits will necessarily be adequate to protect CONSULTANT, and such coverage and limits shall not be deemed as a limitation on CONSULTANT's liability under the indemnities granted to RTC in this contract.
- E. If CONSULTANT'S liability policies do not contain the standard ISO separation of insureds condition, or a substantially similar clause, they shall be endorsed to provide cross-liability coverage.

## **10. COMMERCIAL GENERAL LIABILITY**

CONSULTANT shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than **\$2,000,000** each occurrence. If such CGL insurance contains a general aggregate limit, it shall be increased to equal twice the required occurrence limit or revised to apply separately to this project.

CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall cover liability arising from premises, operations, products-completed operations, personal and advertising injury, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

RTC and any other Indemnitees listed in Section 2. INDEMNIFICATION of this Agreement shall be included as an additional insured under the CGL, using ISO additional insured endorsement CG 20 10 07/04 or CG 20 33 07/04 or a substitute providing equivalent coverage, and under the commercial umbrella, if any.

This insurance shall apply as primary insurance with respect to any other insurance or self-insurance programs afforded to RTC or any other Indemnitees under this Agreement.

CONSULTANT waives all rights against RTC and any other Indemnitees listed in section 2. INDEMNIFICATION of this Agreement for recovery of damages to the extent these damages are covered by the commercial general liability or commercial umbrella liability insurance maintained pursuant to this agreement. CONSULTANT's insurer shall endorse CGL policy to waive subrogation against RTC with respect to any loss paid under the policy.

## **11. COMMERCIAL AUTOMOBILE LIABILITY**

CONSULTANT shall maintain automobile liability and, if necessary, commercial umbrella liability insurance with a limit of not less than **\$1,000,000** each accident. Such insurance shall cover liability arising out of any auto (including owned, hired, and non-owned autos).

Coverage shall be written on ISO form CA 00 01, CA 00 05, CA 00 25, or a substitute form providing equivalent liability coverage for all owned, leased, hired (rented) and non-owned vehicles (as applicable). RTC may agree to accept auto liability for non-owned and hired (rented) vehicles under the CGL if CONSULTANT does not own or operate any owned or leased vehicles.

CONSULTANT waives all rights against RTC, its officers, employees and volunteers for recovery of damages to the extent these damages are covered by the automobile liability or commercial umbrella liability insurance obtained by CONSULTANT pursuant to this Agreement.

## **12. INDUSTRIAL (WORKER'S COMPENSATION AND EMPLOYER'S LIABILITY) INSURANCE**

It is understood and agreed that there shall be no Industrial (Worker's Compensation and Employer's Liability) Insurance coverage provided for CONSULTANT or any subconsultants by RTC. CONSULTANT, and any subconsultants, shall procure, pay for and maintain the required coverages.

CONSULTANT shall maintain workers' compensation and employer's liability insurance meeting the statutory requirements of the State of Nevada, including but not limited to NRS 616B.627 and NRS 617.210. The employer's liability limits shall not be less than **\$1,000,000** each accident for bodily injury by accident or **\$1,000,000** each employee for bodily injury by disease.

CONSULTANT shall provide a Final Certificate for itself and each subconsultant evidencing that CONSULTANT and each subconsultant maintained workers' compensation and employer's liability insurance throughout the entire course of the project.

If CONSULTANT, or any subconsultant is a sole proprietor, coverage for the sole proprietor must be purchased and evidence of coverage must appear on the Certificate of Insurance and Final Certificate.

CONSULTANT waives all rights against RTC, its elected officials, officers, employees and agents for recovery of damages to the extent these damages are covered by the workers compensation and employer's liability or commercial umbrella liability insurance obtained by Tenant pursuant to this agreement. CONSULTANT shall obtain an endorsement equivalent to WC 00 03 13 to affect this waiver.

### **13. PROFESSIONAL ERRORS AND OMISSIONS LIABILITY**

CONSULTANT shall maintain professional liability insurance applying to liability for a professional error, omission, or negligent act arising out of the scope of CONSULTANT'S services provided under this Agreement with a limit of not less than **\$1,000,000** each claim and annual aggregate. CONSULTANT shall maintain professional liability insurance during the term of this Agreement and, if coverage is provided on a "claims made" or "claims made and reported" basis, shall maintain coverage or purchase an extended reporting period for a period of at least three (3) years following the termination of this Agreement.





**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item: 5.1.**

To: Regional Transportation Commission

From: Vanessa Lacer, Planning Director

**SUBJECT: Draft 2050 Regional Transportation Plan Update (RTP) Presentation**

**RECOMMENDED ACTION**

Receive a presentation on the Draft 2050 Regional Transportation Plan Update (RTP)

**BACKGROUND AND DISCUSSION**

The RTP is the RTC's long-range transportation plan as required under Title 23, Part 450 of the Code of Federal Regulations (CFR). It contains major transportation projects and programs for Washoe County for all modes of travel. It functions as the major tool for implementing regional long-range transportation planning. The RTP captures the community's vision of the transportation system and identifies the projects, programs, and services necessary to achieve that vision. The Draft 2050 RTP is provided as an attachment.

The RTC initiated the development of the 2050 Regional Transportation Plan Update in the fall of 2023. The planning process identifies long-term goals for the regional transportation system and identifies the projects, programs, and services that are expected to be implemented through 2050. The RTP is based on a robust community engagement process and conducted in collaboration with partner agencies. The RTP is required to address at least a 20-year planning timeframe and must include short and long-term strategies to foster the development of an integrated multi-modal regional transportation system that facilitates the safe and efficient movement of people and goods. Additional requirements of the RTP include a prioritized and fiscally constrained list of the transportation projects and services for the region that are needed over the next 20 years. Federal regulations require that the RTP be updated every four years. The current RTP approval extends through March 2025. The Draft Plan will be available for public comment from January 3, 2025 to February 1, 2025, with Board approval anticipated in February 2025.

This item supports Strategic Roadmap Goal #4, "Proactively manage congestion" and FY2025 RTC Goal, "Complete: Regional Transportation Plan Update".

---

**FISCAL IMPACT**

There is no fiscal impact related to this action.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.



**2050  
RTP  
2025 Update**

**DRAFT**





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# LETTER FROM THE EXECUTIVE DIRECTOR

The Regional Transportation Commission of Washoe County (RTC) is pleased to present the 2050 Regional Transportation Plan Update (RTP). This RTP sets the course for transportation investment in our region over the next 25 years and includes projects and programs that can create economic opportunities, protect air quality, improve connectivity, increase mobility, and sustain a high quality of life.

This RTP reflects our community's long-range vision for transportation in the Truckee Meadows and was developed in coordination with policy makers, elected officials, stakeholders, and the public. I would like to thank the community, our regional partners and RTC staff for their commitment and participation during the planning process.

I also recognize and thank the RTC Board of Commissioners for their leadership and vision in guiding the future of transportation investment in the Truckee Meadows.

*Sincerely,  
Bill Thomas, AICP  
Executive Director*

## RTC BOARD



**Ed Lawson**  
RTC CHAIR  
Mayor of Sparks



**Alexis Hill**  
VICE CHAIR  
Washoe County  
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**Mariluz Garcia**  
Commissioner  
Washoe County



**Tracy Larkin  
Thomason**  
Ex-Officio  
NDOT Director



**Bill Thomas, AICP**  
RTC Executive  
Director

# A SPECIAL THANK YOU

**A special thank you to our regional partners who served on the Agency Working Group, Inter-County Working Group, and the RTC staff who contributed to the development of this RTP!**

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# EXECUTIVE SUMMARY

## INTRODUCTION

This Regional Transportation Plan (RTP) fulfills federal and state legal requirements by establishing a 25-year vision for transportation improvements within the Truckee Meadows region, including short- and long-term strategies, prioritized projects, and a fiscally constrained roadmap for implementation. In addition to meeting the federal requirements for a regional transportation plan, this RTP also serves as the long-range transportation plan for purposes of compliance with state law through its utilization by the Truckee Meadows Regional Plan (the Regional Plan) developed by the Truckee Meadows Regional Planning Agency (TMRPA).

This RTP serves as the foundation for addressing the region's current and future transportation needs, ensuring the safe, efficient, and sustainable movement of people and goods while supporting economic growth and improving quality of life. Additionally, this RTP, and the planning program it reflects, allows the region and its projects to be eligible for federal formula funding and to compete for federal discretionary grants.

As the designated Metropolitan Planning Organization (MPO) for Washoe County, the Regional Transportation Commission of Washoe County (RTC) is tasked with conducting continuing, cooperative, and comprehensive multimodal transportation planning for the Truckee Meadows region including the development of the RTP.

## THE TRUCKEE MEADOWS REGION

The Truckee Meadows Region (the region) refers to the over 6,000 square mile area which includes all of Washoe County except the portion within the drainage basin of Lake Tahoe. To effectively address transportation need the unique dynamics of the region should be considered. One of the primary factors shaping transportation need is population growth. The recently adopted TMRPA 2024 Washoe County Consensus Forecast projects that Washoe County's total population will grow from 515,085 in 2024 to 602,455 in 2044. This translates to an average of about 4,500 new residents per year. Given this expected population increase, an overarching function of this RTP is to plan for the needed growth of transportation infrastructure, programs, and services in order to retain high levels of connectivity and accessibility across the region.

## REGIONAL GOALS

This RTP outlines goals representing the desired state of the regional multimodal transportation system over the next 25 years. Federal law establishes seven national transportation goals, and MPOs are encouraged to align their long-range plans with these or develop equivalent goals, per United States Department of Transportation (USDOT) guidance. Additionally, ten federally required planning factors addressing priority community concerns must be integrated into the metropolitan transportation planning process.

This RTP includes nine unranked goals, representing the desired state of the region's transportation future. The goals were developed based on federal requirements, national objectives, and input from stakeholders and the public. They identify priorities for the region and also guide the creation of objectives and evaluation criteria used to prioritize transportation projects. Linking project selection to these goals ensures the resulting projects can address the region's transportation priorities. The nine RTP goals below are explored in detail through the goal chapters of this RTP.

- RTP Goal #1: Safety
- RTP Goal #2: Maintain Infrastructure Condition
- RTP Goal #3: Congestion Reduction
- RTP Goal #4: System Reliability and Resiliency
- RTP Goal #5: Efficient Freight Movement and Economic Vitality
- RTP Goal #6: Equity and Environmental Sustainability
- RTP Goal #7: Reduced Project Delivery Delays
- RTP Goal #8: Accessibility and Mobility
- RTP Goal #9: Integrated Land-Use and Economic Development

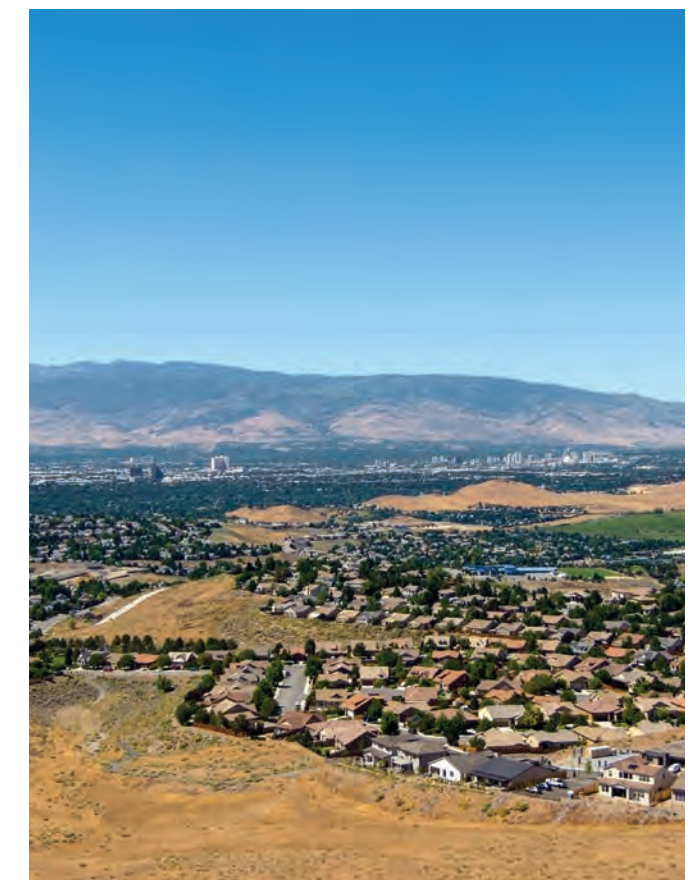
## FINANCIAL ELEMENT

This RTP determines if proposed transportation investments including, roadways, transit, bike, pedestrian, and technology projects and services, are feasible and can be funded within the next 25 years. It includes a financial plan that projects future revenues, adjusts for inflation, and suggests additional funding strategies, if needed. Revenue estimates consider growth, inflation, and changes in fuel efficiency, using Year-of-Expenditure (YOE) dollars for accuracy.

Funding sources include federal programs under the Infrastructure Investment and Jobs Act (IIJA), state and local taxes, and local developer fees. While revenues are expected to grow modestly, funding gaps remain, especially for public transit projects.

Project prioritization is critical to ensuring funds are allocated to those transportation investments that best position the region to meet the RTP's goals. Project prioritization is based on input from stakeholder agencies as well as the RTP goals and objectives. Transit system needs are identified through a short-range transit plan which aims to maintain current services while identifying future opportunities, such as extending bus lines and improving connections.

Funding does not exist for all projects identified through the RTP process, necessitating an unfunded list of projects. Unfunded projects are those that would be included in the RTP if additional funding resources were available and those that could be considered in the event additional funding is identified. As revenues from most funding sources are not keeping up with the growing need for transportation projects within the region, RTC faces a difficult challenge in setting priorities for future spending. However, this RTP provides the framework for future decision-making by identifying the projects most valuable to, and having the greatest impact on the region.



## INTRODUCCIÓN

El Plan de Transporte Regional (RTP, por sus siglas en inglés) cumple con los requisitos legales federales y estatales al establecer una visión a 25 años para la mejora del transporte en la Región de Truckee Meadows, incluyendo estrategias a corto y largo plazo, proyectos priorizados y con limitaciones fiscales, organizados dentro de un marco viable para su implementación. Además de satisfacer los requisitos federales para un plan de transporte regional, el RTP también actúa como un plan de largo plazo que respalda los propósitos de la legislación estatal, formando parte del Plan Regional de Truckee Meadows (Plan Regional), elaborado por la Agencia de Planificación Regional de Truckee Meadows (TMRPA, por sus siglas en inglés).

El RTP es la herramienta clave para abordar las necesidades de transporte actuales y futuras en la región, asegurando el movimiento seguro, eficiente y sostenible de personas y bienes, al mismo tiempo respaldando el crecimiento económico y mejorando la calidad de vida de los habitantes. Además, el RTP y el programa de planificación que representa, permiten que la región y sus proyectos sean elegibles para recibir financiamientos federales y participar en programas federales de subvenciones discrecionales.

Como la Organización de Planificación Metropolitana (MPO, por sus siglas en inglés) designada para el condado de Washoe, la Comisión de Transporte Regional del Condado de Washoe (RTC, por sus siglas en inglés) tiene la tarea de llevar a cabo la planificación de transporte multimodal de manera continua, cooperativa e integral para la región de Truckee Meadows, incluyendo la elaboración del RTP.

## LA REGIÓN DE TRUCKEE MEADOWS

La región de Truckee Meadows (la región) abarca un área de más de 6,000 millas cuadradas, que incluye todo el condado de Washoe, excepto la parte perteneciente a la cuenca del Lago Tahoe. Para abordar eficazmente las necesidades de transporte, es esencial tener en cuenta las dinámicas particulares de esta región. Uno de los factores más relevantes que influyen estas necesidades es el crecimiento poblacional. Según el Pronóstico de Consenso 2024 del Condado de Washoe, recientemente adoptado por TMRPA, se proyecta que la población total del Condado de Washoe aumentará de 515,085 en 2024 a 602,455 en 2044, lo que representa un promedio de aproximadamente 4,500 nuevos residentes por año. Dado este esperado crecimiento, la función primordial del RTP es planificar el desarrollo de la infraestructura, los programas y los servicios de transporte para mantener altos niveles de conectividad y accesibilidad en toda la región.

## METAS REGIONALES

El RTP establece las metas que definen el estado deseado del sistema de transporte multimodal regional durante los próximos 25 años. La legislación federal establece siete metas nacionales de transporte, y fomenta a las MPO a alinear sus planes a largo plazo con estas metas o a desarrollar metas equivalentes, según la guía de la agencia USDOT. Además, durante el proceso de planificación de transporte metropolitano, se deben integrar diez factores de planificación requeridos por el gobierno federal, los cuales incluyen las prioridades e intereses de la comunidad.

El RTP establece nueve metas no priorizadas que representan el estado deseado para el futuro del transporte en la región. Estas metas se desarrollaron tomando en cuenta los requisitos federales, los objetivos nacionales, así como los aportes de las partes interesadas y la retroalimentación del público. Estas metas no solo identifican las prioridades para la región, sino que también orientan la creación de objetivos y criterios para evaluar y priorizar proyectos de transporte.

Al vincular la selección de proyectos a estas metas, se asegura que los proyectos se enfoquen en las prioridades más relevantes para la región.

Las nueve metas del RTP se exploran con mayor detalle en los capítulos correspondientes:

- RTP Meta #1: Seguridad
- RTP Meta #2: Mantener la condición de la infraestructura
- RTP Meta #3: Reducir la congestión
- RTP Meta #4: Fiabilidad y resiliencia del sistema
- RTP Meta #5: Movimiento eficiente de carga y vitalidad económica
- RTP Meta #6: Equidad y sustentabilidad ambiental
- RTP Meta #7: Reducir los retrasos de entrega del proyecto
- RTP Meta #8: Accesibilidad y movilidad
- RTP Meta #9: Integrar el uso de terrenos con desarrollo económico

## ELEMENTO FINANCIERO

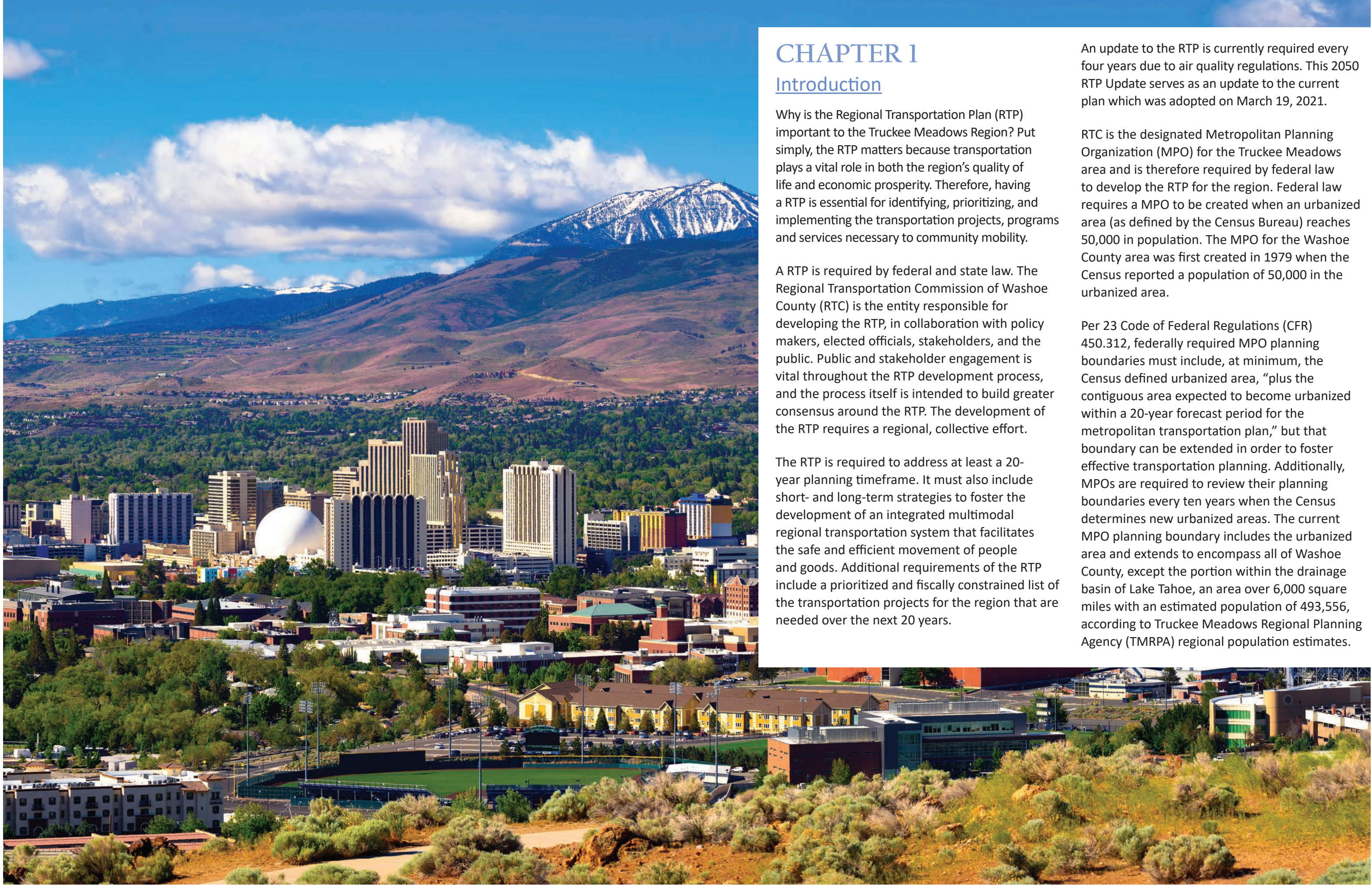
El RTP evalúa la viabilidad y financiación de las inversiones propuestas en transporte, incluyendo proyectos y servicios relacionados con carreteras, tránsito, bicicletas, peatones y tecnología, para los próximos 25 años. Esto abarca un plan financiero que proyecta los ingresos futuros, ajusta los costos por inflación y propone estrategias de financiación adicionales si fuera necesario. Las estimaciones de ingresos consideran factores como el crecimiento, la inflación y los cambios en la eficiencia del combustible, utilizando el monto total de los gastos en dólares del año correspondiente (YOE, por sus siglas en inglés) para garantizar mayor precisión.

Las fuentes de financiación incluyen programas federales bajo la Ley de Inversión en Infraestructura y Empleo (IIJA, por sus siglas en inglés), así como impuestos estatales y locales, y tasas de impacto y permiso para desarrolladores inmobiliarios. Aunque se prevé un modesto aumento en los ingresos, persisten déficits financieros, especialmente en el ámbito de los proyectos de transporte público.

La priorización de proyectos es fundamental para asegurar que los fondos se asignen a las inversiones en transporte que mejor posicionan a la región para cumplir con las metas del RTP. Este proceso de priorización de proyectos se basa en los aportes de las agencias involucradas, así como en las metas y objetivos establecidos por el RTP. Las necesidades del sistema de transporte público se identifican a través de un plan de corto plazo, enfocado a mantener los servicios actuales mientras se exploran oportunidades futuras, como la expansión de las líneas de autobús y la mejora de las conexiones.

No se dispone de financiación suficiente para todos los proyectos identificados a través del proceso del RTP, por lo que es indispensable contar con una lista de proyectos sin financiamiento. Los proyectos sin financiamiento son aquellos que se incorporarían al RTP si se dispusiera de recursos adicionales y aquellos que podrían evaluarse en caso de identificarse fondos adicionales. Dado a que los ingresos provenientes de la mayoría de las fuentes de financiación no logran cubrir la creciente demanda de proyectos de transporte en la región, RTC enfrenta el difícil desafío de priorizar el gasto futuro. No obstante, el RTP ofrece un marco sólido para la toma de decisiones, al identificar los proyectos más relevantes y con mayor impacto en la región.





# CHAPTER 1

## Introduction

Why is the Regional Transportation Plan (RTP) important to the Truckee Meadows Region? Put simply, the RTP matters because transportation plays a vital role in both the region’s quality of life and economic prosperity. Therefore, having a RTP is essential for identifying, prioritizing, and implementing the transportation projects, programs and services necessary to community mobility.

A RTP is required by federal and state law. The Regional Transportation Commission of Washoe County (RTC) is the entity responsible for developing the RTP, in collaboration with policy makers, elected officials, stakeholders, and the public. Public and stakeholder engagement is vital throughout the RTP development process, and the process itself is intended to build greater consensus around the RTP. The development of the RTP requires a regional, collective effort.

The RTP is required to address at least a 20-year planning timeframe. It must also include short- and long-term strategies to foster the development of an integrated multimodal regional transportation system that facilitates the safe and efficient movement of people and goods. Additional requirements of the RTP include a prioritized and fiscally constrained list of the transportation projects for the region that are needed over the next 20 years.

An update to the RTP is currently required every four years due to air quality regulations. This 2050 RTP Update serves as an update to the current plan which was adopted on March 19, 2021.

RTC is the designated Metropolitan Planning Organization (MPO) for the Truckee Meadows area and is therefore required by federal law to develop the RTP for the region. Federal law requires a MPO to be created when an urbanized area (as defined by the Census Bureau) reaches 50,000 in population. The MPO for the Washoe County area was first created in 1979 when the Census reported a population of 50,000 in the urbanized area.

Per 23 Code of Federal Regulations (CFR) 450.312, federally required MPO planning boundaries must include, at minimum, the Census defined urbanized area, “plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan,” but that boundary can be extended in order to foster effective transportation planning. Additionally, MPOs are required to review their planning boundaries every ten years when the Census determines new urbanized areas. The current MPO planning boundary includes the urbanized area and extends to encompass all of Washoe County, except the portion within the drainage basin of Lake Tahoe, an area over 6,000 square miles with an estimated population of 493,556, according to Truckee Meadows Regional Planning Agency (TMRPA) regional population estimates.

As the MPO, RTC conducts a continuing, cooperative, and comprehensive multimodal transportation planning program consistent with federal planning law. Federal planning law is largely found in Titles 23 and 49 of the United State Code (USC), and United States Department of Transportation (USDOT) Code of Federal Regulations (CFR). The RTP, and the planning program it reflects, allows the region and its projects to be eligible for federal formula funding and to compete for federal discretionary grants.

This RTP has been developed to comply with both federal and state planning requirements. In addition to meeting the federal requirements for a regional transportation plan, this RTP also serves as the long-range transportation plan for purposes of compliance with state law through its utilization by the Truckee Meadows Regional Plan (the Regional Plan) developed by the Truckee Meadows Regional Planning Agency (TMRPA). TMRPA shares a similar planning area to RTC and produces a regional land-use plan, the Regional Plan, which is a comprehensive plan for managing growth and development, inclusive of transportation facilities. For the purposes of the Regional Plan, state law requires the RTP to include transportation facilities that will be necessary to support future development as prioritized in the Regional Plan. The RTP must also establish the timeframe within which those transportation facilities would need to be made available to satisfy the requirements created by future development. The RTP must be found by TMRPA to be in conformance with their Regional Plan to ensure it supports TMRPA's efforts to plan for orderly growth and development in the region.

In addition to serving as the MPO and conducting the regional transportation planning program, RTC also delivers transportation projects and services. As required by federal law, the RTP identifies a prioritized and fiscally constrained list of the transportation projects and services that are needed in the region. The project list is included as Appendix B. RTC delivers many of the projects and services on that list and makes related decisions regarding the use of regional revenue sources that are dedicated to transportation purposes. RTC delivers roadway projects and other multimodal facilities as part of its regional street and highway program. RTC operates the regional transportation system including public transit and other transportation services. RTC also administers regional programs pursuant to interlocal cooperative agreements such as the Regional Pavement Preservation Program, and the Regional Road Impact Fee Program.



2050 RTP



CHAPTER 1





## CHAPTER 2

### The Truckee Meadows Region

The Truckee Meadows region (the region) refers to the over 6,000 square mile area which includes all of Washoe County except the portion within the drainage basin of Lake Tahoe. The region encompasses a diverse landscape, with the Sierra Nevada mountain range to the west and the expansive Great Basin to the east, it is also characterized by its unique blend of urban and rural environments. The region includes the urban hubs of the City of Reno and the City of Sparks as well as a mosaic of neighborhoods, each with its own distinct character. The region's proximity to Sacramento and the San Francisco Bay Area offers economic and tourism opportunities but can also create transportation challenges.

#### POPULATION

The region is home to a diverse range of ethnicities and cultures stemming from a strong immigrant history, proximity to diverse populations in Northern California, and a desirable quality of life. Just over 60 percent of Washoe County residents identify as White, non-Hispanic. Hispanic or Latino is the next largest demographic at nearly one-quarter of the population. The remaining population represents a broad cross-section of race and ethnicities.

Within the MPO planning area, the population is currently estimated at 493,556, reflecting an increase of 19 percent, or 78,936 residents since 2010, for an average of 6,568 new residents per year. The Nevada State Demographer's Office forecasts a population increase for Washoe County to 579,706 by 2042, an increase of 15.5 percent from the 2022 population or 78,071 residents. This equates to an average of 3,904 new residents per year. TMRPA's 2024 Washoe County Consensus Forecast (CF) on population growth incorporates the State Demographer's projection along with three other independent sources to minimize projection bias.

The recently adopted CF is more optimistic and projects that Washoe County's total population will grow from 515,085 in 2024 to 602,455 in 2044. This translates to an average of about 4,500 new residents per year and an average annual growth rate of 0.81 percent.

Population growth estimates for Washoe County outpace projected growth for the United States, which, according to the Congressional Budget Office, is expected to average approximately 0.3 percent annually between 2023 and 2053. As the population continues to increase, there will likely be greater overall pressure on the existing transportation system.

#### EMPLOYMENT

Between 2014 (when Tesla announced Storey County as their first Gigafactory location) and 2023, the region added an average of 7,100 jobs per year. This important period of industry diversification has significantly affected the distribution of job types in the Reno-Sparks economy. Businesses in the region, previously dominated by leisure and hospitality, have begun to shift toward a logistics and manufacturing hub. Secondary economic impacts, resulting from spending and hiring in these growing sectors, also created job gains in the Construction, Professional and Business Services, and Education and Health Care Services industries.

According to the State of Nevada's Current Employment Survey of employers, there were 271,900 jobs spread across worksites located in Storey and Washoe Counties, as of May 2024. The area also saw an additional 6,380 jobs (2.4 percent) added in January 2024 through May 2024, compared to the same period in 2023. Based on recent trends, increasing employment in Storey, Lyon and Washoe Counties can be expected to continue.

## HOUSEHOLD INCOME

In 2022, 10.2 percent of households in Washoe County had incomes at or below the poverty level, which is lower than the state of Nevada at 12.5 percent, and lower than the national poverty rate of 11.5 percent, according to 2022 American Community Survey 1-year Estimates. A lower poverty rate for Washoe County stems from several factors such as a robust local economy consisting of opportunities for both professional and skilled labor, and employment diversity. In contrast, during the years leading up to the 2008 Great Recession, the County was dependent on just a few employment sectors.

## HOUSING

As of 2022, Washoe County had around 192,420 households compared with 160,797 households in 2010, according to the US Census ACS 5-year Estimates. This represents a near 20 percent increase in households since 2010. The majority of residences are single-family homes at 65 percent, followed by multi-family housing at 29 percent, and finally, mobile homes around 6 percent. Like many communities, the demand for housing in the region outpaces supply, even with a strong residential construction sector. In fact, 2023 saw the City of Reno issue the highest number of new residential construction permits ever.

## TRANSPORTATION

The transportation system in the region includes roadways, pedestrian and bicycle facilities, transit services and facilities, air, rail, and inter- and intrastate bus service. Based on 2023 Nevada Department of Transportation (NDOT) vehicle miles traveled (VMT) data, freeways dominate the traffic landscape, accounting for 44.0 percent of total vehicle VMT with 1,736,216,564 miles traveled across 87 miles of road in 2023. Major arterials and minor arterials together represent a significant portion of traffic, with 19.9 percent and 19.4 percent of the total VMT, respectively.

Local roads, despite their extensive mileage at a total of 1,561 miles, contribute only 11.4 percent to the total VMT. Major collectors and minor collectors play a smaller role, with 0.5 percent and 4.9 percent of the total VMT, respectively.



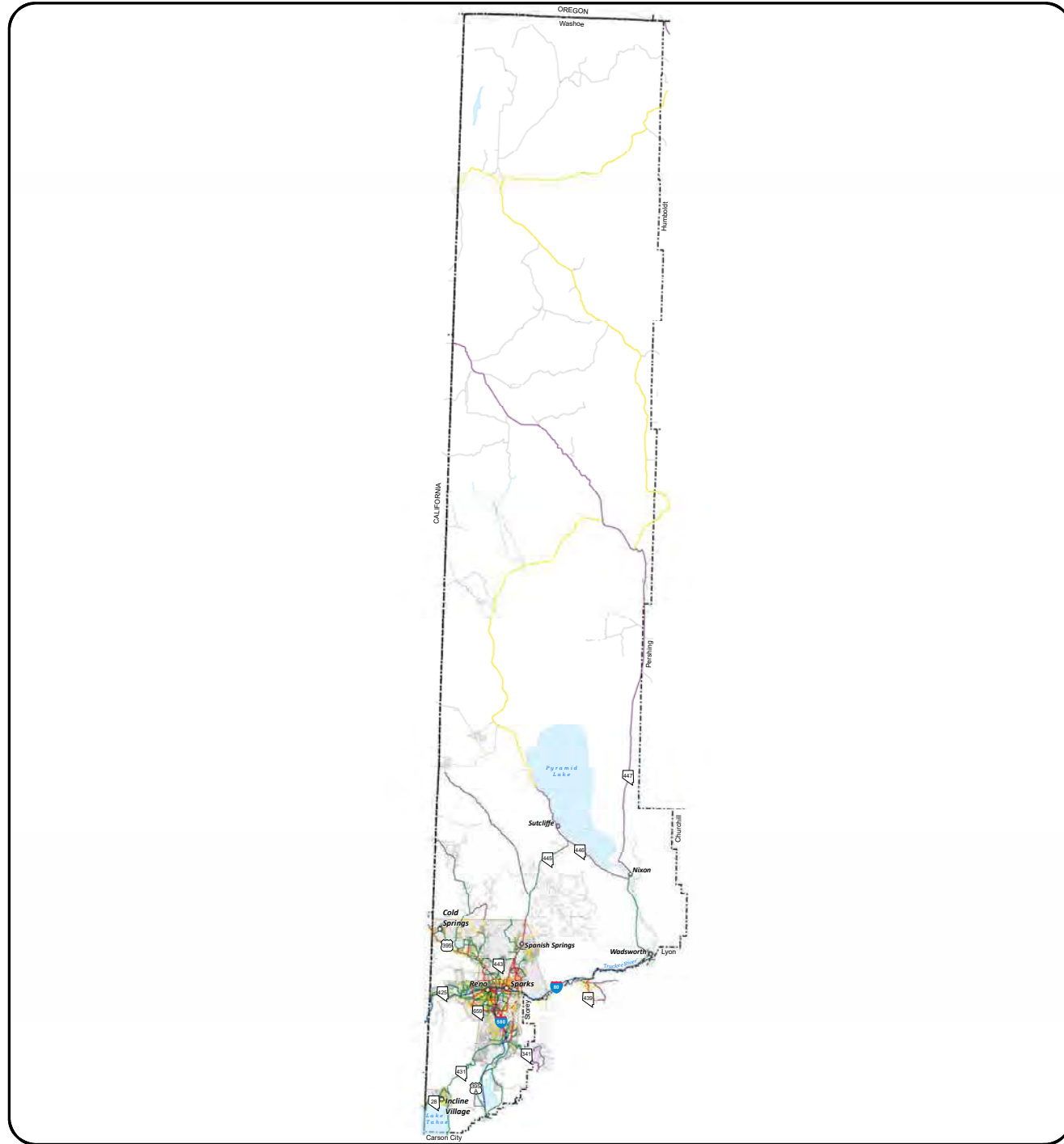
### Regional Roadways

Regional roads must adhere to functional classification requirements in order to be eligible for federal funding. The United States Department of Transportation (US DOT) Federal Highway Administration (FHWA) classifies urban and rural roadways by road function. Functional classifications are based on the type of service the road provides, and the design elements of the roadway such lane widths, shoulder widths, and curve radii. The four main road functional classifications are: Principal Arterial, Minor Arterial, Collector, and Local.

Public roads that are functionally classified higher than rural minor collector, rural local, or urban local are eligible for federal-aid highway assistance. Rural minor collectors and local roads usually do not qualify, although certain federal funding sources can be used on bridges and tunnels that are not part of the Federal-aid highway system. The utilization of the functional classification system is also crucial for reporting on performance metrics. Map 2.1 and Map 2.2 show the functional classification of roads in the region. Table 2.1 summarizes the four main roadway functional classifications.



Map 2.1 NDOT 2016 Functional Roadway Classification



2016  
PREPARED BY  
THE NEVADA DEPARTMENT OF TRANSPORTATION

Existing	Proposed	Unbuilt

1 Interstates  
2 Other Freeways and Expressways  
3 Other Principal Arterials  
4 Minor Arterials  
5 Major Collectors  
6 Minor Collectors  
7 Local Roads

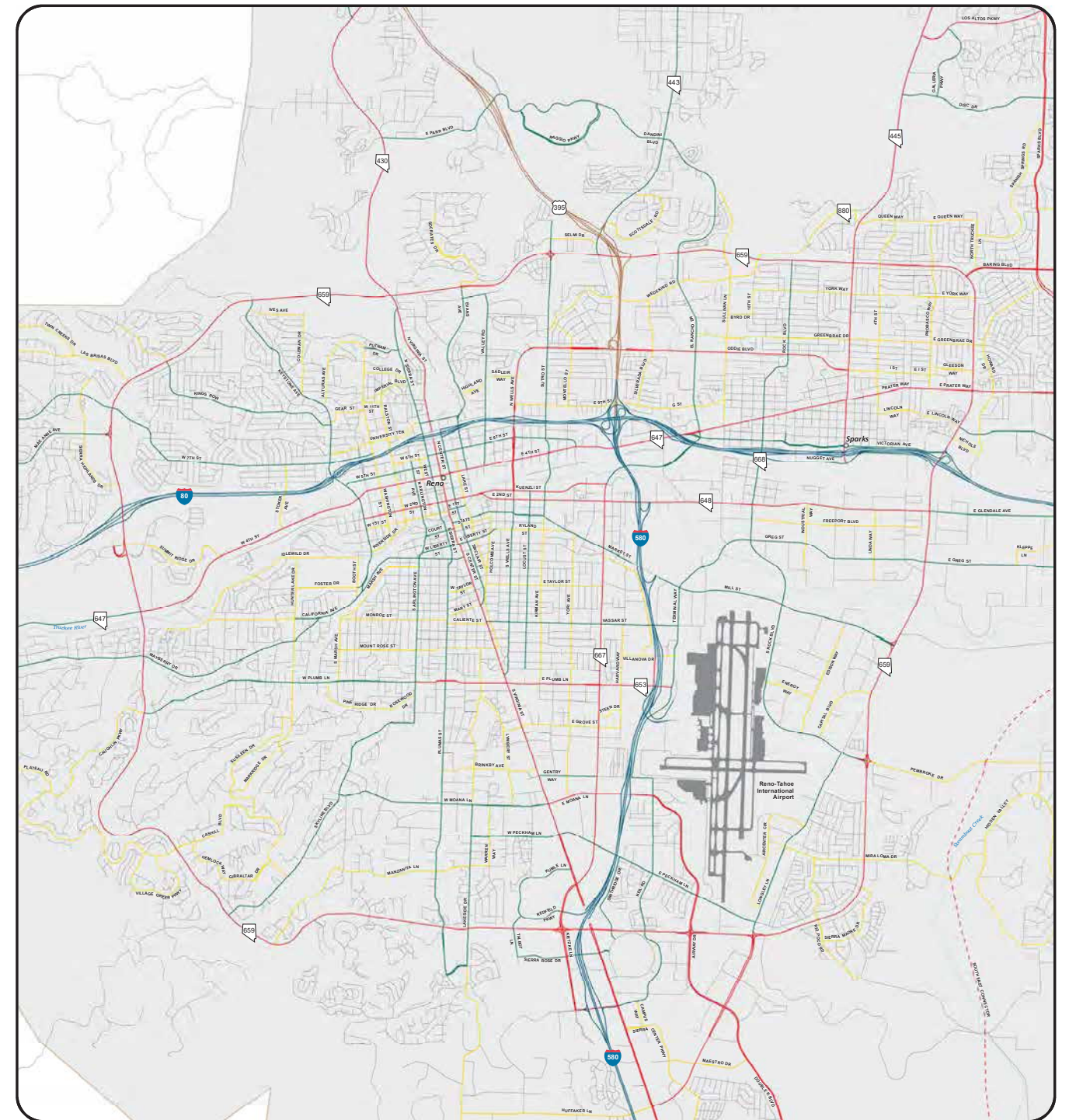
Urban Limits  
State Line  
County Lines

Miles  
0 5 10 20 30 40

**ROADWAY FUNCTIONAL CLASSIFICATION**

**WASHOE COUNTY, NEVADA**

Map 2.2 NDOT 2016 Functional Roadway Classification Map Inset



2016  
PREPARED BY  
THE NEVADA DEPARTMENT OF TRANSPORTATION

Existing	Proposed	Unbuilt

1 Interstates  
2 Other Freeways and Expressways  
3 Other Principal Arterials  
4 Minor Arterials  
5 Major Collectors  
6 Minor Collectors  
7 Local Roads

Urban Limits  
State Line  
County Lines

Miles  
0 0.275 0.55 1.1 1.65 2.2

**ROADWAY FUNCTIONAL CLASSIFICATION**

**RENO- URBANIZED B-2**

**WASHOE COUNTY, NEVADA**

**Table 2.1 Main Roadway Functional Classifications**

Source: FHWA.DOT.GOV and FHWA Highway Functional Classification Concepts, Criteria and Procedures 2023 Edition

Functional Classification	Description
Principal Arterial	<ul style="list-style-type: none"> <li>• Interstate System, freeways and expressways</li> <li>• Provide the highest level of mobility and the highest speeds over the longest uninterrupted distance</li> <li>• Access is controlled with the fewest points of access</li> <li>• Posted speeds generally between 55 and 75 mph</li> </ul>
Minor Arterial	<ul style="list-style-type: none"> <li>• Include multilane highways, and other important roadways that supplement the Interstate System</li> <li>• Provide service for trips of moderate length, serve geographic areas that are smaller than their Principal Arterial counterparts and offer connectivity to the higher Arterial system</li> <li>• Connect principal urbanized areas, cities, and industrial centers</li> <li>• Access points are few</li> <li>• Posted speed generally between 50 and 70 mph</li> </ul>
Collectors	<ul style="list-style-type: none"> <li>• Major and minor roads that connect local roads and streets with arterials</li> <li>• Provide less mobility than arterials at lower speeds and for shorter distances</li> <li>• They balance mobility with land access, with some access points</li> <li>• Posted speeds generally between 35 and 55 mph</li> </ul>
Local	<ul style="list-style-type: none"> <li>• Provide limited mobility and direct access to residential areas, businesses, farms, and other local areas</li> <li>• Access points are many</li> <li>• Posted speeds generally between 20 and 35 mph</li> </ul>

## Access Management

Access Management Standards are used in the design of future improvements to regional roads and the classification of existing improvements for planning purposes. Access refers to the entry of vehicles to and from the traveled portion of a roadway. This access can be to/from homes or businesses adjacent to the road, from intersecting streets or from parking on the sides of the roadway. Access control is a proven safety measure, as it reduces the potential for vehicle conflict. Vehicles need to access the roadway, but they also interrupt the flow of traffic. The greater the number of these interruptions, the more impact they have on flow. Access management controls the amount of these interruptions and is a tradeoff between the need for access and the maintenance of traffic flow. The degree to which access is managed needs to be appropriate to the type of adjacent land uses, volume of traffic and purpose of the roadway.

Access management decisions are made based on the latest edition of the NDOT Access Management System and Standards manual, Transportation Research Board Access Management Manual, or locally-adopted standards, as directed the local jurisdiction. Access management can include an analysis of the functional area at signalized intersections.

Access management may typically involve exercising control over the number and location of driveways and turning movements. Related to this is the control of the type of movements allowed into or out of these driveways through such things as signage and medians. Access control may also involve control of parking adjacent to the travel lanes. The degree to which access of all types is controlled can have a substantial impact on the ability of a roadway to carry traffic. For example, consider the very limited access allowed on an interstate highway versus a neighborhood street. The degree of access is an important consideration in sizing the street and highway system. All other things being equal, the greater the degree of access control, the greater number of vehicles that can be accommodated per lane. When the degree of actual access significantly exceeds the original planning assumptions, significant unforeseen problems can occur, inducing additional congestion.

Access controls also have a direct impact on safety as shown in Table 2.3. Minimizing the number of turning movements across lanes of traffic has been demonstrated to reduce crashes.



**Table 2.3**  
**Effects of Access Management Techniques Access Management Technique**

Access Management Technique	
1. Add continuous two way left turn lane (TWLTL)	35% reduction in total crashes 30% decrease in delay 30% increase in capacity
2. Add nontraversable median	55% reduction in total crashes 30% decrease in delay 30% increase in capacity
3. Replace TWLTL with a nontraversable median	15%-57% reduction in crashes on 4-lane roads 25%-50% reduction in crashes on 6-lane roads
4. Add a left-turn bay	25%-50% reduction in crashes on 4-lane roads Up to 75% reduction in total crashes at unsignalized access 25% increase in capacity
5. Type of left-turn improvement a. painted b. separator or raised divider	32% reduction in total crashes 67% reduction total crashes
6. Add right-turn bay	20% reduction in total crashes Limit right-turn interference with platooned flow, increased capacity
7. Increase driveway speed from 5 mph to 10 mph	50% reduction in delay per maneuver; less exposure time to following vehicles
8. Visual cue at driveways, driveway illumination	42% reduction in crashes
9. Prohibition of on-street parking	30% increase in traffic flow 20%-40% reduction in crashes
10. Long signal spacing with limited access	42% reduction in total vehicle-hours of travel 59% reduction in delay 57,500 gallons fuel saved per mile per year

Source: TRB Access Management Manual

If a street is identified as being a regional road, certain design standards and operational standards (agreed to by implementing jurisdictions) can help facilitate regional trip movements. Some important considerations include the following:

1. On-street parking shall not be allowed on any new arterials. Elimination of existing on-street parking shall be considered a priority for major and minor arterials operating at or below the policy level of service.
2. Minimum signal spacing is for planning purposes only; additional analysis must be made of proposed new signals in the context of existing conditions, planned signalized intersections, and other relevant factors impacting corridor level of service.
3. Minimum spacing from signalized intersection/spacing from other driveways
4. If there are more than 30 inbound, right-turn movements during the peak-hour
5. If there are more than 60 inbound, right-turn movements during the peak-hour
6. Minimum spacing on collectors

Additional roadway design access elements that influence safety and traffic flow include the following:

- Number of through lanes
- Minimum signal spacing
- Left turn from a major street
- Right deceleration lanes at driveways
- Driveway spacing
- Number of signalized intersections per mile
- Design speed
- Bicycle facilities
- Left turn lanes
- Left turn from minor street or driveway
- Median type or existence of median

The Access Management Standards shown in Table 2.4 are used in the design of future improvements to regional roads and the classification of existing improvements for planning purposes.

**Table 2.4**  
**Access Management Standards**

Access Management Class	Posted Speeds	Signals Per Mile and Spacing <sup>2</sup>	Median Type	Left From Major Street? (Spacing from signal)	Left From Minor Street or Driveway?	Right Decel Lanes at Driveways	Driveway Spacing <sup>3</sup>
High Access Control	45-55 mph	2 or less Minimum spacing 2350	Raised w/ channelized turn pockets	Yes 750 ft. minimum	Only at signalized locations	Yes <sup>4</sup>	250 ft./500 ft
Moderate Access Control	40-45 mph	3 or less Minimum spacing 1590 feet	Raised or painted w/ turn pockets	Yes 500 ft. minimum	No, on 6- or 8- lane roadways w/o signal	Yes <sup>5</sup>	200 ft./300 ft
Low Access Control	35-40 mph	5 or less Minimum spacing 900 feet	Raised or painted w/turn pockets or undivided w/painted turn pockets or two-way, left-turn lane	Yes 350 ft. minimum	Yes	No	150 ft./200 ft.
Ultra-Low Access Control	30-35 mph	8 or less Minimum spacing 560 feet	Raised or painted w/turn pockets or undivided w/painted turn pockets or two- way left-turn lane	Yes 350 ft. minimum	Yes	No	150 ft./200 ft. 100 ft./100 ft. <sup>6</sup>

### Regionally Significant Roadways

Federal law requires regional transportation plans to emphasize facilities that serve national and regional transportation functions. Per 23 CFR § 450.104: “Regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA’s transportation conformity regulations (40 CFR part 93, subpart A) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area’s transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.”

The core function of the MPO is to develop the RTP, through which the MPO is required to identify transportation projects that are considered critical for regional connectivity. This RTP addresses regional transportation issues involving the multimodal transportation system, identifying and prioritizing projects on existing or proposed roadways that handle high volumes of vehicle trips, facilitate connectivity across different jurisdictions, overcome significant travel barriers, or otherwise comply with the federal definition of regional significance. In terms of roadway functional classifications, RTC generally considers the following to be regionally significant roadways:

- Principal arterial highways or minor arterials that are direct connections between freeways and other arterials, provide continuity throughout the region, and generally accommodate longer trips within the region, especially in the peak periods on high traffic volume corridors
- Collectors that cross a significant travel barrier or provide access to major existing or future regional facilities

This RTP does not address projects on local roads. In general, the term local roads is used to refer to all roads other than state roads and regional roads. The local jurisdictions (Washoe County, the City of Reno, and the City of Sparks) engage in planning efforts that focus on identifying and prioritizing projects on local roads.

RTC and the local jurisdictions collaborate and cooperate to plan, construct, and maintain the regional road network. Varied goals and regulations require differing criteria for roadway planning and programming efforts. Transportation and air quality modeling, safety analysis and programming, and access management standards all have unique requirements and criteria. Likewise, criteria appropriate to regional RTC programs such as the Regional Pavement Preservation Program, the Regional Road Impact Fee Program, and RTC’s overall regional street and highway program vary based on regulatory and other factors.

### State Roadways

As outlined in the 2020 NDOT One Nevada Transportation Plan, the statewide transportation planning program focuses on the state highway system, which includes the four categories of regionally significant roadways listed below.

- Interstate Routes
- US Routes
- State Routes
- Other state-owned roads that are regionally significant

The regionally significant state-owned roads in the region are referred to as state roads for purposes of this RTP. The RTC integrates NDOT planning for state roads and related projects into its transportation planning program and NDOT projects on state roads are included in the prioritized list of regionally significant projects that must be included in the RTP.



## Pedestrian and Bicycle Facilities

The pedestrian and bicycle network in the region includes sidewalks, multi-use paths, bike lanes, bike paths, overpasses, crosswalks, and bike amenities. Roadway projects are planned and designed to include pedestrian and bicycle facilities for purposes related to vehicle capacity, safety, and accessibility and mobility, considering all users of the roadway. Pedestrian and bicycle facilities can provide greater accessibility and mobility options to further the interests of congestion management, public health, regional air quality, and quality of life. In some cases, pedestrian and bicycle facilities can also provide increased regional connectivity.

## Transit Services and Facilities

RTC transit services include regional fixed-route, paratransit, and a micro-transit system. Facilities that support those services include transit stations, transit routes, dedicated roadway lanes for transit routes, bus stops, passenger transfer facilities, and park-and-ride locations. The RTC has two main transit stations, 4th Street Station in downtown Reno, and Centennial Plaza in downtown Sparks, as well as a passenger transfer station at Meadowood Mall in Reno. The fixed-route system has 20 routes on approximately 204 miles of roadway that connect approximately 136 square miles in the region. RTC's intercity transit service connects Washoe County and Carson City. The RTC has two bus rapid transit (BRT) routes, one on Virginia Street connecting north and south Reno, and one on 4th Street and Prater Way connecting Reno and Sparks, that include BRT stations and dedicated transit lanes. There are over 800 bus stops in Reno and Sparks that are part of the public transit system. Regional park-and-ride facilities are located at the Summit Mall in Reno and in the North Valleys area. Map 2.3 shows RTC transit routes and the area of transit service.

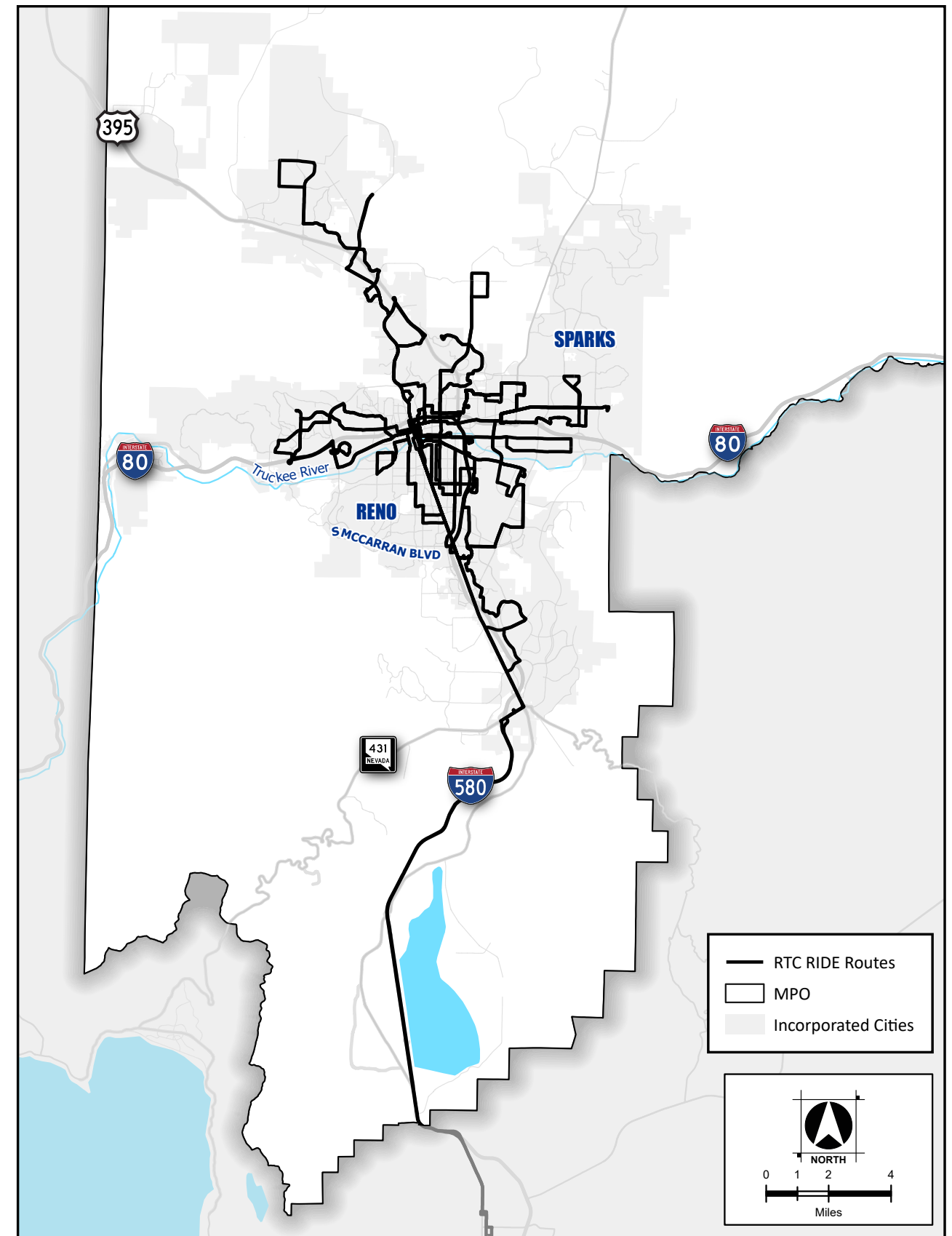
## Air, Rail, and Inter- and Intrastate Bus Service

The Reno-Tahoe Airport Authority (RTAA) operates and maintains the Reno-Tahoe International Airport (RNO), as well as the Reno-Stead Airport which does not carry commercial airline traffic. RNO is the 62nd busiest airport in the United States, with approximately 4.6 million passengers per year, generating a total economic impact of \$3.6 billion annually, according to the 2023 Economic Impact Study. RNO hosts ten commercial airlines and three cargo carriers, which access more than 20 nonstop destinations that can link passengers to virtually anywhere in the world. RNO is vital for tourism in the region as it is a key entry point for people looking to explore the Reno and Lake Tahoe area. The billions of dollars generated annually by the airport translate into jobs, infrastructure development, and community investment that directly benefit Nevada's critical tourism industry.

The region is also served by passenger rail. Amtrak provides daily rail service via a station in downtown Reno under agreement with the Union Pacific Railroad (UPRR) to use its tracks. Train services generally cater to regional and cross-country travelers. The UPRR railyard in Sparks is an integral part of the railroad's 32,000-mile operation and has been a focal point for the safe and efficient operation of freight trains over Donner Summit. UPRR has nearly 1,200 miles of track and 600 employees in the state, and the UPRR railyard in Sparks plays a critical role in the efficient movement of goods in and around Nevada.

Inter- and intrastate bus service to the region is provided by Greyhound. Pick-up/drop-off locations include the Amtrak station in Downtown Reno, the RTC's Centennial Plaza, and the Reno-Tahoe International Airport.

Map 2.3 RTC Existing Transit Routes



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## CHAPTER 3

### Performance Measures and Targets

Performance measures and targets help to support long-range investment and policy decision-making. The RTP must include a description of the performance measures and performance targets used in assessing the performance of the transportation system. Those performance measures must include the national performance measures established by federal law and regulation. The RTP must monitor and report on progress toward achieving targets for the national performance measures. As the MPO, the RTC must also integrate into the metropolitan planning process, directly or by reference, the performance measures and targets in state transportation plans and planning processes.

#### **PERFORMANCE-BASED PLANNING**

Federal law requires MPOs to conduct performance-based transportation planning. The RTP must be developed through a performance-driven, outcome-based planning approach. Performance-based planning and programming is a system-level, data-driven process to identify management and operational strategies and capital investments.

It is intended to result in more efficient investment of transportation funding by focusing on national and regional transportation goals, increasing accountability and transparency, and improving decision-making.

The RTP is the centerpiece of RTC's comprehensive performance-based transportation planning program and serves as an umbrella document that informs programming decisions, including the development of RTC's Regional Transportation Improvement Program (RTIP). The RTP draws from multiple regional and state performance-based plans, programs, and processes, and connects performance measures to goals and objectives in order to identify needs, progress, and gaps in the performance of the transportation system.

The United States Department of Transportation (USDOT) identifies essential elements for performance-based long-range transportation plans, and the overall transportation planning process. The RTP has been structured to reflect current USDOT guidance on performance-based planning.



**NATIONAL PERFORMANCE MEASURES AND TARGETS, AND SYSTEM PERFORMANCE REPORT**

As the MPO, RTC must establish performance targets for the national performance measures. Those targets are summarized in Table 3.1. As RTC is both the MPO and the transit system provider in the region, RTC develops a Transit Asset Management Plan and a Public Transportation Agency Safety Plan. RTC updates those transit plans regularly to monitor, report, and evaluate progress in meeting those targets.

The RTP must include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the national performance targets. The following system performance report describes the national performance measures and targets to evaluate the condition and performance of the region’s transportation system.

**Table 3.1 Performance Measures and Targets**

Performance Measure	Performance Target	Baseline or Target Value	Most Recently Available Performance
<b>Safety</b>			
<b>(Federal)</b> Number of fatalities (5-year average)	<b>(RTC)</b> Aspirational target is 0.	46 (2018-2022)	47 (2023)
	<b>(NDOT)</b> Reduction in the number of fatalities compared to trend value (5 year )	Washoe County	Washoe County
<b>(Federal)</b> Rate of fatalities per 100 million VMT (5-year average)	<b>(NDOT)</b> Reduction in the number of fatalities compared to trend value (5 year)	1.16 (2018-2022)	1.31 (2022)
	<b>(NDOT)</b> Reduction in the number of serious injuries compared to trend value (5 year)	161.8 (2018-2022)	148 (2022)
<b>(Federal)</b> Number of serious injuries	<b>(NDOT)</b> Reduction in the number of serious injuries compared to trend value (5 year)	4.17 (2018-2022)	3.8 (2022)
	<b>(NDOT)</b> Reduction in the number of non-motorized fatalities and serious injuries compared to trend value (5 year)	44.2 (2018-2022)	48 (2022)

<b>Infrastructure Condition</b>			
<b>(Federal)</b> Condition of pavements on the Interstate System	<b>(NDOT)</b> Percent of pavement on the Interstate system in good (and poor) condition	>90% (<50%)	73.9% (2.4%)
<b>(Federal)</b> Condition of pavements on the NHS (excluding the Interstate)	<b>(NDOT)</b> Percent of pavement on the Interstate system in good (and poor) condition	>90% (<50%)	44.8% (20.3%)
<b>(Federal)</b> Condition of bridges on the NHS	<b>(NDOT)</b> Percent of NHS bridges classified in good (and poor) condition	>35% (<7%)	47.1% (1.2%)
<b>(NDOT)</b> Condition of non-NHS bridges	<b>(NDOT)</b> Percent of non-NHS bridges classified in good (and poor) condition	>35% (<7%)	55.3% (3.1%)
<b>System Reliability</b>			
<b>(Federal)</b> Travel time reliability	<b>(NDOT)</b> Percentage of person-miles traveled that are reliable on the Interstate System (non-Interstate NHS)	≥87.1% (≥87.1%)	95.8% (72.9%) INRIX 2023
<b>(Federal)</b> Freight reliability	<b>(NDOT)</b> Truck Travel Time Reliability (TTTR) Index	≤1.25	1.5 INRIX 2023
<b>Traffic congestion</b>			
<b>(Federal)</b> Peak hour excessive delay	<b>(NDOT)</b> Annual hours of Peak Hour Excessive Delay (PHED) per capita	≤11.0 hours	11.2 INRIX 2023
<b>(Federal)</b> Non-single occupant vehicle travel	<b>(NDOT)</b> Percent of non-single occupant vehicle travel	≥23.1%	30.5% ACS 1 Yr (2022) 32.2% Urbanized Reno, PMR 2023
<b>Emissions</b>			
<b>(Federal)</b> Total emissions reductions from CMAQ projects	<b>(RTC)</b> Estimated emissions reduction from CMAQ projects as reported		<b>PM<sub>10</sub>: 0.0137</b> <b>NO<sub>x</sub>: 0.8537</b> <b>VOC: 5.0299</b> <b>CO: 249.4149</b> <b>(2023) CMAQ Report</b>



## CHAPTER 4

### Goals and Objectives

The 2023 USDOT Guide for Performance-Based Planning defines a goal as a broad statement that describes a desired end state. The Guide defines an objective as a specific, measurable statement that supports achievement of a goal. These strategic elements set the stage for the performance measures that are incorporated in the plan and help to drive investment and policy priorities that address transportation system and community outcomes. Planning is a continuous process and plan goals and objectives can and should build on those from previous plans.

#### STATE AND LOCAL PLANNING

This RTP draws from past state and local plans and programs, to help shape the goals, objectives, performance measures, and targets in future planning and programming processes. Federal law requires that RTC integrate certain performance-based plans into the transportation planning process. RTC must integrate, either directly or by reference, the goals, objectives, performance measures and targets described in those plans. State and local plans that were reviewed and integrated as a part of the RTP planning process include the following:

- 2024 RTC South Virginia Street Transit-Oriented Development (SVTOD) Plan
- 2024 RTC Regional Freight Plan
- 2024 RTC Active Transportation Plan – Walk & Roll Truckee Meadows
- 2023-2027 RTC Transportation Optimization Plan Strategies (TOPS)
- 2023 Washoe County Master Plan – Envision Washoe 2040
- 2021-2025 Nevada Strategic Highway Safety Plan (SHSP)
- 2022 Nevada State Freight Plan

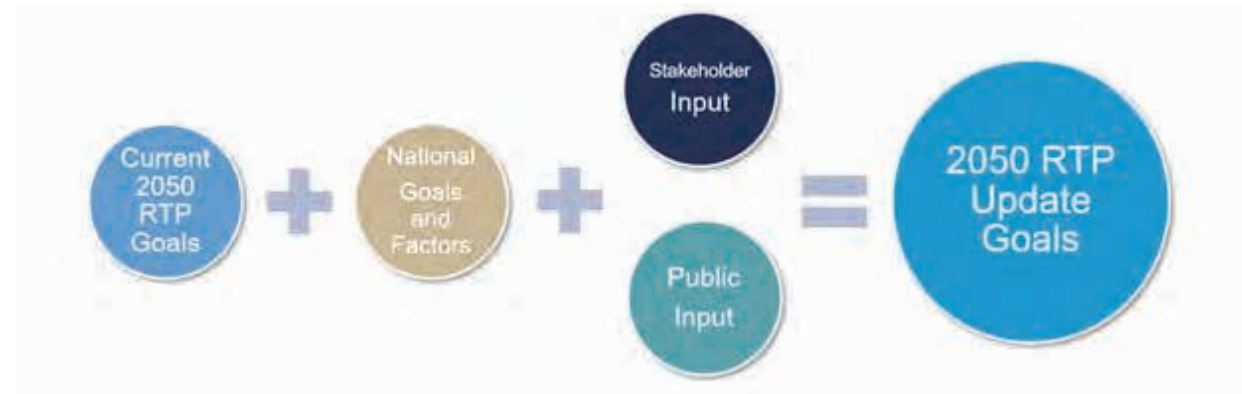
- 2050 RTC Regional Transportation Plan (RTP) (Adopted March 2021)
- 2020 One Nevada Transportation Plan
- 2020 NDOT Coordinated Human Services Transportation Plan
- 2020 RTC Public Transportation Agency Safety Plan
- 2019 Truckee Meadows Regional Plan
- 2019 RTC ADA Transition Plan
- 2018 RTC Regional Travel Characteristics Study (Regional Household Travel Survey)
- 2017 RTC Bicycle and Pedestrian Master Plan (BPMP)
- 2017 City of Reno Master Plan – ReImagine Reno
- 2016 RTC Complete Streets Master Plan
- 2016 City of Sparks Comprehensive Plan
- 2014 NNPH Air Quality Management Division (AQMD) Carbon Monoxide and PM<sub>10</sub> Maintenance Plans

#### RTP GOALS

The goals in this RTP describe a desired end state for the regional multimodal transportation system over the next 20 years. Federal law and regulation establish seven national goals. As explained in USDOT guidance, MPOs should incorporate the national goals into their long-range transportation plans or provide new goals that align with them. In addition, ten planning factors must be considered within the metropolitan transportation planning process. These planning factors address a wide array of issues important to communities. As shown in Figure 4.1, current RTP goals, the federally required planning factors, and the national goals were considered in the development of Plan goals.

Stakeholder and public input was utilized in the development of the draft goals which were also vetted through the Agency Working Group (AWG). A summary of the public and stakeholder engagement process conducted for this RTP is included as Appendix A.

**Figure 4.1 RTP Update Goal Development Process**



The goals in this RTP, collectively, are a broad statement that describes the intent behind transportation investments in the region. The goals were used to develop objectives and evaluation factors for project prioritization. Keeping the Plan’s goals at the core of project prioritization will result in a project list that can best meet the identified transportation goals for the region. Figure 4.2 illustrates the process of creating evaluation measures from goals.

**Figure 4.2 RTP Update Evaluation Factors Process**



The following nine (unranked) goals were created for this RTP and reflect the desired state of transportation for the region over the next 20 years. Each goal is further discussed in nine goal chapters of this RTP.

1. Safety

	To achieve a significant reduction in traffic fatalities and serious injuries on regional roadways.
--	---

2. Maintain Infrastructure Condition

	To maintain regional roadway infrastructure in a state of good repair.
--	--

3. Congestion Reduction

	To achieve a significant reduction in congestion on the regional roadway network.
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4. System Reliability and Resiliency

	To improve the efficiency, resiliency, and overall reliability of the multimodal transportation system.
--	---

5. Efficient Freight Movement and Economic Vitality

	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
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6. Equity and Environmental Sustainability

	To enhance the performance of the transportation system while protecting and enhancing equity and the natural environment.
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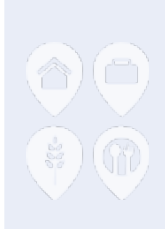
7. Reduced Project Delivery Delays

	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process.
--	---

8. Accessibility and Mobility

	To increase the accessibility and mobility of people on the transportation system and enhance the integration and connectivity of the transportation system.
--	--

9. Integrated Land-Use and Economic Development



To increase partnership among local jurisdictions and other stakeholders to identify how transportation investments can support regional development goals.

**RTP OBJECTIVES**

Objectives in this RTP support the achievement of the goals for the multimodal transportation system. Objectives are intended to reflect outcomes that are experienced by system users and the public, and integrate objectives described in state transportation plans and processes. Building on previous versions of the RTP and other planning efforts, this RTP addresses the following nine objectives under the nine goals, as shown in the chart below. Each objective is further discussed within the goal chapters.

**Table 4.1 2050 RTP Update Goals and Objectives**

	Goal	Objective
1	Safety	Reduce Traffic Fatalities and Serious Injuries
2	Maintain Infrastructure Condition	Manage Existing Infrastructure Efficiently
3	Congestion Reduction	Manage Vehicle Travel Demand and Reduce Congestion
4	System Reliability and Resiliency	Integrate All Travel Modes and Increase Travel Options
5	Efficient Freight Movement and Economic Vitality	Improve the Movement of Freight and Goods
6	Equity and Environmental Sustainability	Promote Equity and Environmental Justice
7	Reduced Project Delivery Delays	Monitor Implementation and Performance
8	Accessibility and Mobility	Provide a Regional Transit System and Other Transportation Services
9	Integrated Land-Use and Economic Development	Improve Regional Connectivity



A photograph showing two children riding tricycles on a paved surface. The child in the foreground is wearing a grey t-shirt and blue shorts, riding a green tricycle. A person's hand is resting on their back. The child in the background is wearing a pink top and black shorts, riding a pink tricycle. The scene is outdoors on a sunny day, with shadows cast on the pavement.

## CHAPTER 5

### Goal #1: Safety

The goal of Safety is defined in this RTP as the achievement of a significant reduction in traffic fatalities and serious injuries on roadways. The goal is achieved through its objective to: Reduce Traffic Fatalities and Serious Injuries. This chapter describes the regional efforts and strategies to address safety in a manner that will result in the reduction of fatalities and serious injuries for all road users.

The following efforts and strategies are described in this chapter:

- **SECTION 1** – Safety Analyses and Planning
- **SECTION 2** – Safety Design Standards
- **SECTION 3** – Regional Safety Collaboration
- **SECTION 4** – Community Safety Awareness and Education

## SECTION 1. SAFETY ANALYSES AND PLANNING

The RTC conducts several safety analyses and planning activities. As discussed in Chapter 3, RTC utilizes national and state performance measures to track and report on data that are related to safety. Safety data are also collected through regional efforts and through local tools like the RTC High Injury Network. Safety data are analyzed to inform RTC planning efforts such as corridor studies and area plans. The RTC is also preparing to develop a comprehensive safety action plan with funding from the Safe Streets and Roads for All grant program that will utilize robust data collection to produce a predictive safety tool to assist in creating a safer transportation network. RTC and regional activities involving safety data analysis and planning are further described below.

### Data Analyses

The collection and analysis of crash data is important for continuous safety planning. RTC works closely with NDOT to analyze and publish information about safety trends over time as well as the specific safety impacts of particular projects. RTC staff serve on the Strategic Highway Safety Plan (SHSP) data team and receive weekly updates about data available from NDOT and the Nevada Office of Traffic Safety (OTS). RTC also uses these data to perform a more in-depth analysis to produce tools like the High Injury Network (HIN) to inform project selection and design. Finally, the RTC utilizes data collection and analysis agreements with UNR to better understand crash and near-miss characteristics as well as potential contributing factors based on roadway and intersection attributes.

### Nevada State Highway Safety Plan

The Nevada State Highway Safety Plan is produced by NDOT in cooperation with many agencies, including the RTC. It is a comprehensive statewide safety plan that identifies the greatest causes of fatalities and serious injuries on Nevada roadways and provides a coordinated framework for reducing the crashes that cause fatalities and serious injuries.

It establishes statewide goals and strategies focusing on the 6 “Es” of traffic safety: Equity, Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident Management, and Everyone. The goals of this plan are incorporated into the RTP, and many of the Vision Zero Truckee Meadows pedestrian-oriented goals align with the plan.

### Corridor and Area Plans

Corridor planning is used to identify safety concerns and infrastructure solutions. The RTC has conducted plans for several corridors in the region that have been incorporated into the investments shown in the RTP project listing provided in Appendix B. These plans incorporate safety analyses, needs for multimodal investments such as bicycle facilities and sidewalks, and other operational needs. For example, an area plan has been completed for Verdi which details safety and other infrastructure needs. Additionally, the Active Transportation Plan, which is covered in more detail in Chapter 12, establishes a pedestrian experience index and bicycle level of traffic stress that seek to determine potential barriers to active transportation. These indicators reflect what a non-motorized user’s perception of safety might be and how comfortable they might be using the facility. The Active Transportation Plan recommended a formal Active Transportation Program be established, under which a series of Neighborhood Network Plans will be developed. These plans aim to create a safer environment for all users of the active transportation network, reducing the risk of crashes and injuries. Projects in several corridor and area plans have advanced to design and delivery, including West Fourth Street, East Sixth Street and Sun Valley Boulevard.

## SECTION 2. SAFETY DESIGN STANDARDS

Safety design standards and facility elements can greatly impact both roadway and transit safety. The RTC employs safety design standards in the installation of roadway projects and at bus stops and bus stations. The RTC’s activities involving safety design standards for roadway and transit are further described below.





## Safe Roadways

The primary objective of roadway design is to develop facilities that meet the long-term transportation needs of the region in a safe, efficient, and cost-effective manner complying with all applicable statutes, codes, and regulations. The range of roadway safety improvements, which are selected based on roadway context, attributes and transportation patterns, are effective in reducing roadway fatalities and serious injuries. These improvements are based on the FHWA's Proven Safety Countermeasures initiative. The FHWA Proven Safety Countermeasures include the following:

- Appropriate speed limits for all road users
- Speed safety cameras
- Variable speed limits
- Bicycle lanes
- Crosswalk visibility enhancements
- Leading pedestrian interval
- Medians and pedestrian refuge islands
- Pedestrian hybrid beacons
- Rectangular Rapid Flashing Beacons (RRFB)
- Road diets (roadway reconfiguration)
- Walkways
- Enhanced delineation for horizontal curves
- Longitudinal rumble strips and stripes
- Median barriers
- Roadside design improvements at curves
- SafetyEdge technology
- Wider edge lines

- Backplates with retroreflective borders
- Corridor access management
- Dedicated left- and right-turn lanes at intersections
- Reduced left-turn conflict intersections
- Roundabouts
- Systemic application of multiple low-cost countermeasures at stop-controlled intersections
- Yellow change intervals
- Lighting
- Local road safety plans
- Pavement friction management
- Road safety audit

The RTC's Street and Highway Program states that projects may include any of the above as "standard improvements," as determined necessary by RTC staff during project scoping or the preliminary design phase.

The RTC installs design treatments that encourage cars to travel at speeds closer to the posted speed limit, based on research that shows speed management can reduce the number and severity of crashes. In 2022, The National Highway Traffic Safety Administration found that speed contributed to 29 percent of all traffic fatalities. The research also shows that the average risk of death for a pedestrian reaches 10 percent at an impact speed of 23 mph, 25 percent at 32 mph, 50 percent at 42 mph, 75 percent at 50 mph and 90 percent at 58 mph.

The RTC uses Complete Streets design principles in its projects, wherever applicable, which apply context-sensitive solutions to support all types of transportation. The primary purpose of Complete Streets projects is to provide safe access and travel for all users, including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. These design treatments have been demonstrated to consistently reduce crashes on roadways in the Truckee Meadows, and many of them are part of FHWA's Proven Safety Countermeasures initiative. On state-owned facilities, NDOT also applies improvements in Intelligent Transportation Systems (ITS) to help identify and provide notification of crashes, which helps with emergency response and to reduce the risk of secondary crashes.

While all projects are designed with safety in mind, projects included in this RTP that address specific roadway safety issues, were identified in road safety audits, or are in high-crash locations are listed below.

- East 6th Street Bicycle Facility and Safety Improvements
- Keystone Avenue Improvements
- Military Road Capacity and Safety
- Mill Street Capacity and Safety
- Mt. Rose Corridor Study Recommendations Phase 1 Improvements
- Pembroke Drive Safety
- Sparks Boulevard Corridor – Phase 2
- Sun Valley Boulevard Corridor Improvements

## Safe Transit Operations

Ensuring safe service is one of the four goals identified in the Transportation Optimization Plan Strategies (TOPS) which serves as the RTC's short-range transit plan. The plan is the basis for changes to the RTC's public transportation services over a five-year period. The stated objective associated with the TOPS safety goal is: "maintain and operate transit vehicles and stations to ensure customer safety." Travel by transit is already safer than by car as research by the National Safety Council indicates the national passenger vehicle death rate, per 100,000,000 passenger miles, was over 50 times higher for cars than for buses. RTC strives to ensure continued safety in transit operations with high standards for maintenance, security, and coordination with law enforcement and local jurisdictions. Examples of recent RTC efforts to improve safety at bus stops include implementation of the Public Transit Agency Safety Plan, the installation of solar-powered lights where feasible, and the installation of security cameras onboard vehicles and at RTC RAPID stations, RTC 4TH STREET STATION, and RTC CENTENNIAL PLAZA.

### SECTION 3. REGIONAL COLLABORATION

Regional safety operations include the RTC's partnership in the Nevada Traffic Incident Management program as well as emergency management, Road Safety Assessments and Safety Management Plans. Additionally, participation as a member of the Vision Zero Truckee Meadows Task Force is another way the RTC improves safety through regional collaboration.

## Nevada Traffic Incident Management

The goal of the Nevada Traffic Incident Management (NV TIM) program is to remove incidents (crashes) from Nevada's highways and restore normal travel operations as safely and quickly as possible. TIM is a systematic, statewide, multi-agency effort to enhance the safe and quick clearance of traffic crashes; support prompt, reliable, and interoperable communications; improve responder safety; support economic vitality by reducing delays; and reduce secondary crashes. The NV TIM Coalition is a forum of collaborative members from public and private agencies that facilitates continuous dialogue about TIM practices. These well-rounded, multi-disciplinary teams bring together their diverse experience to advance and implement TIM practices within specific areas of responsibility across the state.

NV TIM partners include:

- Nevada Department of Transportation (NDOT)
- State of Nevada Department of Public Safety
- Law Enforcement (City and County)
- Fire and Rescue (City, County, and Volunteer)
- Local Ambulance Agencies
- Local Emergency Management Offices / Services
- Public Works (City, County, and Tribal)
- Environmental Agencies / Hazardous Materials Responders (private and public)
- Towing and Recovery
- Federal Highway Administration, Department of Homeland Security, and Federal Transit Administration

- Media and Agency Public Information Officers
- Traffic Management Centers / Dispatchers (public and private)

## Road Safety Assessments and Safety Management Plans

Regional transportation and safety experts take part in NDOT's Road Safety Assessments (RSA) and Safety Management Plans (SMP) which are efforts to identify roadway safety issues and recommend solutions to correct them. The assessments and plans are conducted in partnership with NDOT, RTC, local government agencies, emergency responders, and bicycle and pedestrian experts. RSAs and SMPs are formal safety performance reviews of existing or future roads or intersections by multi-disciplinary teams which are performed to support corridor studies and identify short-, medium-, and long-term roadway safety improvements.

## Emergency Management Plan

The RTC Emergency Management Plan (EMP) is a critical portion of the framework for emergency response and preparedness throughout Washoe County. The EMP is intended to support a comprehensive, all-hazards approach to emergency response management and works seamlessly with Washoe County's Plan along with other agency, jurisdiction, and neighboring county plans. The EMP will respond to a region-wide spectrum of emergencies as warranted by external professional emergency response organizations. The purpose of the plan is to protect life, minimize damage, and ensure continuity of operations so essential services may continue to be provided to the community. The EMP applies to all emergencies that could impact Northern Nevada. Planned training, exercises, and drills are part of the EMP. These planned events provide better coordination, response, and management of actual incidents or events. Planned events allow regional partners to test and exercise plans to improve the response and management of actual events.



## Vision Zero Truckee Meadows and the Safe System Approach

In 2017, the RTC led the creation of Vision Zero Truckee Meadows (VZTM) and formed an associated task force made up of members of local, regional, state, and federal government, universities, non-profits, emergency response, health providers, and the public. The VZTM Task Force was established to take equitable, data-driven, and transparent actions to improve safety throughout the community. The Task Force maintains that the only acceptable number of traffic deaths in our community is zero and has a stated goal of reaching zero traffic fatalities and serious injuries by 2030.

Vision Zero implements a Safe System Approach, which is based on the premise that it is unacceptable to allow deaths and serious injuries to occur on the roads. To achieve zero deaths and serious injuries, crashes must be managed so that when they do happen, the kinetic energy exchange on the human body is kept below the tolerable limits for serious harm to occur.

This important principle is at the core of applying a Safe System Approach in designing and operating the road system. The Safe System Approach is guided by six principles—or fundamental tenants—and five elements, which are avenues for implementation. A Safe System cannot be achieved without all five elements working in synergy. With a Safe System Approach, weaknesses in one element may be compensated for with solutions in other areas. A true Safe System Approach involves optimizing across all the elements to create layers of protection against harm on the roads.

The VZTM Task Force created an Action Plan, originally adopted in 2019 and updated in 2022, that guides actionable steps meant to bring the region closer to its goal of zero fatalities and serious injuries. RTC continues to facilitate activities and regular meetings of the Task Force. It also maintains a website, [VisionZeroTruckeeMeadows.com](http://VisionZeroTruckeeMeadows.com), where the Action Plan and other information can be found.

## SECTION 4. COMMUNITY AWARENESS AND EDUCATION

Raising public awareness about safety concerns and providing educational materials are important tools to improve safety. RTC attends various outreach events and provides the community with safety materials and information. Of particular importance is safety messaging related to pedestrians and bicyclists, who are considered the most vulnerable road users. To that end, the RTC communicates best practices in safety and participates in outreach activities using forums such as the Vision Zero Truckee Meadows Task Force and Safe Routes to School. Additionally, safety measures are often shared with the public through programs such as “The Road Ahead With RTC” segments on KOLO 8 as well as Truckee Meadows Bicycle Alliance, SMART TRIPS, Northern Nevada Public Health, social media, and dedicated and targeted webpages.

### Safe Routes to School

The RTC works closely with the Washoe County School District and NDOT to implement a Safe Routes to School (SRTS) Program. The program includes a significant educational component geared toward K-12 students, parents, and school staff. The School District Police Department SRTS Coordinator conducts regular school-based events to teach K-12 grade students how to be more visible to motorists and how to follow safety precautions. The SRTS Coordinator also works with parents, school faculty, and staff to reconfigure school zone areas and to implement no-idling zones in a way that minimizes potential conflicts between motorists and pedestrians. The SRTS Coordinator is also a source of input to the RTC about capital investments that would improve safety on roadways near schools.

## RTC SMART TRIPS

The RTC SMART TRIPS program assists businesses and citizens in using sustainable modes of transportation and adopting trip reduction strategies. A reduction in vehicle trips is a critical step toward maintaining and improving air quality in the Truckee Meadows and reducing traffic congestion. In addition to promoting the benefits of sustainable transportation, the SMART TRIPS program helps educate the public on how to travel safely. Safety messages for motorists, bicyclists, and pedestrians are distributed throughout the year at public events and employee benefit fairs. Safety lights that can be worn on clothing or placed on bikes are also given to members of the public at these events. SMART TRIPS safety brochures can be downloaded from [rtcwashoe.com](http://rtcwashoe.com) in the Safety and Security section of the About page.



## CHAPTER 6

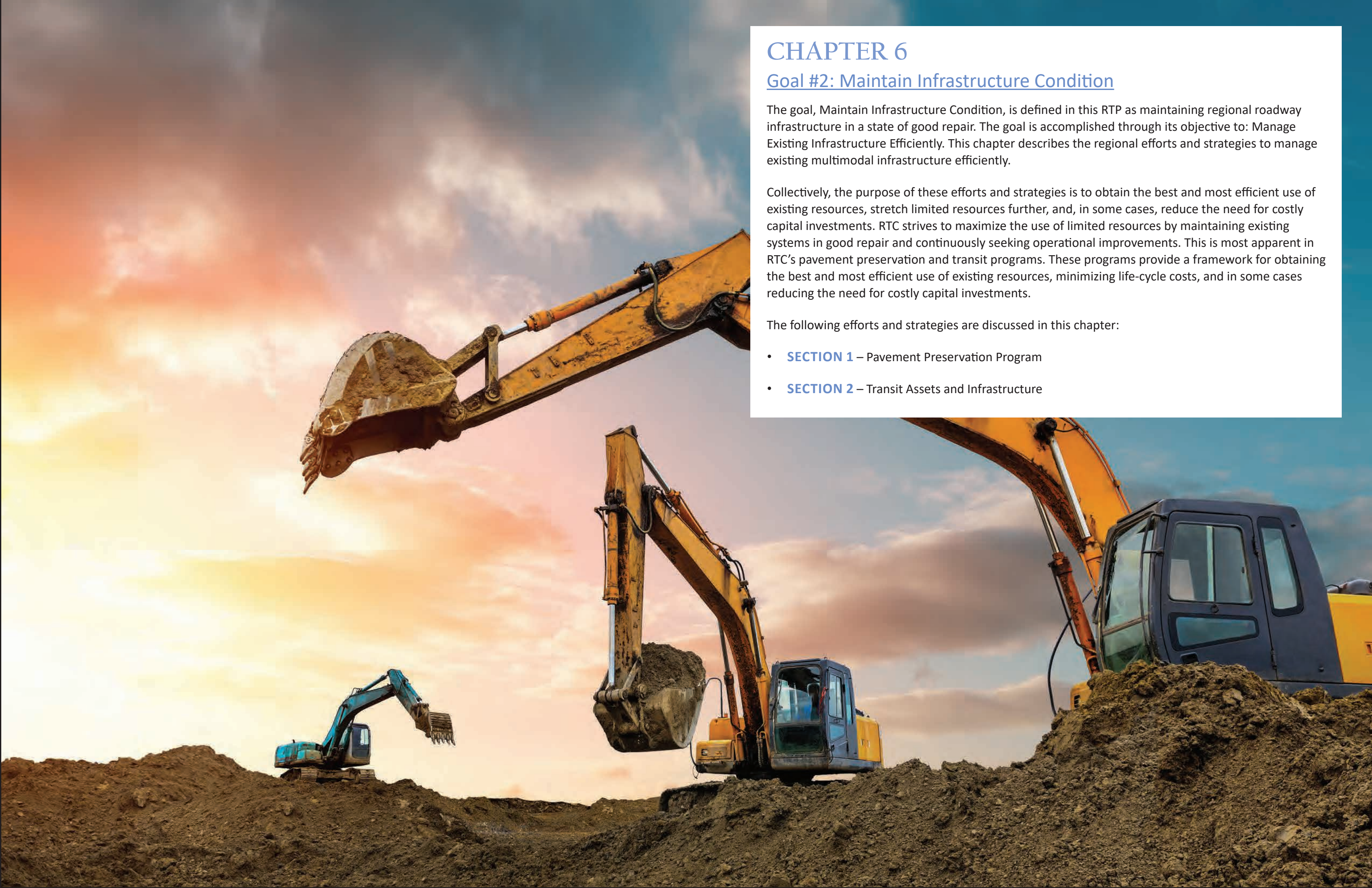
### Goal #2: Maintain Infrastructure Condition

The goal, Maintain Infrastructure Condition, is defined in this RTP as maintaining regional roadway infrastructure in a state of good repair. The goal is accomplished through its objective to: Manage Existing Infrastructure Efficiently. This chapter describes the regional efforts and strategies to manage existing multimodal infrastructure efficiently.

Collectively, the purpose of these efforts and strategies is to obtain the best and most efficient use of existing resources, stretch limited resources further, and, in some cases, reduce the need for costly capital investments. RTC strives to maximize the use of limited resources by maintaining existing systems in good repair and continuously seeking operational improvements. This is most apparent in RTC's pavement preservation and transit programs. These programs provide a framework for obtaining the best and most efficient use of existing resources, minimizing life-cycle costs, and in some cases reducing the need for costly capital investments.

The following efforts and strategies are discussed in this chapter:

- **SECTION 1** – Pavement Preservation Program
- **SECTION 2** – Transit Assets and Infrastructure



## SECTION 1. PAVEMENT PRESERVATION PROGRAM

Whether traveling by automobile, transit, bicycle, or as a pedestrian, all roadway users benefit when streets are well maintained. The goals of pavement preservation are to keep roadways in good condition and to minimize long-term repair costs. By applying the most cost-effective treatment in the right location, at the right time, pavement life cycle costs can be minimized, and serviceable pavement life can be maximized. An effective pavement preservation program saves money and keeps roadways in good condition for the traveling public.

The pavement condition of roadways in the region is maintained through pavement preservation efforts at the state, regional, and local levels. At the state level, the Nevada Department of Transportation’s (NDOT) pavement preservation program addresses the state highway system. At the regional level, RTC manages a Regional Pavement Preservation Program that addresses roadways of regional significance. At the local level, Washoe County, Reno, and Sparks have pavement preservation programs for roadways within their respective jurisdictions that are not eligible for the RTC Pavement Preservation Program. The local jurisdictions are also responsible for routine maintenance of all roadways within their respective jurisdictions, such as street sweeping, snow removal, and pothole repairs.

As shown in Table 6.1, roadway usage and ownership vary. Variables such as ownership and facility type must be considered in the efficient management of existing multimodal infrastructure.



**Table 6.1 – Roadway Facilities in Washoe County**

RTC does not own or operate any roadways
Local roads serve neighborhoods and carry the fewest trips on the system
Local roads and minor collectors are maintained by the local jurisdictions (Reno, Sparks and Washoe County) and carry 16% of the vehicle miles traveled (VMT) in Washoe County
Collectors serve as connections between local and arterial roads
Arterials carry the majority of trips on the roadway system and function as alternatives to highways to relieve traffic congestion
Arterials and major collectors carry 47% of VMT in Washoe County and are eligible for funding through the RTC Pavement Preservation Program
I-80 and US 395 are maintained by NDOT and carry 37% of the VMT in Washoe County

### RTC Regional Pavement Preservation Program

RTC manages the Regional Pavement Preservation Program which includes eligible roadways within Washoe County. Eligibility criteria include both the functional classification of the roadway and the Average Daily Traffic (ADT). Eligible roads must be collector and above in functional classification and must carry a minimum of 5,000 ADT.

Approximately 25 percent of non-state roads (not owned or maintained by NDOT) in Washoe County are eligible for the Regional Pavement Preservation Program. The current list of eligible regional roadways for pavement preservation projects is provided as Appendix F. The pavement preservation roadway list is updated approximately every three years through a comprehensive regional assessment of roadway pavement assets and condition.



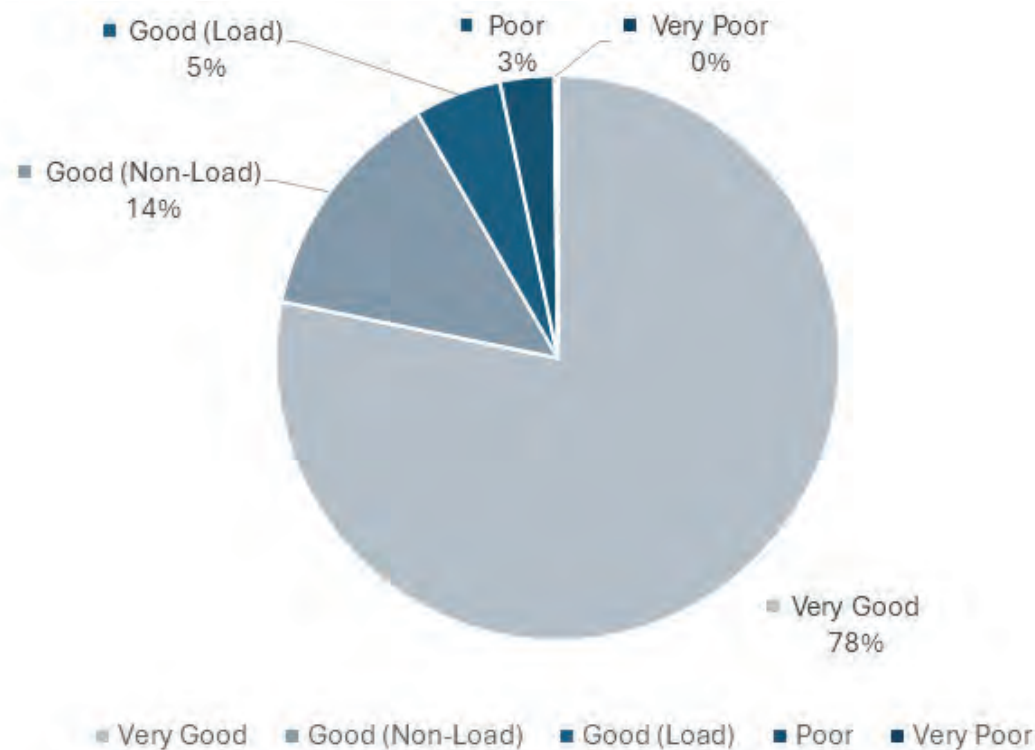
The Program is funded through a portion of the annual fuel tax revenue which is set aside for pavement preservation. The fuel tax is a function of previous voter approval, state statute, and Washoe County code. The Regional Pavement Preservation Program is an efficient use of tax-funded resources as preventative maintenance maximizes the life of the roadway and prevents costly repairs. It is six to ten times less expensive to properly maintain roadways than to allow them to fail and pay for costly reconstruction treatments.

In order to determine which roadways need maintenance and in what timeframe, RTC collects and tracks Pavement Condition Index (PCI) data for each eligible roadway and utilizes the Regional Pavement Management System (PMS). The PMS tool helps to prioritize pavement preservation projects and provide a comprehensive regional assessment of roadway pavement assets and condition. Projects are selected based on both this initial analysis and input from the Pavement Preservation Committee which consists of public works and maintenance staff from Washoe County, the City of Reno, and the City of Sparks.

The Regional Pavement Preservation Program has significantly improved roadway conditions and reduced the region's backlog of pavement reconstruction needs. Since initiation of the program, the average PCI for eligible roadways has been raised to within the optimal range for minimizing costs and maximizing performance life.

As seen in Figure 6.1, over 78 percent of roads are in Very Good condition, while slightly more than three percent are in Poor or Very Poor condition. PCI ratings of 70 and above are considered Very Good; 55-70 is considered Good (whether Non-Load or Load); 40-55 is considered Poor; and a PCI under 40 is considered Very Poor. It should be noted that although the Good (Non-Load) and Good (Load) categories share the same PCI range, load-related distresses and failures require more intensive corrections, whereas non-load-related failures are less costly to address.

**Figure 6.1 – Condition of Regionally Significant Roads**



Despite the overall Very Good rating of the roads in the region, challenges do exist in maintaining existing roadways. More efficient cars that use less fuel and electric cars are affecting the amount of fuel sold and taxed. The reduction in fuel tax revenue for this program could impact the region's ability to maintain the Very Good - Good rating in the future.

**State and Local Government Pavement Preservation Efforts**

NDOT performs pavement preservation on the state highway system in the region and throughout the state. The NDOT pavement preservation program's goals and strategies to achieve and sustain a state of good repair over the life cycle of its assets are included in the NDOT Transportation Asset Management Plan (TAMP). The goal for highway maintenance is to assure that NDOT-maintained roads are maintained to as high a level as possible consistent with work plans, policies, program objectives, budget, and available resources. NDOT defines highway maintenance as the preservation of roadway facilities in a safe and usable condition and divides this program into three areas:

- **Routine Maintenance** – work needed on a daily basis to repair damage to the highway system and perform operational activities which keep the traveling public moving in a safe and efficient manner. Examples are crack filling, striping, sweeping, culvert cleaning, repairing concrete, replacing traffic signs, and sealing pavement.



- **Capital Improvement** – work that will slow down the deterioration or extend the life of the highway system. Examples are chip seal, cold in-place recycle, microsurfacing, bridge maintenance, slope flattening, and guardrail installation.
- **Emergency Activities** – work needed due to accidents and natural disasters to stabilize and remediate travelways and damaged structures. Examples are snow removal, traffic incident cleanup, flood damage repair and guardrail/impact attenuator repair.

NDOT also uses a PMS to assess its roadway pavement assets and condition, and to prioritize pavement preservation projects. PMS enables NDOT to make informed decisions on how to maintain and improve the condition of the roadway network while maximizing pavement performance through the practical use of available funds. NDOT collects pavement condition data annually or biennially, which is used to assign a Present Serviceability Index value that aids in determining which facilities are in a state of good repair. It also allows NDOT to make informed and cost-effective decisions about prioritizing pavement preservation activities.

Washoe County, the City of Reno, and the City of Sparks perform pavement preservation on the roadways that are not included in NDOT's pavement preservation program or the Regional Pavement Preservation Program. Streets and highways have different needs and the performance indicators for highways are not the same as those for an urban network.

Washoe County is required to use all gasoline tax revenues for road maintenance and to maintain condition of the roads to meet a regional standard of 73 on the PCI. The County evaluates maintenance and reconstruction needs based on an analysis of PCI, timing, cost, and available funds.

The City of Reno's Pavement Management group uses a PMS to assist in evaluating the pavement condition, serviceable life, and maintenance strategies for its 755 miles of City owned roads, 22 miles of alleys, and 75 parking lots. The City conducts an annual survey of a portion of city streets to collect data used to produce a PCI rating. This PCI rating is used to determine what type of treatment is most appropriate and a PMS is used to evaluate maintenance strategies that help minimize costs while improving overall pavement conditions.

NDOT and local governments face challenges in their ability to fund and operate effective pavement preservation programs and other maintenance and operations activities. However, through the effective use of their available resources, local governments work to maintain local roads in an optimal state of repair. While these local roads account for approximately 60 percent of roadways in the region, they only carry 11 percent of VMT in Washoe County.

## SECTION 2. TRANSIT ASSETS AND INFRASTRUCTURE

In accordance with federal regulations in 49 U.S.C. 5326 and 49 CFR 625, RTC has developed a Transit Asset Management (TAM) Plan to monitor and manage public transportation capital assets to enhance safety, reduce maintenance costs, increase reliability, and improve performance. The TAM Plan was developed in 2018 with an update completed in 2022.

TAM is defined, in the RTC TAM Plan, as a "strategic and systematic process through which an organization procures, operates, maintains, rehabilitates, and replaces transit assets to manage their performance, risks, and costs over their life cycle to provide safe, cost-effective, and reliable service for the community." RTC is committed to operating a public transportation system that offers reliable, accessible and convenient service with safe vehicles, equipment and facilities.

TAM combines the components of investment (available funding and revenue), rehabilitation and replacement actions, and performance measures with the outcome of operating assets within the parameters of a state of good repair. Sufficiently maintained assets, those in a state of good repair, are instrumental to RTC's ability to provide reliable service, as well as minimize operating and maintenance costs over the life cycle of rolling stock, equipment, and facilities. A capital asset is considered to be in a state of good repair when it is able to operate at a full level of performance.

RTC considers TAM to be a critical component in managing its growing service demands with limited financial resources. The TAM Plan includes an asset inventory portfolio, an asset condition assessment, a decision support tool and management approach, and investment prioritization that are used to aid in the following:

- Assessing the current condition of capital assets
- Determining the condition the assets should be in and what level of performance they should achieve
- Identifying the unacceptable risks, including safety risks, in continuing to use an asset that is not in a state of good repair
- Deciding how to best balance and prioritize anticipated funds (revenues from all sources) to improve asset condition and achieve a sufficient level of performance within those means

The TAM Plan establishes a process for supporting investment decision-making, including project selection and prioritization. The process involves use of a tool developed to prioritize assets for investment, and another to maximize the use of available resources to meet the greatest needs. The first tool in the process uses a weighted prioritization score of each factor used in the assessment. The resulting score for each asset can be used to produce a ranked list that is further refined in the next step.

Following this asset weighting, assets with a total weighted prioritization score of 2.75 or more are fed into a data analysis model which identifies the combination of assets with the highest sum of weighted prioritization scores while utilizing a minimum of 90 percent of the identified budget for that year. The result is a final prioritized list of projects that will maximize available funds to address the most immediate needs.





## CHAPTER 7

### Goal #3: Congestion Reduction

The goal of Congestion Reduction is defined in this RTP as achieving a significant reduction in congestion on the roadway network. The goal is achieved through its objective to: Manage Vehicle Travel Demand and Reduce Congestion. This chapter describes the regional efforts and strategies to address congestion reduction.

The following efforts and strategies are described in this chapter:

**SECTION 1** – Congestion Management Process

**SECTION 2** – Intelligent Transportation Systems



## SECTION 1. CONGESTION MANAGEMENT PROCESS

The Congestion Management Process (CMP) was developed as part of the RTP and is documented in Appendix C. The CMP establishes a framework for the RTC to prioritize projects aimed at reducing traffic congestion, enhancing transportation system performance, and meeting broad regional goals. The CMP's scope covers the major roads and freeways in the Truckee Meadows region, emphasizing data-driven congestion analysis, such as using INRIX data and the regional travel demand model to identify congestion hotspots and plan targeted improvements.

The CMP aligns closely with the overarching RTP goals, emphasizing safety, infrastructure condition, congestion reduction, system reliability, freight movement, equity, environmental sustainability, efficient project delivery, and accessibility. One of the CMP's primary objectives is to reduce both recurring and non-recurring congestion by implementing various strategies, including signal timing improvements, expanding fiber optic network connectivity, and strengthening traffic incident management practices. These initiatives collectively support smoother and more efficient traffic flow across the region.

Performance measures are central to the CMP and have been developed in alignment with federal legislation, specifically the Infrastructure Investment and Jobs Act and Moving Ahead for Progress in the 21st Century Act. These measures include targets for safety, infrastructure, system reliability, freight movement, environmental sustainability, and mobility, providing a clear structure for assessing progress and aligning with national transportation goals.

The CMP also includes mechanisms for monitoring and evaluating project performance. Through annual reports and performance plans, the RTC assesses project outcomes and makes adjustments as necessary based on performance data and community feedback. This adaptive approach ensures that projects remain responsive to evolving regional needs.

The CMP emphasizes a well-defined project selection framework, drawing on input from community members, studies, and partner agencies. Projects are prioritized based on criteria that reflect congestion, safety, and multimodal integration, aligning with the RTP project prioritization. This approach supports RTC's goal of Congestion Reduction to achieve a significant reduction in congestion on the roadway network.

## SECTION 2. INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation Systems (ITS) improve the transportation system by optimizing traffic flow, enhancing safety, and reducing congestion. RTC has developed an ITS Strategic Master Plan and invested heavily in ITS to reduce congestion and improve safety through the following strategies:

1. Real-Time Traffic Monitoring – Using sensors, cameras, and GPS data, smart traffic management systems continuously monitor traffic conditions. This data is analyzed to detect congestion, crashes, and other incidents in real-time.
2. Adaptive Traffic Signal Control – Traffic signals are adjusted dynamically based on current traffic conditions. This helps to minimize wait times at intersections and improve overall traffic flow.
3. Incident Detection and Management – Automated systems can quickly identify crashes or breakdowns and alert emergency services. Early detection and response to incidents minimizes the amount of time lanes are blocked and reduces traffic queuing.

4. Predictive Analytics – By analyzing historical and real-time data, these systems can predict traffic patterns, potential congestion points, and possible high-risk crash locations. This allows for proactive measures, such as adjusting traffic signals or providing route recommendations to drivers.
5. Enhanced Infrastructure and Public Information Systems – Intelligent infrastructure, such as dynamic message signs, motorist apps, and smart intersections, provides real-time information to drivers about traffic conditions, alternate routes, and estimated travel times which helps distribute traffic more evenly across the regional transportation network.
6. Public Transit Integration – Coordinating public transportation schedules and routes with real-time traffic conditions and providing transit priority systems at traffic signals makes buses more reliable, encouraging increased usage which reduces congestion.

These technologies and strategies work together to create a more efficient and safer transportation network.



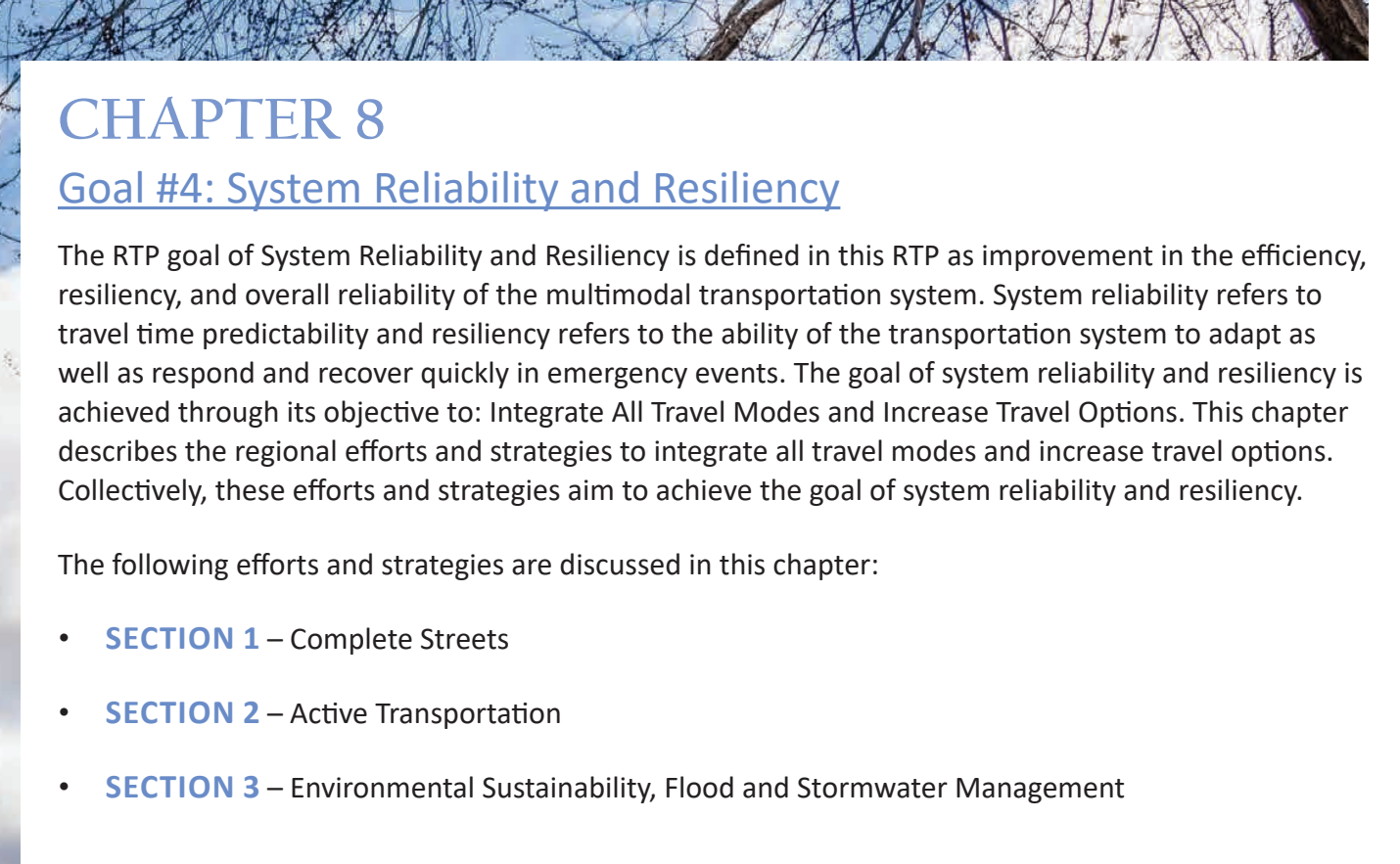
## CHAPTER 8

### Goal #4: System Reliability and Resiliency

The RTP goal of System Reliability and Resiliency is defined in this RTP as improvement in the efficiency, resiliency, and overall reliability of the multimodal transportation system. System reliability refers to travel time predictability and resiliency refers to the ability of the transportation system to adapt as well as respond and recover quickly in emergency events. The goal of system reliability and resiliency is achieved through its objective to: Integrate All Travel Modes and Increase Travel Options. This chapter describes the regional efforts and strategies to integrate all travel modes and increase travel options. Collectively, these efforts and strategies aim to achieve the goal of system reliability and resiliency.

The following efforts and strategies are discussed in this chapter:

- **SECTION 1** – Complete Streets
- **SECTION 2** – Active Transportation
- **SECTION 3** – Environmental Sustainability, Flood and Stormwater Management



## SECTION 1. COMPLETE STREETS

Complete Streets design principles apply context-sensitive solutions to integrate travel modes, and provide safe access and travel for all users, including pedestrians, bicyclists, motorists and transit users of all ages and abilities. These design treatments have been demonstrated to consistently reduce the number and severity of crashes on roadways. In the Reno-Sparks metropolitan region, Complete Streets designs encourage motorists to drive at posted speeds and provide a designated space for walking and biking.



Reducing the potential for crashes also improves travel time reliability as crashes are not predictable and can slow or stop traffic, adding time to a trip. The range of Complete Streets improvements, which are selected based on corridor land-use characteristics and transportation patterns, include the following:

- Roundabouts
- Narrow (less than 12-foot) travel lanes
- Reducing vehicle and pedestrian conflict points by reducing underutilized travel lanes
- Adding center turn lanes

- Adding bicycle lanes, multiuse paths, buffered bike lanes, or sharrows
- Installing or upgrading sidewalks and crosswalks
- Installing pedestrian crossing/waiting areas in median islands
- Installing or upgrading transit stops

The projects in this RTP support Complete Streets design objectives, including projects that focus on community livability as well as regional connectivity. Multimodal projects address the safety, and mobility needs of all corridor travelers, but generally do not add additional lane capacity for automobiles. Regional connectivity projects also incorporate Complete Streets design concepts. With the exception of freeway projects, all road widenings are evaluated for upgrades to the sidewalk network, as well as transit stops and bicycle lanes where it is consistent with applicable plans and policies. Additional information about specific projects and design objectives is available in the 2016 RTC Complete Streets Master Plan.

## SECTION 2. ACTIVE TRANSPORTATION

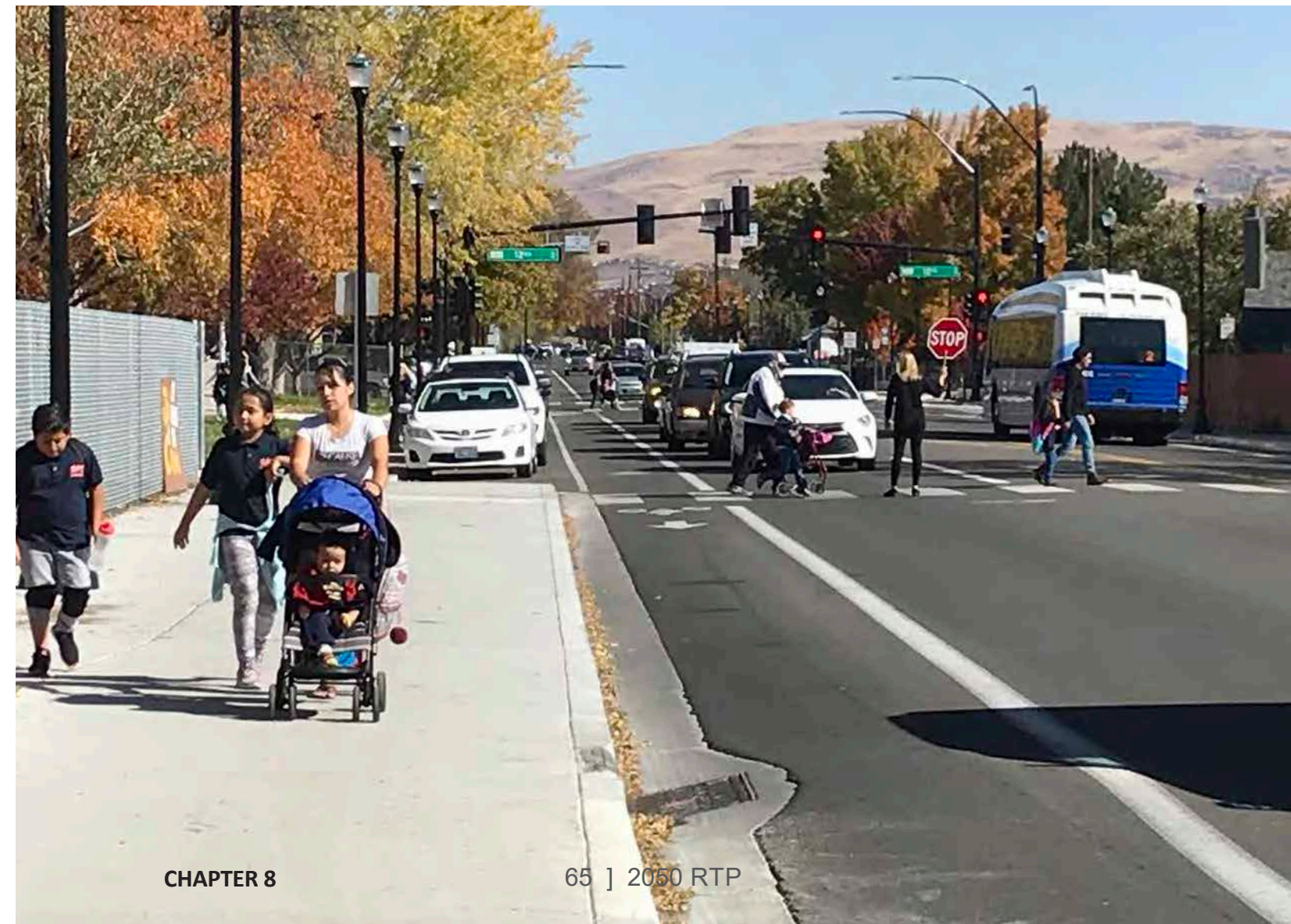
Active transportation is a way of getting around that relies on human physical power. This includes walking, cycling, rolling (skateboarding, scooters), and using a wheelchair. When active transportation is part of a transportation network, the network's travel options increase and the network is made more resilient. Adding redundancy through multiple modes provides options for mobility and network adaptability if a roadway corridor becomes unavailable due to an emergency. Additionally, as mode shift occurs and travelers choose to utilize active transportation, instead of a vehicle, roadway congestion decreases, extending the longevity of the existing roadway system.

## Active Transportation Plan

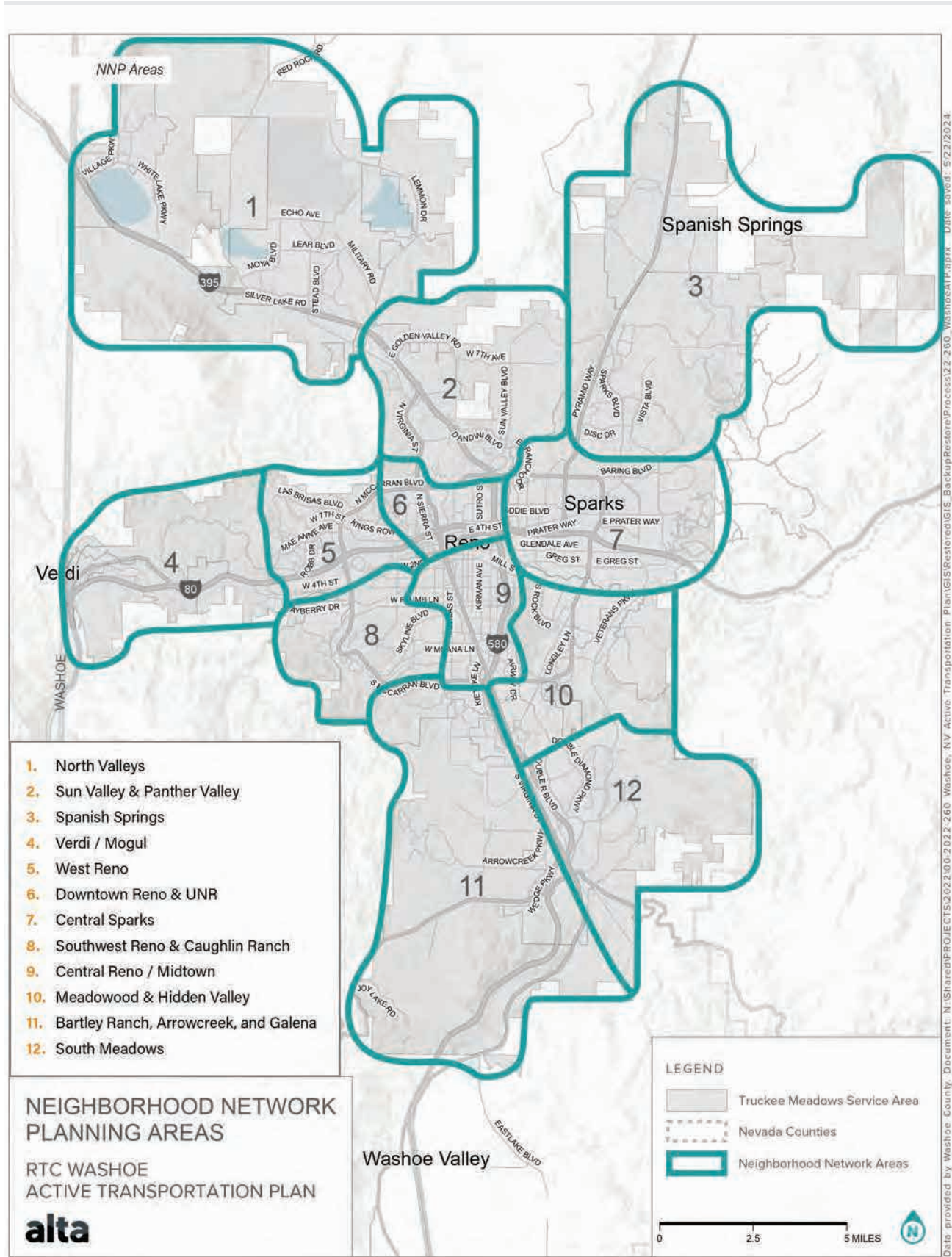
Adopted in September of 2024, the RTC Active Transportation Plan (ATP) establishes a clear vision and goals for the future of active transportation in the Truckee Meadows and introduces a new approach to active transportation planning through Neighborhood Network Planning (NNP). The NNP approach will engage residents and stakeholders at the local level to identify active transportation solutions that address the unique needs of each neighborhood. The goals of the ATP are to:

- Improve Safety
- Expand Mode Share
- Maintain the System Sustainably
- Enhance the Community

The ATP is RTC's guiding document for project identification, prioritization, design, and implementation as related to active transportation improvements. The community-driven Plan moves beyond the Complete Streets approach by emphasizing the importance of a well-connected neighborhood as a key driver of active trips. The Plan identifies 12 active transportation neighborhoods within the Truckee Meadows, as shown in Map 8.1. RTC will complete a neighborhood network plan (NNP) for each of the twelve neighborhoods to identify and prioritize projects that create a comfortable and safe environment for active transportation for residents, business owners, and other stakeholders in that area.



**Map 8.1 Neighborhood Network Planning Areas**



To quantify the increases in safety and comfort on the active network, the ATP presents two key metrics: bicycle level of traffic stress (BLTS) and pedestrian experience index (PEI). These two metrics use factors such as level of separation, type of facility, speed limits, and number of vehicle lanes to determine how attractive a bike facility or sidewalk is to an “interested but concerned” user. Additionally, the active trip potential metric considers land use to highlight areas with the strongest potential for increased active trips if given supportive infrastructure for people to use.

The ATP is also equipped with a typology guide containing best practices for roadway design to achieve target BLTS and PEI levels. This typology guide can be used to inform project managers and designers in places with or without an associated neighborhood plan.

The approach to implementation recommended by the ATP, is the formation of an Active Transportation Program guided by an Active Transportation Technical Working Group (ATWG) which will include representatives from the City of Reno, City of Sparks, and Washoe County. The Active Transportation Program will focus on planning, design, and construction of active transportation improvements identified through the neighborhood planning process.

Performance metrics are another key part of this Plan and are designed to measure how well policy and infrastructure changes improve sidewalk and bike path quality and utilization.

**Spot Improvements**

RTC programs funds each year to implement spot improvements for ADA, and other pedestrian and bicycle improvements. A summary of bicycle and pedestrian improvements completed through the Spot Improvement Program from 2020 to 2023 is provided in Table 8.1.

**Table 8.1 Bicycle and Pedestrian Spot Improvements 2020-2023**

Year	Bike Lane Miles	Sidewalk Miles	MUP Miles	New Crosswalks	Crosswalks Replaced	Crosswalk Warning Devices (Pair)	Crosswalk Lighting	Pedestrian Ramps
2020	5.96	8.11	0	5	154	6	4	270
2021	3.67	3.57	0	8	285	9	3	113
2022	1.94	1.64	0.51	9	55	16	65	163
2023	5.93	4.71	2	16	384	27	64	183
Total	17.50	18.03	2.51	38	878	58	136	729

**SECTION 3. ENVIRONMENTAL SUSTAINABILITY, FLOOD, AND STORMWATER MANAGEMENT**

Weather events have can have significant effects on the transportation network, causing disruptions to infrastructure and service. Similarly, the transportation network has the potential to aid in the environmental sustainability of the region, reducing the impacts of disruptions and contributing to sustainability efforts. Efforts of particular relevance to transportation include emissions reduction, stormwater management, and flood prevention. RTC and regional activities involving environmental sustainability and stormwater management are further described below.

## RTC Sustainability Efforts

RTC provides the region with sustainable multimodal transportation options, including infrastructure that supports active transportation. As a part of this commitment, RTC adopted a Sustainability Policy in September 2011. This policy affirms RTC initiatives to promote, continually improve upon, and implement sustainable practices:

### RTC Sustainability Policy

The RTC shall provide a safe, effective, and efficient transportation system that addresses environmental, social, and economic sustainability issues. By providing sustainable transportation, the RTC can actively play a role in improving the health and economic competitiveness of the region as well as reduce costs by using resources more efficiently.

## Sustainability Plan

In 2017, RTC completed its Sustainability Plan, which serves as a guideline for conducting operations more efficiently by implementing sustainable practices and continuing to provide sustainable and reliable transportation options. The plan created a benchmark of the current sustainability initiatives in which the RTC engages. It also includes a comprehensive organizational vision of sustainability to guide RTC's future planning and construction efforts, operations and maintenance, and internal activities.

## Facilities and Vehicles

RTC incorporates sustainable practices at its facilities. Some examples of these efforts include upgrades to improve the efficiency of HVAC systems, installation of external LED lighting, reduction in water usage for landscaping, and solar lighting at several bus shelters. In addition, RTC purchases sustainable products for use in daily maintenance and operations.

RTC operates a mixed fleet of alternatively fueled fixed-route buses, including 100 percent battery electric, hydrogen fuel cell, and hybrid-electric buses. Additional information is available in Chapter 9.

## Stormwater Management

The design of roadway infrastructure has an important role in minimizing the adverse impact of stormwater and protecting water quality. Protecting the safety and quality of our water resources is a key consideration during the entire process of a project from planning to construction. To minimize any potentially harmful impacts to our water resources during any stage of a project, RTC prioritizes stormwater management from the beginning. During the construction of any roadway, each contractor is required to develop a Stormwater Pollution Prevention Plan, which identifies any potentially harmful impacts to local water resources caused by the construction project and develops mitigation strategies to eliminate or mitigate those potential impacts.

In addition to managing impacts to water resources during construction, the design of all roadway projects incorporates stormwater management techniques to address runoff. Stormwater run-off from roadways often contains harmful pollutants such as oil, grease, heavy metals, solids, and nutrients. Due to the impermeable nature of roadways, stormwater run-off from roadways collects these pollutants and carries them to local rivers and other water bodies such as the Truckee River, Virginia Lake, or Pyramid Lake. Due to the impermeable nature of roadways, stormwater run-off from roadways collects these pollutants and can carry them to local rivers and other water bodies such as the Truckee River, Virginia Lake, or Pyramid Lake.



## Washoe County Community Climate Action Plan

Washoe County is currently in the process of developing its first-ever Community Climate Action Plan (CAP). The purpose of the CAP is to identify specific actions that can help protect the local climate, improve public health, and reduce risks associated with increased greenhouse gas (GHG) emissions. The CAP aims to be a guide for residents, businesses, and public agencies to contribute to the County's target of net zero GHG emissions by 2050. As part of plan development, the County is working with local and regional jurisdictions, public agencies, and community organizations to identify and recommend sustainability best practices across multiple sectors, including transportation. The CAP strategy most pertinent to the transportation sector is emissions reduction. To reduce emissions in the transportation sector, the Plan will focus on two goals. The first is to lower the number of vehicles on the road and total vehicle miles traveled (VMT). The second goal is a shift from traditional combustion engine vehicles to cleaner vehicles such as zero-emissions vehicles or to active transportation modes such as walking, biking, and riding scooters.

## Washoe County Regional Resiliency Study

As described in the 2014 Washoe County Regional Resiliency Study, the Truckee Meadows area has endured significant flood events over the course of its history. Some of the earliest-documented floods coincided with deep snow accumulations, followed by unprecedented heavy rain and flood events occurring in California during the 1860s. Regionally destructive flood events have periodically followed with notable floods occurring in 1907, 1955, 1963, 1997, and 2016. Economic impacts and infrastructure damage were significant to area business and transportation features.

The Northern Nevada Region has evolved a proactive approach in determining flooding potential since the 1997 event by developing the regional Truckee River Flood Warning Plan and installing a flood warning system of river and precipitation gauges. Recent flood prevention projects include the Truckee River Flood Control Project that aims to protect critical areas of the region to a one percent frequency (100-year) flood event.

## Washoe County Floodplain Management

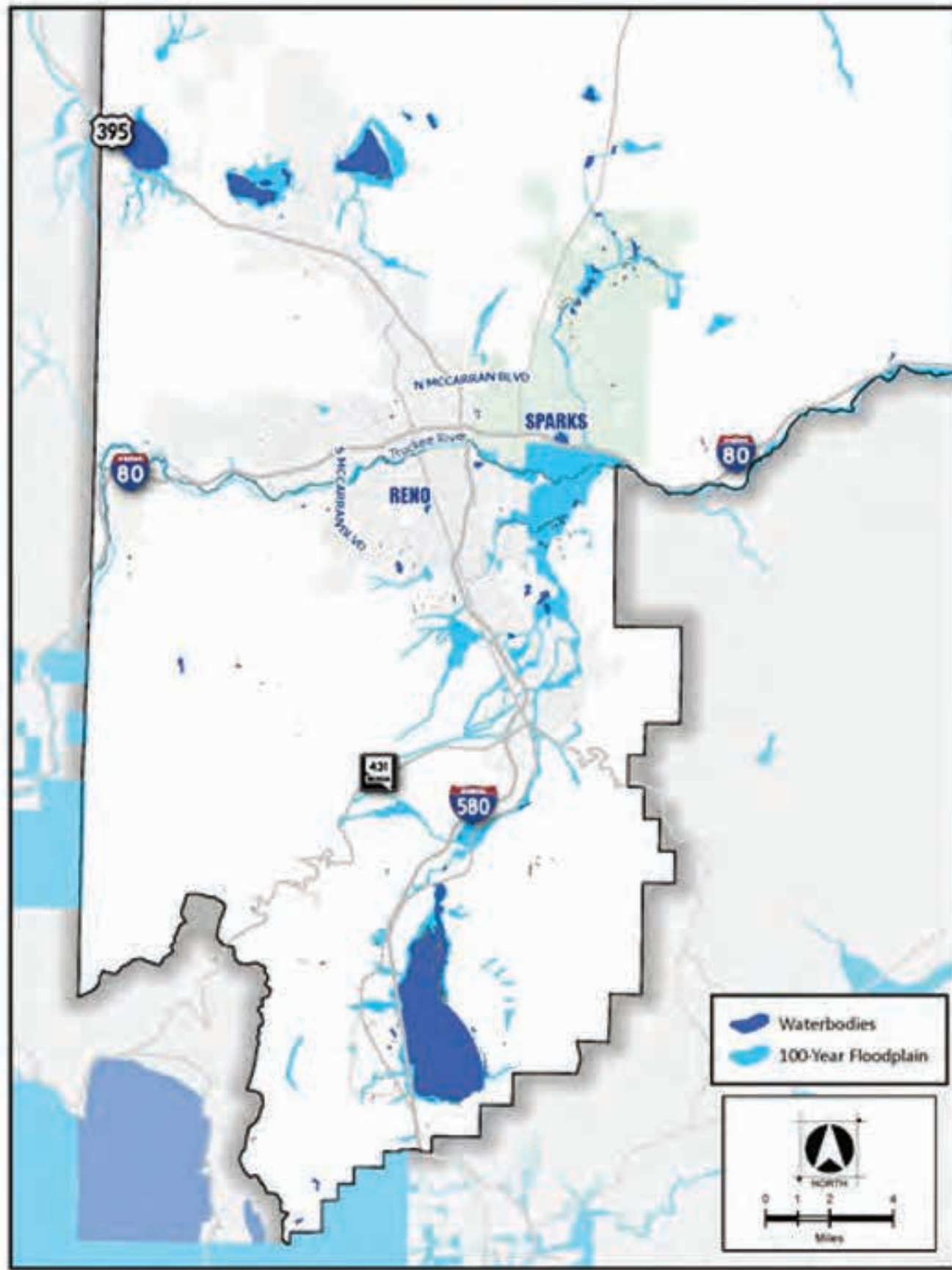
Washoe County has been a member of the National Flood Insurance Program (NFIP) since 1984, reviewing all new development in special flood hazard areas (Flood Zones). Washoe County's membership in the NFIP provides residents an option for federally backed flood insurance for any structure, whether located within the floodplain or not. In addition, residents can receive a discounted rate on their flood insurance.

In May 2009, Washoe County qualified to be part of the Federal Emergency Management Agency (FEMA) Community Rating System (CRS), a program which rewards communities through further discounts on flood insurance, for activities that exceed the minimum NFIP requirements.

Currently, all development in flood zones is controlled by Washoe County Flood Hazard Ordinance 416, and FEMA regulations. Map 8.2 shows a map of the floodplains in Washoe County.

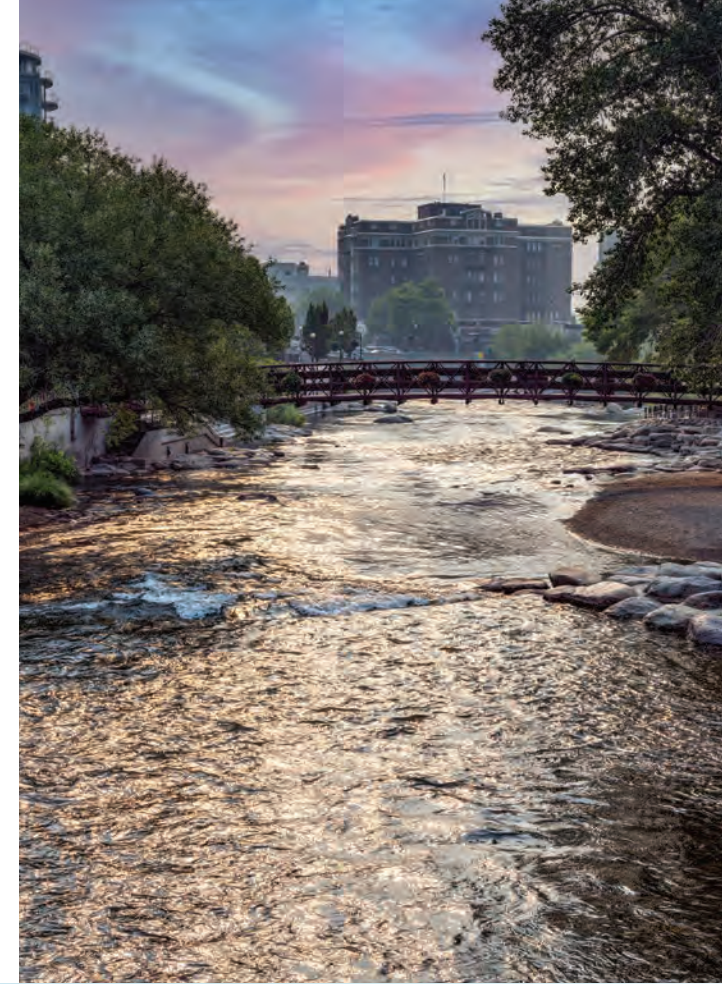


Map 8.2 Washoe County Floodplains



### Truckee River Flood Project

The Truckee River Flood Management Project (The Flood Project) is an ongoing joint effort among the cities of Reno and Sparks, Washoe County, the US Army Corps of Engineers, and numerous other stakeholders to reduce the devastating impacts of flooding in the Truckee Meadows. There is a need for flood prevention activities in the Truckee Meadows as approximately every 10 years, the Truckee River overflows its banks, causing damage to homes, businesses, and infrastructure. Significant flooding of the Truckee River occurred in 1986, 1997 (the flood of record), and 2005. In 2017, high flows almost overtopped the riverbanks. The implementation strategies of The Flood Project are designed to provide 100-year level of flood protection for the Truckee Meadows and include projects such as the construction of levees, floodwalls, vegetative terraces and ecosystem restoration.





## CHAPTER 9

### Goal #5: Efficient Freight Movement and Economic Vitality

The goal of Efficient Freight Movement and Economic Vitality is defined in this RTP as the improvement of the regional freight network, strengthening of the ability of rural communities to access national and international trade markets, and support of regional economic development. The goal is achieved through its objective to: Improve the Movement of Freight and Goods. Effective goods movement is vital to the economic competitiveness of Northern Nevada and to the overall health of the transportation system. This chapter describes efforts and strategies to address efficient freight movement and economic vitality through the improved movement of freight and goods.

The following efforts and strategies are described in this chapter:

- **SECTION 1** – RTC Regional Freight Plan
- **SECTION 2** – National, State, and Local Policies and Plans
- **SECTION 3** – Outreach and Coordination
- **SECTION 4** – Projects Supporting Freight and Goods Movement

The above efforts and strategies will be discussed further in Sections 1-4. Collectively, these efforts and strategies to improve the movement of freight and goods aim to achieve the goal of efficient freight movement and economic vitality.

**SECTION 1. RTC REGIONAL FREIGHT PLAN**

In 2024, RTC adopted the Regional Freight Plan which identifies the transportation needs and priorities that will support a thriving regional economy through efficient freight and goods movement as well as workforce access. While the Plan focuses primarily on Washoe County, it is recognized that freight and its associated economic impacts expand across multiple county and jurisdictional boundaries in Northern Nevada and Northern California. The Plan therefore considers needs and opportunities in surrounding counties in addition to the Truckee Meadows. The five goals of this Plan are:

1. Improve safety – Transportation safety is a guiding principle for RTC, and providing for the safety of freight movement on Washoe County roadways is an important element of planning for goods movement.
2. Improve multimodal integration and rail access – About a quarter of freight activity in Northern Nevada transfers between multiple modes, which could include truck, rail, and/or aviation. Providing for efficient connections between modes is essential. Maintaining rail access to existing industrial properties helps ensure the seamless movement of goods and supports industrial operations. Because rail service is difficult to restore once lost, the Regional Freight Plan identifies preservation of rail access as a key priority.
3. Improve efficiency of freight movement – Reducing travel delays and improving travel time reliability is important for freight movement, just as it is for all types of transportation in the region.

4. Provide for equity and sustainability in freight movement – Freight may have impacts on neighborhoods and the environment that are different from other types of transportation. Potential impacts resulting from noise, air quality, and safety are of particular concern in traditionally underserved areas.
5. Improve truck parking – The limited availability of truck parking is one of the most significant and challenging issues facing Northern Nevada. With periodic winter closures on I-80 over the Sierra Nevada, this is a concern that impacts Washoe County in addition to communities along I-80 across Nevada and beyond.

The Regional Freight Plan emphasizes the significance of regional highways that provide a critical link in both national and local goods movement. Regional roads connect manufacturers to intermodal transfer sites as well as the larger freeway network. Freight-significant regional roads are designated by NDOT as Critical Urban Freight Corridors, and include corridors such as McCarran Boulevard, Pyramid Way, and Lemmon Drive. Map 9.1 shows the 2023 National Highway Freight Network Subsystems within urban Washoe County and surrounding areas.



**Map 9.1 National Highway Freight Network**



Source: NDOT

Tables 9.1 and 9.2 show the top commodities by tonnage and value in 2022 and 2050 (projected). The purpose of the top commodity analysis is to understand trade patterns and enhance freight planning by identifying key goods that drive trade flows and their impact on the region’s economy.

**Table 9.1 Top Commodities by Tonnage and Value in 2022**

Source Freight Analysis Framework 5.4.1, disaggregated by Cambridge Systematics Inc. 2023

Top Commodities by Tonnage (Tons)		Top Commodities by Value (USD)	
Gravel	5M	Electronics	\$7B
Nonmetallic Mineral Products	5M	Miscellaneous Manufactured Products	\$7B
Natural Sands	2M	Textiles/Leathers	\$4B
Waste/Scraps	2M	Machinery	\$3B
Coal - not elsewhere classified (n.e.c.)	1M	Mixed Freight	\$3B
<b>Top 5 Total</b>	<b>15M</b>	<b>Top 5 Total</b>	<b>\$24B</b>
<b>All Commodities Total</b>	<b>28M</b>	<b>All Commodities Total</b>	<b>\$24B</b>

Source: Freight Analysis Framework 5.4.1, disaggregated by Cambridge Systematics Inc. 2023



**Table 9.2 Top Commodities by Tonnage and Value in 2050**

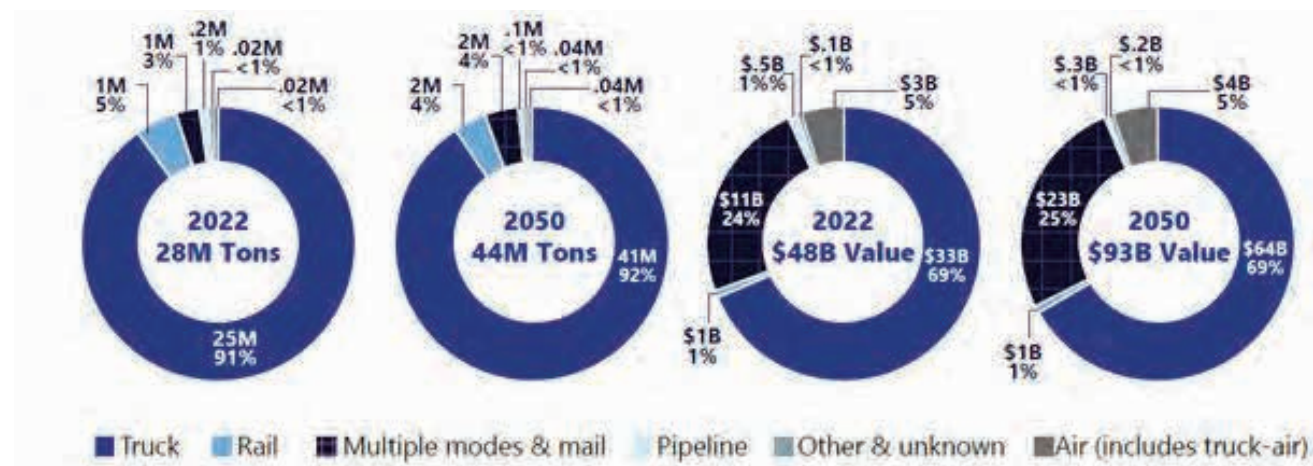
Source Freight Analysis Framework 5.4.1, disaggregated by Cambridge Systematics Inc. 2023

Top Commodities by Tonnage (Tons)		Top Commodities by Value (USD)	
Gravel	8M	Miscellaneous	\$15B
Nonmetallic Mineral Products	8M	Manufactured Products	
Natural Sands	3M	Electronics	\$13B
Basic Chemicals	3M	Textiles/Leathers	\$9B
Waste/Scrap	2M	Pharmaceuticals	\$6B
Top 5 Total	24M	Machinery	\$6B
All Commodities Total	44M	Top 5 Total	\$49B
		All Commodities Total	\$93B

Source: Freight Analysis Framework 5.4.1, disaggregated by Cambridge Systematics Inc. 2023

Most of the goods movement activity in the region is transported by truck, as shown in Figure 9.1. The Regional Freight Study examined the impacts of this high volume of truck traffic on safety. Map 9.2 illustrates that the highest concentration of semi-truck involved vehicle crashes occur on the freeways, with a particular hotspot along I-80 in industrial Sparks. A project included in this RTP that addresses safety concerns in the corridor is the widening of I-80 to three lanes in each direction from East McCarran Boulevard in Sparks to Vista Blvd. Though a need for the region, this project currently has no identified funding.

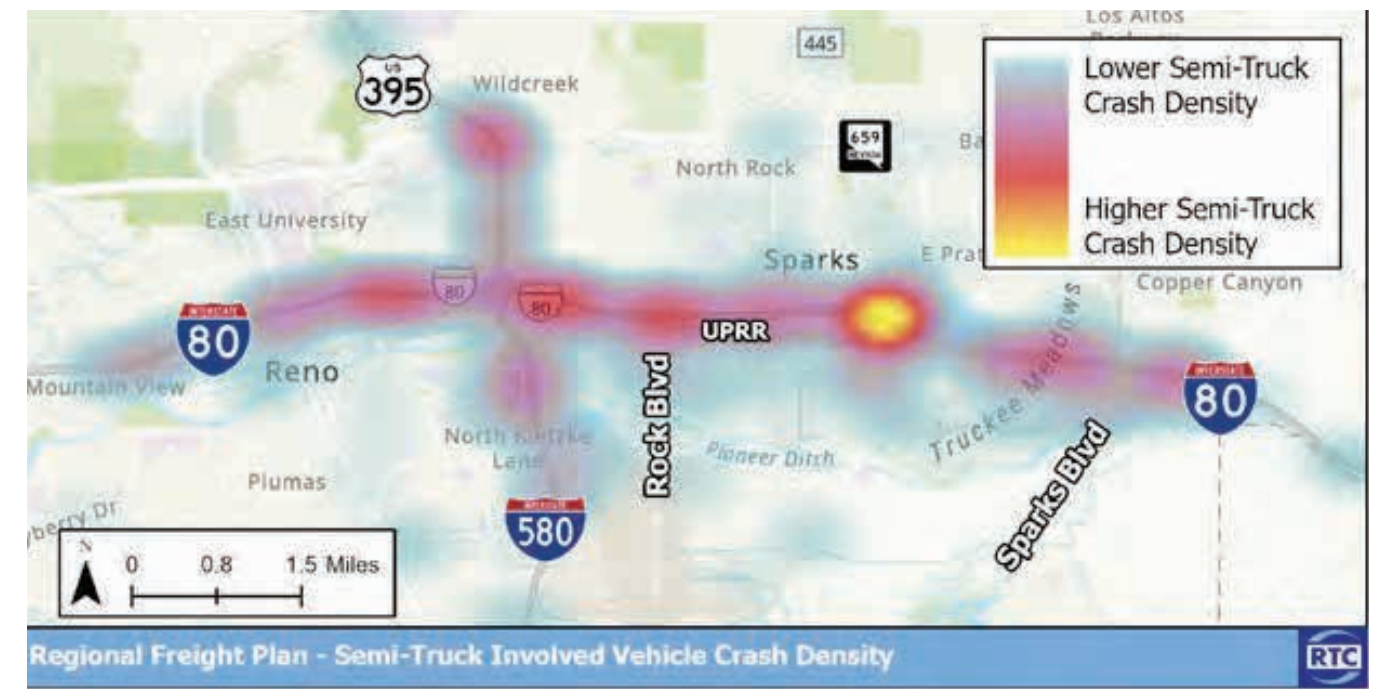
**Figure 9.1 Commodity Flow Modal Split in 2022 and 2050 by Tonnage and Value**



Source: Freight Analysis Framework 5.4.1, disaggregated by Cambridge Systematics Inc. 2023



**Map 9.2 Truck-Involved Crashes in Central Reno and Sparks**



## SECTION 2. NATIONAL, STATE, AND LOCAL POLICIES AND PLANS

An overview of key national, state, and local freight plans and policies that affect the movement of freight and goods is provided below.

### National Policy

The 2012 Moving Ahead for Progress in the 21st Century Act (MAP-21) established a policy to improve the condition and performance of the national freight network. The purpose of the policy is to provide a foundation for the United States to compete in the global economy and achieve goals related to economic competitiveness and efficiency, congestion, productivity, safety, security, and resilience of freight movement. This is particularly significant in Northern Nevada, through which a significant amount of national freight movement occurs. The 2015 Fixing America's Surface Transportation Act (FAST) emphasized the importance of coordination between local governments and freight transportation providers.

The passage of the current transportation bill, the 2021 Infrastructure Investment and Jobs Act (IIJA), further reinforces the importance of freight to the national economy. Specifically, the IIJA Act established grant programs, such as INFRA, to fund critical transportation projects that benefit freight movements.

### Nevada State Freight Plan

The 2050 RTP supports the vision and goals described in the Nevada State Freight Plan (NSFP), which was adopted in 2017 and updated in 2022. The following strategic goals were identified in the NSFP with supporting objectives and performance measures:

- Economic Competitiveness
- Mobility and Reliability

- Safety
- Infrastructure Preservation
- Advanced Innovative Technology
- Environmental Sustainability and Livability
- Sustainable Funding
- Collaboration, Land-Use, and Community Values

These goals provide the context for the implementation of 18 strategies listed in the NSFP that will collectively address improvements to Nevada’s freight network to achieve the desired vision.

### Nevada Truck Parking Implementation Plan

According to the Federal Highway Administration, truck parking shortages are a national safety concern. Washoe County has a deficit of approximately 250 truck parking spaces. The Nevada Truck Parking Implementation Plan was developed in 2019. This plan identifies opportunities to expand and improve existing facilities and integrate truck parking technology in response to rising demand, changing hours of service requirements and safety standards, and rapid advancements in technology.

When implemented, these improvements will help truck drivers by providing adequate and safe public truck parking where it is most needed and enhanced by real-time truck parking availability information. The RTC has been an active participant in developing and implementing the Nevada Truck Parking Implementation Plan.



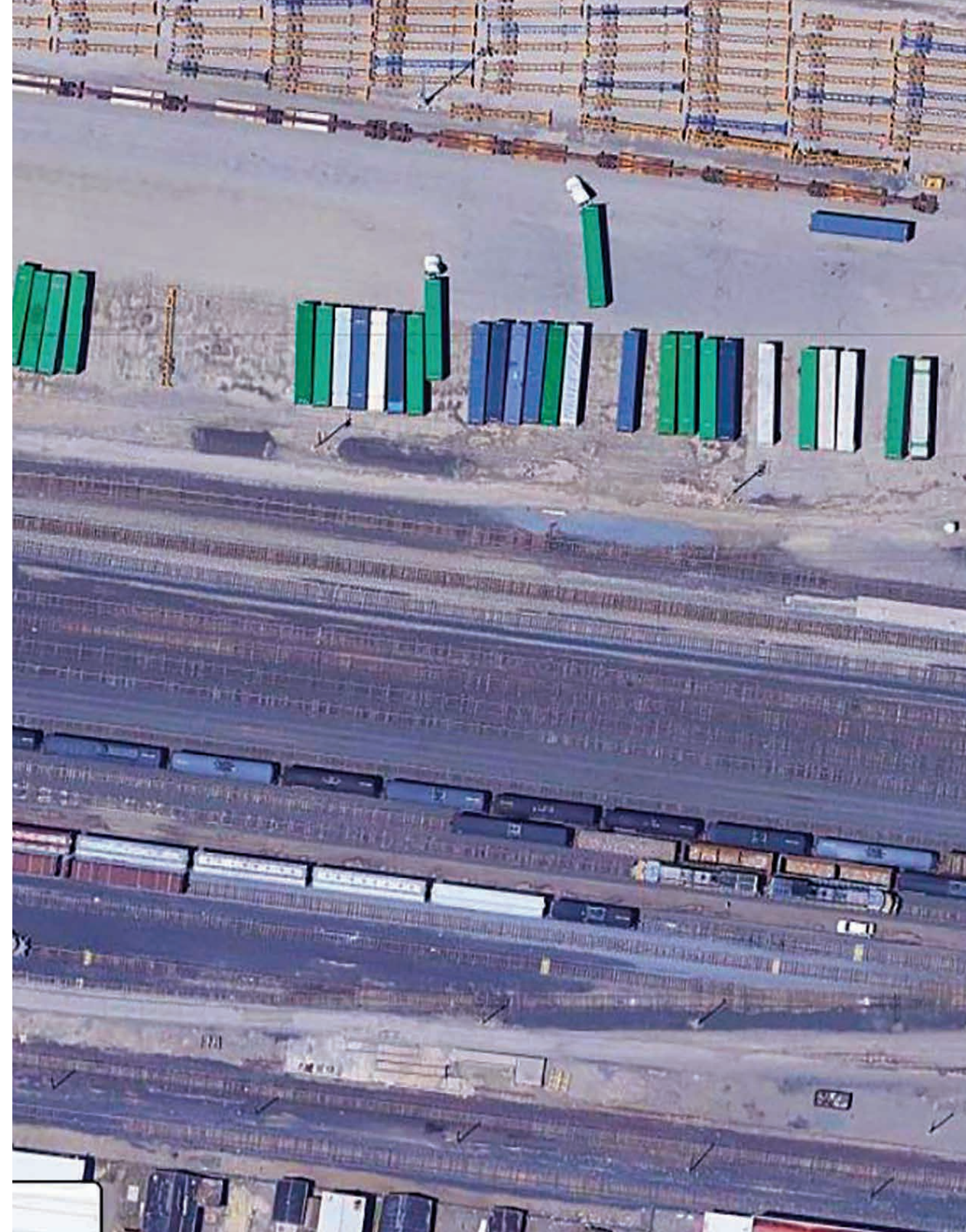
### Nevada State Rail Plan

The 2021 Nevada State Rail Plan was developed by NDOT. The plan reflects Nevada’s leadership with public and private transport providers at the state, regional, and local levels, to expand and enhance passenger and freight rail, and better integrate rail into the larger transportation system. The 2021 Nevada State Rail Plan:

- Provides a plan for freight and passenger rail transportation in the state.
- Prioritizes projects and describes intended strategies to enhance rail service in the state to benefit the public.
- Serves as the basis for federal and state investments in Nevada.

Nevada’s geography and historic development patterns have resulted in two primary rail corridors, which generally run east-west across the state, along with a few supplemental branch and excursion lines.

Rail shipments accounted for eight percent of the shipments to other states, six percent of the total traffic to Nevada, and less than one percent of in-state traffic in 2015. The Union Pacific (UP) Railroad operates two east-west corridors; Burlington Northern Santa Fe (BNSF) Railway has rights to operate on nearly three-quarters of the UP railways in Nevada. The northern corridors serve Reno and Sparks, as well as other Northern Nevada communities, and connect with Salt Lake City and Denver to the east and with Sacramento and the San Francisco Bay Area to the west. Amtrak operates once a day passenger rail service in each direction across this northern Nevada corridor; I-80 generally parallels the rail lines in this corridor. There are a total of 144 route miles of freight railroad in Washoe County.



The first UP rail yard in Sparks was built in 1904. From that point, Sparks was an important stop for trains serving Nevada businesses and residents. Today, the UP railyard in Sparks is an integral part of the railroad's 32,000-mile operation. Playing a major role in the application of distributed power, the Sparks railyard has been a focal point for the safe and efficient operation of freight trains over Donner Summit. With nearly 1,200 miles of track and 600 employees in the state, the Sparks railyard plays a critical role in the efficient movement of goods in and around Nevada.

### RNO Master Plan

Reno's proximity to major West Coast ports provide next day capability for movement of cargo back and forth for import and export as well as domestic spoke and hub services via air, truck, or rail. Reno has customs facilities and personnel to handle import and export needs, while Reno-Tahoe International Airport (RNO) is capable of handling a variety of international and domestic services and flights. In 2019, RNO handled more than 66,621 tons or nearly 147 million pounds of cargo shipments.

Approximately 402,465 pounds of cargo arrives or departs the airport each day. Companies handling air cargo at RNO include DHL, FedEx, and UPS (Reno-Tahoe Airport Authority, 2019). RNO is within a designated foreign trade zone and is located within two miles of both major highway corridors, I-80 and US 395, and less than one mile from the UP Sparks Intermodal Facility.

More details about the airports and planned expansion initiatives can be found in the RNO Master Plan, approved in January 2019.

### SECTION 3. OUTREACH AND COORDINATION

The Freight Advisory Committee (FAC) is a group formed during the development of the Nevada State Freight Plan to coordinate and collect input from a range of public and private sector stakeholders. FAC meetings are held quarterly. RTC has been participating in the meetings and working closely with NDOT and other partners to develop and prioritize freight projects.

Additionally, the Regional Freight Plan recommends the creation of a Regional Freight Advisory Committee that would include a combination of public and private sector agencies and organizations with an interest in freight and goods movement. This committee, in combination with surveys of those agencies and organizations, would be used to foster collaboration and information sharing among stakeholders to guide implementation of recommendations in the Regional Freight Plan and Regional Transportation Plan.

Truck parking challenges and potential solutions specific to Northern Nevada were discussed during a FAC workshop. This workshop provided the RTC an opportunity to engage with public and private sector partners on potential shared solutions. Topics included:

- Truck parking situation throughout the US and within Northern Nevada

- Current truck parking assessments and needs
- Best practices and possible solutions
- Development of truck parking actions, strategies, and priorities
- Pyramid Highway/US 395 Connector

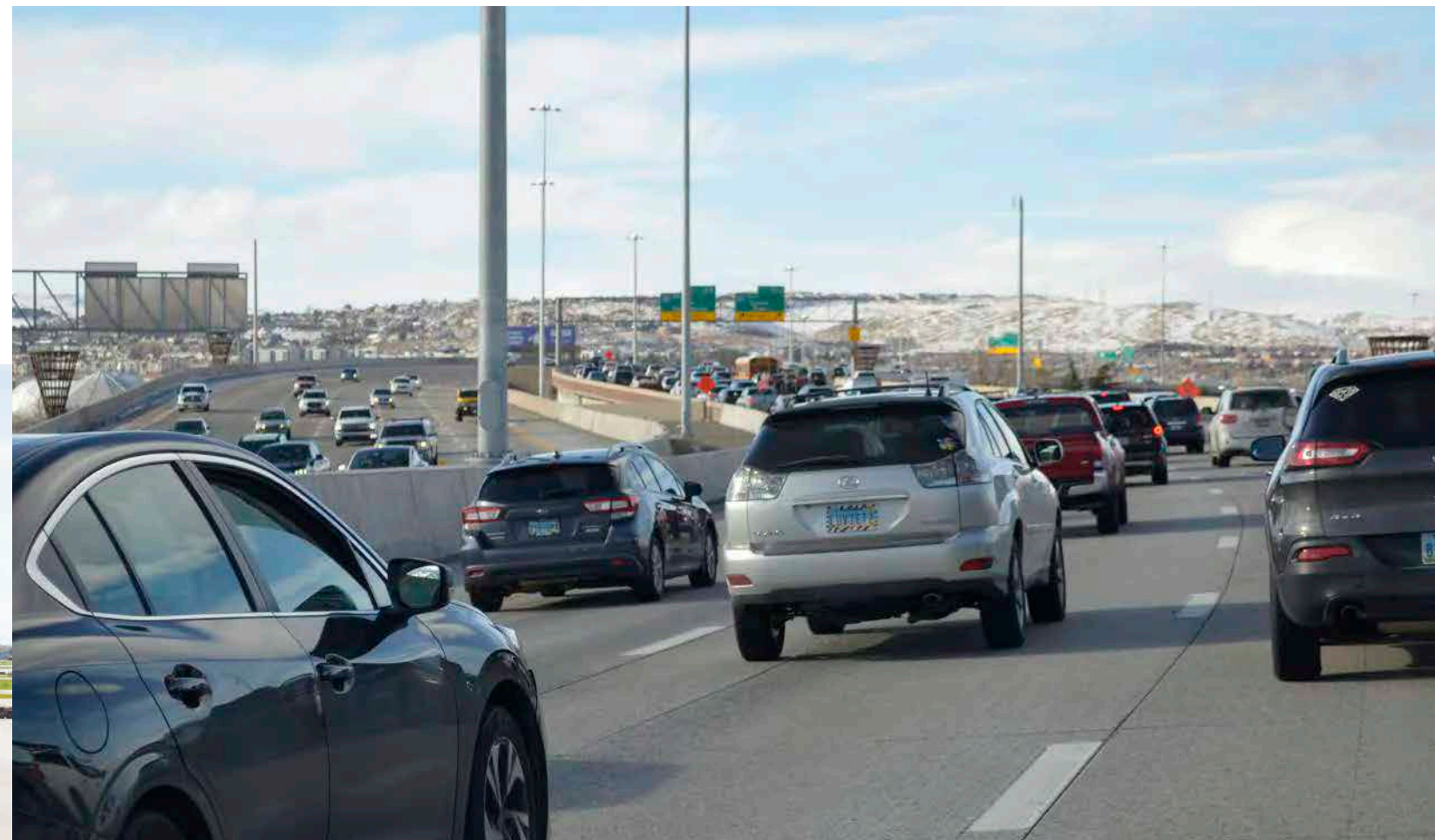
- This project supports freight and goods movement by improving capacity and safety and reducing travel delays. Efficient corridors, characterized by consistent travel times, are essential for ensuring timely deliveries and reducing supply chain disruptions.

### SECTION 4. PROJECTS SUPPORTING FREIGHT AND GOODS MOVEMENT

Multiple projects in this RTP focus on improving freight and goods movement through Northern Nevada. Three of these projects are summarized below.

- Systemwide Intelligent Traffic System (ITS) improvements on I-80 and US 395/I-580
- This project makes improvements to traffic signal timing. Traffic signal timing determines traffic movements for different time intervals depending on variables like average traffic flow levels. ITS improvements support freight and goods movement by reducing idle times and delays, making roadway travel more efficient for freight trucks.

- Spaghetti Bowl Project and US 395 Widening
- Phase 1 of improvements to the Spaghetti Bowl have been completed and Phase 2 of the project includes the widening of the segment eastward to Sparks Boulevard. This project supports freight and goods movement by improving capacity and safety and reducing travel delays. I-80 through downtown Reno and Sparks contains the highest concentrations of truck-involved crashes in the region and NDOT's planned I-80 improvements as part of the Spaghetti Bowl Project, are a high priority for improving safety.





## CHAPTER 10

### Goal #6: Equity and Environmental Sustainability

This RTP defines the goal of Equity and Environmental Sustainability as enhancing the performance of the transportation system while protecting and enhancing equity and the natural environment. The goal of equity and environmental sustainability is achieved through its objective to: Promote Equity and Environmental Justice. The RTC strives to serve the transportation needs of all residents and visitors in the region without discrimination based on age, income, race, language, ethnicity, or ability. This chapter describes the regional efforts and strategies to promote equity and environmental justice.

The following federal policies and associated actions are discussed in this chapter:

**SECTION 1** – Title VI of the Civil Rights Act of 1964

**SECTION 2** – Americans with Disabilities Act (ADA) of 1990

**SECTION 3** – Executive Order on Environmental Justice

**SECTION 4** – Executive Order on Climate Change and Sustainability

The RTC complies with the above federal policies and requirements and implements each toward the goal of achieving equity and environmental sustainability.

## SECTION 1. TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

According to Title VI of the Civil Rights Act of 1964, “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Per Title VI, RTC is required to take steps to ensure that no discrimination occurs based on the factors above.

RTC transportation projects and services are implemented in conformance with the RTC Title VI Report. The RTC submits a Title VI Report to the Federal Transit Administration every three years, with the most recent report approved by RTC’s Board in February 2023. Additionally, the RTC submits a Title VI Certification and Assurance to the FTA on an annual basis.

An inclusive participation strategy is one of the primary measures used to comply with Title VI requirements. RTC ensures that persons who are a member of a minority group, have low-income, and/or have Limited English Proficiency (LEP) are able to provide meaningful input into the planning process. One example of inclusive participation practices is public meetings which are held in locations near transit routes and where translators and materials are provided in Spanish and English. RTC works with senior centers, assisted living facilities and senior organizations within the RTC transit service area to introduce seniors and people with disabilities to the RTC Travel Training Program. The Travel Training Program curriculum includes a presentation about RTC transit services and a field trip allowing the participants to experience riding the bus. The goal of the program is to make the participants feel more comfortable using public transportation as well as to solicit input from them about RTC services.

In addition to outreach efforts designed to engage people with disabilities, RTC also ensures persons with LEP understand the transit operations of RTC RIDE and RTC ACCESS by making the following information available in both English and Spanish:

- RTC RIDE bus route information
- RTC ACCESS Rider’s Guide
- Signs on buses (fare signs, information for RTC RIDE programs, etc.)
- Signage at the bus stops stating detour information or temporary route changes
- Bus announcements explaining how to exit the bus
- RTC ACCESS voice recordings that reminds passengers of upcoming reservations
- RTC Passenger Services has Spanish speaking passenger service representatives available to assist passengers
- RTC website content is translatable to multiple languages, including Spanish.

Another strategy in place to ensure compliance with Title VI requirements is the RTC complaint process. RTC has established complaint procedures to receive, investigate, and track Title VI complaints. These procedures include a Title VI policy statement, specific directions detailing how to file a complaint, an explanation of how the complaint will be investigated, and a complaint form specific to the RTC. The RTC complaint process and forms are translated into Spanish and are available in other languages upon request.

## Equal Opportunity in Procurement

Many of RTC’s transportation projects are implemented using federal sources of funding. RTC is an Equal Opportunity Employer and encourages Minority, Women, and Disadvantaged Business Enterprises (DBE) to participate in the competitive procurement process. All planning and project development work is procured and administered through RTC’s Board-adopted DBE Program. RTC supports inclusive economic development by incorporating nondiscriminatory elements in its DBE program to facilitate competition by small businesses and ensure DBEs have an equal opportunity to receive and participate in contracts. RTC sets project-specific DBE goals, provides DBE training, and conducts outreach to local and regional DBEs to advise them of opportunities. RTC has established an overall goal of 1.3 percent for DBE participation in FTA and other federally-funded contract opportunities for federal fiscal years 2023 – 2025. This goal is updated triennially, and changes based on the relative availability of DBE firms in the region and the type of projects proposed for implementation during the triennial period.

The State of Nevada has a robust workforce development and apprenticeship program. Similarly, RTC’s contracting regulations promote the hiring of underrepresented workers and residents. For example, RTC works with the Small Business Development Center at the University of Nevada, Reno to develop a listing of local and regional small businesses. RTC utilizes this listing and a directory of Emerging Small Businesses, developed by the Nevada Governor’s Office of Economic Development, to conduct procurement outreach.

In addition, Nevada’s Apprenticeship Utilization Act requires that “a contractor or subcontractor engaged in horizontal construction who employs workers on one or more public works during a calendar year pursuant to NRS 338.040 use one or more apprentices for at least three percent, or any increased percentage established pursuant to subsection 3, of the total hours of labor worked for each apprenticed craft or type of work to be performed on those public works.” Finally, Nevada’s prevailing wage requirements ensure that jobs created by RTC projects will pay a fair wage. Construction contracting companies, hired by RTC, also must comply with Nevada’s prevailing wage requirements and federal DBE programs.

Objectives of the RTC DBE Program are to ensure nondiscrimination, remove barriers to DBE participation, create full and fair opportunities for equal participation by small businesses in federally funded contracting and procurement opportunities, and assist in the development of DBE firms that can compete successfully in the marketplace. RTC’s procurement policies comply with all applicable civil rights and equal opportunity laws, to ensure that all individuals – regardless of race, gender, age, disability, and national origin – benefit from federal funding programs.

## SECTION 2. AMERICANS WITH DISABILITIES ACT (ADA) OF 1990

The Americans with Disabilities Act (ADA) of 1990 requires that disabled persons have equal access to transportation facilities and services. This includes wheelchair accessible accommodations in the transit system. RTC complies with ADA requirements in all aspects of its administration and operations. Specific examples are provided below.

## ADA Transition Plan

RTC adopted an updated ADA Transition Plan in 2020, which identifies and prioritizes ADA needs at RTC facilities. The updated Plan complemented the 2011 ADA Transition Plan by incorporating its previous action items and expanding the scope of the plan. The ADA Transition Plan addresses physical obstacles in areas that are open to the public in the six RTC buildings and at 360 RTC transit stops. The ADA Transition Plan update also included the provision of a schedule for implementing the access modifications, and identification of a position and official who is responsible for implementing the ADA Transition Plan. As RTC continues to address ADA-related issues identified in the Plan, the Plan will be updated at regular intervals or as needed.

## Bus Stop and Sidewalk Connectivity Program

RTC initiated a program that funds ADA improvements and sidewalk connectivity at high-priority bus stops in 2019. These improvements were completed in 2023. However, additional phases of the program are expected to be identified and completed in future years. The RTC will continue to upgrade bus stops in accordance with the needs identified through the ADA Transition Plan and its subsequent updates. RTC also works with local governments to bring existing bus stops up to ADA standards as part of the development review process.

## Accessibility of the Transit Fleet

The RTC fleet used for RIDE (fixed-route), ACCESS (paratransit), and FlexRIDE (microtransit) services contain accessibility features such as wheelchair ramps and lifts, interior and exterior audio announcements, accessible stop requests with audible chimes, and others to aid users in navigating the system. The ACCESS service provides service specifically for those with disabilities that prevent them from riding the RIDE service independently some or all of the time. It provides door-to-door, prescheduled transportation for people who meet the eligibility criteria of the ADA.

Additionally, the RTC Reasonable Modification Policy allows individuals to make requests beyond those noted above or required by law. RTC may allow the reasonable modification of its policies to accommodate the needs of persons with disabilities in order to allow them to fully utilize available services.

## Improving Accessibility of the Regional Road Network

RTC Active Transportation Plan includes a tool to help identify areas in the region most in need of pedestrian and bicycle facility improvements. The ADA requires that newly constructed or altered facilities be readily accessible to and usable by persons with disabilities. When reconstruction of roadways occurs, upgrades must be provided to bring the roadway into compliance with ADA standards. As RTC delivers major roadway improvements, project area sidewalks and crosswalks are brought to current ADA standards.

Examples include the recently completed Oddie/Wells Corridor Multimodal Improvements, Sky Vista Parkway Capacity, and Sparks Boulevard Corridor Phase 1 projects, which were all designed to provide wider and/or safer sidewalks with accessibility improvements.

## SECTION 3. EXECUTIVE ORDER ON ENVIRONMENTAL JUSTICE

Executive Order 12898 – the Executive Order on Environmental Justice – requires the identification and assessment of disproportionately high and adverse impacts on minority and low-income populations. The 1994 Presidential Executive Order directed every federal agency to identify and address the effects of all programs, policies, and activities on minority populations and low-income populations. Nearly three decades later, the federal government built upon and strengthened its commitment to deliver environmental justice to all communities across America through Executive Order 14096 (2023).

The Executive Order includes implementation and enforcement of environmental and civil rights laws, preventing pollution, addressing climate change and its effects, and working to clean up legacy pollution that is harming human health and the environment.

Effective transportation decision-making depends upon understanding and properly addressing the unique needs of different socioeconomic groups. RTC considers the potential adverse impacts of projects on environmental justice populations. This includes impacts to neighborhood cohesiveness, regional accessibility, neighborhood quality of life, and health impacts. RTC also implements outreach strategies targeted toward minority residents and households with Limited English Proficiency (LEP). These strategies include outreach in Spanish-language media, bilingual meeting and transit notices, and the availability of bilingual staff at public meetings. These strategies are impactful as the population of Washoe County consists of 37 percent minority and four percent of households with LEP. Map 10.1 shows the relation of census tracts with higher than county average LEP population to projects included in this RTP.

It should be noted that the demographic data used in this chapter was produced using the Climate and Economic Justice Screening Tool (CEJST), which was created under the 2021 Executive Order 14008 to identify communities that are experiencing burdens in any of eight categories. The tool uses census tracts boundaries from 2010 as well as data from the 2019 American Community Survey five-year estimates. More information on Executive Order 14008 and CEJST is provided in Section 4 of this chapter.

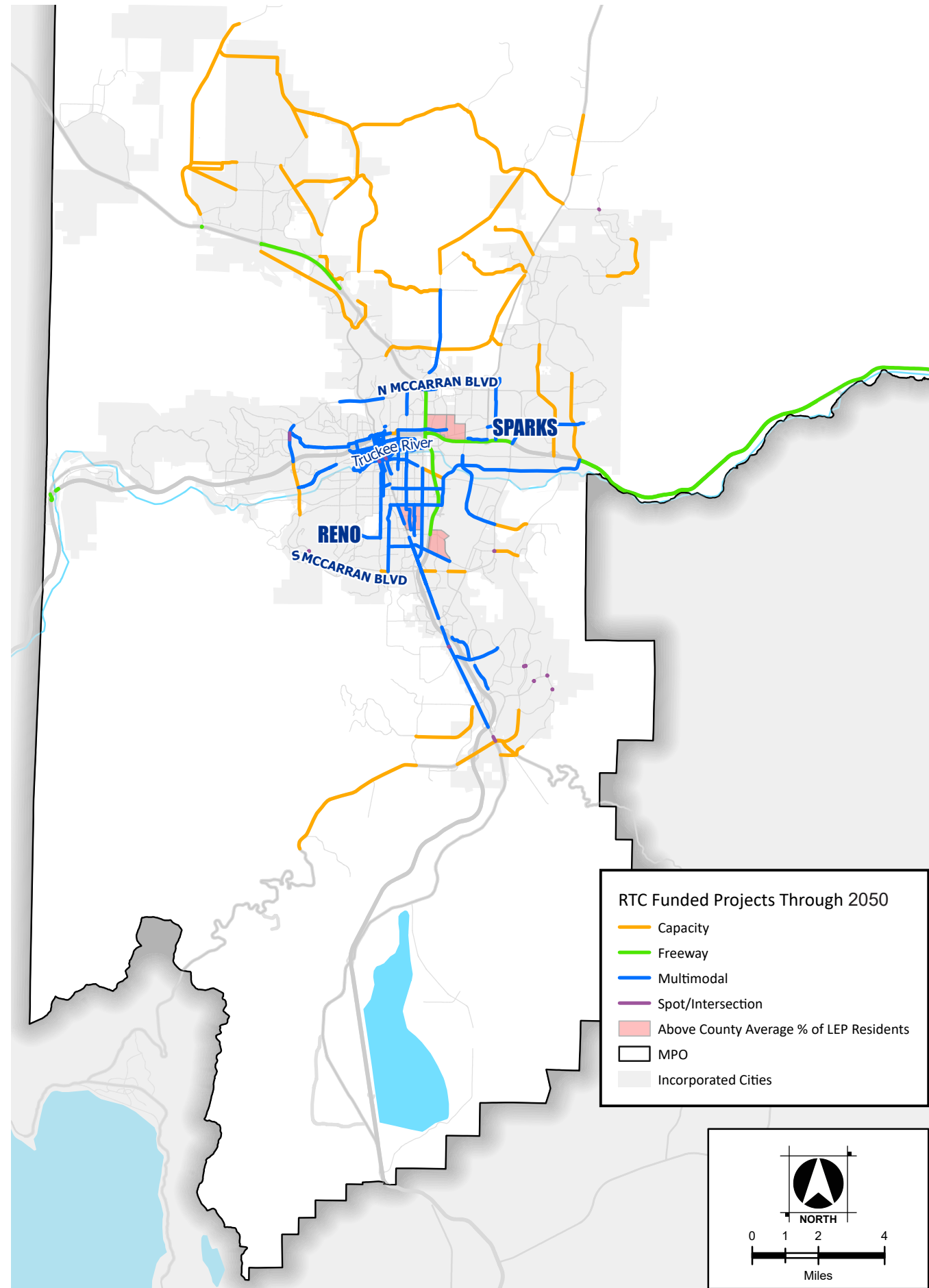
When RTC alters transit service, staff ensures that no disproportionately high or adverse impacts on minority and low-income populations occur. When a major service change is being considered, staff receives input from passengers, including many people who are part of minority and low-income populations. RTC policy identifies a major service change as:

- A reduction or increase of 10 percent or more of system-wide service hours
- The elimination or expansion of any existing service that affects:
  - 25 percent or more of the service hours of a route
  - 25 percent or more of the route's ridership (defined as activity at impacted bus stops)

Additionally, RTC holds a formal public hearing and analyzes how these changes will impact all passengers within the RTC service area. RTC transit activities are continually reviewed, and the results are summarized once every three years in a Title VI Report, which is described in Section 1 of this chapter.



**Map 10.1 Census Tracts with Higher Limited English Proficiency Populations**



The projects, programs, and services in this plan provide enhanced mobility to all residents regardless of age, race, language, or income. Several of the projects that focus on pedestrian safety, bicycle accessibility, and quality of life are located in lower income communities, including the multimodal improvements on East Sixth Street, Sun Valley Boulevard, and Vassar Street.

Many projects on regional roads in areas with low-income communities involve bringing them up to current ADA-accessibility standards and improving pavement condition. While construction may generate temporary negative impacts, the long-term mobility benefits of these projects will be significant.

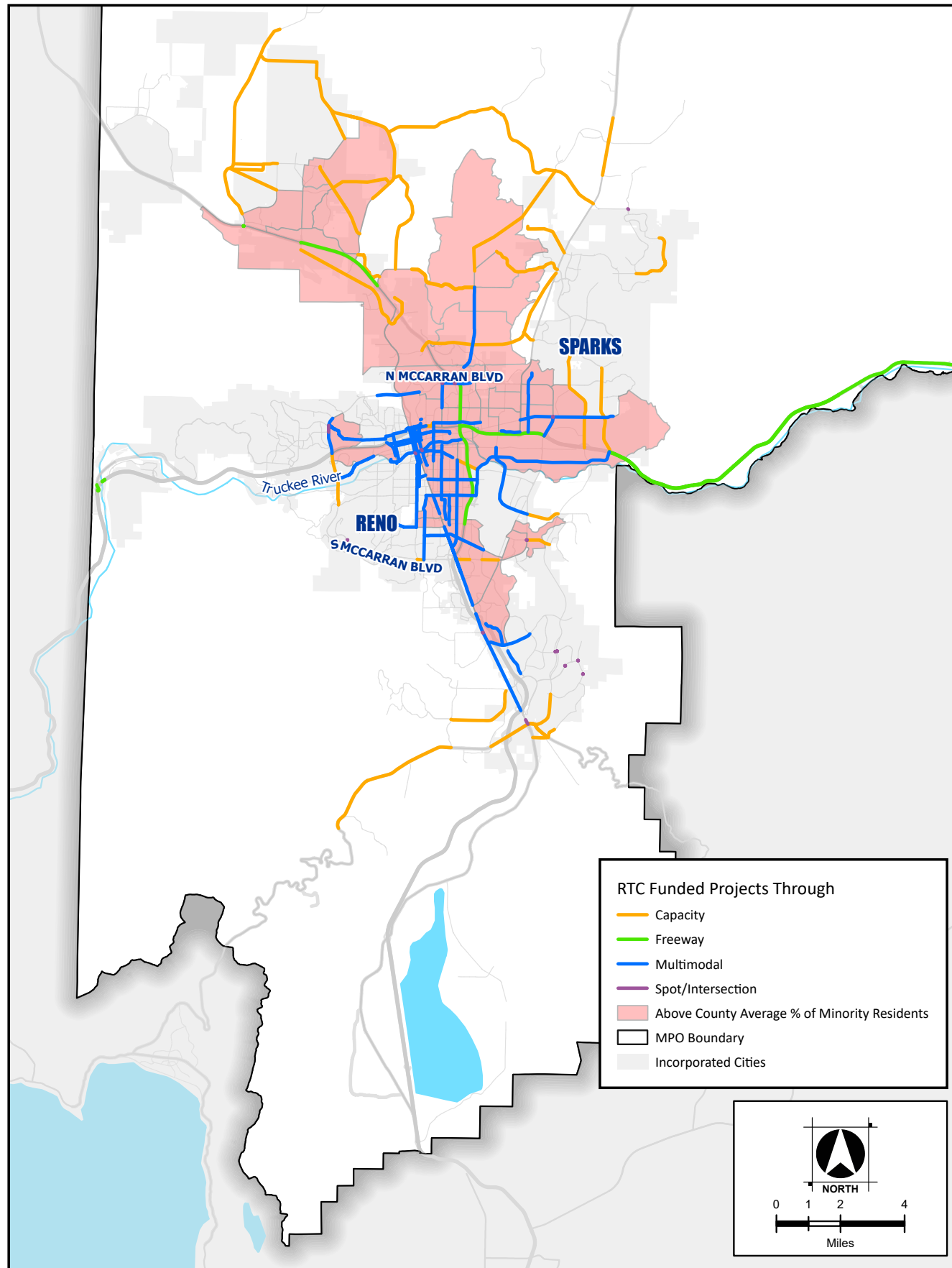
**Table 10.1 Demographic and Socioeconomic Summary, 2019 ACS Five-Year Estimates**

	Washoe County Population and Demographics	Population Within ¼ Mile of Roadway Projects	Population Within ¼ Mile of Transit Routes
Persons 65 Years and Over	72,890 (16.0%)	70,033 (15.8%)	53,448 (15.0%)
Minority population	168,722 (36.9%)	164,453 (37.1%)	145,939 (41.0%)
Persons Below Poverty Level	50,827 (11.1%)	49,890 (11.3%)	44,652 (12.5%)
Limited English Proficiency Households	7,030 (3.9%)	6,868 (3.9%)	6,593 (4.6%)
Total Households	182,180 (100%)	176,550 (100%)	142,961 (100%)
Total Population	456,936 (100%)	443,415 (100%)	356,267 (100%)

As shown in the table of demographic information above, approximately 37.1 percent of the residents living within ¼ mile of the projects included in the RTP and 41 percent of the residents living within ¼ mile of transit routes are members of a minority group. Just under 37 percent of Washoe County residents are members of a minority group. These data indicate that transportation investments and benefits are shared equitably throughout the community. Map 10.2 shows the relation of census tracts with higher than county average minority population to projects included in this RTP.



Map 10.2 Census Tracts with Higher Minority Populations



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Approximately 11.1 percent of Washoe County residents have incomes that are below the poverty level. About 11.3 percent of residents near roadway projects and 12.5 percent of residents near transit routes have incomes below the poverty level. The proportion of seniors served by the projects and services in the RTP is slightly lower than the county average; this is because of the high senior populations in lower density outlying areas such as Cold Springs and southwest Reno, which are not served by transit. Maps 10.3 and 10.4 show the distribution of RTP projects relative to the location of populations experiencing higher than average poverty levels or that are age 65 or older.

RTC's outreach includes numerous efforts to support transportation for economically disadvantaged populations. RTC also provides bus passes to charitable organizations at discounted rates, or for free. For example, bus passes are provided to the Reno Works program, which transitions homeless individuals in Washoe County into jobs and housing.

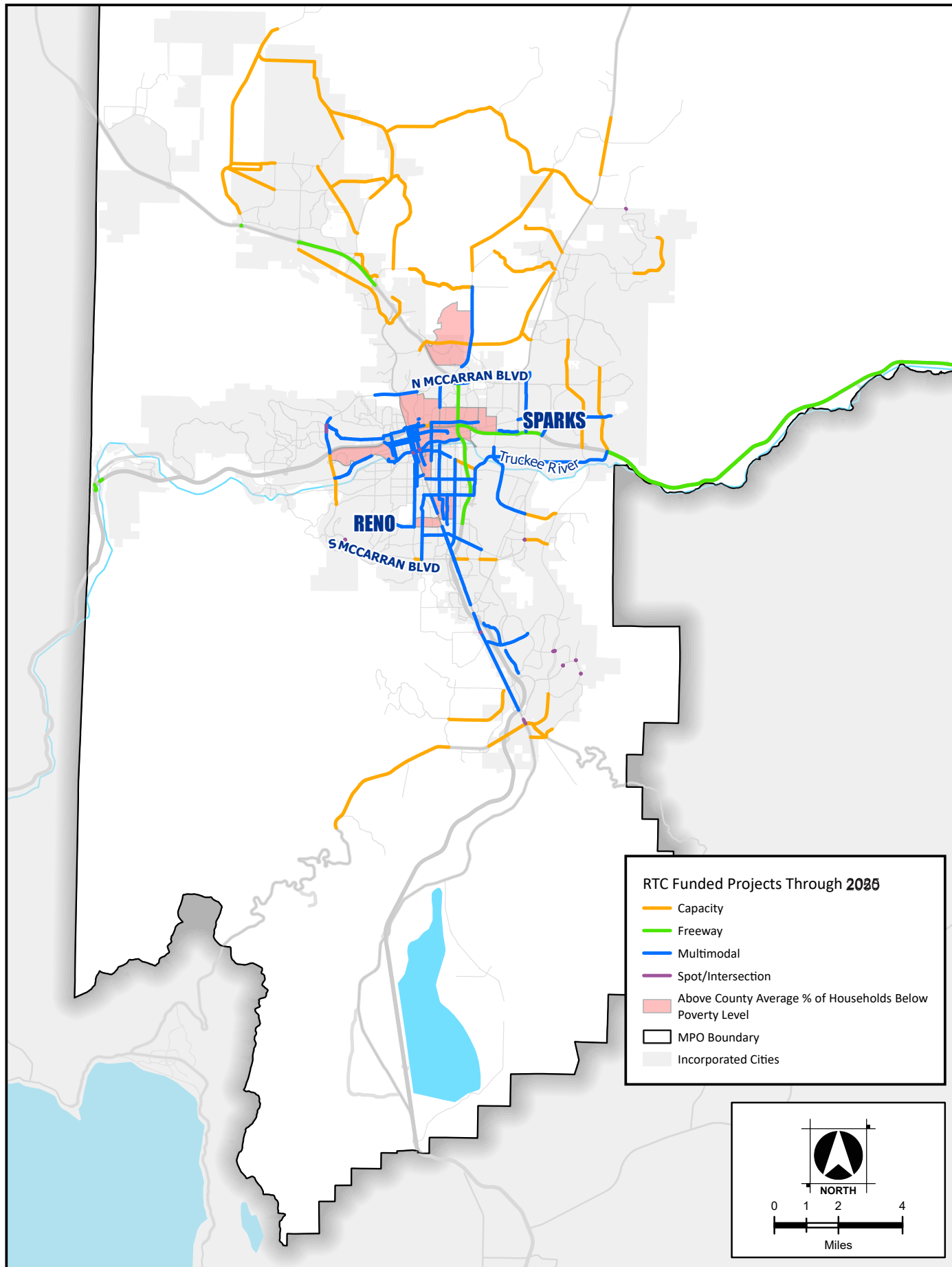
RTC participates in, and organizes, numerous events for seniors, disabled individuals, and students of all ages. These events help residents connect with transportation services that are often a lifeline for many individuals, allowing them to access social activities, medical appointments, educational opportunities, and employment. Notably, the RTC organizes the Stuff-A-Bus for Seniors drive, which collects needed donations of clothing and other essentials.

Thousands of seniors also interact with RTC at the annual Senior Fest event. In addition to incorporating seniors and persons with disabilities on standing committees, these populations are also offered free mobility travel training. This training instills confidence and builds skills in using transit and navigating the community.

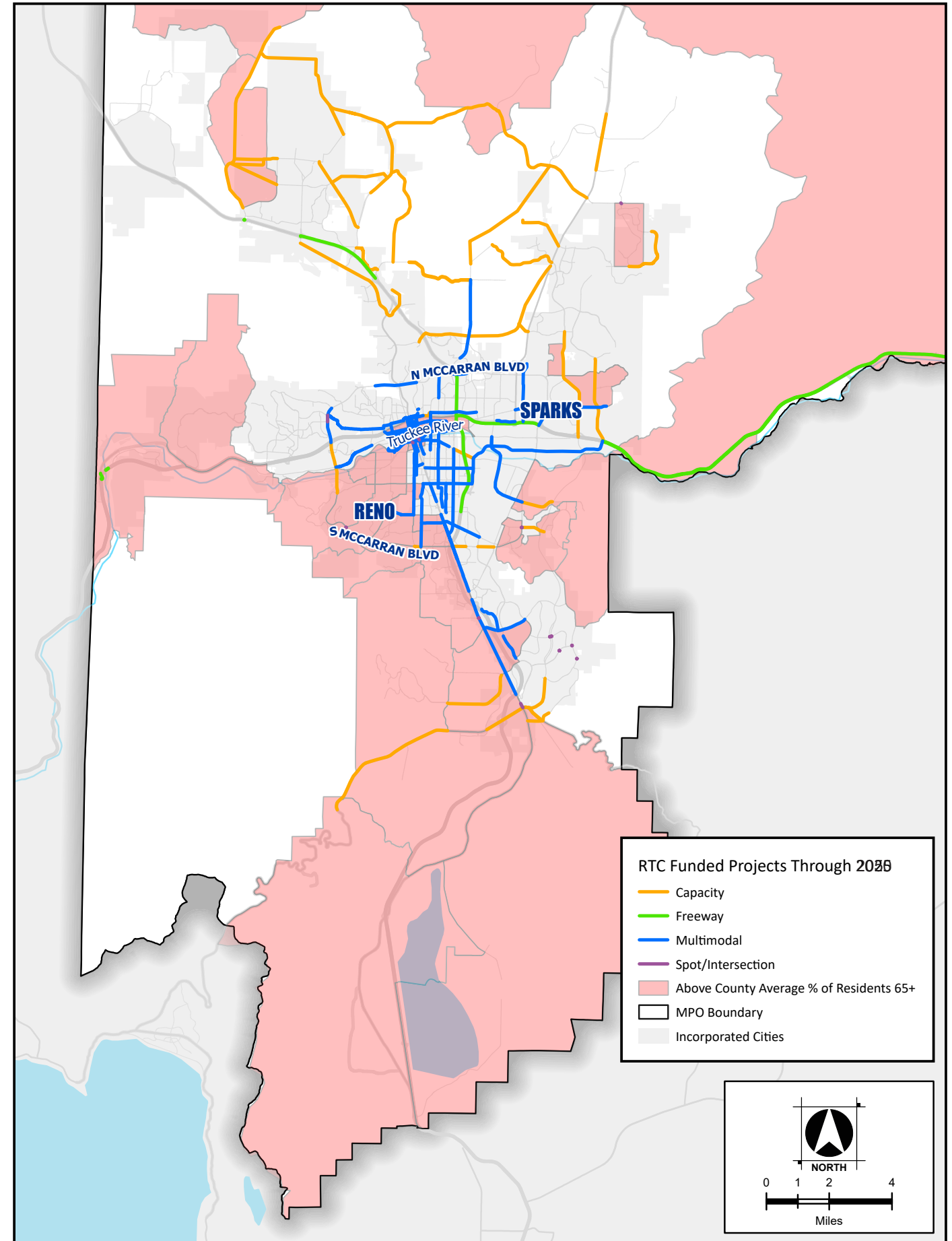




Map 10.3 Census Tracts with Higher Poverty



Map 10.4 Census Tracts with Higher Senior Populations



#### SECTION 4. EXECUTIVE ORDER ON CLIMATE CHANGE AND SUSTAINABILITY

Executive Order 14008 on Tackling the Climate Crisis at Home and Abroad addresses issues related to climate change and sustainability. One of the initiatives under this order is Justice 40. Justice 40 establishes a goal that 40 percent of overall benefits from certain federal climate, clean energy, and affordable and sustainable housing investments flow to disadvantaged communities that are marginalized by underinvestment and overburdened by pollution.

In response to Justice 40, hundreds of federal programs have been updated to ensure that disadvantaged communities receive the benefits of new and existing federal investments. Investments made will help confront decades of underinvestment in disadvantaged communities and bring critical resources to communities that have been overburdened by legacy pollution and environmental hazards.

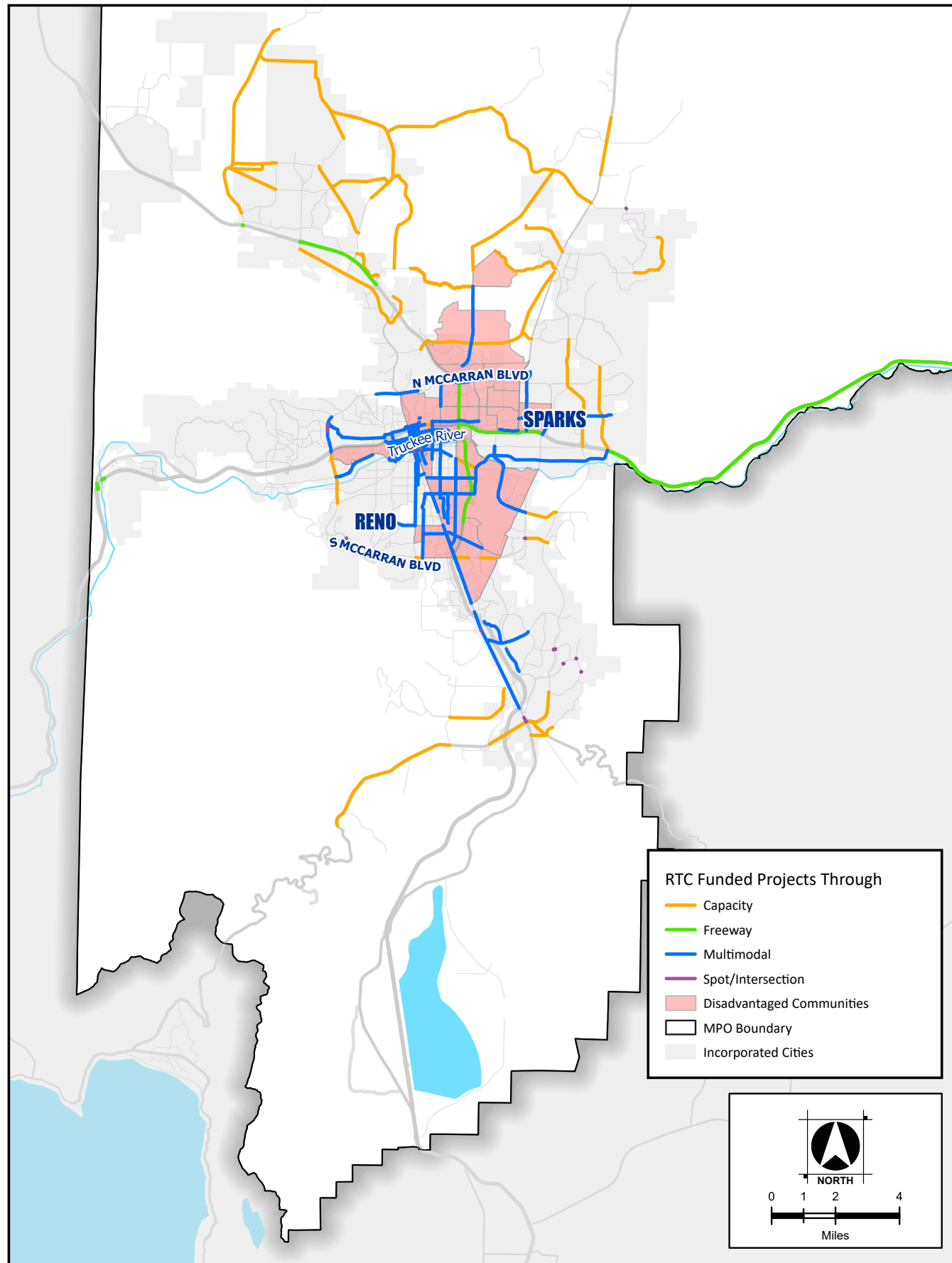
In response, RTC has reaffirmed existing policies to ensure meaningful engagement and equitable investment in the planning, design, and implementation of projects.

For example, RTC utilizes the Climate and Economic Justice Screening Tool (CEJST) to identify disadvantaged census tracts directly impacted by proposed projects. The tool uses various datasets as indicators of burdens, which are organized into eight categories: 1) climate change, 2) energy, 3) health, 4) housing, 5) legacy pollution, 6) transportation, 7) water and wastewater, and 8) workforce development.

RTC may also reference other tools, such as the Environmental Protection Agency's (EPA) Environmental Justice Screening and Mapping Tool (EJScreen) or the Department of Transportation's (DOT) Screening Tool for Equity Analysis of Projects (STEAP) to identify disadvantaged or Justice40 populations. Maps 10.5 and 10.6 were produced using the EJScreen tool to show the relation of disadvantaged populations to RTP projects and RTC RIDE routes, respectively. Once identified, these communities will typically be targeted for outreach events as determined by the applicable project's community engagement plan. Engagement strategies ensure meaningful participation of these communities consistent with Federal Highway Administration (FHWA) guidance in Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.

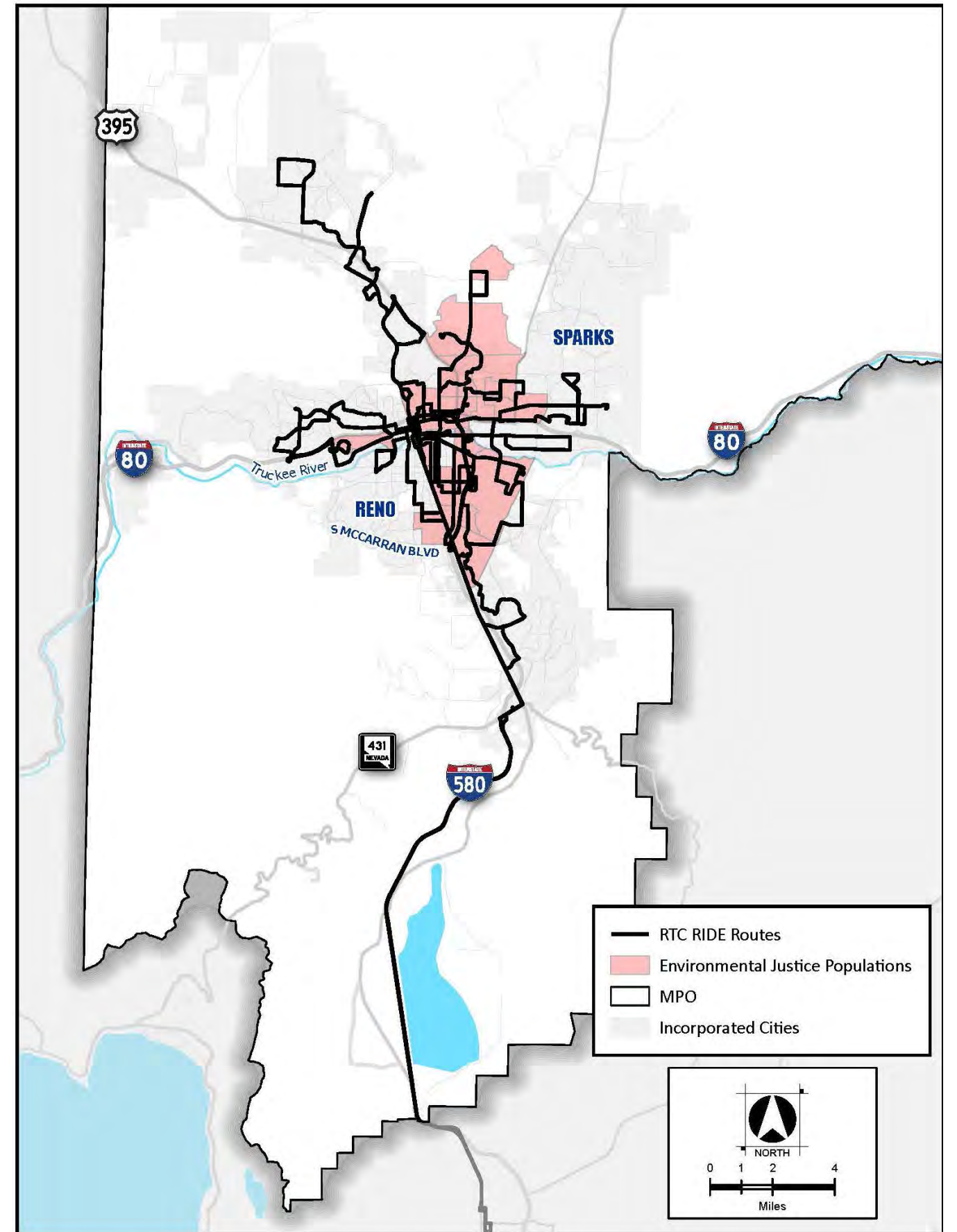


Map 10.5 Environmental Justice Populations and RTP Projects



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Map 10.6 Environmental Justice Populations and RTC RIDE Routes



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## CHAPTER II

### Goal #7: Reduced Project Delivery Delays

The goal of Reduced Project Delivery Delays is defined in this RTP as a reduction in project costs, promotion of jobs and the economy, and the expeditious movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process. This includes reducing regulatory burdens and improving agencies' work practices. The goal is achieved through its objective of Monitoring Implementation and Performance.

Effective implementation and performance monitoring fosters a culture of accountability and continuous improvement. By aligning system performance with broader regulatory and funding priorities, RTC can streamline compliance and make projects more competitive for federal grants and support. This proactive oversight ensures that the delivery process remains aligned with national priorities, supports economic growth, and enhances the movement of people and goods while reducing regulatory burdens and optimizing project delivery practices.

This chapter describes the regional performance measures used to support the goal of reduced project delivery delays. The following performance measures and practices are discussed in this chapter:

- **SECTION 1** – RTC Performance Plans
- **SECTION 2** – Safety
- **SECTION 3** – Roadway Infrastructure Condition
- **SECTION 4** – Congestion Reduction
- **SECTION 5** – System Reliability
- **SECTION 6** – Environmental Sustainability
- **SECTION 7** – Transit State of Good Repair and Other Transit Measures
- **SECTION 8** – RTC Key Performance Indicators (KPIs)

## SECTION 1. RTC PERFORMANCE PLANS

The Fixing America's Surface Transportation Act and the Moving Ahead for Progress in the 21st Century Act provide a framework for linking goals and performance targets with project selection and implementation. Performance management leads to more efficient investment of transportation funds by focusing on national transportation goals, increasing accountability and transparency, and improving decision making.

Performance plans chart progress toward achieving performance targets and are used to facilitate a community conversation about the track record of the RTC's transportation program. The performance measures included in performance plans build upon existing and planned data collection efforts. RTC develops the following performance plans:

- Regional Transportation Plan, to be updated every four years, which includes a discussion of:
  - Anticipated effects of the improvement program toward achieving the performance targets
  - How investment priorities are linked to performance targets
- Annual Metropolitan System and Transit Performance Report, which includes:
  - Evaluation of the condition and performance of the transportation system
  - Progress achieved in meeting performance targets
  - Evaluation of how transportation investments have improved conditions
- Transit Asset Management (TAM) Plan
- Transportation Optimization Plan Strategies (TOPS)

- Public Transportation Agency Safety Plan

The U.S. Secretary of Transportation, in consultation with states, MPOs and other stakeholders, establishes national performance measures for several areas: pavement conditions and performance for the Interstate System and National Highway System, bridge conditions, injuries and fatalities, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System. States, in coordination with MPOs, set performance targets in support of those measures, and state and metropolitan plans describe how program and project selection will help achieve the targets. RTC has collaborated with the Federal Highway Administration (FHWA) Nevada Division Office, Nevada Department of Transportation (NDOT), and other stakeholder jurisdictions and agencies to develop performance measures. These performance measures and targets are updated upon release of national and state performance measures.

## SECTION 2. SAFETY PERFORMANCE MEASURES

The RTC's aspirational vision is that zero fatalities on our region's roadways is the only acceptable goal and RTC recognizes that reaching that goal requires time and significant effort by all stakeholders.



The safety performance targets identified in the RTP represent important steps in working toward the ultimate goal of eliminating traffic-related deaths and serious injuries. The safety performance targets are considered interim-performance levels that make progress toward the long-term goal of zero fatalities. This approach is consistent with guidance from the U.S. Department of Transportation, NDOT, as well as states and MPOs across the nation. RTC tracks progress toward safety goals using the following safety performance measures:

- Number of Fatalities and Rate of Fatalities per 100 Million Vehicle Miles Travelled (VMT) – These performance measures address vehicles on all roadways within the metropolitan planning area and utilize data provided by the Fatality Analysis Reporting System (FARS). The aspirational goal of zero fatalities is consistent with the Nevada's Strategic Highway Safety Plan.
- Number of Serious Injuries and Rate of Serious Injuries Per 100 Million VMT – Serious injuries resulting from automobile crashes are also tracked by FARS.
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries – This data is provided by NDOT.
- Preventable Transit Accidents Per 100,000 Miles of Service – RTC tracks the number of preventable crashes (that is, the number of crashes in which the driver is at fault) that RTC RIDE and RTC ACCESS vehicles experience. While traveling on a bus is much safer than riding in other types of vehicles, RTC continuously strives to increase safety of transit travel.

## SECTION 3. ROADWAY INFRASTRUCTURE CONDITION

The six FHWA national performance measures for assessing roadway pavement infrastructure condition reflect elements in the Highway Performance Monitoring System, including the International Roughness Index, rutting for asphalt surfaced pavements, faulting for jointed concrete surface pavements, and cracking percent. The measures include the percentage of pavements in good and poor condition on both the Interstate System and Non-Interstate National Highway System, as well as the percentage of bridges in good and poor condition.



The measures for assessing bridge infrastructure condition are based upon elements in the National Bridge Inventory (NBI), which reports the condition of the bridge deck, superstructure, substructure, and culverts. The data to determine bridge condition using the FHWA measures are provided by NDOT, through their periodic assessment of pavement and bridge infrastructure.

## SECTION 4. CONGESTION REDUCTION

RTC tracks the following measures for Congestion Reduction:

- Level of Travel Time Reliability (LOTRR) – Defined as the ratio of the longer travel times (80th percentile) of a reporting segment to a “normal” travel time (50th percentile), using data from FHWA’s National Performance Management Research Data Set (NPMRDS). The measures are the percent of person-miles traveled on the relevant Interstate System and Non-Interstate National Highway System that are reliable. Person-miles take into account the users of the National Highway System. Data to reflect the users can include bus, auto, and truck occupancy levels.
- Truck Travel Time Reliability (TTTR) Ratio – Determined by dividing the 95th percentile time by the normal time (50th percentile) for each segment. Then, the TTTR Index is generated by multiplying each segment’s largest ratio from defined time periods by its length, then dividing the sum of all length-weighted segments by the total length of the Interstate. In addition to the national measures, NDOT has identified performance measures through their State Freight Plan. Some of these measures address truck speeds on I-80, I-580, and US 395; fatal crashes involving trucks; and the registration of trucks in Nevada with an engine model year of 2010 or newer (for air quality purposes).
- Transit Passengers per Service Hour – Transit operating efficiency is a priority for RTC. A system-wide average of 21 passengers per service hour is the 2025 performance target for RTC RIDE. This goal is updated every five years through the Transit Optimization Plan Strategies (TOPS) planning process. RTC currently tracks this data and provides regular reports to the RTC Board. This measure is also tracked for ACCESS and FlexRIDE.

## SECTION 5. SYSTEM RELIABILITY

RTC tracks the following measures for System Reliability:

- Peak Hour Excessive Delay – This measure applies to mainline highway segments on the National Highway System that cross any part of an urbanized area with a population of more than 200,000, and that is part of a nonattainment or maintenance area for any one of the criteria pollutants listed under the NAAQS. Excessive delay is based on travel time lower than 20 miles per hour or 60 percent of the posted speed limit travel time, whichever is greater. RTC was required to begin reporting on this measure in 2022.
- Percent Non-SOV Travel – Non-single occupancy vehicle (SOV) travel is defined as any travel mode other than driving alone in a motorized vehicle, including travel avoided by telecommuting. The FHWA has provided three different options for calculating this measure, and RTC has opted to use the American Community Survey (ACS) method (Method A). This method utilizes the most recent ACS 5-year estimates for “Percent; Commuting to Work - Workers 16 years and over.” As with the Peak Hour Excessive Delay measure, RTC was required to begin reporting on this measure in 2022.
- Transit System On-Time Performance – The goal of the RTC RIDE system is to have 85 percent of all transit departures occur on schedule. This data is currently collected and reported to the RTC Board. This measure is also reported for ACCESS and FlexRIDE.

## SECTION 6. ENVIRONMENTAL SUSTAINABILITY

RTC tracks the following measures for Environmental Sustainability:

- CMAQ Program Performance Measures – These measures track reductions for each applicable criteria pollutant and precursor in areas designated as nonattainment or maintenance for NAAQS as it relates to the CMAQ Improvement Program. RTC reports these measures annually directly to FHWA.
- Transit Fleet Mix – Monitoring fleet mix not only helps RTC assess transit assets and vehicle budgets, but also helps confirm that efficient and climate-friendly vehicle technologies are being integrated into the RTC fleet and are benefiting the Truckee Meadows community. RTC has set a vehicle replacement goal of a 100 percent electric or CNG fuel fleet by 2040. In support of this effort, RTC has already met its goal of 100 percent battery electric, hydrogen fuel cell, and battery hybrid vehicles for the RIDE fixed-route fleet.
- Auto Emissions – RTC, in partnership with the Northern Nevada Public Health Air Quality Management Division, monitors the emissions generated by on-road mobile sources. The performance target is that auto emissions remain under the emissions budget established in the State Implementation Program.

One of the community benefits of public transportation is a reduction of greenhouse gas emissions. Most fixed-route and vanpool trips replace trips that would otherwise be taken by a SOV. RTC focuses on reducing SOV trips through initiatives such as growing ridership in the fixed-route and vanpool programs.

## SECTION 7. TRANSIT STATE OF GOOD REPAIR PERFORMANCE MEASURES AND OTHER TRANSIT MEASURES

RTC tracks the following measures for Transit State of Good Repair:

- Preventive Maintenance of Transit Rolling Stock and Facilities – The RTC TOPS identifies an inspection and maintenance schedule for transit capital resources. This performance measure tracks the timeliness of implementation of inspections and corrective actions. As of the most recent annual report, 100 percent of preventive maintenance is being performed on time.
- Maintain Industry Standard Vehicle Life Cycle – RTC will maintain vehicles in good repair to the expected life cycle for transit rolling stock. RTC follows FTA useful life standards, which vary by type of vehicle. This measure, as well as related measures such as percent of vehicles past retirement age, are further developed through the TAM Plan.



National transit goals and performance measures are developed by the Federal Transit Administration. These include state of good repair standards for measuring the condition of the following transit capital assets:

- Equipment – Non-revenue support-service and maintenance vehicles
- Rolling Stock – Revenue vehicles by mode
- Infrastructure – Only rail fixed-guideway, track signals and systems. RTC does not own or operate any assets in this category, therefore, this is not applicable to RTC
- Facilities – Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities

RTC reports on a variety of other performance measures related to transit operations with metrics such as ridership, farebox recovery rate, passengers per revenue vehicle hour and revenue vehicle miles. RTC reports on performance measures monthly and provides annual reports for a year-to-year comparison. These reports help RTC monitor the efficiency of transportation services offered and the performance of individual routes to make informed decisions about future projects and demand for services.

## SECTION 8. RTC KEY PERFORMANCE INDICATORS

RTC not only tracks federally required performance measures but also employs Key Performance Indicators (KPIs) to ensure that near-term goals are achieved efficiently. While federal performance measures provide a framework for long-term compliance and progress, RTC uses KPIs to assess and monitor additional metrics that are crucial for the success of programs and projects. These KPIs include operational efficiency, service reliability, customer satisfaction, and safety. By balancing both federally mandated and internal performance measures, RTC ensures that short-term implementations consistently support long-term transportation goals.

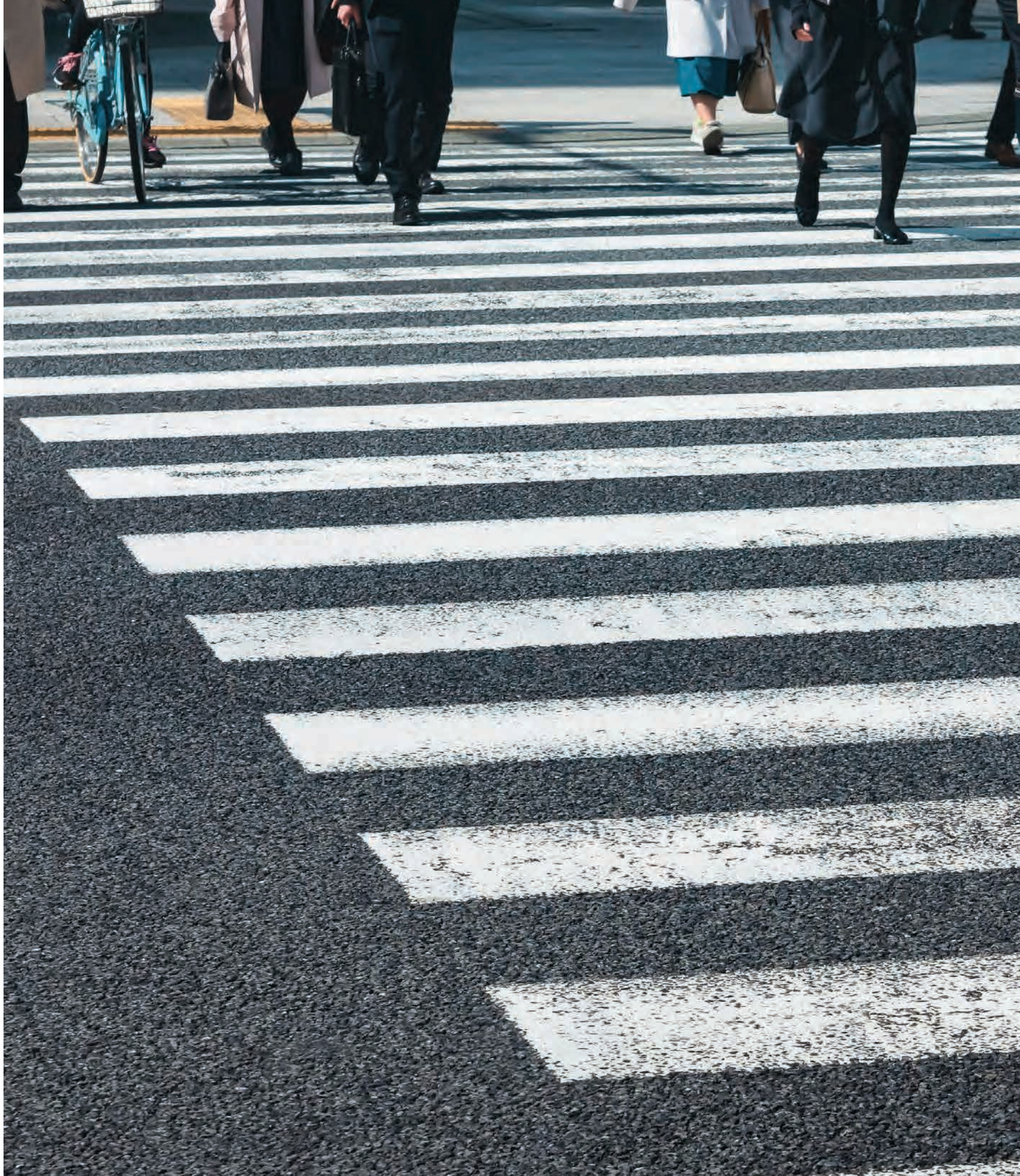
Each year, RTC develops and tracks KPIs to assess progress and success in achieving annual strategic goals. The use of KPIs and milestone tracking is central to the approach. Strategic goals are broken into actionable items with specific targets, allowing for real-time tracking of progress. Each project or initiative is categorized as either “on target,” “achieved,” or “off target,” providing a transparent view of the current status.

The KPI and milestone tracking process addresses the goals and milestones across different RTC departments (Engineering, Public Transportation, Planning, etc.), each with its own deliverables, timelines, and performance outcomes. It promotes department collaborations and streamlines project implementation by clarifying expectations and providing transparency. KPIs are developed to monitor departmental progress, in areas such as:

- Engineering Department – Status of road design, construction, and traffic management projects
- Public Transportation Department – Improvements to transit services, infrastructure upgrades, and efforts to expand rider access
- Planning Department – Long-term transportation planning, safety improvements, and public engagement efforts

The KPI process also significantly emphasizes financial stewardship, ensuring that projects stay within budget and outlines long-term financial strategies to sustain operations. KPIs provide a clear framework for assessing RTC’s performance, allowing the organization to track its success in delivering safe, efficient, and sustainable transportation solutions across the region.





## CHAPTER 12

### Goal #8: Accessibility and Mobility

The goal of Accessibility and Mobility is defined in this RTP as an increase in the accessibility and mobility of people on the multimodal transportation system and enhancement of the integration and connectivity of the multimodal transportation system. The goal is achieved through its objective: to Provide a Regional Transit System and Other Transportation Services. This chapter describes the regional efforts and strategies to provide a regional transit system and other transportation services.

Regional travel options beyond single-occupancy vehicles (SOVs) include walking, rolling, and the use of public transit. These modes are a major component of the regional transportation network used for commutes, utilitarian trips, and active recreation. Continued investment in active transportation and public transit is an investment in the social and economic success of the community, especially for vulnerable populations.

RTC seeks to have an interconnected multimodal transportation system that gives residents more travel choices. An integrated regional transportation system must provide mobility options that are appropriate to the land-use context and address the needs of neighborhoods, commercial districts, and the movement of goods.

The following efforts and strategies are discussed in this chapter:

- **SECTION 1** – Local Multimodal Connectivity Initiatives
- **SECTION 2** – Advanced Mobility and Innovation Efforts
- **SECTION 3** – Transit Services



## SECTION 1. LOCAL MULTIMODAL CONNECTIVITY INITIATIVES

### Active Transportation Plan and ADA Transition Plan

The RTC Active Transportation Plan was adopted in 2024, and the ADA Transition Plan was adopted in 2020. The two plans establish strategies for the development of a well-connected regional walking and bicycling network that provides residents and visitors a more livable and healthy community.

These planning efforts also created an opportunity to identify safe access to transit stops throughout the region. The ADA Transition Plan included an evaluation of RTC transit stops and accessible connectivity to transit. The Active Transportation Plan's neighborhood approach to improving pedestrian and bicycle infrastructure increases connectivity and provides the community with multimodal transportation options. More information on the Active Transportation Plan can be found in Chapter Eight.

### Bicycle Friendly America

The Bicycle Friendly America program, administered by the League of American Bicyclists, provides guidance and recognition for communities working toward the creation of a bicycling culture and environment. A Bicycle Friendly Community, Business, or University welcomes bicyclists by providing safe accommodations for bicycling and encouraging people to bike for transportation and recreation. A bicycle-friendly place makes bicycling safe, comfortable, and convenient for people of all ages and abilities. In 2015, the Reno, Sparks, and Washoe County region was re-designated a bronze level Bicycle Friendly Community by the League of American Bicyclists. The community received this designation based on local efforts to improve and expand the bicycle network. Also in 2015, the University of Nevada, Reno was the first University in the state of Nevada to be recognized as a Bicycle Friendly University.

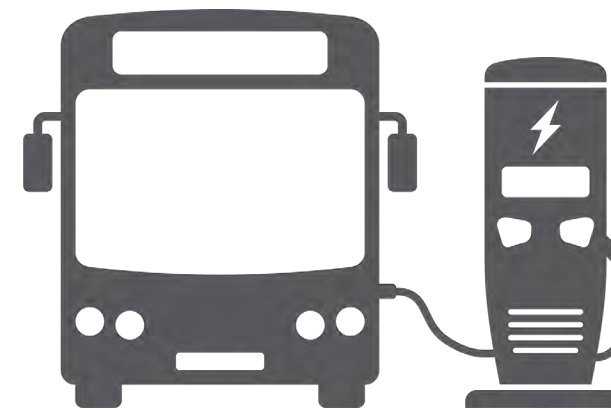


In December 2016, RTC was awarded a silver level Bicycle Friendly Business designation by the League of American Bicyclists. The Bicycle Friendly Business award recognizes local businesses and corporations for creating a bicycle friendly environment for customers and bicycle commuting employees. RTC was recognized for encouraging employees and customers to bicycle through participation in Bike Month, working with advocacy groups, the installation of a public bike repair area at the RTC 4th Street Station, and offering bike parking in well-lit areas with security cameras. Re-designation occurs every four years, and efforts are currently underway for RTC to update its Bicycle Friendly Business designation.

## SECTION 2. ADVANCED MOBILITY AND INNOVATION EFFORTS

Advancements in mobility and transportation technologies such as alternative fuels, automated vehicles, and shared mobility stand to significantly change the future of transportation networks. RTC and regional activities involving advanced mobility and innovation efforts are further described below.

## Zero-Emission Vehicles and Charging Infrastructure



Increasing the proportion of zero-emission vehicles in use throughout the region, including both electric and hydrogen fuel cell vehicles, will have benefits to air quality and reduce greenhouse gas emissions. The growth of zero-emission vehicles will require the development of fueling/charging infrastructure as well. To prepare for continued growth in the alternative fuel and advanced mobility sectors, in 2022 RTC completed the Electric Vehicle and Alternative Fuel Infrastructure and Advanced Mobility Plan. The Plan investigates advanced mobility solutions that can be implemented in Washoe County to create a more convenient, connected, equitable and sustainable transportation network. In addition to an evaluation of existing electric vehicle charging resources and identification of strategies for long-term development of alternative charging technologies, the Plan also investigates other innovative and emerging mobility trends such as connected vehicles, autonomous vehicles, and micromobility.

## Connected and Autonomous Vehicles

The concept of fully autonomous (also called self-driving, driverless, or robotic) vehicles has gone from being a distant possibility to a near-term reality. Vehicles of all types are becoming more autonomous as this technology continues to improve at a rapid rate.

Nevada has been leading the way for autonomous cars and trucks by becoming one of the first states in the nation to pass regulations regarding the safety requirements and licensing for autonomous vehicles. Nevada was also the first state in the nation to provide a license to an autonomous commercial truck.

RTC has also collaborated with the University of Nevada, Reno (UNR) on research into intelligent mobility. UNR's Center for Applied Research integrates expertise in advanced autonomous systems, computer sciences, synchronized transportation, and robotics to help address community needs. The Center has created a Living Lab to allow the testing of mobility technologies in urban environments. The Center and RTC have partnered to research autonomous bus technologies and applications using zero-emission electric vehicles.

In addition to individual vehicles becoming autonomous, some concepts have proposed a fully connected transportation system in which vehicles would communicate with each other and with the surrounding infrastructure could improve both safety and operational efficiency.

Autonomous aircraft are also beginning to emerge as a transportation option of the future. Drones are small aircraft that are piloted remotely and do not require a human to be seated within the aircraft itself. Nevada has been on the forefront of regulating and providing resources to this new technology. In 2015, UNR opened the Nevada Advanced Autonomous Systems Innovation Center as a catalyst for innovation in the field of autonomous systems.

## Bike and Scooter Share

Early in 2016, RTC completed the Truckee Meadows Bike Share Feasibility Study. The study researched the possibility of launching a bike share program in the Truckee Meadows region. The study revealed that a successful bike share would likely require a public-private partnership. The study recommended a hybrid system utilizing both smart bike systems and station-based systems. Smart bikes can be rented from any location and all the necessary equipment to facilitate the rental is physically located on the bike. A station-based system utilizes a fixed number of racks at a given location and the user must return the rented bike at one of these locations.

In April 2018, the City of Reno executed the Exclusive Agreement for a pilot dockless (smart bike) bike share program between the City of Reno and City of Sparks, Washoe County, UNR, and The Reno-Sparks Indian Colony. This pilot project was the first in the country that included a tribal government. RTC had a supporting role in the dockless bike share pilot, which involved no public capital infrastructure investment. The pilot project ended, and the local jurisdictions determined not to continue with dockless bike share. While there may still be interest in bike share for the region, the local jurisdictions and other partner entities would need to revisit the type and structure of any future system.

In 2022, the City of Reno launched an e-scooter share option with Bird in Downtown and Midtown Reno. Scooter operating rules include a “no sidewalk riding” requirement in Downtown and Midtown, as well as designated parking areas. Since the launch of the e-scooter share, 484,276 total trips have been made.

## SECTION 3. TRANSIT

RTC is the main transit provider for Washoe County. Transit is an essential part of the local economy that helps thousands of Washoe County residents get to work each day. Transit supports vibrant development patterns and local zoning and land-use policies. In addition, transit provides a critical public service to residents and visitors. The main benefits of transit service are summarized below:

- Supports the Economy – Getting people to work, including essential jobs and services
- Shapes Development – Economic revitalization
- Provides a Public Service – Mobility for people that do not drive
- Aids Environmental Efforts – Reducing traffic congestion also reduces air pollution
- Provides Access to Essential Services – Providing service to healthcare, pharmacies, groceries, and other public services

RTC transit services, programs, and initiatives are further described below.



## RTC RIDE and RAPID



RTC operates the RIDE and RAPID fixed-route bus system. There are 18 RIDE local bus routes, and two RAPID bus rapid transit routes. All routes connect to three major passenger transit centers which are 4TH STREET STATION in Downtown Reno, CENTENNIAL PLAZA in Sparks, and the Meadowood Mall Transfer Center in the southern portion of the service area. Schedules are coordinated at these transit centers to allow riders to quickly transfer between routes. Routes generally operate on compatible clock-based headways of 10, 30, and 60 minutes. The ticket cost is \$2, one-way, and in fiscal year 2024 (July 1, 2023, to June 30, 2024), approximately 5.4 million trips were provided on RIDE and RAPID.

## RTC Regional Connector



RTC currently provides the REGIONAL CONNECTOR transit route between Reno and Carson City. This premium service carried over 20,000 passengers in fiscal year 2024.

## RTC ACCESS



RTC ACCESS is a paratransit service, required as a civil right under the Americans with Disabilities Act (ADA), which provides mobility for people whose disability prevents them from using fixed-route transit service. Rides are reserved through a call center one to three days in advance of travel.

RTC ACCESS passenger trips are made using a combination of full-size accessible cut-away buses, mini-vans, and taxis. The service operates 24 hours a day, seven days a week. In fiscal year 2024, about 140,000 rides were provided. Approximately 3,700 individuals are certified as ADA paratransit eligible in Washoe County and are eligible for the ACCESS service. The ADA requires paratransit service to be provided within ¾ of a mile of fixed-route transit service. The ticket cost is \$3, one-way.

### RTC FlexRIDE



RTC FlexRIDE is a curbside-to-curbside transit service available by requesting a ride through an app or by phone. Rides can be scheduled at the desired travel time and can be expected to arrive to the curbside closest to the pick-up location in as little as 20 minutes. The convenience of this service has made it very popular with customers and resulted in strong ridership increases over previously offered fixed-route services.

RTC initiated the first FlexRIDE pilot program in Sparks in 2019 and added additional FlexRIDE zones in the North Valleys, Spanish Springs, and Somersett/Verdi in 2020 and in the South Meadows area in 2024. Approximately 110,000 FlexRIDE trips were taken in fiscal year 2024. The ticket cost is the same as the standard RTC RIDE fare.

### Taxi and Ride-Hailing



The RTC partners with both taxi and ride-hailing services to broaden mobility options for eligible passengers. Washoe Senior Ride (WSR) Taxi Bucks program is a subsidized taxi program of the RTC and is funded by the ¼ percent of Washoe County sales tax allocated for public transportation. This program extends a mobility option to people who do not live within the RTC RIDE and ACCESS service area. WSR provides alternative, reliable, and affordable transportation to Washoe County residents 60 years and older, RTC ACCESS clients (any age), and Washoe County Veterans (any age). Participants are issued an RTC WSR CardONE re-loadable card, which can be used to pay any part of a taxi fare.

Ride-hailing first became available in the Truckee Meadows through Lyft and Uber in the fall of 2015. On-demand ride-hailing services like Lyft or Uber require a credit card and smartphone app to book and pay for trips. Currently, the RTC offers the RTC Washoe Lyft or Uber Rides which is a subsidized voucher program. The RTC Washoe Lyft or Uber Rides program provides alternative, reliable, and affordable transportation to Washoe County residents 60 years and older, RTC ACCESS clients (any age), and Washoe County Veterans (any age). Each month registered participants receive a \$60 voucher subsidy, which can be used to pay any part of a Lyft or Uber ride.

### RTC VANPOOL Program



The RTC VANPOOL Program is the fastest growing component of the RTC SMART TRIPS trip reduction program and now represents RTC's largest transit vehicle fleet. This program provides an opportunity to reduce auto trips and serve long-distance commutes effectively. As of 2024, the program has approximately 330 vehicles with vans traveling to locations such as Carson City, the Tahoe-Reno Industrial Center, Spanish Springs, Stead, Herlong, Susanville, and the Lake Tahoe basin. Participants share the costs of the vehicle lease and gas, with RTC providing a subsidy to encourage participation based on the distance traveled. In fiscal year 2024, by reducing auto trips for commuting, the VANPOOL program prevented the emission of over 9,600 metric tons of carbon dioxide (CO<sub>2</sub>).



### RTC SMART TRIPS

RTC's trip reduction program, RTC SMART TRIPS, encourages the use of sustainable travel modes and trip reduction strategies such as telecommuting, compressed work weeks, and trip chaining. Major components of the program include a bus pass subsidy program in which RTC matches an employer's contribution to their employees' 31-day transit passes up to 20 percent, a subsidized vanpool program, RTC VANPOOL, and an online trip matching program that makes it quick, easy, and convenient to look for carpool partners and also 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 unexpected events prevent normal ridesharing arrangements.

Pedestrian and bicycle travel is promoted by the RTC SMART TRIPS program throughout the year through participation in the Truckee Meadows Bicycle Alliance's Bike to Work Week campaign each spring, and maintenance of the Street Smart website that educates the public about the benefits of walking and how to do it safely.

#### Privately Operated Intercity Bus Service

RTC supports private intercity bus transportation where feasible and appropriate. RTC leases bus bay access at RTC CENTENNIAL PLAZA to My Ride to Work, which is a service that provides privately operated transit access to employees at the Tahoe-Reno Industrial Center. An estimated 2,000 employees use this service every day. Greyhound, which provides intercity transit access with nationwide connectivity, also leases bus bay access and waiting room space at RTC CENTENNIAL PLAZA.

Additional intercity services include the North Lake Tahoe Express offering service from the Reno airport to Truckee and North Lake Tahoe area, and the South Tahoe Airporter which provides service from Stateline to the Reno airport.

## Transit Optimization Plan Strategies (TOPS)

The Transit Optimization Plan Strategies (TOPS) Plan outlines a strategy for transit service and improvements over a five-year period. TOPS provides an overview of the current status of mass transit in southern Washoe County and contains proposed programs and budgets. The main focus of TOPS is RTC RIDE, but detailed operating, capital, and planning information for RTC ACCESS and Tahoe Area Regional Transit (TART) is also included. The TOPS Plan will be updated beginning in 2025 and will include the plan years of 2026-2030. Some elements included in the Plan are the:

- Evaluation of RTC's RIDE service as a component of the overall RTC public transportation service, including recommendations for addition or subtraction of service;
- Comprehensive review of the Washoe Senior Ride Program and areas where RTC can improve the program;
- Comprehensive review of RTC ACCESS service and areas where RTC can improve the program; and
- Evaluation of the grant program for not-for-profit transportation services, as identified in the Coordinated Public Transit-Human Services Transportation Plan.

## Coordinated Public Transit-Human Services Transportation Plan

The Coordinated Public Transit-Human Services Transportation Plan (CTP) is required by the Federal Transit Administration (FTA) as a part of the Section 5310 grant funding program. To be funded, projects must be contained in the CTP and improve transportation options for senior citizens and persons with disabilities above and beyond the requirements of the ADA. The current CTP was updated in 2024, and is included in this RTP as Appendix D.

## Not-for-Profit Partnerships

RTC's 5310 equivalent sales tax program offers competitive grant funding to organizations, such as nonprofits, that provide enhanced mobility. Mobility services currently funded by this program include the following:

- Non-Emergency Medical Related Transportation through Access to Healthcare Network (AHN)
- Neighbor Network of Northern Nevada (N4) and the purchase of non-ADA Paratransit rides
- Senior Outreach Services volunteer program at the Sanford Center for Aging at UNR to provide transportation for frail, homebound, and below-poverty seniors
- Volunteers of America transportation specifically for senior/disabled clients at its Nevada CARES Campus and Shelter

## Maintenance Facility Infrastructure

RTC currently operates the following two transit maintenance facilities:

- Jerry L. Hall Regional Transit Operations and Maintenance Center – Located at Villanova Drive under the I-580 viaduct, this facility is used to store and maintain the fixed-route transit fleet. This 6.8-acre property has capacity to store 78 buses and contains a bus wash, body repair bay, chassis inspection, vehicle inspection area, and RIDE dispatch office.
- Sutro Paratransit Maintenance Facility – Located at Sutro Street and 6th Street near downtown Reno, this facility is used to store and maintain the ACCESS paratransit and FlexRIDE fleets. It contains the ACCESS dispatch office and infrastructure to fuel the Compressed Natural Gas (CNG) fleet. The Sutro facility has also been identified as a back-up office location for RTC administrative staff for operations in the event of an emergency that renders the Terminal Way building inaccessible.

Recent improvements to the property include the construction of a hydrogen fueling station to support the implementation of hydrogen fuel cell buses as a part of RTC's fixed-route service.

## Maintenance Facility Needs

RTC has a long-standing commitment to sustainability and utilizing alternative fuels for public transit services including, most recently, the purchase of eight hydrogen fuel cell buses. However, the location of the Jerry L. Hall Regional Transit Operations and Maintenance Center under I-580 precludes the use of this facility for hydrogen fuel cell maintenance. Expansion of the Sutro Maintenance Facility would provide a suitable location to initiate a hydrogen fuel cell program. With an appropriate facility, RTC could also pursue opportunities to transition the ACCESS and FlexRIDE fleet to hydrogen fuel cell technology when it becomes available for the paratransit vehicle type.

In addition, the Nevada Department of Transportation (NDOT) has adopted the Spaghetti Bowl Project, which is a plan for safety, operational, and capacity improvements on I-80 and I-580. Phase 4 of the Spaghetti Bowl Project would involve reconstruction of the Villanova/Plumb Lane interchanges at I-580 and would require relocation of RTC's fixed-route transit facility. RTC is coordinating with NDOT for timing of the relocation.

To accommodate planned growth in the transit system as well charging and maintenance needs for diesel, electric, and hydrogen fuel cell vehicles, a new/replacement facility would need to include:

- Approximately 10 acres
- 30,000 square feet for maintenance bays
- 45,000 square feet for covered outdoor storage
- 40 bus parking spaces with capacity for 80 buses

- 100 employee and 12 service vehicle parking spaces
- 20 electric bus chargers with 4,000-amp service
- Bus wash, body repair bay, chassis inspection and vehicle inspection pit

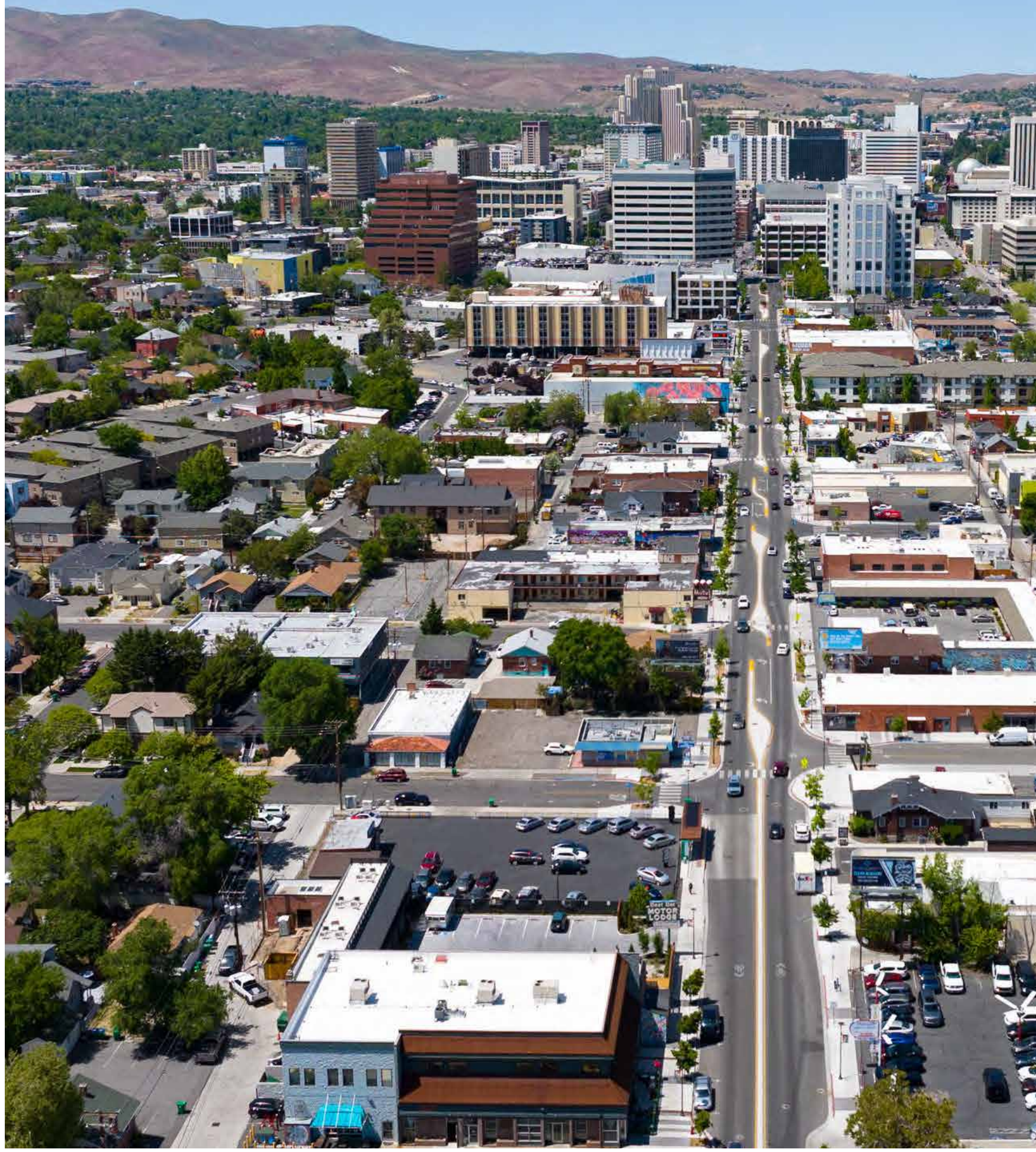
The expansion of the Sutro Maintenance Facility could accommodate these infrastructure requirements and still provide a central location that meets transit operational needs.

## Passenger Facility Needs

RTC is currently undertaking the following passenger facility improvements:

- Expand RTC 4TH STREET STATION to construct four additional bus bays, electric bus chargers, parking spaces, and operating space in support of RTC's relationship with the City of Reno Business Improvement District Ambassador program
- Bus stop accessibility improvements throughout the region, in support of the ADA Transition Plan





## CHAPTER 13

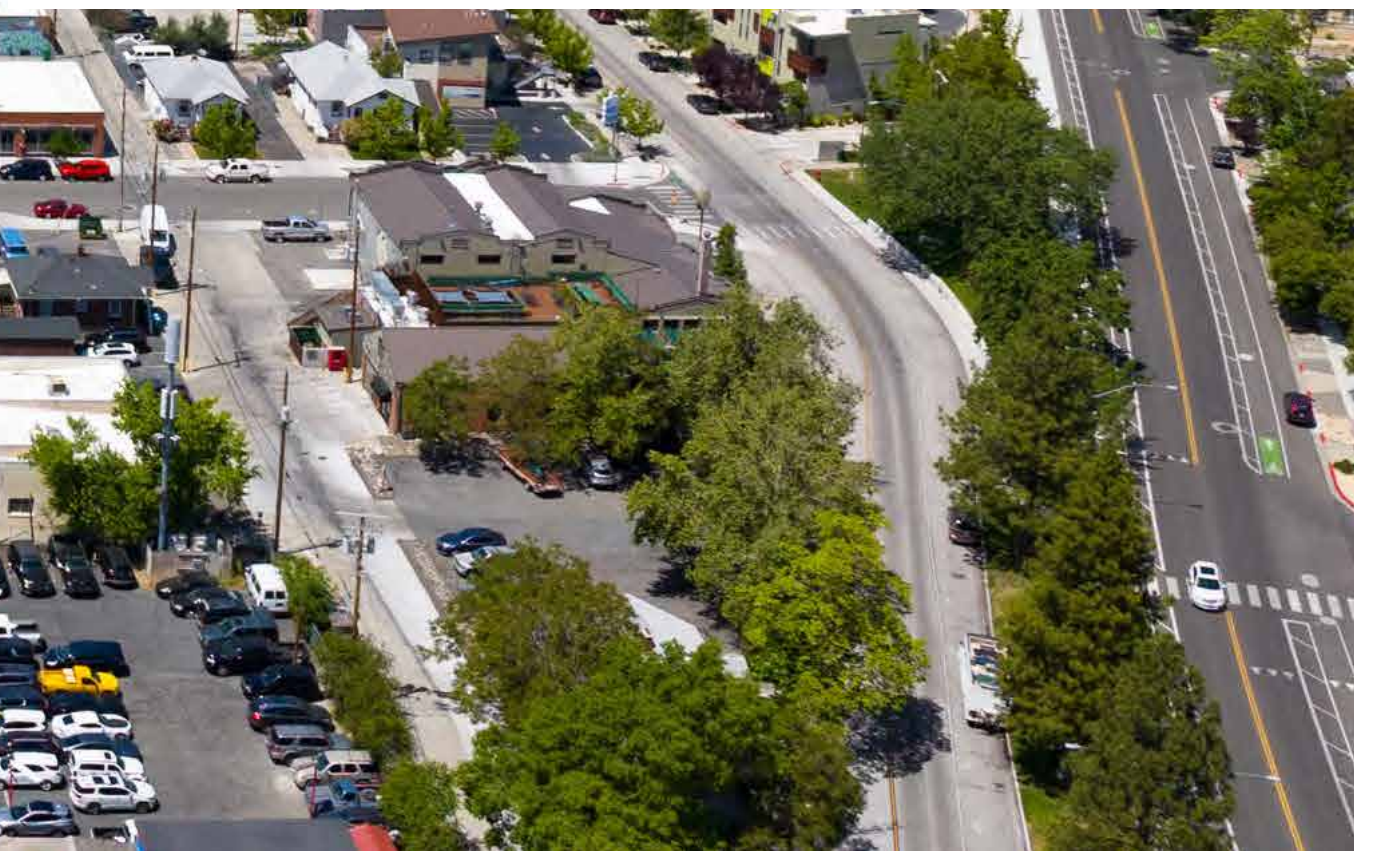
### Goal #9: Integrated Land-Use and Economic Development

The goal of Integrated Land-Use and Economic Development is defined as an increase of partnerships among local jurisdictions and other stakeholders to identify how transportation investments can support regional development, housing, and tourism. The goal is achieved through its objective to: Improve Regional Connectivity. The improvement of regional connectivity, or connections to points both inside and outside the region, begins with thoughtful and strategic transportation planning to align with the travel needs of both residents and visitors. Such planning informs facility selection and mobility options that create economic development opportunities and ensure that infrastructure is appropriately located with regard to land use. This chapter describes the regional efforts and strategies to address the integration of land-use and support economic development through the improvement of regional connectivity.

The following efforts and strategies are described in this chapter:

- **SECTION 1** – Land-Use Planning Partnerships
- **SECTION 2** – Economic Development Partnerships
- **SECTION 3** – Sustainable and Efficient Growth

The above efforts and strategies will be discussed further in Sections 1-3. Collectively, these efforts and strategies to improve regional connectivity aim to achieve the goal of integrated land-use and economic development.



## SECTION 1. LAND-USE PLANNING PARTNERSHIPS

The Integrated Land Use and Economic Development goal is predicated on increasing RTC partnerships among local jurisdictions and other stakeholders to identify how transportation investments can support regional development goals. The purpose of land-use partnerships is the coordination of land use and transportation planning that accommodates pedestrian and bike safety, mobility options, enhances public transportation service, improves road network connectivity, and includes a multimodal approach to transportation. The RTC develops and maintains partnerships with numerous regional and local entities to understand and support the land-use development patterns that should inform transportation planning.

### Regional Planning

The RTC collaborates with many regional agencies that influence land-use. Some of the organizations the RTC works with regularly include the Truckee Meadows Regional Planning Agency, Northern Nevada Public Health, Washoe County School District, Washoe County Senior Services, Reno-Tahoe Airport Authority, and the Reno Housing Authority. The RTC also works closely with agencies at the state and federal levels.

An overview of regional planning agencies and their policies that influence transportation investment is provided below.

### Truckee Meadows Regional Planning Agency (TMRPA)

RTC and Truckee Meadows Regional Planning Agency (TMRPA) collaborate closely on a wide range of data management and analytical issues. Through a Shared Work Program, the two agencies access data on a common server and undertake joint technical analyses. Additionally, this RTP serves as the long-range transportation plan for purposes of compliance with state law through its utilization by the Truckee Meadows Regional Plan.

The Truckee Meadows Regional Planning Agency (TMRPA) was created by Nevada legislature in 1989 to facilitate regional land-use planning for the region within the City of Reno, City of Sparks and Washoe County. TMRPA is responsible for the preparation and implementation of the Truckee Meadows Regional Plan (referred to as the Regional Plan). The TMRPA is comprised of the Regional Planning Governing Board (RPGB), the Regional Planning Commission (RPC), and TMRPA staff.

The current Regional Plan was updated in 2024 and provides the framework for growth in the Truckee Meadows over the next 20 years. The Plan focuses on the coordination of master land-use planning in the region as it relates to population, land use patterns, public facilities, service provision, natural resources, and intergovernmental coordination. The Regional Plan is a cooperative effort of the local and regional units of government, affected entities, the major service providers, and the citizens of the Truckee Meadows. The Plan is intended to present a regional consensus reached through a process of public conversation and decision-making, to provide a unifying framework for local and regional policies and services.



The Regional Plan also establishes the Truckee Meadows Service Area (TMSA), the area within which services and infrastructure are anticipated to be provided over the next 20 years. The TMSA concept is further refined into five Regional Land Designations to establish a priority hierarchy for managing regional growth. TMRPA requires that local government and affected entities' master plans, facilities plans, and other similar plans promote and not conflict with the growth and investment priorities defined by the Regional Land Designations.

The 2024 Regional Plan defines and ranks in priority for development the five (5) Regional Land Designations as follows: The highest priority is the Mixed Use Core, "an area that promotes the highest density and intensity of development, prioritizes infrastructure provision, and promotes a pedestrian-friendly atmosphere served by transit." The second priority is Tier 1, "an area within the TMSA where a varying range of development is expected and with a secondary priority for development and investment." The third priority is Tier 2, "an area where there is generally less dense development occurring at suburban levels, with a few higher density nodes." The fourth priority is Tier 3, which "comprises the remaining areas within the TMSA. These areas contain lands that are developed at low densities, are undeveloped, or have significant constraints." Finally, the 5th and last priority is the Rural Area which is an area "stretching from the boundaries of the TMSA across the remainder of Washoe County (areas outside TMRPA's jurisdiction such as Tribal Lands and the Lake Tahoe Basin are not included). This area is restricted to very low residential densities and generally consists of dispersed development on large parcels."

The Facilities and Services standards table in the 2024 Regional Plan outlines expectations for various forms of infrastructure both within and outside of the TMSA. In order to align regional efforts, the 2050 RTP Update recognizes this priority hierarchy and the RTC has utilized the hierarchy to inform the projects list and their time frames.

The RTC also consistently coordinates with TMRPA and the local jurisdictions to ensure the priorities in the Regional Plan as well as the master plans are reflected in the RTP.

Further, TMRPA works closely with the local jurisdictions to develop population and employment projections by Traffic Analysis Zone (TAZ), which are assigned in the RTC travel demand forecast model. In accordance with RPGB policy, the Washoe County population and employment projections, called the Consensus Forecast, uses a number of leading forecasts, which has several advantages over using a single source for forecasting population.

### Northern Nevada Public Health

RTC formally partners with Northern Nevada Public Health (NNPH), formerly the Washoe County Health District, through NNPH's participation on the RTC Technical Advisory Committee (TAC) which is convened monthly and advises RTC staff and the Board. NNPH Air Quality Management Division (AQMD) and Chronic Disease and Injury Prevention Program actively support transportation investments that improve community health. Additionally, NNPH sponsors several healthy community initiatives based on the concept that health is more than the absence of disease and is defined broadly to include the full range of quality of life issues, including transportation.

### Air Quality Management Division (AQMD)

Another RTC partner is the Air Quality Management Division (AQMD) which implements clean air solutions that protect the quality of life for residents of Washoe County through community partnerships and programs such as air monitoring, permitting and enforcement, planning, and education. The Division monitors ambient air quality for the determination of compliance with National Ambient Air Quality Standards (NAAQS). Additional information about air quality is provided in Appendix B.

Because motor vehicles are the largest source of ozone pollution in Washoe County, the Air Quality Management Division (AQMD) has partnered with the RTC and other government and non-government bicycle advocacy groups in the Truckee Meadows to promote cycling in place of vehicle trips. AQMD works with the Truckee Meadows Bicycle Alliance on outreach and events such as Bike Month. Another AQMD's program that promotes community health and sustainable transportation and demonstrates its commitment to collaboration with regional partners is the Rack 'Em Up Program. The program supports bicycle advocacy through outreach and special events.

### Chronic Disease and Injury Prevention Program

The Chronic Disease and Injury Prevention Program (CDIP) focuses on modifiable risk factors that impact the top five leading causes of death in Washoe County. One of these factors is lack of physical activity. As part of an effort through the CDIP, as well as to fulfill part of the requirements of Assembly Bill 343, NNPH staff conducted a physical activity survey and subsequent walk audit in an area determined to be in need of a higher degree of focus. A walk audit can briefly be described as an assessment used to determine the viability of walking in a given environment. The results of the walk audit were presented to the Vision Zero Truckee Meadows Task Force and, going forward, the RTC will seek to collaborate with NNPH in future walk audit efforts. These efforts will not only help meet the requirement to complete at least one walk audit per year but will assist the RTC in the development of the series of Neighborhood Network Plans discussed in Chapter 12.

Including physical activity as a part of daily activities helps to reduce obesity and the resulting chronic conditions such as heart disease and diabetes. However, this will occur only if safe and accessible sidewalks and bicycle facilities are readily available. Creation of comfortable and convenient active transportation facilities that encourage physical activity is part of RTC's vision for active transportation in the region.

### Community Health Improvement Plan

The 2022-2025 Community Health Improvement Plan, developed by NNPH, is based on findings from the 2022-2025 Community Health Assessment and reflects a long-term, comprehensive commitment to addressing public health problems. The plan outlines top priorities and a collective action plan for how health will be improved through a series of goals housed under four focus areas.

One of the primary concerns of participants of community-based meetings under the "Access to Health Care" focus area was lack of transportation to care. This is also one of the primary concerns according to outreach conducted as part of the RTC's Coordinated Public Transit-Human Services Transportation Plan (CTP), which is included in this document as Appendix D. The issues related to the lack of transportation to care are addressed, in part, through the implementation of projects identified in the CTP and RTP.

### Washoe County School District

RTC works closely with the Washoe County School District (WCSD) and the Nevada Department of Transportation on the Safe Routes to School (SRTS) Program. The program is funded, in part, by RTC through Surface Transportation Block Group grant funding and was recently expanded under IIJA to explicitly include high schools. The School District Police Department now implements this program for grades K-12, which includes a combination of capital investments, organization of parent volunteers at school zones, development of operational plans, and student education.

The School District's SRTS Coordinator participates in RTC plans and studies to identify important student safety and accessibility issues.

RTC also works closely with WCSD regarding school siting and associated transportation infrastructure needs as part of its Facility Modernization Plan. As the regional school population continues to grow, it will be increasingly important to properly site and orient schools to enhance accessibility and encourage more youth to walk, bike, and roll to school.

Finally, WCSD and SRTS participate as members of the Vision Zero Truckee Meadows Task Force and are often recipients of funding through the RTC's Transportation Alternatives Set-Aside Program. Collaboration resulting from these efforts is typically focused on school zone safety and the enhancement of active transportation facilities.

### Washoe County Senior Services

Washoe County's Senior Services Division is committed to building a higher quality of life for all residents, regardless of age. Its mission is to provide a variety of direct and indirect support and services to meet the needs of older adults and those who care for them. Washoe County Senior Services offers a nutrition program, legal services, social services, adult day care, and recreational activities. The Washoe County Master Plan for Aging Services is the roadmap that guides the enhancement and development of Washoe County's senior programs and services.



The Plan's Guiding Principles detail a series of goals, with associated objectives and strategies, and were developed by Washoe County Senior Services' partners, stakeholders, Advisory Board, and employees. The goal for transportation is to expand public and private options that allow seniors to live independently. The RTC involved Washoe County Senior Services in the development of its CTP and also partner in providing transportation information and other resources to local senior citizens.

### Reno Housing Authority

The Reno Housing Authority (RHA) was founded in 1943 and was appointed the Public Housing Authority for Reno, Sparks, and Washoe County. The RHA's mission is to provide fair, sustainable, quality housing in diverse neighborhoods throughout Reno, Sparks and Washoe County that offers a stable foundation for low-income families to pursue economic opportunities, become self-sufficient and improve their quality of life. Through its various subsidies, rental assistance, and other programs, the RHA helps ensure 15,000 Nevadans have a safe, secure place to call home.



## Local Planning

The City of Reno, City of Sparks, and Washoe County are responsible for local land-use planning in the region. The RTC works extensively with these local jurisdictions to develop and implement projects in accordance with local and regional master planning documents. For example, the RTC participates in the development review processes with each local government to provide input on access management, transit, pedestrian and bicycle facility improvements, and to ensure consistency with long-range and regional transportation plans. Additional coordination occurs at a local and regional level between all agencies, when needed, for specific projects or activities.

A summary of key land-use policies as they relate to transportation for each entity is provided below.

### City of Reno

The Reno City Council adopted their Master Plan, titled ReImagine Reno, on December 13, 2017, with additional updates effective as of November 2021.

This Master Plan is the result of the widest public engagement effort in Reno's history. The Plan reflects the ideas, values, and desires of the community, aligning these with a range of plans, policies, and initiatives in place or underway in both Reno and the wider region.



The guiding principles are the first level of policy guidance included in the Master Plan. Each reflects one aspect of the community's visions and values and articulates the type of place desired for Reno. Together, they address a range of topics, providing the framework for Master Plan goals and policies that will help to guide decision-making across the City. Guiding Principle 5, a Well-Connected City and Region, is supported by the following goals:

- Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes.
- Actively manage transportation systems and infrastructure to improve reliability, efficiency, and safety.
- Facilitate the movement of goods and services throughout the region via truck, air, and rail.
- Encourage the use of transit, car or van pools, bicycling, walking, and other forms of alternative transportation.
- Anticipate and plan for the implications and opportunities associated with connected vehicles, autonomous vehicles (AVs), and the expected transition from personal car ownership to mobility-as-a-service.

### City of Sparks

The City of Sparks adopted its comprehensive plan, Ignite Sparks, in August 2016. In 2021, the plan was updated and was found to be in conformance with the 2019 TMRPA Regional Plan. Ignite Sparks establishes goals and policies centered around managing growth through land-use, economic vitality, and connectivity.

Included within its Vision Statement is a desire for "integrated connectivity with a maintained road network which includes bike and pedestrian pathways."



This vision is supported by the following goals:

- Develop a complete, efficient transportation system that gives Sparks residents of all ages and visitors access to employment, housing, services, and recreation throughout urban Washoe County.
- Provide a transportation network that supports business formation and attraction and economic vitality.
- Facilitate non-motorized travel throughout the community.

### Washoe County

The Washoe County Master Plan, Envision Washoe 2040, was adopted in 2023 and was found to be in conformance with TMRPA's Regional Plan in 2024. This update removed regulatory information and more detailed standards, integrating them into the Washoe County Development Code. The vision, goals, policies, and actions from the 2010 Master Plan were updated and remain a part of Envision Washoe 2040. The Plan was developed to adapt to today's challenges and opportunities while also aligning with the structure of the TMRPA Regional Plan in order to improve consistency throughout the region and to make interjurisdictional coordination easier.

The document identifies seven planning elements with principles and policies that are informed by an existing conditions analysis and used to address key opportunities and constraints related to each element. These elements were adapted from other plans to further enhance regional cohesion. The land use element was built around the TMRPA Regional Plan and master plans from the cities of Reno and Sparks, as well as the Pyramid Lake Paiute Tribe and Reno-Sparks Indian Colony. The Transportation element considers several RTC documents including the Complete Streets Master Plan, Bicycle and Pedestrian Master Plan, Advanced Mobility Plan, and the (previous) 2050 RTP.

The overarching goal of the land use element is to demonstrate a commitment to the regional form and pattern described by the TMRPA Regional Plan, while the policies express a commitment to direct new development inside the Truckee Meadows Service Area to promote infill development.

The transportation element focuses on the challenges of creating and maintaining a quality transportation system and increasing accessibility across multiple jurisdictions. Envision Washoe 2040 demonstrates a commitment to ensuring that transportation infrastructure meets the needs of existing and future development and responds to the community's desire to pursue innovative transit and multimodal opportunities through the following principles:

- Create an interconnected transportation network.
- Provide an efficient transportation network through coordinated operations, system management, technology, and targeted investments.
- Prioritize multimodal transportation to support healthy communities.
- Coordinate transportation decisions with regional and local partners.



- Reduce transportation-related emissions and pollutants.

### **Pyramid Lake Paiute Tribe (PLPT)**

The Pyramid Lake Indian Reservation is comprised of more than 475,000 acres in Northern Nevada and contains portions of Interstate 80 and several State highways including SR 445, SR 446, SR 447, and SR 427.

The approximate 3,000 members of the Tribe (of whom about 1,300 live on the reservation) are direct descendants of the Northern Paiute people who have occupied the vast areas of the Great Basin for thousands of years. Pyramid Lake is located 35 miles northeast of Reno and is the property of and managed by the PLPT and is visited annually by over 150,000 people from around the world. The PLPT operates its own transit system which serves communities within the Reservation and connects to services in nearby Reno and Sparks.



The Long-Range Transportation Plan (LRTP) for the Pyramid Lake Paiute Reservation (updated in May 2021) provides the inventory and analysis of infrastructure to support improvements to existing transportation facilities and develop new transportation opportunities within the PLPT Reservation and evaluate present and future transportation needs in and around Reservation Lands.

The LRTP establishes a prioritized listing of road improvement/construction projects to meet current and projected transportation needs. The LRTP incorporates these needs by way of the included Tribal Transportation Improvement Program and priority list that is forwarded to the Bureau of Indian Affairs for inclusion in a regional Tribal Transportation Plan and the Statewide Transportation Improvement Program (STIP). Projects from the STIP that are within the RTC’s planning area are subsequently adopted into the Region Transportation Improvement Program (RTIP).

### **Reno-Sparks Indian Colony (RSIC)**

The Reno-Sparks Indian Colony (RSIC) is a federally recognized Native American Tribe located within the Truckee Meadows. The RSIC was established in 1917 and was formally recognized in 1936 under the Indian Reorganization Act. Currently, the tribal membership consists of over 1,300 members from three Great Basin Tribes – the Paiute (Numu), the Shoshone (Newe), and the Washoe (Wa She Shu).

The reservation lands primarily consist of the original 28-acre residential Colony and another 15,539 acres in Hungry Valley, which is 19 miles north of the Colony nestled in scenic Eagle Canyon.

Over the past three decades the Colony has assembled various development sites in Reno, Sparks, and Washoe County, representing 83 acres of commercial property. The redevelopment of Reno’s East Second Street neighborhood, where half the Colony’s residents live, consists of the development of the Three Nations Plaza (Wal-Mart), relocation of the Northern Nevada Transitional Center and the RSIC Health Center.

The development of the 65,000 square-foot outpatient Health Care facility was constructed from the proceeds of the Colony’s economic development projects for the benefit of its community members and more than 9,000 Native Americans residing in the region.

The RSIC also operates a fixed-route transit system between the Reno and Hungry Valley communities. The transit system runs Monday through Saturday and includes nine stops to connect Tribal Members with Tribal Government services, the RSIC Health Center, residential neighborhoods, and Tribal Enterprises.

The RSIC’s Long Range Transportation Plan (LRTP) identifies and evaluates current and future transportation needs of the Colony. Existing conditions and RSIC’s current goals were used to determine present needs, while future needs were evaluated based on the RSIC’s social, economic, and development goals and objectives, including specific development proposals, as well as the land use and transportation plans of the surrounding area. The RSIC’s LRTP follows the same process noted in the PLPT section above for including projects in the STIP and RTIP.

## **SECTION 2. ECONOMIC DEVELOPMENT PARTNERSHIPS**

Economic development is supported through regional partnerships and is important to the improvement of regional connectivity. Economic development activities can influence transportation patterns and travel demand which often leads to investment in transportation infrastructure and can also influence land use. For example, a growing tech hub might increase the need for better transportation links, leading to the construction of a new transit line, which is likely to induce increased development around its stations. In this example, the availability and efficiency of transportation options attract businesses and influence economic decisions. Similarly, efficient transportation connections to the area can induce visitor demand. Areas with well-planned transportation infrastructure are often more attractive for businesses and visitors and can experience faster economic growth. Partnerships are key to keeping in the loop on ongoing economic development activities and aligning transportation planning with those initiatives.

A summary of key economic development initiatives and policies as they relate to transportation for statewide, regional, and local entities is provided below.

### **Nevada Governor’s Office of Economic Development**

The Nevada Governor’s Office of Economic Development has a vision for a vibrant, innovative, and sustainable economy with high-paying jobs for Nevadans. The 2023 statewide Comprehensive Economic Development Strategy, Realizing Nevada’s Electric, Innovative, and Connected Future lays out a roadmap for Nevada to fully develop industries critical to world markets. The document uses a SWOT analysis and an analysis of Nevada’s competitive position relative to national and global market trends to develop a strategic plan to align and coordinate action by state policymakers in the areas of clean energy, innovation, and infrastructure. It also identified five target industries—one of which is Transportation and Logistics—and actions to advance them over the next five years.

### **The University of Nevada, Reno**

The University of Nevada, Reno (UNR) was established in Reno in 1891 and serves more than 21,000 students. The University is one of the largest activity centers in the region. RTC often partners with UNR staff and students to conduct research related to engineering and planning projects.

UNR works closely with RTC to promote safe multimodal transportation for its students especially in the downtown and campus areas. The RAPID Virginia Line extension to UNR and the EdPass Program that allows students, faculty, and staff to ride transit free with their university identification card, will reduce the need for cars on campus and greatly expand the traveling convenience for the student population. The partnership with UNR also extended to development of the University Area Multimodal Transportation Study, which identifies planned safety and mobility improvements in the campus area.

## The Economic Development Authority of Western Nevada

The Economic Development Authority of Western Nevada (EDAWN) is a private/public partnership committed to adding quality jobs to the region by recruiting new companies, supporting the success of existing companies, and assisting newly forming companies, to diversify the economy and have a positive impact on the quality of life in the Truckee Meadows.

Included in EDAWN's Strategic Plan is the objective to attract new businesses to downtown districts to support job growth in target industries including:

- Advance Manufacturing
- Aerospace and Defense
- Biotechnology
- Blockchain
- Business-to-Business Software
- Fintech
- Internet of Things
- Logistics and E-Commerce

EDAWN is a supporter of RTC's initiatives to promote transportation investments such as bicycle, pedestrian, and transit amenities that can attract people to the region and are quality of life assets for the Truckee Meadows. In addition, strategic transportation investments in roadways facilitate goods movement in support of logistics, distribution, and advanced manufacturing. EDAWN is an advocate for expanding economic opportunities and implementing infrastructure upgrades needed to accommodate expected growth, while doing so without putting a strain on infrastructure.

## Reno-Tahoe Airport Authority

The Reno-Tahoe Airport Authority (RTAA), which owns and operates the Reno-Tahoe International Airport (RTIA) and Reno-Stead Airport, is an important asset to the region, generating a total annual economic impact of \$3.6 billion and directly supporting over 6,300 jobs. The RTIA is located in the core of the Truckee Meadows and is essential to the economic growth of the region. It serves over four million passengers per year and is estimated to have served 4.6 million in 2023. In 2022, approximately 139 million pounds of cargo arrived/departed RTIA.

The Reno-Stead Airport is a 5,000-acre general aviation facility that is quickly becoming a major economic hub in northern Nevada and is an Federal Aviation Administration (FAA) designated Unmanned Autonomous Systems (UAS) test site. The Reno-Stead Airport campus also includes a business park, which has been identified as a future regional jobs center by TMRPA and represents 60 percent of vacant industrial land in the City of Reno and 37 percent of vacant industrial land in Washoe County. The Reno-Stead Airport business park is designed to cater to industries such as aerospace, advanced manufacturing, and logistics.



The RTIA and Reno-Stead airports are crucial to the success of tourism and cargo-related industries in Northern Nevada, as outlined in the RTIA Master Plan. The plan identifies air cargo growth and the need to expand capacity and modernize air cargo facilities.

These developments not only underscore the RTAA's potential to drive economic growth but also highlights its pivotal role in meeting the region's future employment and industrial needs.

## Reno-Sparks Convention and Visitors Authority

The Reno-Sparks Convention and Visitors Authority (RSCVA) was established in 1959 and acts as a marketing organization for the county to promote convention and tourism business. Unlike many convention and visitors bureaus across the country, the RSCVA owns and operates several facilities designed to draw out-of-town visitors. In addition, the RSCVA is mandated by the Nevada State Legislature (NRS 244A), and is not a partnership-based organization. The RSCVA, as a public body, also functions as a collection agency, ensuring that room taxes are distributed to the appropriate governmental organizations benefitting visitors and residents of Reno Tahoe. The RSCVA's vision is to be the preferred outdoor, gaming and event destination and its mission is to attract overnight visitors to Reno Tahoe while supporting the sustainable growth of local communities.



The travel and tourism industry is central to the Northern Nevada economy. With more than 20,000 hotel rooms in the Reno-Sparks metro area, resorts and gaming have long been major economic drivers for the region. Reno is a gateway to the outdoor mountain destinations surrounding the Lake Tahoe area, including world-class ski resorts, and world-renowned hiking trails.

The growing arts community, including Reno's annual Artown festival and the many events associated with the Burning Man festival, are expanding the tourism base. Public art, including sculptures and murals, further integrate this vibrant creativity into the fabric of the community. This emerging arts tourism is further supported by the growing craft brewery and restaurant scenes in downtown Reno and Sparks.

The Truckee Meadows is uniquely suited to hosting large events due to the strength of the existing hospitality industry. Other strengths include the centrally located Reno-Tahoe International Airport and the successful RTC RAPID transit system. The region's major resort hotels are connected to downtown Reno and Sparks as well as the Reno-Sparks Convention Center by the Virginia Line and Lincoln Line RAPID transit services.

Sporting events at various levels, ranging from Reno Aces Minor League Baseball games to high school and senior tournaments, support the local tourism industry and wider economy. More than 15,000 athletes and coaches come to the area annually for basketball and volleyball tournaments, and internationally sanctioned sporting events in bowling, fencing, boxing, handball, and weightlifting. Public transit and the efficiency of traffic operations on the regional road network play a key role in facilitating the movement of the thousands of visitors attending and participating in these events.

The RTC partners with the RSCVA to support the travel and tourism industry and enhance this industry's impact on the local economy. In many cases, the RTC provides special event transportation, as it does during the Best in the West Nugget Rib Cook Off or The Great Reno Balloon Race. The RTC's regular bus service facilitates travel to and from many event venues as well, such as Greater Nevada Field for Reno Aces baseball games, Lawlor Events Center and Mackay Stadium for Nevada Wolf Pack basketball and football games, the Livestock Events Center for the Reno Rodeo and other events throughout the year, the National Bowling Stadium, and many others.

### SECTION 3. SUSTAINABLE AND EFFICIENT GROWTH

Sustainable and efficient transportation network development creates regional connectivity that is integrated with land use and is delivered at the appropriate time and location. Whether for transit service, roadways, or bicycle and pedestrian infrastructure, the RTC seeks to provide the appropriate level of connectivity, at the appropriate time, that will serve the community today and for years to come. Transportation needs for the movement of people and goods evolve, as land development generates travel, travel generates new transportation facilities, new transportation facilities increase accessibility, and increased transportation accessibility attracts further land development. Sustainable growth includes identifying the appropriate investment needed at the appropriate time to keep pace with growth. Efficient growth is achieved through sound transportation planning, based on data, to identify the transportation needs of the region. Sustainably and efficiency or right-timing and right-sizing of the transportation network are essential in order to ensure that the transportation network can serve the needs of the region, now and in the years to come.



An overview of efforts to improve regional connectivity through sustainable and efficient growth is provided below.

#### South Virginia Street Transit-Oriented Development Plan

The RTC, in partnership with the City of Reno, studied the South Virginia Street corridor to determine the feasibility of extending the Virginia Line Bus Rapid Transit (BRT) service from its current terminus at Meadowood Mall to south Reno. With hundreds of acres of vacant and underutilized land in the corridor, there is opportunity to help shape land-use to improve accessibility and enhance economic development opportunities. The Plan recommended land-use planning tools most appropriate for encouraging a walkable, transit-supportive development pattern that meets the growth and development needs of the region.

High-density housing and employment near transit stops is necessary to support a BRT level of service. Providing safe, convenient, and accessible pedestrian connections to bus stops is essential to promoting not only transit trips, but active transportation trips as well. This type of transit-oriented development (TOD) has advantages beyond increased ridership. Effective transit not only boosts property values and business attractiveness but also stimulates broader economic development by better connecting industry to the workforce on which it relies.

Despite the City of Reno's 2017 adoption of the ReImagine Reno Master Plan, which included the removal of its TOD zoning along South Virginia Street, the region has had success with higher-intensity development. Land-use policies established by Reno, Sparks, and the Truckee Meadows Regional Planning Agency have incentivized this type of development in the Virginia Street, 4th Street/Prater Way, and other key transit corridors. For example, Midtown Sparks has emerged as a major shopping and dining destination with a growing residential and office component. Victorian Square in downtown Sparks has also experienced a resurgence, as evidenced by the housing development near RTC Centennial Plaza. Affordable housing and essential services are best suited to locations near transit lines to promote accessibility.



Multimodal infrastructure provides more options to get to work, school, recreational activities and provides access to necessary goods and services. High-capacity transit combined with Complete Streets design elements that provide pedestrian and bicycle access support a vibrant urban environment. The evolution of South Virginia Street, and other areas in the region prioritized for growth, is largely dependent on outside influences and will continue to respond to growth and the market. Planning for and continuing to encourage sustainable growth is essential to ensuring these areas are catalysts for vibrant changes to the community. Infrastructure investments, intergovernmental collaboration, public/private partnerships, and the continued phasing of transit enhancements will all work to support the land-use, transportation, and economic development goals for the region.

#### Active Transportation Plan: Walk & Roll Truckee Meadows

The RTC's Active Transportation Plan: Walk & Roll Truckee Meadows establishes a clear vision and goals for the future of active transportation in the Truckee Meadows and introduces a new approach to active transportation planning and implementation in the region called Neighborhood Network Planning. This approach has been established to engage residents and stakeholders at the local level to tailor active transportation solutions that address the unique needs of each neighborhood. This innovative and interactive planning process will inform the creation of a comprehensive and connected active transportation network across the Truckee Meadows for all users.

The Active Transportation Plan aligns with the Regional Plan, utilizing its Land Use Tiers to identify Land Use Contexts (Urban, Suburban, and Rural) with similar characteristics that will help guide implementation of active transportation facilities in a context sensitive manner.

Promoting active transportation in Washoe County offers a multitude of benefits which align with and support the goals of the City of Reno, City of Sparks, and Washoe County. Among them is economic development, which is achieved through the creation of a more walkable and bikeable environment. This attracts businesses and residents while supporting local shops and restaurants.

Over the next four to five years, the RTC will complete the series of Neighborhood Network Plans for the twelve Neighborhood Network Planning areas identified in the Active Transportation Plan. The resulting plans will adapt the regional vision and goals to the local context while aligning with overall objectives for the region, as applied through the unique lens of each neighborhood.

**Incorporating Land-Use and Economic Development into Project Selection**

Effective planning must consider how transportation infrastructure will influence land use and economic development and vice versa, aiming for a harmonious balance that supports sustainable and efficient growth. There is a necessary balance required between economic development and sustainable land use to avoid issues like congestion, environmental degradation, and uneven development. This means incorporating transit-oriented development, mixed-use areas, and maintaining green spaces among the more conventional commercial, residential, and industrial uses.



Integration of land-use and transportation was carried forward as a goal from the previous RTP and was incorporated into the evaluation factors used in selecting projects for inclusion in this RTP. Several projects were developed with a specialized focus toward supporting land-use and economic development policies, as listed below.



**BIGGEST LITTLE BIKE NETWORK**

- Biggest Little Bike Network (projects on Vine Street, Virginia Street, 5th Street, 6th Street, and Evans Avenue/Lake Street/Sinclair Street)
- Buck Drive Circulation
- Sun Valley Boulevard Corridor Improvements
- West Fourth Street Downtown

- West 4th Street Multimodal Improvement

Examples of projects implemented in support of land-use and economic development under the previous RTP's prioritization are listed below.

- Oddie Boulevard/Wells Avenue Multimodal Improvements
- Holcomb Avenue Rehabilitation
- Peppermill BRT

USDOT guidance related to national goals and planning factors does not explicitly require incorporation or consideration of the relationship between land-use and transportation. However, land-use and transportation are closely connected and are, in turn, linked to economic factors such as housing opportunities, employment locations, commute patterns, and the costs of transportation to households. Effective transportation planning requires integrating land use and economic development policies to ensure that transportation infrastructure supports and is supported by economic activities and land use patterns. The RTC and its partners, recognizing the importance of this dynamic, work to create consistency between local land-use, regional transportation, and economic strategic plans in pursuit of a functional and thriving community.



A hand is shown moving a black chess king piece on a chessboard. The board is lit with a blue glow, and a network of glowing orange and blue lines is overlaid on the scene, suggesting a strategic or technological theme. The background is dark with bokeh light effects.

## CHAPTER 14

### Prioritizing Projects and Investing Strategically

Federal transportation legislation (The Bipartisan Infrastructure Law (BIL)), enacted as the Infrastructure Investment and Jobs Act (IIJA) requires that the RTP be based on a financial plan that demonstrates how the program of projects can be paid for and implemented. The program of projects incorporates all transportation improvements, including transit (both operations and maintenance), roadway capacity, new roadways, Intelligent Transportation Systems (ITS)/ operations, pavement preservation, and bicycle and pedestrian facilities.

The financial plan must:

- Demonstrate how the adopted transportation plan can be implemented/funded.
- Identify resources from public and private sources that are reasonably expected to be made available to carry out the plan.
- Recommend any additional financing strategies for needed projects and programs.

The financial plan is shown in Year-of-Expenditure (YOE) dollars. Converting all costs and revenues to YOE dollars assumes a more accurate depiction of all costs, revenues and deficits with long-range transportation plans.

This chapter outlines the project development and prioritization methodology, revenue projections, and funding sources including federal, state, and local and regional sources.

**SECTION 1** – Revenue Projections

**SECTION 2** – Funding Sources

**SECTION 3** – Project Development and Prioritization

**SECTION 4** – Plan Investment Needs

**SECTION 5** – Financial Summary

## SECTION 1. REVENUE PROJECTIONS

Revenue forecast assumptions identified through this process are outlined below:

- State revenues for vehicle registration fees, motor carrier fees, driver’s license fees, and petroleum cleanup funds will increase by 0.92 percent annually matching population growth.
- Regional revenues will increase by 0.92 percent annually matching population growth, with an additional 3.28 percent growth factor for indexed fuel tax.
- Fuel tax at both the State and Regional level are reduced by two percent annually to match CAFE standards of fuel efficiency.
- Federal revenues will increase by two percent annually.
- Each metropolitan region developed forecasts for local tax revenues, based on regional conditions.

While funding programs are subject to change over time, RTC is tasked with using the best available data at the time the long-range plan is developed. In developing the projections, historical growth trends of current revenue sources attributable to the region were considered, as well as current conditions, effects of inflation, and changes in population.

Using these indicators as a base, assumptions were made that there will be increases in all revenue sources over the life of the plan and that the projects included will not exceed the reasonably foreseeable future revenues, which will meet the fiscally constrained plan requirement. Many projects are included in the plan as unfunded needs due to the lack of resources. An example of an unfunded need is the Pyramid/395 Connector. Though funding for Phase 2 of the project has been identified, Phases 3, 4, and 5 currently remain unfunded due to their high cost. Combined, the cost of Phases 3, 4, and 5 is estimated at \$756,648,000 with Phase 3 estimated to cost \$427,479,000.

The RTP is revisited at least every four years, which allows for timely adjustments to be addressed as needed.

## SECTION 2. FUNDING SOURCES

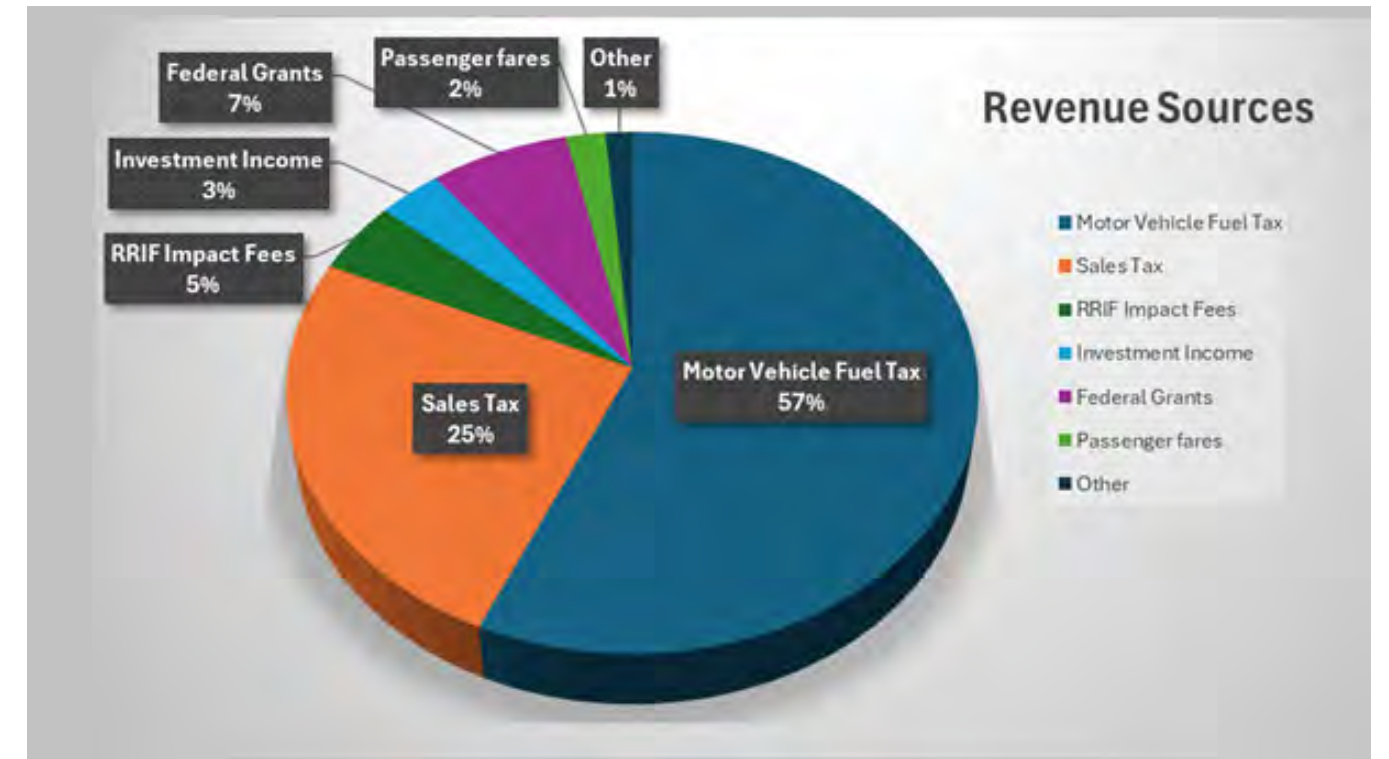
Current revenue sources include the federal government, state government, and RTC. Table 14.1 shows the types of funding sources available and the allowable use under that source, either for roads or transit. The allowable use for the various funding sources is limited by statute, regulation, or state constitutional provisions. As an example, the Nevada Constitution allows local fuel taxes to be spent only on roadway construction. State law precludes the use of fuel tax by RTC for routine roadway operation and maintenance. In addition, some federal funds are restricted to capital improvements and may not be used for operations or maintenance.

**Table 14.1 Funding Sources and Allowable Uses**

Types of Funds	Uses
National Highway Performance Program (NHPP)	Roads (Primarily)
Surface Transportation Block Grant (STGB)	Roads & Transit
Congestion Mitigation Air Quality (CMAQ)	Roads & Transit
Transportation Alternatives (TA) Set-Aside Program	Roads & Transit
Highway Safety Improvement Program (HSIP)	Roads (Primarily)
FTA Section 5307	Transit
FTA Section 5310	Transit
FTA Section 5337	Transit
Bus and Bus Facilities Program (FTA Section 5339)	Transit
Gas and Special Fuel Tax	Roads
Driver’s License, Vehicle Registration, and Motor Carrier Fees	Roads
Regional Road Impact Fee (RRIF)	Roads (Capacity)
Sales and Use Tax	Roads (Capacity)

Revenues in fiscal year (FY) 2024, July 1, 2023, to June 30, 2024, were approximately \$180.4 million. Figure 14.1 shows the funding sources for that revenue. In FY 2024, 28 percent of revenues were used for transit and 58 percent were used for roadways, 14 percent for debt service, and 1 percent for MPO Operations.

**Figure 14.1 FY 2024 Revenues by Funding Source**



### Federal Funding

Federal funds for transportation are collected nationally and allocated back to the states through a series of formulas and grants. The FAST Act was the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The Fixing America’s Surface Transportation (FAST) Act authorized \$305 billion over fiscal years 2016 through 2020 for highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The IIJA (Public Law 117-58, also known as the “Bipartisan Infrastructure Law,” continues the FAST Act Metropolitan Planning Program, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. The IIJA provides approximately \$350 billion for Federal highway programs over a five-year period (fiscal years 2022 through 2026). Most of this funding is apportioned to States based on formulas specified in Federal law. However, the Bipartisan Infrastructure Law also provides funding through a wide range of competitive grant programs.

The primary funding source provided by the federal government is the Highway Trust Fund (HTF) through the programs in the IIJA. The HTF is comprised of the Highway Account (funds highway and intermodal programs) and the Mass Transit Account. Federal motor fuel taxes are the major source of income into the HTF.

Starting in 2021, HIF programs received increases of 24 percent for Highway Account programs and 32 percent for the Mass Transit Accounts, with increases thereafter in the range of 2 to 3 percent per year. Additional formula funding generally available to the RTC include:

- National Highway Performance Program (NHPP) – Funds are to support the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets to be established in the states asset management plan.
- Surface Transportation Block Grant Program (STBG) – Flexible funding that may be used for projects to preserve or improve conditions and performance on any federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects and public bus terminals and facilities.
- CMAQ – Flexible funding for transportation projects and programs to help meet the requirements of the Clean Air Act: to reduce congestion and improve air quality for the region.
- Transportation Alternatives (TA) Set-Aside Program – Funds are for a variety of alternative transportation projects such as transportation safety, bicycle or pedestrian improvements, and Safe Routes to Schools programs.
- Highway Safety Improvement Program (HSIP) – Funds are to improve highway safety on all public roads through a strategic approach that focuses on performance.
- Urbanized Area Formula Grant (FTA Section 5307) – Funds are to support public transportation.

- Enhanced Mobility of Seniors and Individuals with Disabilities (FTA Section 5310) – Funds are to provide improved mobility for seniors and people with disabilities.
- State of Good Repair (FTA Section 5337) – Funds are to provide capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and motorbus systems to help transit agencies maintain assets in a state of good repair in urbanized areas.
- Bus and Bus Facilities Program (FTA Section 5339) – Funds are to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.
- Discretionary Grant Programs – Funds are awarded on the basis of a competitive process for eligible transportation projects.

Generally, federal funding programs require a state or local contribution of funds toward the cost of a project, which is referred to as matching funds. The typical match for street and highway programs is 5 percent and for transit programs it is 20 percent.

#### State Funding

State funding sources include gas tax, special fuel (diesel) tax, vehicle registration fees, motor carrier fees, and driver’s license fees. Fuel tax revenue projections take into account the increasing fuel efficiency of cars as new electric, hybrid, and alternative fuel technologies emerge. The majority of state funding is applicable to street and highway projects. Currently no state funding is available to be used for transit projects.

The Nevada State Legislature and RTC are exploring potential alternative transportation funding methods, including a road usage charge for electric and hybrid vehicles and a tax on vehicle miles of travel. The Nevada Department of Transportation is undertaking a more detailed analysis of various funding options to supplement the fuel tax. Only existing revenue sources are included in the financial projections for this plan. RTC is also completing a study specific to local fuel tax replacement options.

#### Regional Funding

Regional funding sources include fuel tax, sales and use tax, passenger fares and other revenue such as the Regional Road Impact Fee (RRIF) paid by private developers, the Truckee River Flood Project, bus advertising, and lease income.

In 2008, Washoe County voters approved the indexing of fuel taxes to keep pace with inflation. This allows RTC to implement major-capacity projects and the pavement preservation program. In 2002, voters approved a ⅛ cent sales tax that is eligible for both transit and roadway uses, and a 1982 ballot initiative approved the use of ¼ cent sales tax to fund the transit program.

A summary of fuel tax rates is shown below in the table below.

**Table 14.2 Summary of Fuel Tax Rates (2025)**

Source	Rate Per Gallon
County Optional Plus Inflation Index	51.93¢
County Mandatory	12.22¢
Federal	18.40¢
State	18.45¢

#### Total Funding

Table 14.3 outlines the revenue projections by timeframe and it identifies whether the funding is eligible for roadway projects or public transportation. This table indicates anticipated revenues in YOE dollars. No new funding sources were considered for the timeframe covered by this document.

**Table 14.3 Revenue Projections**

Revenue Projections (Year of Expenditure)			
Fund Source	2025-2034	2035-2050	Total
<b>Complete Street Funding</b>			
Federal	\$2,005,598,682	\$1,708,499,803	\$3,714,098,485
State	\$843,270,616	\$1,325,962,993	\$2,169,233,609
Regional	\$1,340,924,181	\$2,857,455,510	\$4,198,379,691
Total	\$4,189,793,478	\$5,891,918,307	\$10,081,711,785
<b>Public Transportation Funding</b>			
Federal	\$127,069,486	\$263,675,144	\$390,744,630
State	\$0	\$0	\$0
Regional	\$528,366,112	\$1,402,733,115	\$1,931,099,227
Total	\$655,435,598	\$1,666,408,259	\$2,321,843,857

### SECTION 3. PROJECT DEVELOPMENT AND PRIORITIZATION

The RTP contains the community’s vision for the transportation system. The projects, programs, and activities identified in the RTP are necessary to make the long-range vision a reality. The funding needs assessment includes all jurisdictions (local, regional and state) and all activities, projects and programs on regional roads. A discussion of unfunded needs is also included.

#### Project Development

Projects in this RTP were developed in coordination with local jurisdictions (City of Reno, City of Sparks, and Washoe County), the Nevada Department of Transportation (NDOT) and regional stakeholders. About half of draft projects were informed by past transportation plans and studies for the region, and the other half were added through a call for projects conducted for the local jurisdictions. The draft project list was provided for review to the RTP Agency Working Group, local jurisdictions, and NDOT. Once the review period concluded, project scopes were developed or confirmed. After project scoping, estimated costs were forecasted for each project. As most of the projects included little or no engineering work, beyond a basic project scope, most cost estimates included in this RTP are intended to be used as a planning-level tool with the expectation that costs will change as projects progress toward implementation.

#### Project Prioritization

Plan goals and objectives were used to develop a scoring tool for project prioritization. Keeping the Plan’s goals at the core of project prioritization produces a project list that can best meet the transportation goals for the region. Metrics selected for the scoring tool included the integration of the new BIL requirement to “provide for consideration of projects and strategies that will promote consistency between transportation improvements and State and local housing patterns (in addition to planned growth and economic development patterns).” This requirement is addressed through several metrics but especially through the metric assessing in which of the five Truckee Meadows Regional Planning Agency (TMRPA) tiers the project is located. The TMRPA tiers identify current and expected housing density for the region. The TMRPA tiers are further discussed in Chapter Thirteen, Land-Use and Economic Development.

The first eight goals were utilized to rank projects, per project type, and the ninth goal was used to determine project timing within the planning horizons. Goals utilized to rank projects were weighted equally, with a total possible score of 100 per goal. The project scoring tool is included as Table 14.4.



Table 14.4 2050 RTP Update Project Scoring Tool

Goal	Objective	Metric	Score
Safety			50
			50
Maintain Infrastructure Condition	Manage Existing Infrastructure Efficiently	Pavement Condition Index (PCI) for project location (Poor=90, Fair=50, Good=0)	90
		Bridge Rating (Poor=10, Fair=5, Good=0, No bridge=0)	10
System Reliability and Resiliency	Integrate All Travel Modes and Increase Travel Options		50
		Is the project a new road segment? (Yes=60, No=0)	60
		Does the project fill technology or facility gaps in the existing network? (Yes=20, No=0)	20
		Is the project a bike/ped project? (Yes=20, No=0)	20
			50
			50
Equity and Environmental Sustainability	Promote Equity and Environmental Justice	Does the project provide benefit to an EJ area? (Yes=40, No=0)	40
		Does project improve Pedestrian Experience Index (PEI) rating and/or Bicycle Level of Traffic Stress (BLTS) rating (as defined in the Active Transportation Plan (ATP)? (Yes=60, No=0)	60
			40
		Distance from fixed route transit service (<0.25 mi=30, 0.25-0.5mi=20, >0.5mi=0) And/or distance from BRT service (</= 0.5 mi=30, >0.5 mi=0)	30
8	Integrate Land-Use and Economic Development	Provide a Regional Transit System and Other Transportation Services	30
		Improve Inter-Regional Connectivity	70
9	Reduced Project Delivery Delays (Used in Timing, not Prioritization)	Project is within which of the five TMRPA tiers? (1=70, 2=60, 3=40, 4=20, 5=10)	70
		Does project improve connectivity for tourism? (Yes=30, No=0)	30
		Monitoring Implementation and Performance	70
		What is the project status? (Planning=20, Environmental=50, Design=60, Construction=70)	70
		Private/Other agency funding (Yes=20, No=0)	20
		Project feasibility (High=10, Medium=5, Low=0)	10



## SECTION 4. PLAN INVESTMENT NEEDS

The transportation funding needs for this RTP have been divided into two major categories – public transportation and complete streets. The projects/programs are identified in Appendix B. Needs are shown in YOE dollars and were placed into the following planning horizons:

- 2025-2034
- 2035-2050

### Public Transportation

Existing transit-eligible revenues are being utilized for current transit operations. Should additional revenues become available, effective uses for these funds would include increased frequency and span of service on productive routes, as identified in the Transit Optimization Plan Strategies (TOPS), and potential expansions of FlexRIDE service areas. The RAPID transit service provided on the Lincoln Line and Virginia Line is the core of the regional transit system. The unfunded vision for transit includes expansions of these routes, the creation of an inter-regional transit route between Truckee and the Tahoe Reno Industrial Center, development of a new bus transfer facility, a new or expanded bus maintenance facility, and parking/mobility hubs. Due to the significant costs of these projects, they are listed as unfunded needs in the transit vision.

RTC faces rising costs to provide paratransit service if fixed-route service is expanded in the future. RTC is federally required to provide paratransit service to eligible customers within  $\frac{3}{4}$  of a mile of fixed routes. The average RTC ACCESS trip costs about \$25 to provide, compared with about \$2.50 for the average RTC RIDE trip.

For the purposes of this fiscally constrained plan, the transit system is assumed to remain at existing service. The public transportation needs are summarized in Table 14.6 with costs shown in year of expenditure (YOE) dollars. Other unfunded transit facility needs include a new transfer facility, maintenance facility, and mobility hubs. The transfer facility would accommodate expansion of an electric or hydrogen fuel cell RTC RAPID and RTC RIDE fleet.

**Table 14.6 Public Transportation Needs by Activity**

Public Transportation Needs by Activity			
	2025-2034	2035-2050	Total
Operations	\$510,232,713	\$1,602,207,255	\$2,112,530,969
Vehicles	\$73,556,341	\$110,334,512	\$183,890,853
Facilities	\$19,535,133	\$29,302,700	\$48,837,833
Total	\$603,324,187	\$1,741,844,467	\$2,345,168,654

### Complete Streets

Complete Streets include pavement preservation, system efficiency, multimodal, and congestion relief projects for regional roads.

Pavement preservation includes the treatments used strategically to keep roads in good condition, extend the useful life of pavement, and minimize the life-cycle costs of eligible roads. Preservation includes preventive maintenance, rehabilitation, and reconstruction of pavements and bridges, as described in Chapter Six, Infrastructure Condition. This RTP includes annual funding for preventive maintenance on eligible roads.

System efficiency projects include traffic signal coordination, communications technology, and other Intelligent Transportation Systems (ITS) technologies that improve traffic flow without adding new travel lanes. These are projects that contribute to the efficient operation of the transportation system as a whole. This RTP includes annual funding for traffic operations improvements.

The RTP includes annual funding for Active Transportation improvements throughout the region. Active transportation projects can impact multiple modes of travel. For example, sidewalk projects that improve ADA accessibility to RTC RIDE bus stops have the potential to allow some RTC ACCESS customers to use fixed-route service instead of paratransit.

Multimodal projects include ADA-accessibility improvements, pedestrian/bicycle facility improvements, and roadway reconstruction projects that focus on safety, economic development, and quality of life rather than auto capacity.

Congestion relief projects typically include the addition of new lanes for general purpose traffic, specific improvements to facilitate goods movement, and other improvements to increase the efficiency of existing road segments and intersections. Capacity improvement needs are identified through the regional travel demand model. Capacity projects also address safety and multimodal transportation needs.

Complete Streets needs are summarized in Table 14.7 with costs shown in year of expenditure dollars.

**Table 14.7 Complete Streets Needs**

	2025-2034	2035-2050	Total
Pavement Preservation	\$225,000,000	\$360,000,000	\$585,000,000
Traffic Signals/ITS/ Operations	\$100,000,000	\$160,000,000	\$260,000,000
Active Transportation	\$50,000,000	\$80,000,000	\$130,000,000
Major Roadway Projects	\$3,759,203,288	\$4,653,426,353	\$8,412,629,641
Total*	\$4,134,203,288	\$5,253,426,353	\$9,387,629,641

The program of projects in this RTP does not bring all regional roads up to level of service standards. The capacity projects included in the plan reflect the prioritization of the most severely congested corridors and the bottleneck locations that have wide-ranging impacts on the regional network.

The unfunded needs listing includes projects for which no funding is available. These are projects that would be included in the RTP if additional funding resources were available.

Including the unfunded project listing provides an opportunity to identify additional projects for future consideration in the event additional funding becomes available. The total unfunded needs are estimated at approximately \$3,926,186,395 for roadway projects.

#### SECTION 4. FINANCIAL SUMMARY

As revenues from the majority of funding sources are not keeping up with growing need transportation projects within the region, RTC faces a difficult challenge in setting priorities for future spending. Looking at the revenues and needs for the RTP as a simple budget, once the funds for operating and maintaining the existing system are subtracted from the revenues, the remainder can be applied to new projects or expanded services. These could be new transit services, new roads, widened roads, or bicycle facilities – all modes considered in this RTP.





## CHAPTER 15

### Connection to Programming

This chapter will discuss the relationship between the goals of the RTP and the implementation and operation of RTC programs. RTC facilitates programs related to multiple facets of transportation including roadway construction and maintenance, transit operation, congestion management, and active transportation. Coordinating funding and programming for each of these programs is essential to achieve the goals of the RTP.

The following efforts and strategies are described in this chapter:

**SECTION 1** – Regional Transportation Improvement Program

**SECTION 2** – Other RTP Programs

## SECTION 1. REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

The Regional Transportation Improvement Program (RTIP) is a federally required five-year plan that identifies and prioritizes transportation projects for a region. The RTIP includes a subset of projects from a region's RTP. Projects must be included in the RTP to be eligible for inclusion in the RTIP. RTC, as the Metropolitan Planning Organization for the region is responsible for developing the RTIP.

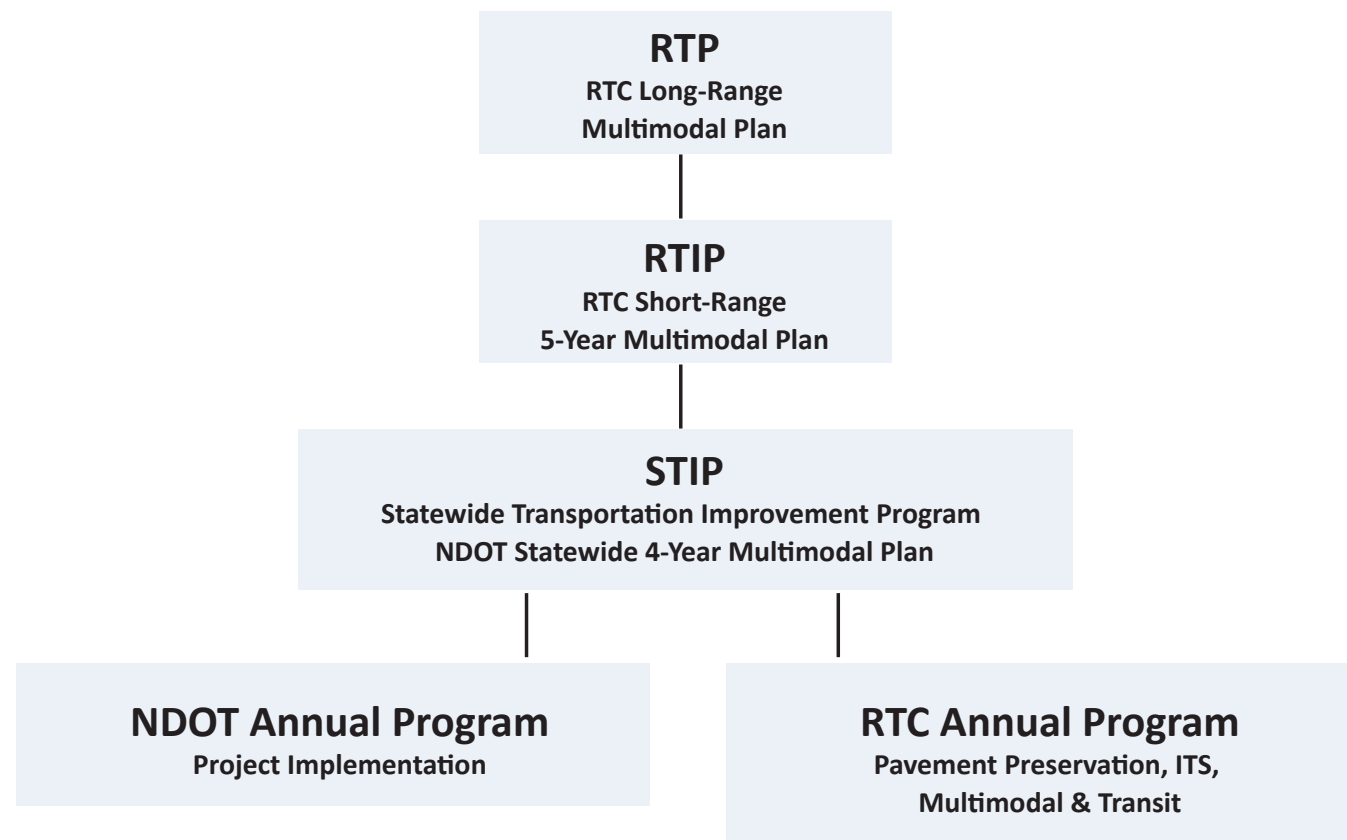
The RTIP provides a summary of projects and programs by federal fiscal year and shows the agency responsible for implementing the project, funding source and other related information.

The RTIP represents a prioritized program directed at addressing the region's transportation needs while improving the region's safety, air quality, transportation efficiency, and mobility.

The RTIP assists in implementing the RTP by advancing projects selected from the first ten years of the plan. Additional projects are advanced during biennial adoptions of the RTIP and if more funding becomes available. Figure 15.1 shows how the RTP directly impacts project and program implementation through the RTIP.

Appendix B of this RTP includes a fiscally constrained list of projects and programs that represents the needed transportation improvements for the region over the next 25 years. Upon approval of this RTP by the RTC Board, the enclosed list of projects and programs will be eligible for future addition to the RTIP.

**Figure 15.1 RTC Planning Process**



## SECTION 2. RTP PROGRAMS

RTC facilitates several regional transportation programs. Typically, smaller scale projects such as pavement preservation and active transportation quick-builds are funded through these programs. The following programs have designated budgets and unique criteria that are used to guide project selection and fund eligible projects.

### Pavement Preservation Program

The purpose of the Pavement Preservation Program is to maintain roads in good condition and minimize long term costs. The goal is to apply the most cost-effective treatment to the right pavements, at the right time to minimize pavement life cycle costs while maximizing serviceable pavement life. An effective Pavement Preservation Program saves money that can be used for other important transportation initiatives. As part of the pavement preservation system RTC maintains data on index rating for each regional road. Through a process of collaboration and coordination with the local governments, RTC completes roadway preservation projects on eligible roadways within Washoe County. The local governments provide preservation services for roadways not eligible for the Regional Pavement Preservation Program. As part of the pavement preservation system RTC maintains data on index rating for each regional road.

More information about the Pavement Preservation Program can be found in Chapter 6, Infrastructure Condition.

### Traffic Signalization Program

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

Projects completed through this program 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. Modeled benefits of this program include up to an 11 percent reduction of pollutants along improved corridors. This program is funded annually to allow for approximately one-third of the region's signals to be re-timed and optimized each year.



### Traffic Intersection Improvements and Intelligent Transportation Systems Program

RTC enhances existing intersections through the Traffic Intersection Improvements Program, focusing on measures that boost service levels and safety. These improvements include intersection widening, reconfiguration, signal installation, and alternative designs such as roundabouts, upgraded traffic signal detection, and equipment enhancements.

RTC administers the Intelligent Transportation Systems (ITS) Program that will leverage technology to reduce congestion along the region's busiest corridors. More information about ITS can be found in Chapter 7, Congestion Reduction.

## Regional Road Impact Fee Program

Impact fees under the Regional Road Impact Fee Program (RRIF) have been levied on all new development projects within urbanized Washoe County since 1996. The funds collected are used to finance the costs of capacity enhancement projects necessitated by and attributable to new development. The Program is a way to charge new development for its proportionate fair share of those costs.

Eligible projects must be on the RRIF network, which is comprised of existing or planned arterial or collector streets and roads that meet the criteria specified in the current RRIF Capital Improvements Plan (CIP). As of 2024, those criteria include:

1. Arterials categorized as High, Moderate, or Low Access control as defined by RTC Engineering;
2. Collectors that have a forecast volume of at least 14,000 annualized average daily trips at “build-out,” which is defined as full development based on the approved land use assumptions in each jurisdiction;
3. Freeway and highway ramps that connect to arterial or collector streets and roads that are included in the RRIF Network are considered arterial or collector streets and roads.

The RRIF Network only includes arterial or collector streets and roads that meet the criteria above that are either existing or planned in the first 10 years of the RTP. The RRIF CIP is developed using projects identified in the current RTP that are on the RRIF Network, and then further refined using sound engineering and planning judgement to make reasonable adjustments detailed in the CIP document. The resulting list of projects is the planned capital improvements and facility expansions necessitated by and attributable to new development.

## Active Transportation Program

RTC is committed to improving safety and comfort for non-vehicular travelers including pedestrians and bicyclists. Annual funding will be programmed for the implementation of low-cost, high-impact projects identified in the Active Transportation Plan and the subsequent Neighborhood Network Plans. Quick-build projects implemented using program funds will provide valuable insights into how to best increase active transportation infrastructure utilization and can inform where RTC ultimately implements more permanent infrastructure projects. More details about the Active Transportation Program can be found in Chapter 8, System Reliability and Resiliency.





**Appendix A  
Public and Stakeholder  
Engagement**

# Executive Summary

## Purpose

To inform the 2050 Regional Transportation Plan update, the Regional Transportation Commission of Washoe County (RTC) embarked on a process to solicit feedback from the public, regional stakeholders, and elected officials regarding the state of the transportation system and preferences concerning identified focus areas. The information received is intended to help understand public and community concerns and preferences and inform potential agency preferences and weighting that should be considered into the RTP development process.

## Key Findings

Across the methods of input from diverse input groups, the top transportation challenges were:

1. Traffic Congestion and Delays
2. Unsafe Driving Conditions and Behaviors
3. Lack Of Safe Connections for Bicyclists And Pedestrians
4. Lack Of Frequent and Reliable Transit Options

The most significant themes that emerged across all input included (additional information below):

1. Regional Planning and Coordination
2. Pedestrian and Cyclist Safety and Infrastructure
3. Public Transit Options
4. Environmental Sustainability

## Regional Planning and Coordination

The RTC Board, Regional Government Partners, and Agency Working Group emphasized the need for regional planning and coordination to address the impact of growth and development on the transportation system. Input from the public (Social Sentiment, Community Survey) expresses concern about the strain of new developments on existing infrastructure and public services. There is an opportunity to make explicit within the RTP existing regional coordination efforts underway as well as outline future guidelines for managing regional stakeholder participation.

## Pedestrian and Cyclist Safety and Infrastructure

**Pedestrian and cyclist safety and infrastructure** were other themes mentioned across the RTC Board, Regional Government Partners, Agency Working Group, and Geo-Mapped Community Needs as priority areas for improvement. Specific geographic areas were called out as priority areas to solve for pedestrian and cyclist safety by the RTC Board and Geo-mapped Community Needs, such as Sun Valley and the River Corridor. The Social Sentiment and Community Survey input also indicated high demand for protected bike lanes, sidewalks, and crosswalks, especially in areas with high traffic and along the River Corridor.

## Public Transit Options

A reoccurring theme between the RTC Board, Regional Government Partners, Agency Working Group, and Community Survey groups emerged as strong interest in **expanding and enhancing public transit options**, such as bus, light rail, and micro-modal options. The idea of a light rail was primarily mentioned in community input methods. There was also a desire for enhanced public transportation options to the airport. The Social Sentiment and Geo-Mapped Community Needs groups also suggested the greater need for ride-sharing options, carpool lanes, and park-and-ride facilities as options to reduce vehicle dependency and congestion.

## Environment Sustainability

**Environmental sustainability and resiliency** were mentioned by the RTC Board, Regional Government Partners, and Agency Working Group as a key priority when planning for the future transportation system. In these groups, sustainability may encompass reducing vehicle miles traveled, enhancing resident health, and enhancing the resiliency of the transportation system during severe weather. The Community also showed some awareness and support for environmental and sustainability issues, such as implementing idle-free zones, exploring alternative materials for road maintenance, and assessing the impact of electric vehicles and new modes. Sustainability should continue to be a key focus for the updates to the 2050 Regional Transportation Plan.

## Methodology

Ensuring a broad participation base helps develop a cohesive effort in regional planning. It also allows RTC's priorities to align with those of other groups and agencies working to enrich the quality of life and create a more livable community. Strong community support for the planning process will also greatly enhance the implementation of specific projects and programs. Public participation in plan development included feedback from four advisory groups, the RTC Board, a public survey and interactive map as well as social sentiment analysis. This input was utilized to inform the goals and objectives for the RTP which provide the direction for transportation investments over the next 20 years and were utilized in project prioritization. Additionally, members of the Agency Working Group (AWG) provided ongoing guidance on many RTP elements such as the goals, objectives and the project scoring tool.

## Advisory Groups

The 2050 RTP process was formed with the participation of advisory groups that guided the planning process:

### RTP Agency Working Group

The Agency Working Group (AWG) helped to guide, inform, and provide technical expertise in all areas of the plan. The AWG collaborated with the RTC to ensure consistency with other planning strategies, initiatives, and policies in the region. This group has a more expansive membership than the RTC Technical Advisory Committee. A complete list of Agency Working Group members can be found on page 32 of this Appendix.

This group contributed significantly to:

- Coordinating Regional Planning Efforts
- Identifying The Impacts of Transportation on Other Agencies
- Providing A Forum to Present Innovative Ideas at A Regional Level

### RTC Citizens Multimodal Advisory Committee

The Citizens Multimodal Advisory Committee (CMAC) is a standing committee that provides feedback to staff and the RTC Board of Commissioners.

The group meets monthly and is made up of residents from throughout the region who are interested in the transportation system. This diverse group represents community needs and concerns related to all modes of transportation. CMAC provided input regarding priorities for projects and services in the 2050 RTP.

**RTC Technical Advisory Committee**

The Technical Advisory Committee (TAC) is a standing committee that provides feedback to staff and the RTC Board of Commissioners. The group meets monthly and comprises staff members from partner agencies. This group represents perspectives and concerns for local jurisdictions and agencies. TAC provided input regarding priorities for projects and services in the 2050 RTP.

**Inter-County Working Group**

It is essential that the RTP is comprehensive and illustrates the vision for transportation planning efforts and challenges in Northern Nevada and the Lake Tahoe Region. Inter-regional collaboration with other nearby cities, counties, and MPOs ensures that RTC can build on transportation linkages and economic ties and reduce the duplication of efforts attempting to accomplish the same goal. Collaboration among regions allows for developing greater ideas and partnerships to impact mobility options positively. The Inter-County Working Group included representatives from surrounding jurisdictions, including Carson City, Storey County, Tahoe Regional Planning Agency, Tahoe Transportation District, US 395 Coalition, City of Fernley, Nevada Association of Counties, and NDOT. A complete list of Inter-County Working Group members can be found on page 34 of this Appendix.

**Other Inputs**

Presentations were provided to the RTC Board. The outreach process also highlights the involvement of other elected officials, boards, and commissions. The RTC provided regular reports to the RTC Board of Commissioners throughout the development process. The Board provided direction at strategic points, including adopting the guiding principles and goals.

The RTP was developed with integration with the Coordinated Human Services Transportation Plan (CTP) outreach process. The CTP was developed in coordination with the RTP. The CTP process included a series of public meetings and stakeholder outreach. Interviews with representatives of human services agencies and non-profits were the initial steps. This included human service transportation providers, medical providers, veteran’s services, and transportation network companies. A community transportation survey was conducted to identify issues to consider in the plan.

Digital and traditional media were used to reach a broad audience, including the RTC website, news releases, interviews, videos, the RTC YouTube channel, Facebook and Twitter, The Road Ahead with RTC, and meeting announcements in English and Spanish-language publications. Public comments were received using online surveys, phone calls, and emails.

The following table summarizes methods used to obtain feedback from various groups:

Group	Method(s)	Timeframe
Public	Social Sentiment Scraping	February-March 2024
	Survey	April 8-May 31, 2024
	Geographic Needs Mapping	April 8-May 31,2024
RTC Board	Board Retreat	March 22, 2024
	Board Meetings	Bi-Monthly Updates or Milestones
Agency Working Group	AWG Meetings	Kick-off January 26, 2024

		Bi-Monthly Updates or Milestones
Regional Government Partners	City/County Presentations (3)	April 22-24, 2024
Inter-County Working Group	Inter-County Working Group Meeting	March 1, 2024
CMAC	Committee Meeting	Bi-Monthly Updates or Milestones
TAC	Committee Meeting	Bi-Monthly Updates or Milestones
CTP Team	Senior Events	Survey Through Senior Events in May 2024



# Public & Community

## Community Survey

### Purpose

To understand public concerns and preferences and inform potential agency preferences and/or weighting should that be incorporated into the performance analysis process.

### Method

The online survey was available on the RTP public information webpage from April 9 to May 31, 2024. Public outreach efforts are listed below:

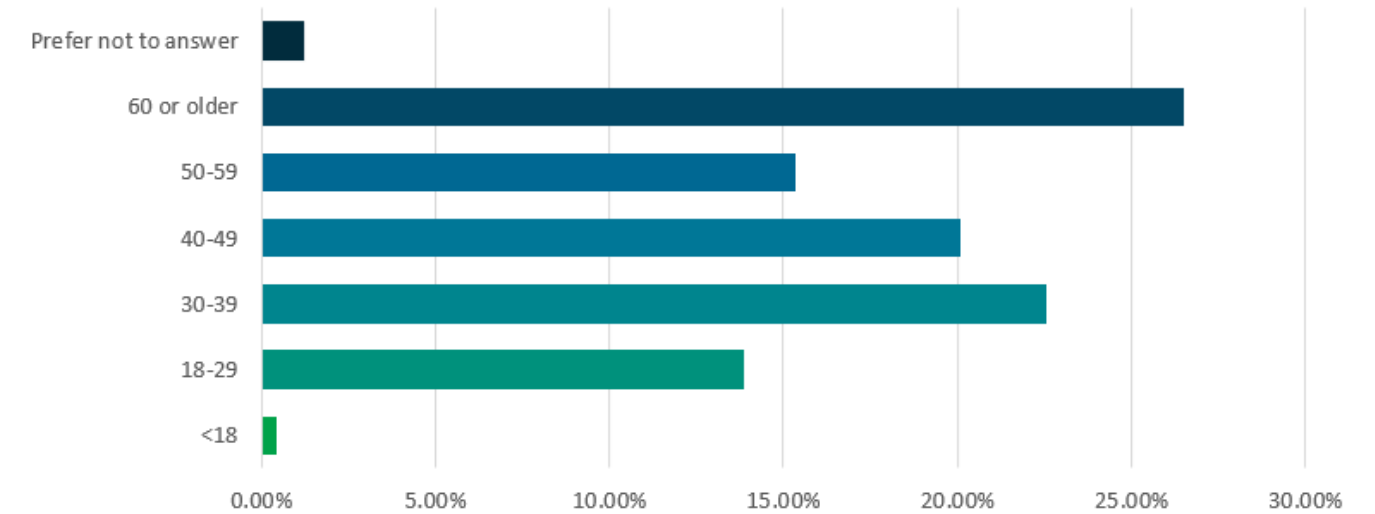
- Socials (Facebook, X, Instagram): 1 post/week
- Press Releases: 2
- The Road Ahead Segment: 4/16/24: [Regional Transportation Plan Survey](#)
- News Station Stories: 6
  - 4/10/24 (KOLO 8): [RTC launches survey for 2050 transportation plan](#)
  - 4/10/24 (KTVN 2): [Regional Transportation Commission Invites the Community to Participate in a 2050 Update Survey](#)
  - 5/29/24 (KOLO 8 in-studio): [RTC shares Regional Transportation Plan Update Survey to better transportation needs](#)
- Promotion at Aces Greater Nevada Field: May 7 – 31, 2024
- Promotion at Citizen Advisory Boards (CAB): 9
- Senior Events: 1
- E-Blasts:
  - 4/30/24 RTC April eNews (1,271 recipients)
  - 5/29/24 RTP 2024 Survey Household Travel Survey (HHTS) Audience (1,196 recipients)
  - 5/30/24 Oddie Wells Phase 3 Update (267 recipients)
  - 5/29/24 Channel 8 Website Takeover (101 clicks)

## Summary of Findings

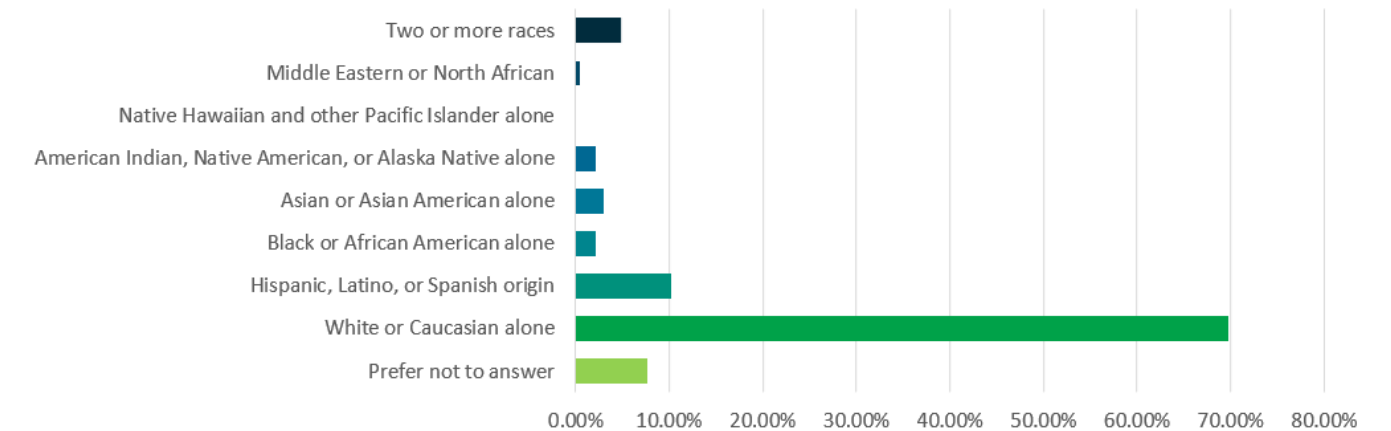
### Representation of Respondent Sample

The Washoe County population older than 19 is 371,595, based on US Census Bureau profile data from 2022 American Community Survey 1-Year Estimates. 473 Responses were received. The demographics of the respondents are summarized as follows:

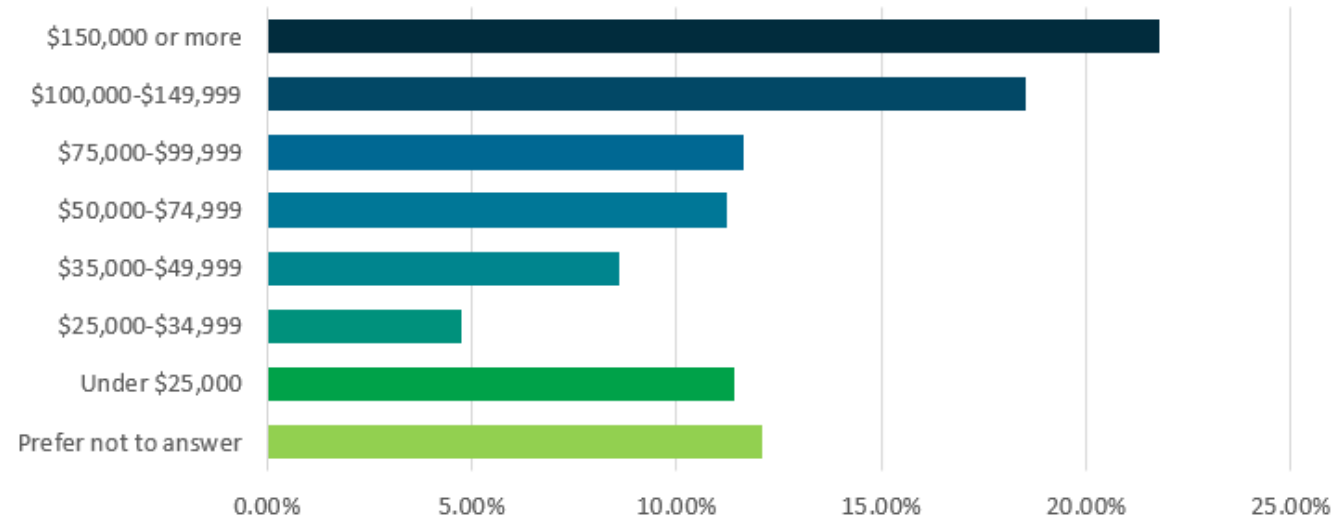
#### Age



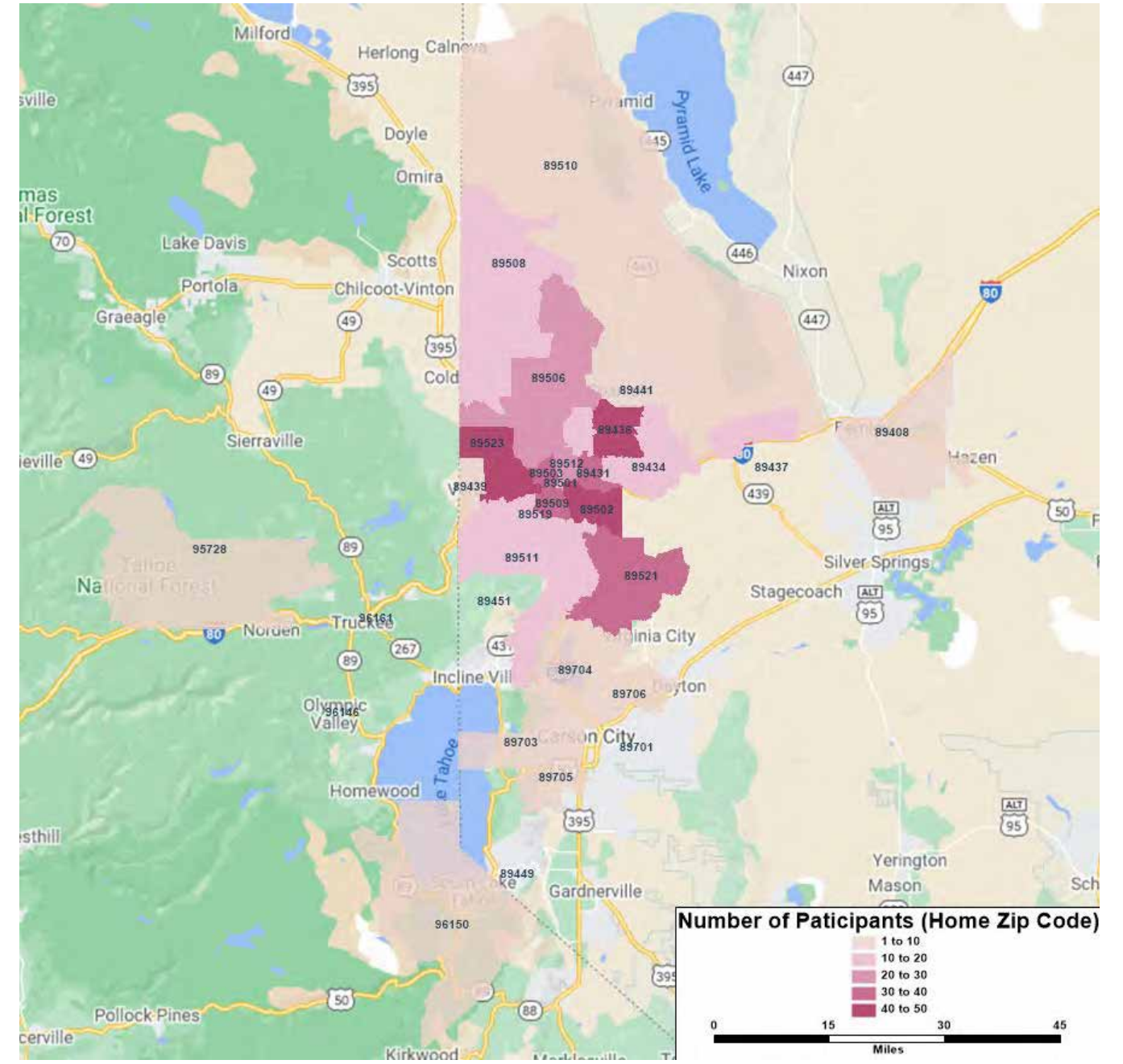
#### Race/Ethnicity



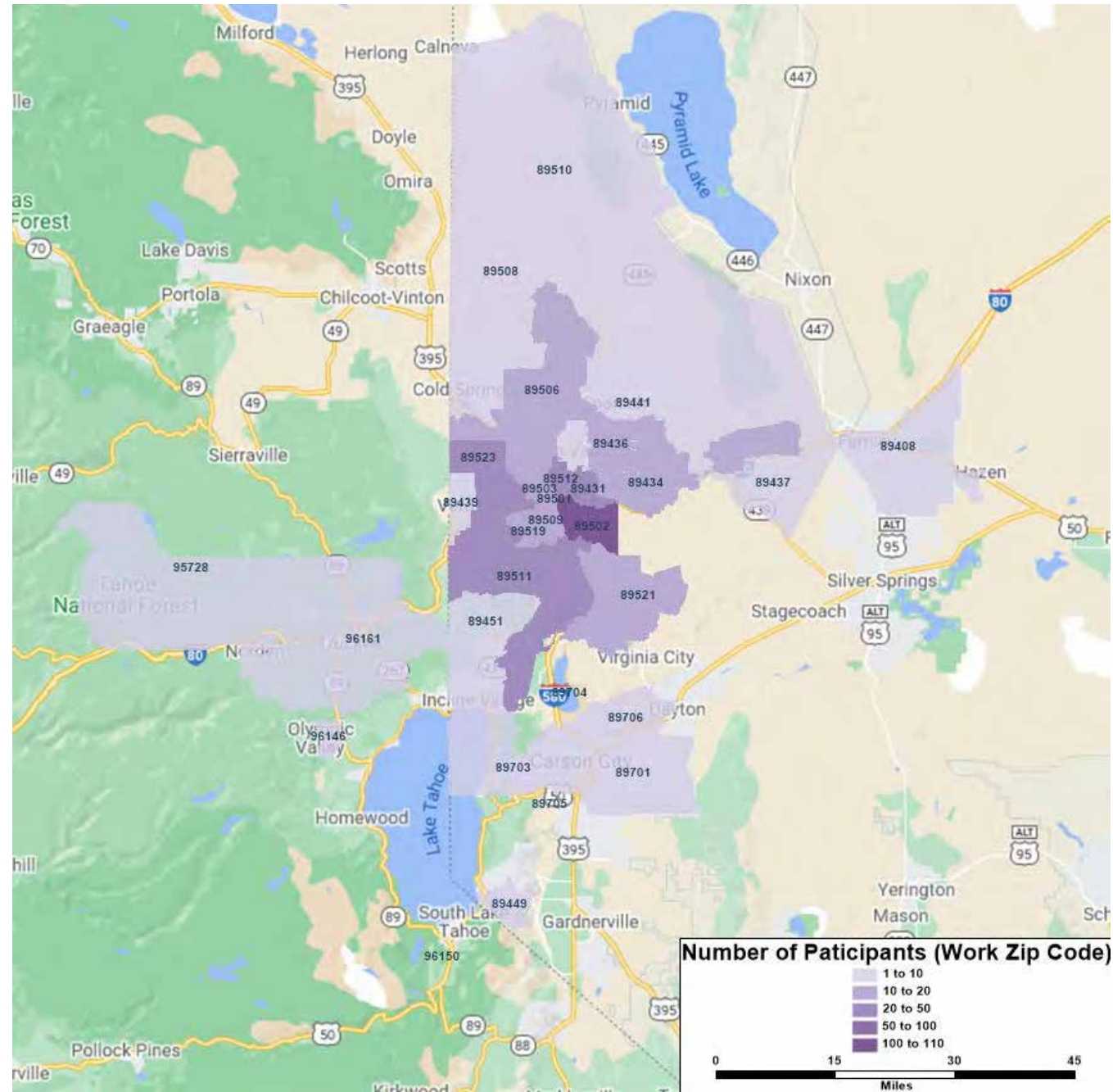
Household Income



Zip Code - Personal (Home)

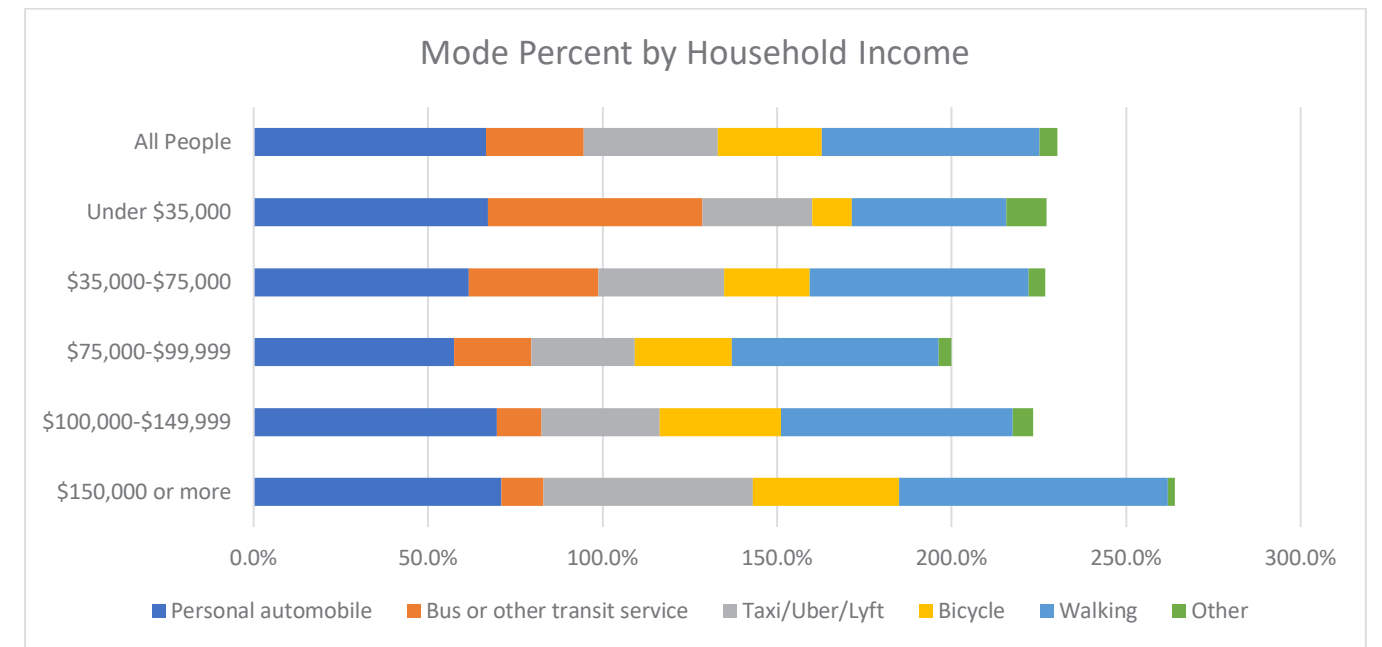
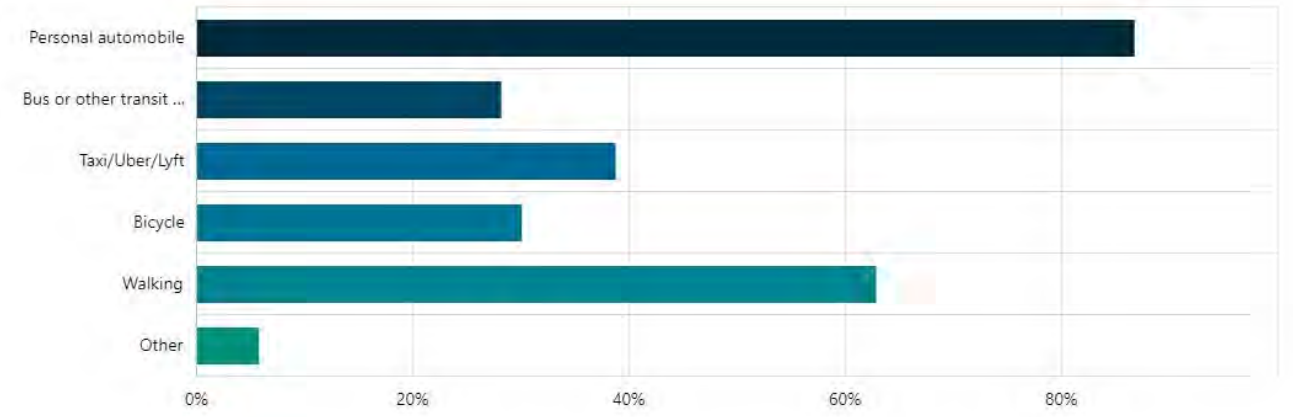


Zip Code - Work



Detailed Analysis

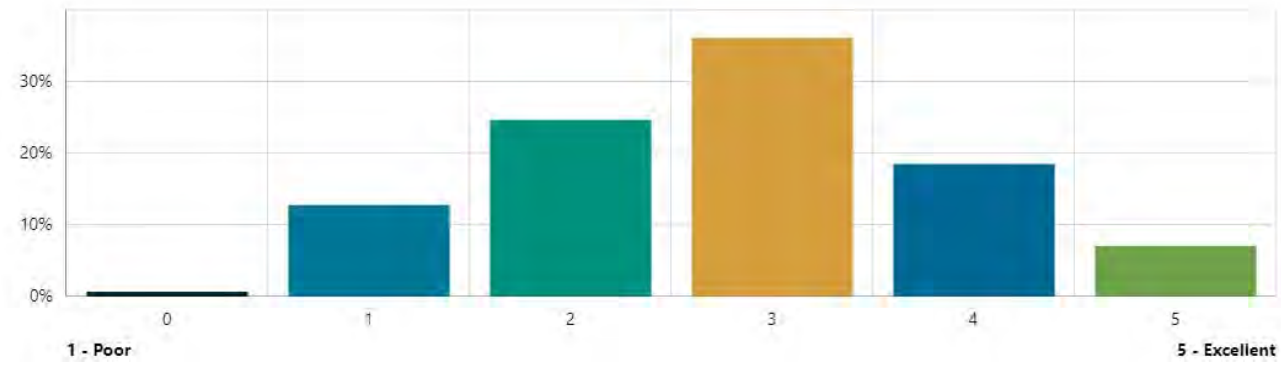
N = 473



On a scale of 1-5, with 1 being poor and 5 being excellent, how well is the transportation system in Truckee Meadows doing its job of freely moving people and goods?

N = 473

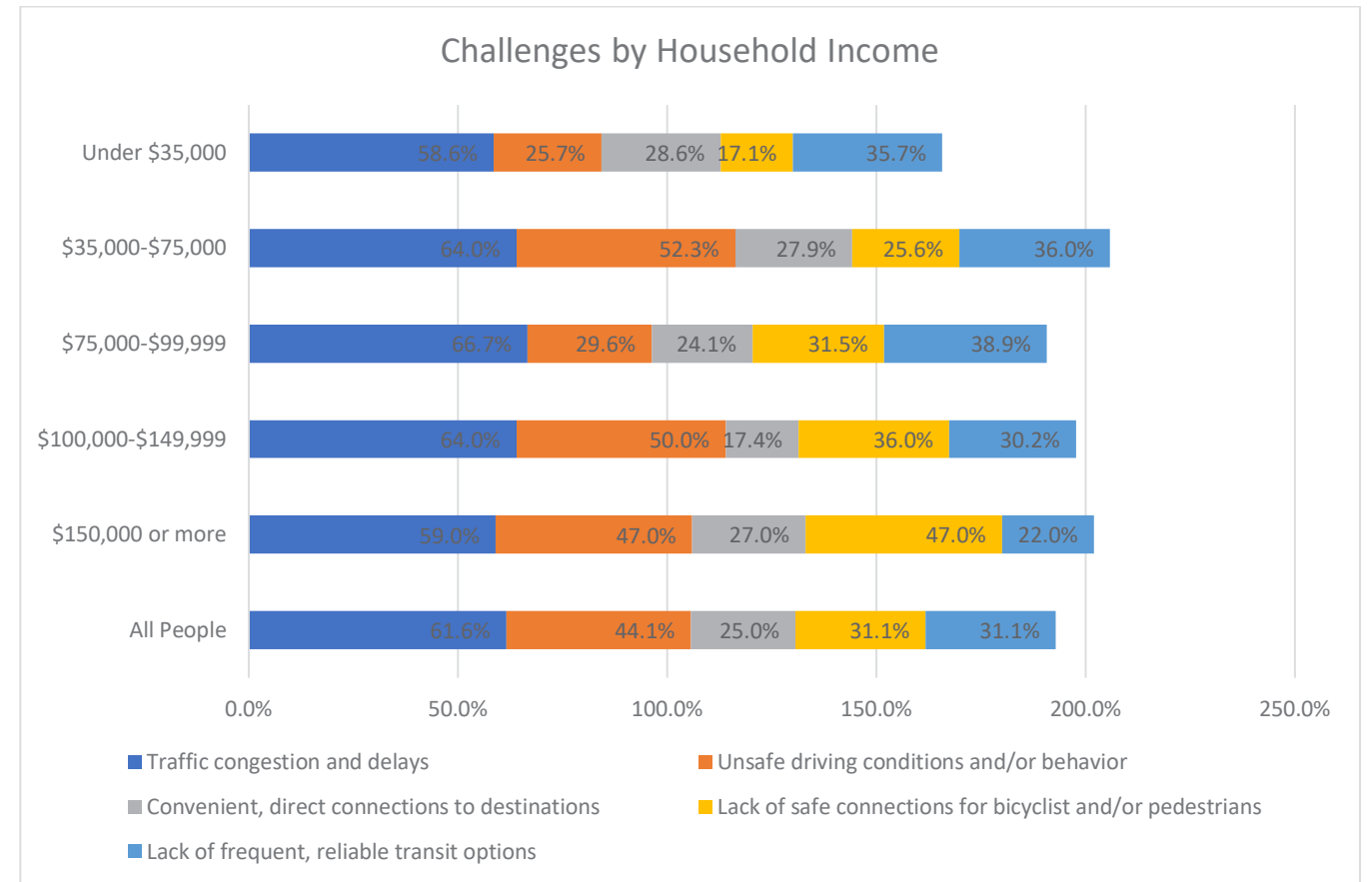
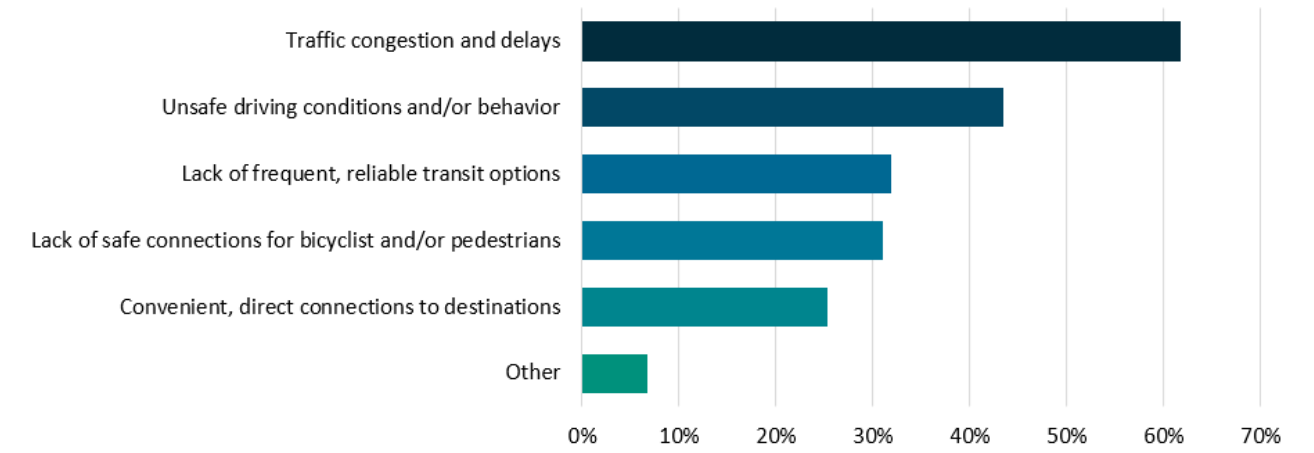
Average: 2.80



What are the two (2) biggest transportation challenges facing the Truckee Meadows?

N = 473

Answer Choice	Percentage	Count
Traffic congestion and delays	61.81%	293
Unsafe driving conditions and/or behavior	44.30%	210
Convenient, direct connections to destinations	25.11%	119
Lack of safe connections for bicyclist and/or pedestrians	31.22%	148
Lack of frequent, reliable transit options	31.22%	148
Other	6.96%	33



Are there any other challenges or general transportation issues that you would like the study team to know about?

N = 344

Inadequate Public Transportation (66)

- Lack of frequent and reliable bus services.

- Limited bus routes, especially in North Valley, Spanish Springs, and Wingfield Springs.
- Poor connection to the airport and regional locations like Fernley and Truckee.
- Demand for light rail systems to connect various parts of the city and neighboring areas.
- Lack of shaded or protected bus stops.
- Insufficient seating and facilities at bus stops.

**Safety Concerns (32)**

- Unsafe bike lanes and lack of protected lanes.
- Dangerous pedestrian areas and inadequate crosswalks.
- Frequent speeding and reckless driving.

**Congestion and Traffic Management (24)**

- Poorly timed traffic signals and lack of coordination leading to unnecessary congestion.
- Need for more lanes on major highways like I-580 and Pyramid Highway.
- Overcrowded roads due to new developments without corresponding infrastructure improvements.

**Road and Infrastructure Maintenance (21)**

- Poor road conditions, potholes, and cracks.
- Inconsistent and substandard bike paths.
- Issues with snow removal affecting bike lanes and sidewalks.

**Development and Planning Issues (20)**

- Reactive rather than proactive planning for infrastructure.
- Poor planning for new developments leading to congestion and inadequate road capacity.
- Lack of coordination between various development projects.

**Cyclist and Pedestrian Infrastructure (19)**

- Lack of continuous and safe bike lanes.
- Inadequate sidewalks and pedestrian paths, especially in residential and high-traffic areas.
- Demand for protected bike lanes and better pedestrian amenities.

**Need for Alternative Transportation Solutions (14)**

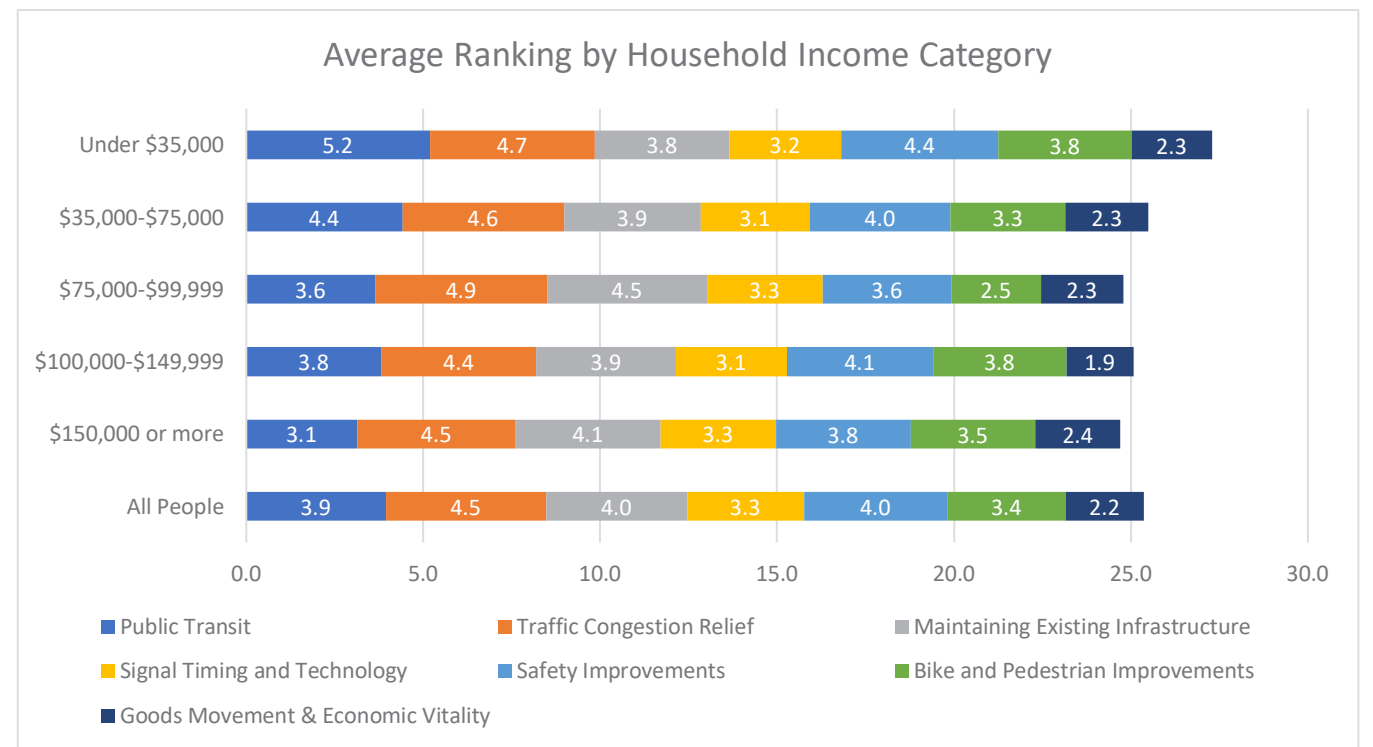
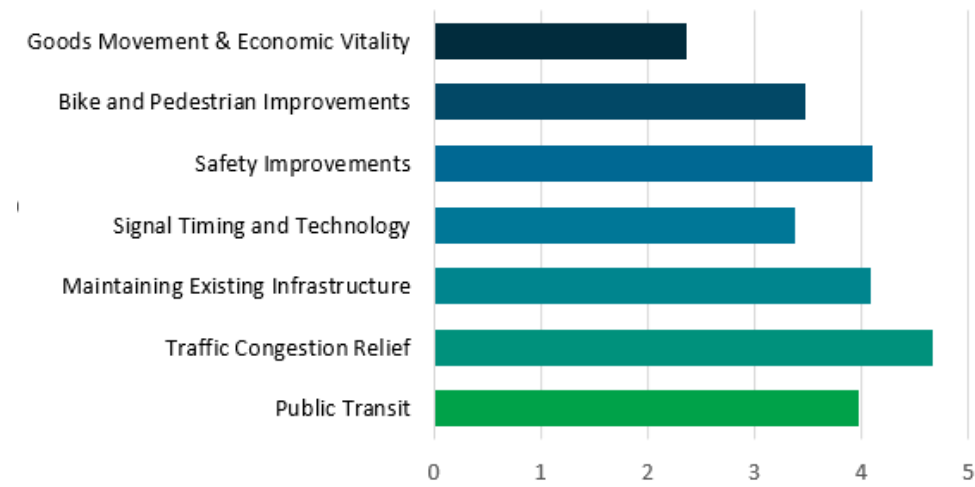
- Demand for ride-sharing programs and carpool lanes.
- Emphasis on developing light rail systems and improving public transit to reduce car dependency.

**Environmental and Sustainability Concerns (6)**

- Demand for idle-free zones to reduce pollution.
- Push for alternative materials for road maintenance to prevent potholes.

**If you oversaw transportation funding, how would you rank the following project types on which would receive the most to least funding?**

N = 414



N = 414

**When you think about transportation in the Truckee Meadows, in 5 words or less, what comes to mind?**

N = 444

There is approximately a 15%/85% split between respondents answering positively and negatively about the current transportation system. Most respondents voiced concerns about congestion, slow construction processes/infrastructure, and the unreliability of public transportation options.

**Summary Statements**



# Geo-Mapping Community Needs

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## Purpose

To understand public concerns and preferences, as well as inform potential agency preferences and/or weighting should that be incorporated into the performance analysis process. As the nature of this input is specific to geographic locations (coordinates/addresses) the application of the findings exceeds the RTP process. Findings will be used in future planning and corridor studies.

## Method

The interactive geo-map was available on the RTP public information webpage from April 9 to May 31, 2024.

## Summary of Findings

The heat map below visually identifies areas of concern in specific locations within RTC's jurisdiction. The sections below synthesize input within the Board's prioritized regions: North Valley's, Sun Valley, River Corridor, and Verdi.

### North Valleys

#### Transportation Infrastructure:

- Issues with on/off ramps, slip lanes, and merge lanes
- Suggestions for improvements in road design and traffic flow
- Specific locations mentioned for necessary changes (e.g., I-580, Virginia Rapid Transit, Red Rock Road Interchange)

#### Public Transit:

- Requests for extending bus routes and improving bus service reliability
- Suggestions for adding shelters at bus stops
- Issues with current FlexRIDE services being unreliable for working individuals

#### Pedestrian and Cyclist Safety:

- Conflicts between vehicle traffic and pedestrian/bike paths
- Need for infrastructural improvements for safer walking and biking routes
- Specific areas highlighted for lacking sidewalks or having narrow roads unsafe for multiple uses

#### Community Growth and Development:

- Recognition of growing communities and the need for infrastructure to keep up
- Mention of areas like Cold Spring and Lemmon Valley experiencing rapid growth

#### Public Amenities:

- Request for the reinstatement of amenities like water fountains in parks
- Suggestions for new amenities such as landscape buffers and pedestrian connections

#### Traffic Management:

- Need for better traffic management solutions, including traffic lights, roundabouts, and dedicated lanes
- Problems with current traffic congestion and suggestions for improvements

### Sun Valley

#### Pedestrian Safety

- Concerns with pedestrian and bike traffic on mixed-use protected path at I-580 on/off ramp slip lanes

### Truckee River Corridor

#### Pedestrian and Cyclist Infrastructure:

- Calls for pedestrian and cyclist-only bridges, particularly across the river
- Need for protected bike lanes on busy roads and corridors
- Requests for biking/walking paths in areas with high traffic to provide safe routes

#### Traffic Calming and Road Design:

- Suggestions for narrowing lanes and implementing traffic calming measures, especially in school zones and high-speed areas
- Recommendations for adding bulb-out curb extensions at intersections to improve pedestrian safety and accessibility

#### Safety and Accessibility Improvements:

- Importance of integrating road design changes to signal drivers to slow down
- Need for cutaways and curb extensions to accommodate people in wheelchairs and with strollers
- Enhancing existing paths and bridges for better pedestrian and cyclist safety

#### Community and Neighborhood Enhancement:

- Desire to create a pleasant, safe, and accessible neighborhood corridor along the river for pedestrians and cyclists
- Maintenance and improvement of existing paths to better serve the community, such as the Truckee River path

#### Public Demand and Usage:

- High demand for bike infrastructure due to the presence of various trip generators like schools, shopping centers, and residential areas
- Potential to reduce traffic congestion by providing alternative transportation modes

#### Bridge and River Crossings:

- Specific mention of bridges (e.g., Sutro St, Wells Ave) needing better accommodation for pedestrians and cyclists
- Suggestions for utilizing existing wide bridges for dedicated biking/walking paths

### Verdi

#### Lack of Sidewalks and Bike Lanes:

- Repeated mentions of the absence of sidewalks and bike lanes in Verdi
- Specific need for pedestrian and bike safety improvements

#### Infrastructure Improvements:

- Suggestions for adding protected bike lanes that connect to existing paths like the Truckee bike path
- Need for a westbound on-ramp to improve connectivity for Verdi, Mogul, Somerset, and Boomtown

#### Public Transportation:

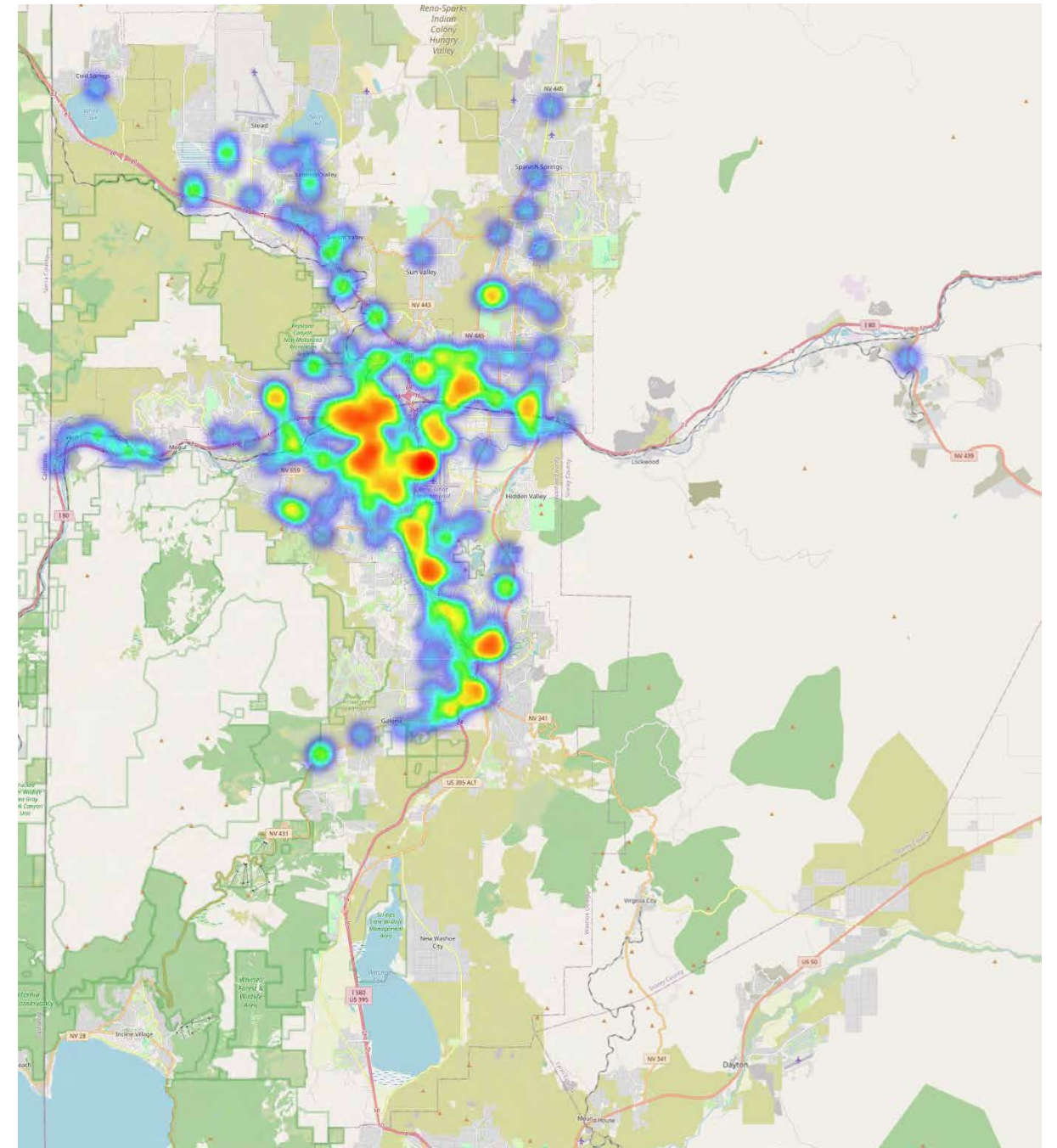
- Request for bus services in the area.

**Support for Local Businesses:**

- Indication that infrastructure improvements (sidewalks, bike lanes) would benefit local businesses

**Park and Ride Facilities:**

- Proposal for potential park and ride parking lots



**Heat Map of Areas of Concern in Specific Locations from Geo-Mapping Results**



# Social Sentiment Analysis

## Purpose

To gather “observable data” regarding transportation and the transportation network in our community. To summarize broad themes specific to community needs as input into the RTC 2050 Update.

## Method

To learn more about local sentiment regarding topics RTC would be interested in, OnStrategy “scraped” the r/Reno subreddit for comments containing specific themes and keywords using custom-built API tools:

- 64,000 members – Reno Subreddit
- 1,782 comments over period 2/11/22 – 2/21/24
- 31 keywords analyzed

When comments on a topic were available, they were analyzed by ChatGPT to apply a “Sentiment Score” running from 1= Very Negative, 3 = Neutral and 5 = Very Positive. The aggregate of the comments makes up the final “Sentiment” score.

The individual “Sentiment” scores were then averaged to determine a topic’s overall score. “Sentiments” in the highest third of scores were deemed “Positive,” the middle third was deemed “Neutral,” and the lowest third was deemed “Negative.”

## Summary of Findings

### “Rides” – Sentiment & Response Themes

**Sentiment:** 3.28

**Responses:** 100

#### Themes

Rides Response Themes
<b>Tesla’s Use of Taxpayer Dollars (Negative)</b> <ul style="list-style-type: none"><li>• Critique on Tesla’s Funding Source</li><li>• Impact on Public Services</li></ul>
<b>Driving Behavior on Reno Highways (Neutral)</b> <ul style="list-style-type: none"><li>• Traffic Behavior</li><li>• Driving Habits</li><li>• Lane Usage</li></ul>
<b>Parking &amp; Bus Usage (Neutral)</b> <ul style="list-style-type: none"><li>• Commuting</li><li>• Winter Parking Options</li><li>• Public Transportation</li><li>• Workplace Transportation</li></ul>
<b>Non-Car Travel Options in Tahoe (Inquisitive)</b>

- Seeking Transportation Suggestions
- Train, Bus, and TART Exploration
- Ride Share Options in the Region

### “Drivers” – Sentiment & Response Themes

**Sentiment:** 3.04

**Responses:** 99

#### Themes

Drivers Response Themes
<b>Safety and Crime Concerns (Negative)</b> <ul style="list-style-type: none"><li>• Traffic Safety</li><li>• Altercations on the Road</li></ul>
<b>Transportation and Road Updates (Inquisitive)</b> <ul style="list-style-type: none"><li>• Road Conditions &amp; Traffic Updates</li><li>• Seeking Information on Construction Timetables</li></ul>
<b>Public Transportation Issues (Frustrated)</b> <ul style="list-style-type: none"><li>• Complaints about Bus Routes</li><li>• Ineffectiveness of Public Transportation</li><li>• Driver Criticism</li></ul>
<b>General Traffic Inquiries (Mixed)</b> <ul style="list-style-type: none"><li>• Encouraging Community Interaction</li><li>• General Traffic Concerns</li><li>• Desires for Improvement</li></ul>

### “Crash” – Sentiment & Response Themes

**Sentiment:** 3.06

**Responses:** 97

#### Themes

Crash Response Themes
<b>Concerns about Road Maintenance (Frustration)</b> <ul style="list-style-type: none"><li>• Comparisons with California Roads</li><li>• Expectations for Public Service</li><li>• Impact of Snow/Ice on Roads</li></ul>
<b>Accidents Involving Trucks and Dangerous Driving (Concerned)</b> <ul style="list-style-type: none"><li>• Semi-Truck Accidents</li><li>• Unsafe Driving Practices</li><li>• Plea to Restrict Trucks in Inclement Weather</li></ul>
<b>Witnessing and Reporting Accidents (Concerned)</b> <ul style="list-style-type: none"><li>• Access to Witnesses and Reporting Car Crashes</li><li>• Information Sharing on Accidents</li></ul>

## “Road” – Sentiment & Response Themes

Sentiment: 3.18

Responses: 97

### Themes

#### Road Response Themes

##### Weather and Road Conditions (Mixed: Concern, Frustration, Appreciation)

- Snowstorms, Icy Roads, Closures, and Impact on Daily Life

##### City Development and Projects (Curious & Observation)

- Inquiries about Oddie District Project
- Improvements in Roads
- Development in the City

##### City Infrastructure and Snow Removal (Concerned)

- Comparisons with Other Regions
- Effectiveness of Plowing
- Expressing Disappointment with Road Conditions

##### Observations About Driving (Annoyance)

- Complaints About Reckless Driving
- Concerns About Pets Crossing the Roads
- Reflections on Driving Experiences

## “Highway” – Sentiment & Response Themes

Sentiment: 3.25

Responses: 97

### Themes

#### Highway Response Themes

##### Development Impact on Traffic (Negative)

- Frustration with increased traffic on Pyramid Highway (McCarran intersection)
- Disappointment in the worsening traffic situation and questions the sudden influx of people

##### Infrastructure and Traffic Management (Neg/Neutral)

- Criticism of Road Planning and Infrastructure
- Frustration With the Inadequacy of Road Designs, Particularly on Pyramid Highway

##### Impact of Industrial Development (Negative)

- Criticism of the Industrial Development, Particularly the Tesla Gigafactory, For Straining Public Resources Without Adequate Tax Revenue
- Expresses Concerns About the Consequences of Rapid Growth on Infrastructure, Education, and Public Services.

##### Concerns About Truck Impact on Roads and Safety (Negative)

- Expressing Concerns about Litter
- Unsafe Driving Practices and the Strain on Roads and Safety, (Esp. Impact of Trucks on I-80)
- Calls for Safer and More Efficient Trucking Practices

## “Traffic” – Sentiment & Response Themes

24

Sentiment: 3.10

Responses: 96

### Themes

#### Traffic Response Themes

##### Public Transportation and Commuting (Neutral/Negative)

- Discussions on Public Transportation
- Concerns about Traffic Affecting Commuting and Daily Life

##### City Infrastructure and Traffic Management (Negative)

- Criticism of Traffic Light Synchronizations
- Calls for Better Traffic Management
- Complaints About Effectiveness of Current Systems

##### Community Engagement and Meetings (Neutral/Positive)

- Encouraging Community Members to Attend Meetings Regarding Road Improvement
- Seeking Feedback and Support for Proposed Changes
- Sharing Information About Community Events

##### Traffic Woes & Road Updates (Negative)

- Complaints About Traffic
- Road Closures and Construction Causing Inconvenience
- Frustration with Delays

## “Speeding” – Sentiment & Response Themes

Sentiment: 3.07

Responses: 83

### Themes

#### Speeding Response Themes

##### Cyclists and Traffic (Neutral/Positive)

- Observations About Cyclists Biking Against Traffic

##### Driving Habits in Reno (Negative)

- Complaints About Reckless Driving
- Tailgating, Speeding, Aggressive Maneuvers

##### Electric Scooter Dilemma (Neutral)

- Legality of Riding and Electric Scooter
- Safety Practices

##### Pedestrian Accidents and Street Safety (Concerned)

- Highlighting Recent Pedestrian Accidents
- Discussing Safety Issues Related to Poorly Lit Streets
- Advocating for More Street Lights

25

## “Street” – Sentiment & Response Themes

Sentiment: 3.19

Responses: 83

### Themes

#### Street Response Themes

##### Bus Stop and RTC Bus Parking (Curiosity/Concern)

- Concerns about Parked RTC Buses

##### Traffic Light Functionality (Informative)

- Functionality of Traffic Lights
- Advice for Optimizing Traffic Flow

##### Construction Impact on Driving (Frustration)

- Challenges to Drivers Based on Construction
- Impact to Delivery Services and General Traffic Flow

## “Freeway” – Sentiment & Response Themes

Sentiment: 3.07

Responses: 83

### Themes

#### Freeway Response Themes

##### Traffic Conditions & Closures (Neutral)

- Concerns about Road Closures
- Inquiries About Specific Traffic Situations
- Frustration Over Worsening Traffic Conditions

##### Road Hazards & Incidents (Informative)

- Observation of Road Hazards, Including Tires on Freeways, Cars Pinned Between Barriers, and Reckless Drivers

##### Enforcement & Emergency Response (Frustration)

- Comments on Law Enforcement Observations
- Reporting Incidents
- Seeking Information for Where to Find Freeway/Road Closure Info

## “Biking” – Sentiment & Response Themes

Sentiment: 3.29

Responses: 83

### Themes

#### Biking Response Themes

##### Bike Safety & Behavior (Concerned)

- Observations about Cyclists Behavior on Roads and Intersections
- Emphasizing Need for Improved Bike Safety

##### Bike Lane Infrastructure (Concerned)

- Discussions about Conditions of Bike Lanes
- Questions on Bike Lane Planning
- Community Interest in Enhanced Bike Infrastructure

# RTC Board

## Purpose

To understand the RTC Board's geographic focus areas for the 2050 Regional Transportation Plan update.

## Method

Board members were asked to identify their five top "areas of community need." An open discussion followed.

## Summary of Findings

### Geographic Priorities

#### Top Areas of Focus:

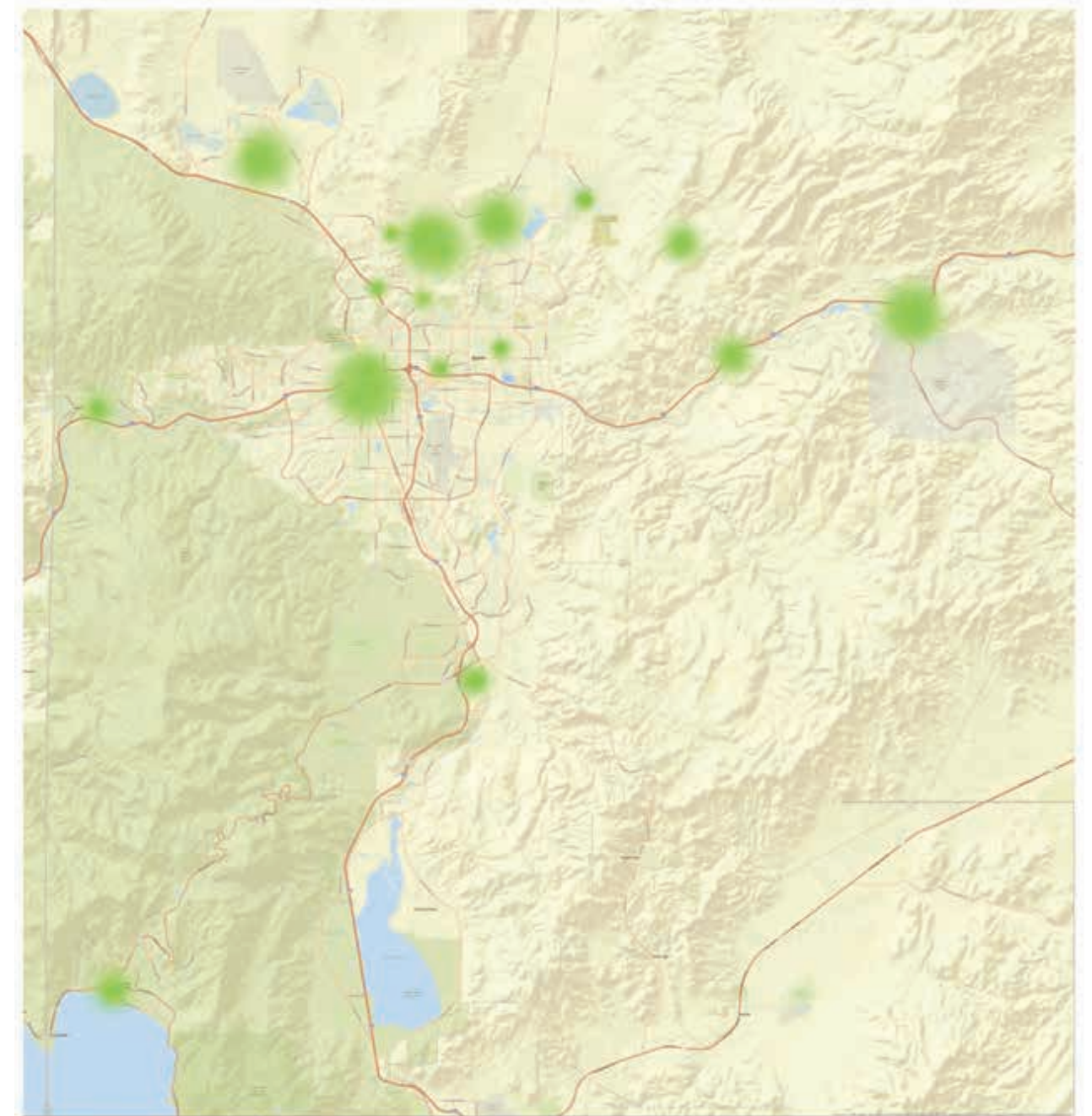
- North Valleys (Resiliency)
- Sun Valley
- River Corridor as Transportation (More Than Downtown)
- Lake Tahoe (Micro, Park & Ride)
- Verdi
- La Posada to USA Parkway

#### Others:

- 4<sup>th</sup> Street > Downtown Connect
- Mccarren Sync
- I-80 Spaghetti Bowl
- Downtown

### Additional Priorities

- Toll Road To USA Parkway
- Connection To Downtown From 4<sup>th</sup> Street
- Signals On Mccarren
- Pedestrian Safety in Sun Valley
- Micromodal Facilities in The River Corridor
- North Valleys Congestion Mitigation



Map of Areas of Concern in Specific Locations from RTP Board Input

# Regional Government Partners

## Purpose

- Present elected officials with 2050 Regional Transportation Plan Update Process.
- Inform Board and Council members of the purpose of the Agency Working Group.
- Accept process and transportation system recommendations and priorities from Board and Council members.

## Method

The Washoe County Board of Commissioners, City of Reno City Council, and City of Sparks City Council received an overview of the Regional Transportation Planning process in a regularly scheduled Board meeting.

## Summary of Feedback

### 2050 RTP Update Process

1. Providing Paper Copies of The Survey for Seniors to Complete At An Upcoming Workshop
2. Providing The Public Survey and Webpage for City and County Promotion on Social Media
3. Including Tahoe Transportation District in The Agency Working Group
4. Allowing For Public Input on Specific Roads for Rehab, Maintenance, Etc.

### Transportation System

1. Continued Focus on Safety
2. Enhanced Project Communication, Particularly Defining the Difference Between RTC And NDOT Projects
3. Greater Focus on Congestion Reduction in Roadways
4. Detailed Communication of The RTC's Project Funding Prioritization Process
5. Specific Attention To RTC/Tahoe Transportation District's Connection Points
6. Request For Additional Green Bike Lanes to Improve Bicycle Safety

# Agency Working Group

## Purpose

The Agency Working Group is a cross-organization task force soliciting input from respective organizations on RTP-specific topics for discussion at AWG meetings. Members are responsible for representing their organization's input, perspective, and opinions in RTP planning and acting as a feedback loop to their organizations. A complete list of Agency Working Group members can be found below.

## Method

The Agency Working Group meets bimonthly via Zoom. Topics vary but are typically inclusive of:

1. RTTP Project Updates
2. Discussion of Insights Since the Previous AWG
3. Presentation of Technical Work Complete To-Date for Open Discussion

## Summary of Findings

### Ranking Priority Areas for Research and Analysis

#### THEME: Efficient Operations Across All Modes (47)

- Efficiency & System Reliability (11)
- Congestion Reduction (11)
- Connectivity of Transportation System (10)
- Regional Integrated & Inclusive Transportation (8)
- Active Transportation (8)
- Transit Infrastructure (7)
- Transit Choices (to include eliminating fares) (2)

#### THEME: Economic Development and Equity (45)

- Regional Planning & Development (14)
- Goods Movement & Economic Vitality (9)
- Funding Considerations (8)
- Equitable Development (5)
- Strategic Investment & Equitable Project Delivery (3)
- Public Engagement (3)
- Workforce & Student Transportation (2)
- Enhance Travel & Tourism (1)

#### THEME: Safe and Reliable Transportation System (26)

- Infrastructure Condition (10)
- Safety (to include pedestrian safety) (9)
- Maintainability (5)
- Security of the Transportation System (2)

#### THEME: Sustainability and Resiliency (21)

- Environmental Sustainability (8)
- Resiliency (natural disasters & stormwater, fuel & energy) (5)
- Reducing Vehicle Miles Traveled (4)
- Resident Health (3)
- Impact of EV & New Modes (1)

# Agency Working Group

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## Members

Jennifer Thomason, Army Corps	Hillary Lopez, Reno Housing Authority
Angela Fuss, City of Reno	Elaine Wiseman, RSIC
Grace Mackedon, City of Reno	Candace Stowell, RSIC
John Flansberg, City of Reno	Gary Probert, RTTA
Kerrie Koski, City of Reno	Lissa Butterfield, RTTA
Kurt Dietrich, City of Reno	Jeremy Smith, TMRPA
Amber Sosa, City of Sparks	Erin Dixon, Washoe County
Jon Ericson, City of Sparks	Julee Olander, Washoe County
Jim Rundle, City of Sparks	Kelli Seals, Washoe County
Karina O'Connor, EPA	Mitch Fink, Washoe County
Michael Dorantes, EPA	Adam Searcy, WCSD
Abdalla Abdelmoez, FHWA	Kyle Chisholm, WCSD
Bryan Weber, FHWA	Rick Martin, WCSD
Alex Smith, FTA	Jennifer Iveson, WCSP
Taquan Jackson, Keolis	Nancy McCormick, EDAWN
Kevin Verre, NDOT	Brian Buttazoni, BLM
Sondra Rosenberg, NDOT	Paul Enos, Nevada Trucking Association
Craig Petersen, NNPH	Alexis Motarex, AGC
Francisco Vega, NNPH	Carl Hasty, Tahoe Transportation District
John English, NNPH	Sienna Reid, City of Sparks
Brendan Schnieder, NNPH	Scott Carey, City of Sparks
Johnnie Garcia, PLPT	

## AWG Top Areas of Focus for the RTP Update

At the AWG kick-off meeting, 30 out of 41 participants selected their top 5 “most important areas for the RTP Update.” The summary is below.

### Areas of Focus, Ranked

1. Regional Planning & Development (14)
2. Efficiency & System Reliability (11)
3. Congestion Reduction (11)
4. Infrastructure Condition (10)

5. Connectivity of Transportation System (10)
6. Goods Movement & Economic Vitality (9)
7. Safety (to include pedestrian safety) (9)
8. Environmental Sustainability (8)
9. Funding Considerations (8)
10. Regional Integrated & Inclusive Transportation (8)
11. Active Transportation (8)
12. Transit Infrastructure (7)
13. Equitable Development (5)
14. Maintainability (5)
15. Resiliency (natural disasters & stormwater, fuel & energy) (5)
16. Reducing Vehicle Miles Traveled (4)
17. Public Engagement (3)
18. Resident Health (3)
19. Strategic Investment & Equitable Project Delivery (3)
20. Security of the Transportation System (2)
21. Transit Choices (to include eliminating fares) (2)
22. Workforce & Student Transportation (2)
23. Impact of EV & New Modes (1)
24. Enhance Travel & Tourism (1)

# Inter-County Working Group

## Purpose

The Inter-County Working Group is a group focused on providing feedback through inter-regional collaboration with nearby cities, counties, and MPOs to ensure that RTC can build on transportation linkages and economic ties and reduce the duplication of efforts attempting to accomplish the same goal.

## Method

The Agency Working Group met on 3/1/2024 via Zoom. Topics discussed included:

1. Inter-county transportation issues that cross the boundaries of regions

The Agency Working Group was engaged again in January 2025 to review the draft RTP.

## Members

Carl Hasty - District Manager, Tahoe Transportation District

Derek Starkey - City Engineer, City of Fernley

Jeremy Smith, Director, TMRPA

John Clerici - US 395 Coalition

Kathy Canfield - Planning Manager, Storey County

Kelly Norman -Senior Transportation Planner, Carson Area Metropolitan Planning Organization

Michelle Glickert, Principal Transportation Planner, Tahoe Regional Planning Agency

Kevin Verre - Multi-Modal and Program Development Chief, NDOT

Mark Wooster - Performance Analysis Division Chief, NDOT

# APPENDIX B

## Fiscally Constrained Project List



### 2025-2034 PROJECTS

#### Freeway Projects

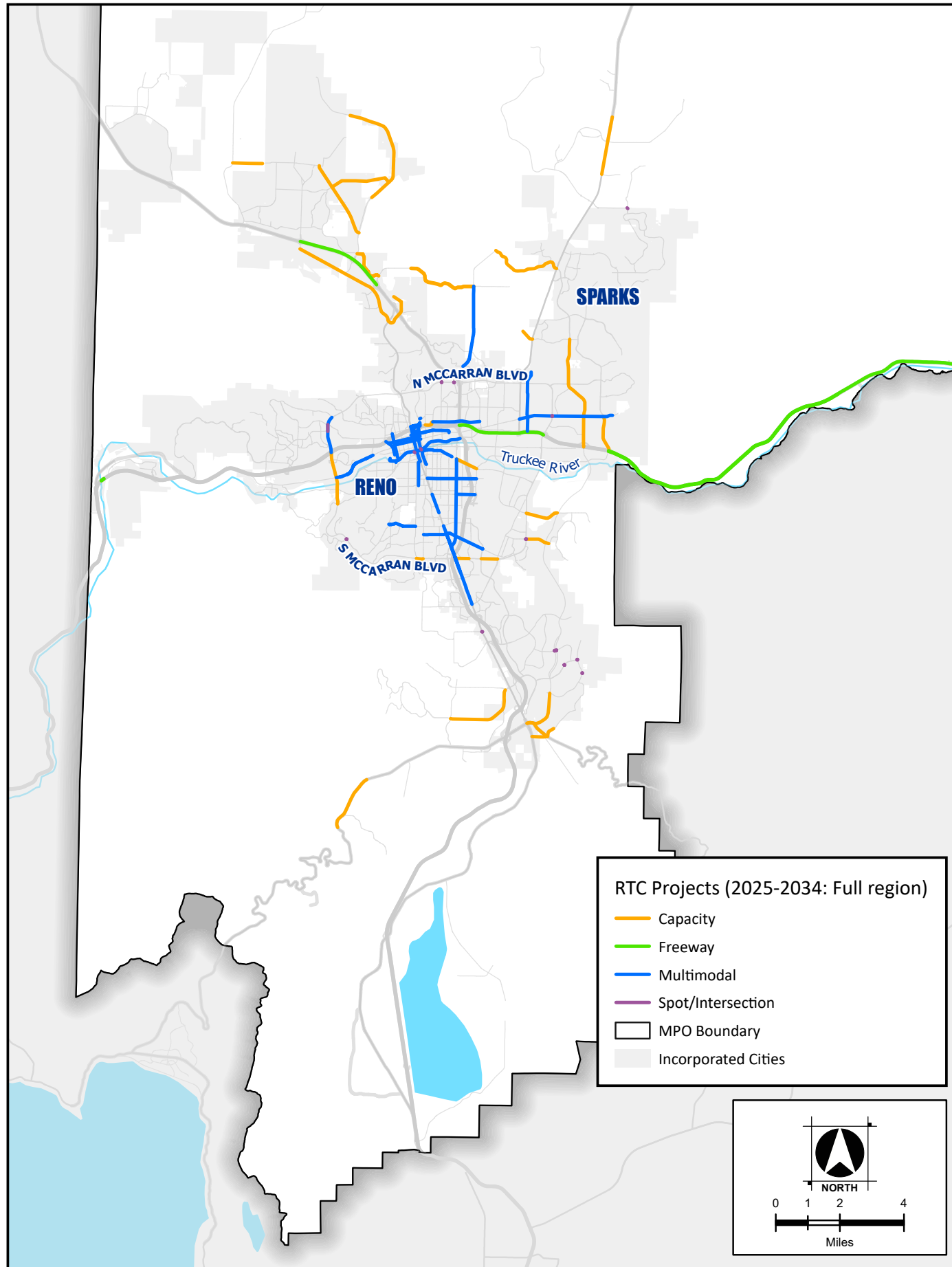
Project	Limits/Description	YOE Cost Estimate
	Replace Garson Rd., Mogul Rd., W. 4th St., Mae Anne Ave. Bridges	\$155,918,245
	Replace Truckee River/RR, I-80 Business Loop, Truckee River, S Verdi Rd/RR Bridges	\$177,506,926
Reno Spaghetti Bowl Phase 2	I-80 Improvements from Spaghetti Bowl to E. McCarran Blvd.	\$809,575,505
US 395 North Valleys Phase 2	US 395 Widening from Golden Valley Rd. to Stead Blvd.	\$275,855,357

#### Capacity Projects

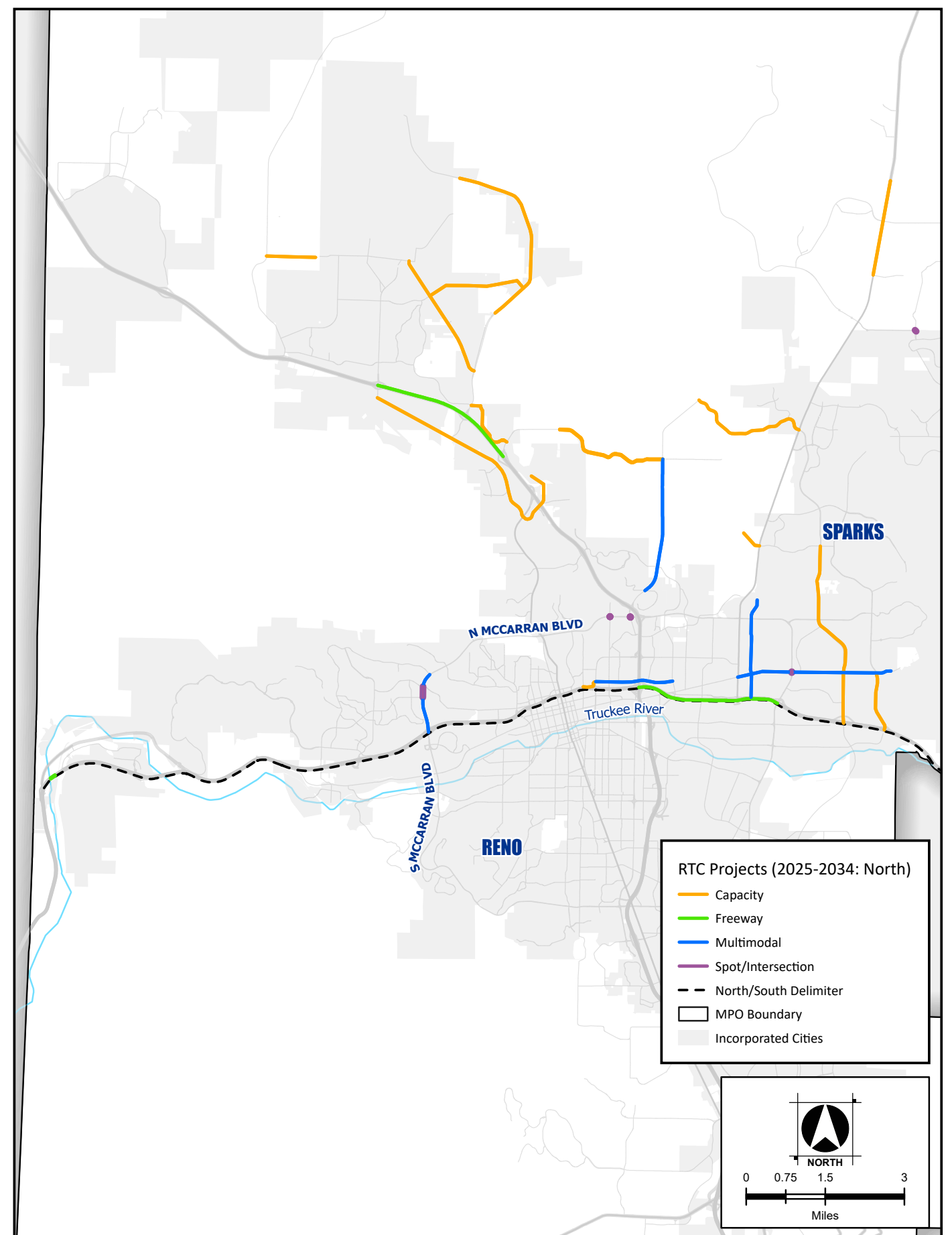
Project	Limits/Description	YOE Cost Estimate
Arrowcreek Pkwy. Capacity	Wedge Pkwy. to Zolezzi Ln.	\$18,470,315
Buck Dr. Capacity	Lemmon Dr. to N. Hills Blvd.	\$4,797,484
Geiger Grade Road Realignment	New 4 Lane Road from Alt US 395 to Toll Rd.	\$101,346,859
Highland Ranch Pkwy. Capacity	Sun Valley Blvd. to Pyramid Hwy.	\$61,767,613
Lear Blvd. Connection	Military Rd. to Lemmon Dr.	\$43,777,046
Lemmon Dr. Segment 2	Fleetwood Dr. to Ramsey Way.	\$81,557,236
McCarran Blvd. Lakeside Dr. to Plumas St. Capacity	Add Lanes, Intersection Improvements, and Shared Use Paths	\$7,316,164
McCarran Blvd., Longley Ln. to Airway Dr. Capacity	Add lanes and Eastbound shared use path	\$17,990,567
McCarran Blvd., Neil Rd. to South Virginia St. Capacity	Remove Lanes and Provide Protected Shared Use Path.	\$8,395,598
McCarran Blvd., Plumb Ln. to I-80 Capacity	Add Lanes, Intersection Improvements, and Shared Use Paths	\$55,650,820
Military Rd. Capacity	Lemmon Dr. to Lear Blvd.	\$46,175,788
Mill St. Safety and Capacity	Kietzke Ln. to Terminal Way	\$38,379,876
Mira Loma Dr. Capacity	McCarran Blvd. to Veterans Pkwy.	\$16,431,384
Moya Blvd. Capacity	Red Rock Rd. to Echo Ave.	\$28,664,970
Mt. Rose Hwy. Corridor Improvements (Group 1 Projects)	Douglas Fir Dr. to Bordeaux Dr.	\$20,509,246
N. Hills Blvd. Capacity	Golden Valley Rd. to Buck Dr.	\$43,777,046
North Virginia St. Capacity	Panther Dr. to Stead Blvd.	\$101,946,545



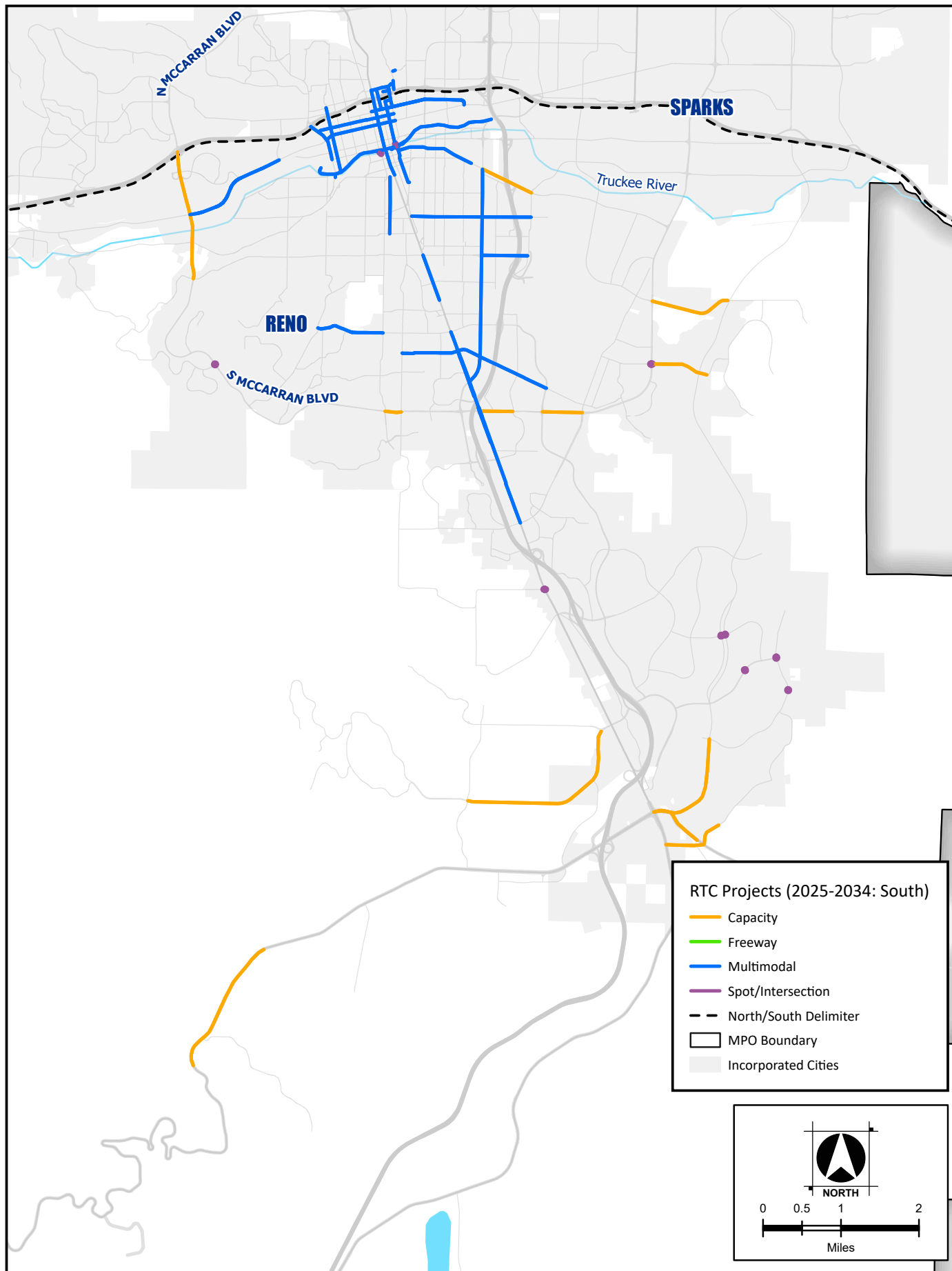
Map F1 - Projects funded in 2025-2034 (Full Region)



Map F2 - Projects funded in 2025-2034 North



Map F3 - Projects funded in 2025-2034 South



2035-2050 PROJECTS

Freeway Projects

Project	Limits/Description	YOE Cost Estimate
I-80 / Gold Ranch Rd. Interchange	Reconfigure Interchange and Reconstruct I-80 Eastbound Bridge	\$55,108,308
Reno Spaghetti Bowl Phase 3	US 395 improvements from Spaghetti Bowl to N. McCarran Blvd./Clear Acre Ln. Interchange	\$734,777,440
Reno Spaghetti Bowl Phase 4	I-580 improvements from Moana Ln. to Spaghetti Bowl	\$918,471,800
US 395/Red Rock Rd. Interchange	Interchange Improvements	\$12,858,605
US 395/Stead Blvd. Interchange	Interchange Improvements	\$12,858,605

Capacity Projects

Project	Limits/Description	YOE Cost Estimate
9th St. Extension	Valley Rd. to N. Wells Ave.	\$9,184,718
Arrowcreek Pkwy. Capacity	Thomas Creek Rd. to Wedge Pkwy.	\$80,274,435
Bravo Ave. Extension	Road Extension to Lemmon Dr.	\$42,800,786
Eagle Canyon Dr. Capacity	Pyramid Hwy. to W. Calle de la Plata	\$55,108,308
Echo Ave. Extension	Red Rock Rd. to Moya Blvd.	\$66,313,664
Estates Dr. Extension	Lemmon Dr. to Golden Valley Rd.	\$170,652,060
Lear Blvd. Extension	Moya Blvd. to Red Rock Rd.	\$97,541,705
Lemmon Dr. Extension	Ramsey Way to Red Rock Rd.	\$328,629,210
Lemmon Valley to Spanish Springs Connector	New 4 Lane Road from Lemmon Valley to Spanish Springs	\$271,500,264
Mt. Rose Hwy. Corridor Improvements (Group 2 Projects)	Bordeaux Dr. to Thomas Creek Rd.	\$46,107,284
Mt. Rose Hwy. Corridor Improvements (Group 4 Projects)	Wedge Pkwy. to Veterans Pkwy.	\$29,574,792
Parr Blvd. Widening	Ferrari McLeod Blvd. to Raggio Pkwy.	\$20,206,380
Pyramid Hwy./US 395 Connector Phase 3	Construct Connector, US 395 to Pyramid Hwy.	\$785,254,813
Red Rock Rd. Widening	US 395 to Placerville Dr.	\$123,993,693
Sun Valley Blvd. Extension	Road Extension to Eagle Canyon Dr.	\$75,130,993
Vista Blvd. Capacity	Wingfield Pkwy. to Hubble Dr.	\$76,233,159
Vista Blvd. Widening North	Prater Way to S. Los Altos Pkwy.	\$85,234,183
Wingfield Hills Extension	Road Extension to North End of Sun Valley	\$67,048,441

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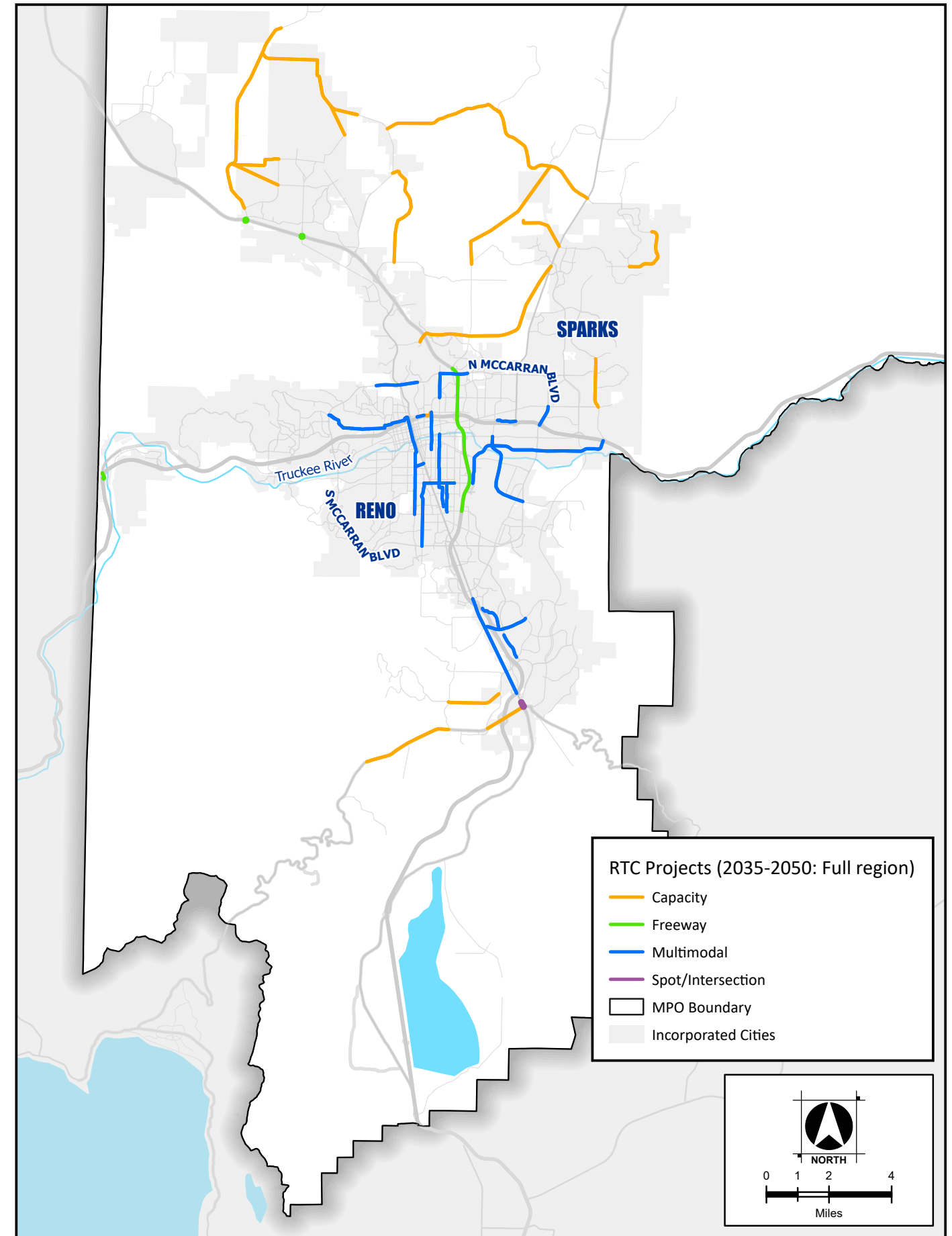
**Multimodal Projects**

Project	Limits/Description	YOE Cost Estimate
7th St./University Terr. Buffered Bike Lanes	McCarran Blvd. to Sierra St.	\$38,759,510
9th St. Buffered Bike Lanes	Evans Ave. to Valley Rd.	\$2,388,027
Casazza Dr./Kirman Ave./Wrondel Way Buffered Bike Lanes	Gentry Way to Kuenzlie St.	\$8,817,329
Double R Blvd. Pedestrian Facility	Double Diamond Pkwy. to Lauren Ct.	\$3,857,582
Gateway Dr. Pedestrian Facility	S. Meadows Pkwy. to Offenhauser Dr.	\$2,314,549
Greg St. Sidewalks and Bike Lanes	Mill St. to Vista Blvd.	\$65,027,803
Lakeside Dr. Bike Lanes	McCarran Blvd. to Plumb Ln.	\$32,881,290
McCarran Blvd. Prater Way to I-80 Multimodal	Provide Protected Shared Use Paths	\$33,432,374
McCarran Blvd. Rancho San Rafael to Evans Ave. Multimodal	Provide Eastbound Shared Use Path	\$1,836,944
McCarran Blvd. Sutro St. to Northtowne Ln. Multimodal	Provide Protected Shared Use Paths	\$5,327,136
Plumas St./Mary St. Multimodal	Moana Ln. to California Ave. and Plumas St. to Virginia St.	\$35,820,400
Plumb Ln. Sidewalks and Bike Lanes	Lakeside Dr. to Kietzke Ln.	\$24,063,961
Rock Blvd. Sidewalks and Bike Lanes	Greg St. to McCarran Blvd.	\$24,798,739
S. Meadows Pkwy. Bicycle Facility	Bike Facility Improvements from S. Virginia St. to Double Diamond Pkwy.	\$15,044,568
S. Virginia St. Multimodal and Transit	Sidewalks, Bike Lanes, and Bus/Bike Lane, Arrowcreek Pkwy. to E. Patriot Blvd.	\$75,498,382
S. Virginia St. Safety	I-580 Interchange S. to Arrowcreek Pkwy.	\$11,186,987
Sierra St. Sidewalks	Improve Sidewalks, California Ave. to W. 9th St.	\$11,389,050
Sutro St. Multimodal	N. McCarran Blvd. to Oddie Blvd.	\$20,022,685
Terminal Way Multimodal	Plumb Ln. to Mill St.	\$17,450,964
Wells Ave. Bike Lanes and Truckee River Crossing	Moran St. to E. 9th St.	\$23,880,267
Yori Ave. Sidewalks and Bike Lanes	Moana Ln. to Plumb Ln.	\$14,511,854

**Spot and Intersection Improvements**

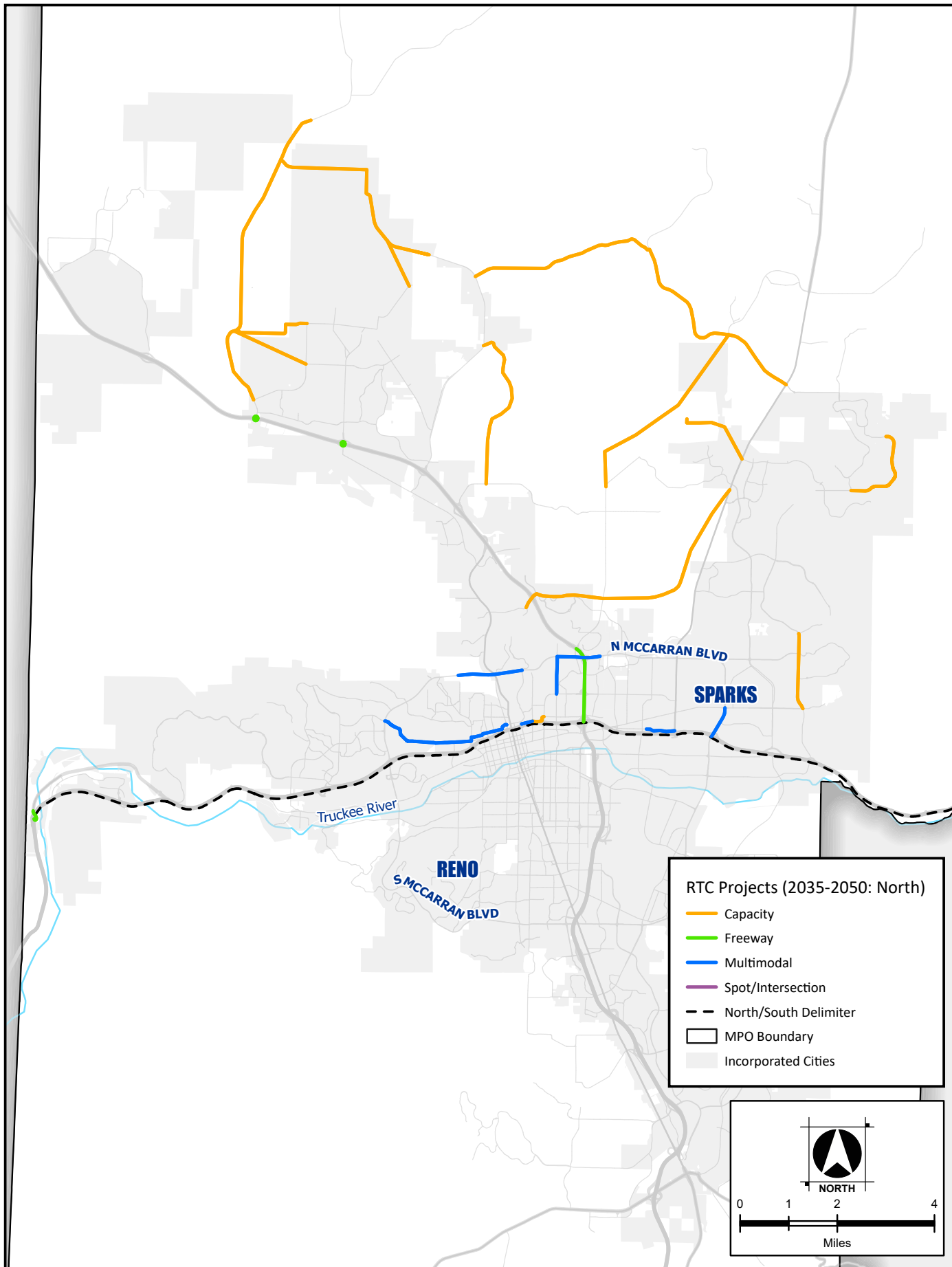
Project	Limits/Description	YOE Cost Estimate
S. Virginia St./Veterans Pkwy.	Triple Southbound Left Turns	\$20,252,303

**Map F4-Projects funded in 2035-2050 (full region)**

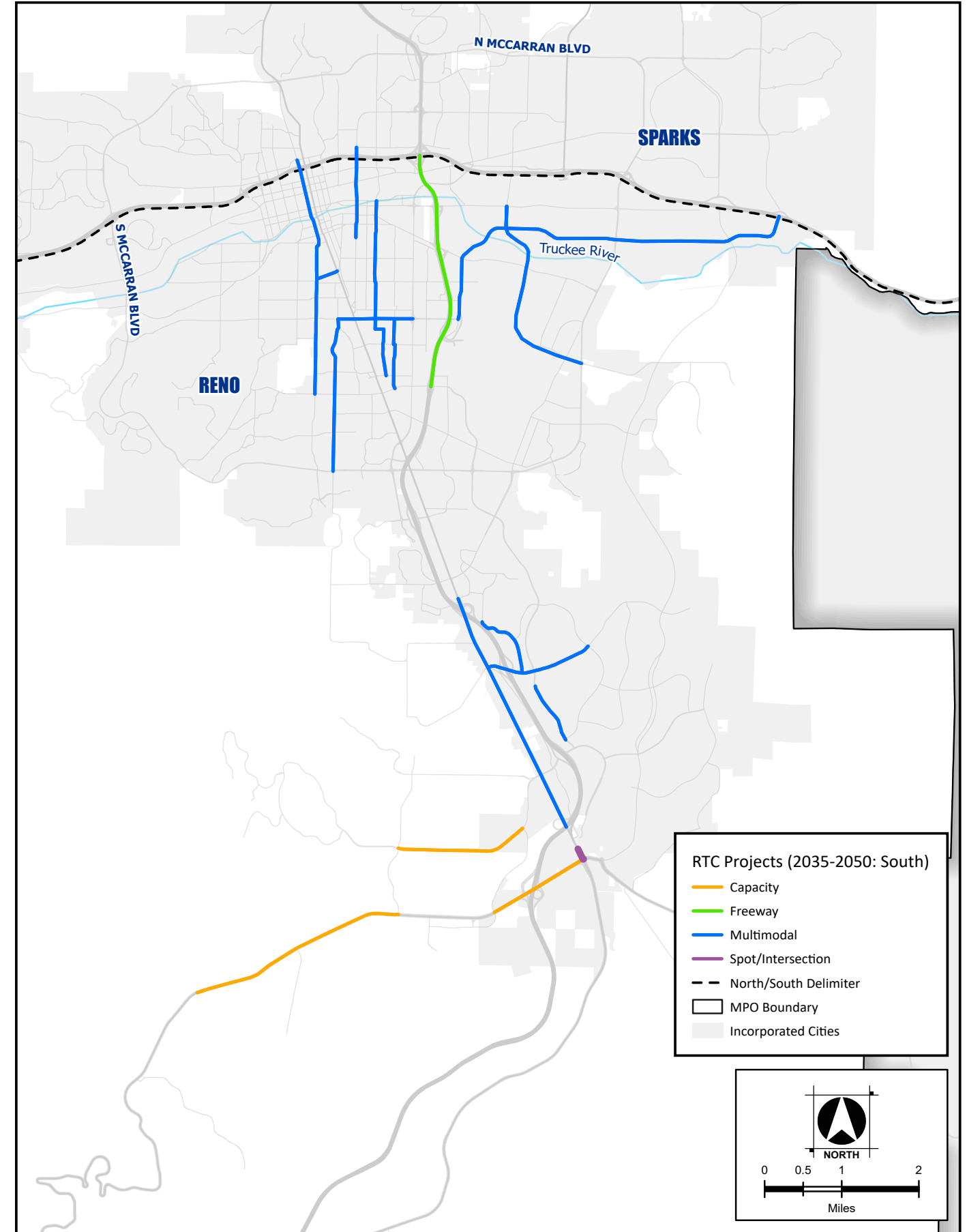


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Map F5-Projects funded in 2035-2050 North



Map F6- Projects funded in 2035-2050 South



## UNFUNDED PROJECTS

### Freeway Projects

Project	Limits/Description	YOE Cost Estimate
I-580 Widening	Neil Rd. to S. Virginia St./Kietzke Ln.	\$60,587,210
I-80 / East McCarran Blvd Interchange	Interchange Improvements	\$35,000,000
I-80 / Sparks Blvd Interchange	Interchange Improvements	\$50,000,000
I-80 Widening - Sparks	E. McCarran Blvd. to Vista Blvd.	\$40,000,000
I-80 Widening - Verdi	Gold Ranch Rd. to W. 4th St.	\$70,000,000
I-80 Median Cable or Barrier Rail - Verdi	Gold Ranch Rd. to W. 4th St.	\$12,000,000
Reno Spaghetti Bowl Phase 5	Southbound US 395 improvements from Spaghetti Bowl to N. McCarran/Clear Acre Avenue interchange	\$525,000,000
US 395 Widening - North	Stead Blvd. to Red Rock Rd.	\$124,065,525
US 395 Widening for Pryamid Highway Connector Traffic	Clear Acre Ln. to Parr Blvd.	\$280,558,660

### Capacity Projects

Project	Limits/Description	YOE Cost Estimate
Cold Springs to Red Rock Connector	Mud Spring Dr. to Red Rock Rd.	\$165,800,000
McCarran Blvd. Northtown Ln. to Pyramid Way Capacity	Add Lanes, Intersection Improvements, and Shared Use Paths	\$43,800,000
N. Virginia St. Extension	Red Rock Rd. to White Lake Pkwy.	\$152,500,000
Pyramid Hwy./US 395 Connector Phase 4	System Ramps at US 395	\$96,954,000
Pyramid Hwy./US 395 Phase 6	W. Sun Valley Interchange and Local Improvements	\$68,026,000
Pyramid Way Phase 5 Widening	4 Lanes, Sparks Blvd. to Calle de la Plata	\$232,215,000
Rio Wrangler Pkwy. Widening	4 Lanes from Summer Glen Dr. to Steamboat Pkwy.	\$24,300,000
TRI Center Northern Connection	La Posada Dr. to USA Pkwy.	\$548,200,000
TRI Center Southern Connection	Eastern Talus Valley Boundary to USA Pkwy.	\$913,700,000
South Verdi Rd. Improvements	Bridge St. to Cabela Dr.	\$10,000,000
W. Sun Valley Arterial Roadway	New 4 Lane Road, Dandini Blvd. to Eagle Canyon Dr.	\$136,500,000

## Multimodal Projects

Project	Limits/Description	YOE Cost Estimate
3rd St. Bridge over Canal	Provide Shared Use Path Bridge over Canal on 3rd St. in Verdi	\$2,000,000
3rd St. Bridge over Truckee River (East)	Provide Shared Use Path Bridge over Truckee River on 3rd St. East in Verdi	\$3,000,000
3rd St. Bridge over Truckee River (West)	Provide Shared Use Path Bridge over Truckee River on 3rd St. West in Verdi	\$3,000,000
3rd St. Shared Use Path	Provide Shared Use Path on 3rd St.	\$2,000,000
Arrowcreek Pkwy. Pedestrian Facility	Zolezzi Ln. to Thomas Creek Rd.	\$1,785,000
Baring Blvd. Bike Lanes	McCarran Blvd. to Vista Blvd.	\$16,200,000
Bridge St. Shared Use Path	Verdi Rd. to 3rd St.	\$2,000,000
Damonte Ranch Park & Ride	Park & Ride	\$2,415,000
Double Diamond Pkwy. Bicycle Facility	Double R Blvd. to S. Meadows Pkwy.	\$1,575,000
Eastlake Blvd. Bike Facilities	I-580 Interchange to Old US 395	\$21,000,000
El Rancho Dr./Dandini Blvd. Sidewalks	Raggio Pkwy. to Sullivan Ln.	\$25,200,000
Geiger Grade Pedestrian Facility	S. Virginia St. to Rim Rock Dr.	\$1,260,000
Golden Valley Rd. Bike Lanes	N. Virginia St. to North Hills Blvd.	\$5,600,000
Holcomb Ave. Buffered Bike Lanes	Vassar St. to Center St.	\$1,800,000
Keystone Ave. Sidewalks and Bike Lanes	Coleman Dr. to Peavine Rd.	\$1,250,000
Lake St. Pedestrian Bridge	7th St. to 9th St.	\$5,800,000
McCarran Blvd. 4th St. to Baring Blvd. Multimodal	Add Westbound Protected Shared Use Path	\$14,200,000
McCarran Blvd. Baring Blvd. to Prater Way Multimodal	Provide Protected Shared Use Paths	\$25,000,000
McCarran Blvd. Evans Ave. to Sutro St. Multimodal	Provide Westbound Shared Use Path	\$1,400,000
McCarran Blvd. I-80 to Truckee River Multimodal	Protected Bike Lane and Shared Use Path	\$29,500,000
McCarran Blvd. Las Brisas Blvd. to Rancho San Rafael Multimodal	Provide Westbound Shared Use Path	\$3,900,000
McCarran Blvd. Plumas St. to Mayberry Dr. Multimodal	Protected Bike Lanes in Both Directions	\$16,000,000
McCarran Blvd. Rio Encantado Ln. to Longley Ln. Multimodal	Add Southbound Sidewalk	\$3,400,000
McCarran Blvd. Rock Blvd. to Perro Ln. Multimodal	Add Southbound Sidewalk	\$600,000

Mt. Rose Hwy. Corridor Improvements (Group 3 Projects)	Thomas Creek Rd. to Wedge Pkwy.	\$4,100,000
Neil Rd. Bike Lanes	Kietzke Ln. to S. Virginia St.	\$5,400,000
S. Meadows Pkwy. Bicycle Facility Upgrades	Double Diamond Pkwy. to Veterans Pkwy.	\$2,100,000
S. Meadows Pkwy./Double R Blvd. Park & Ride	Park & Ride Lot	\$2,415,000
S. Virginia Street Multimodal and ADA South	Meadowood Mall Cr. To Moana Ln.	\$16,200,000
Sierra St. Pedestrian	W. 9th St. to N. Virginia St.	\$24,800,000
Skyline Blvd. Bike Lanes	Cashill Blvd. to Arlington Ave.	\$14,700,000
Truckee River Idlewild Dickerson Bridge	Bridge Over the Truckee River, Connecting Dickerson Rd. to Idlewild Park	\$2,250,000
Truckee River Vision Plan East	Eastern Improvements	\$4,000,000
Truckee River Vision Rural West	Rural Western Improvements	\$5,000,000
Veterans Pkwy./Geiger Grade Park & Ride	Park & Ride	\$2,415,000
Veterans Pkwy./S. Meadows Pkwy.	Park & Ride	\$2,415,000
Vista Blvd. Sidewalks and Bike Lanes	Greg St. to S. Los Altos Pkwy.	\$25,600,000
W. 4th Street Multimodal	I-80 to S. McCarran Blvd.	\$21,200,000
Zolezzi Ln. Sidewalks	Thomas Creek Rd. to S. Virginia St.	\$14,500,000

### Private Projects

Project	Limits/Description
Parr Blvd. Interchange	Intersection Signalization
White Lake Pkwy. Capacity	US 395 to Village Pkwy.
Vista Knoll Pkwy. Extension	Walmart Driveway To Lemmon Dr.
Rio Wrangler Pkwy. Extension South	Veterans Pkwy. to Damonte Ranch Pkwy.
Lazy 5 Pkwy. Extension	W. Sun Valley Arterial to Pyramid Hwy.
Meridian & Santerra Regional Road Network (Verdi)	See map
Rio Wrangler Pkwy. Extension North	Bucephalus Pkwy. to South Meadows Pkwy.
S Virginia St./South Hills Dr.	Signalization Improvements
Ridgeview Dr. North Extension	Ridgeview to McCarran Blvd.
Robb Dr. Extension	W. 4th St. to I-80
White Lake Pkwy. Extension South	US 395 to Stonegate Entrance
Chase Canyon Segments 1 and 2	New 4 Lane Road from US 395 to 2nd Roundabout
US 395/Red Rock Rd. Interchange	Interim Phase Improvements
White Lake Pkwy. Interchange Upgrades	Interchange Improvement at US 395
Damonte Ranch Pkwy. Extension	Rio Wrangler Pkwy. to Veterans Pkwy
Daybreak Regional Road Network	Multiple Locations
Silver Knolls Blvd.	New Road from Red Rock Rd. to Silver Knolls Blvd.
Dolores Dr. Extension	West to Lazy 5 Pkwy.
South Meadows Pkwy. Extension	Mojave Sky Dr. to Rio Wrangler Pkwy.
Moya Blvd. Extension	Lemmon Dr. to Echo Ave.
5 Ridges Pkwy.	Highland Ranch Pkwy. to 2nd Roundabout

# APPENDIX C

## Air Quality Analysis and Conformity Determination



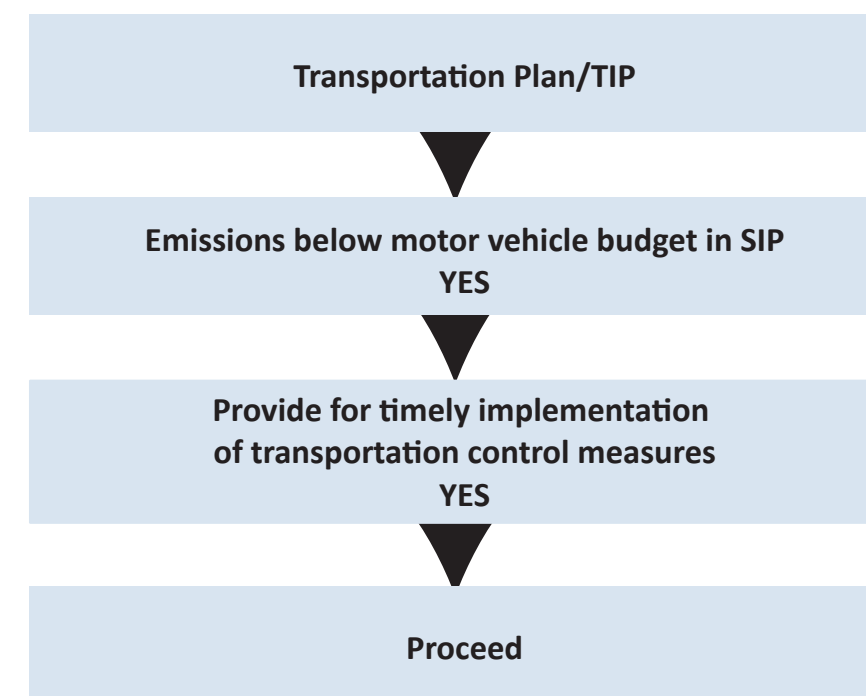
The Clean Air Act Amendments (CAAA) of 1990 require that each state environmental agency develop a State Implementation Plan (SIP). The SIP shows how the state will implement measures designed to improve air quality to meet National Ambient Air Quality Standards (NAAQS) for each criteria air pollutant, 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 vehicle miles traveled (VMT) and congestion in areas that have not attained the U.S. Environmental Protection Agency’s (EPA) air quality standards.

Conformity for the Regional Transportation Plan (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 air quality planning area of the Truckee Meadows. The air quality planning area of the Truckee Meadows is determined by EPA to be Hydrographic Area 87 (HA 87) which is shown in Figure C-1. The current design values and designation statuses of the criteria pollutants and their NAAQS in Washoe County are listed in Table C-1. Design values are the statistics that the EPA uses to compare ambient air monitoring data to the NAAQS to determine designations. All designations are codified in 40 CFR 81.329

**Table (C-1) Design Values and Designations  
(as of December 31, 2023)**

NAAQS		Design Value <sup>1</sup>	Designations	
Pollutant (Averaging Time)	Level		Unclassifiable/ Attainment, or Maintenance	Nonattainment
O <sub>3</sub> (8-hour)	0.070 ppm	0.069 ppm	All HAs	---
PM <sub>2.5</sub> (24-hour)	35 µg/m <sup>3</sup>	59 µg/m <sup>3</sup>	All HAs	---
PM <sub>10</sub> (24-hour)	12.0 µg/m <sup>3</sup>	9.7 µg/m <sup>3</sup>	All HAs <sup>2</sup>	---
CO (1-hour)	35 ppm	2.6 ppm	All HAs	---
CO (8-hour)	9 ppm	1.8 ppm	All Has <sup>3</sup>	---
NO <sub>2</sub> (1-hour)	100 ppb	48 ppb	All HAs	---
NO <sub>2</sub> (Annual Mean)	53 ppb	11 ppb	All HAs	---
SO <sub>2</sub> (1-hour)	75 ppb	3 ppb	All HAs	---
Pb (Rolling 3-month average)	0.15 µg/m <sup>3</sup>	n/a	All HAs	---

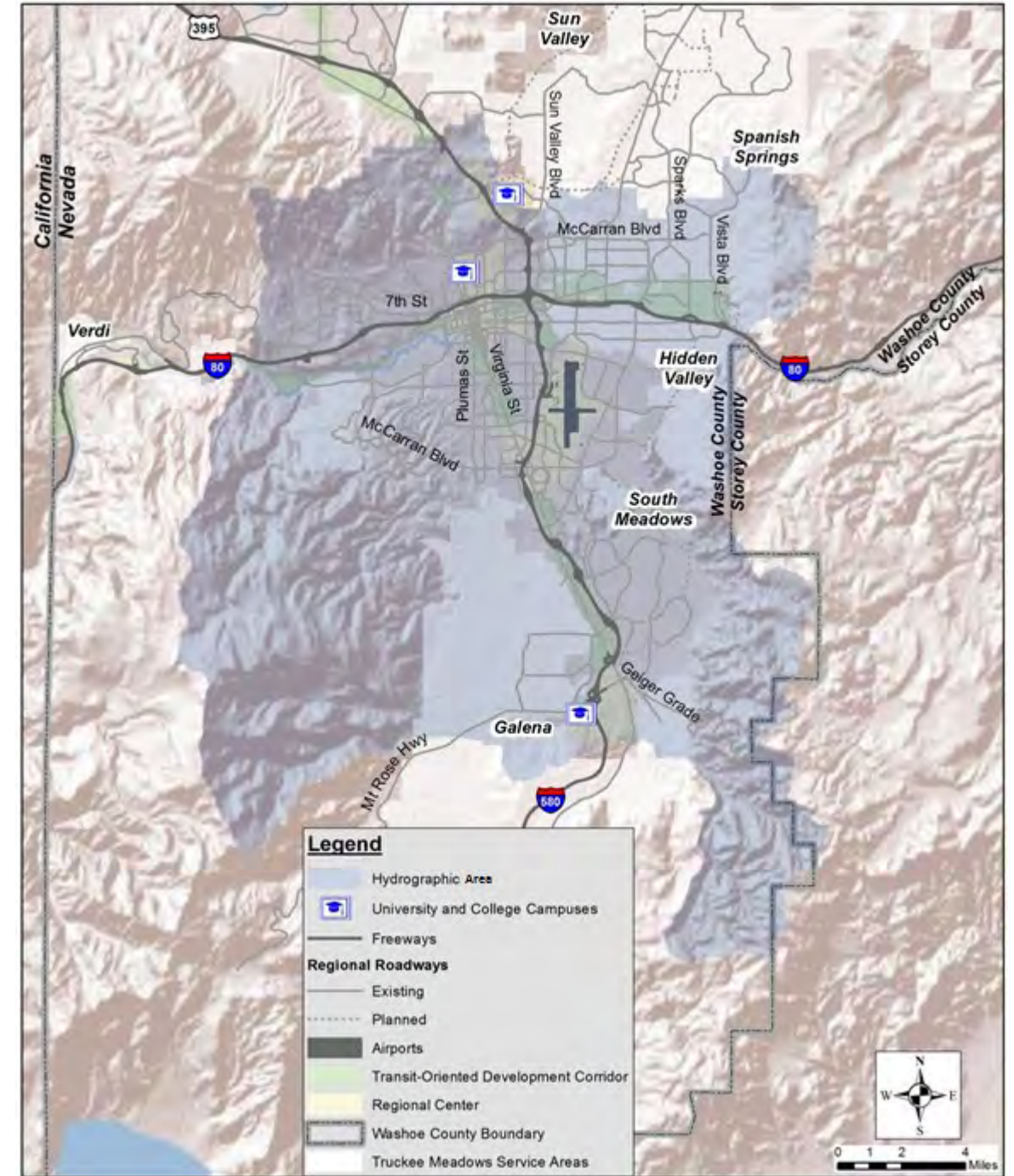
<sup>1</sup> NAAQS that has a multi-year average design value (O<sub>3</sub>, both PM<sub>2.5</sub>, PM<sub>10</sub>, both CO, 1-hr NO<sub>2</sub>, and SO<sub>2</sub>) has a design value that is affected by wildfire smoke, high winds, prescribed burns, etc.

<sup>2</sup> Maintenance Area for PM<sub>10</sub> - 80 FR 76232

<sup>3</sup> Maintenance Area for CO - 73 FR 38124, 81 FR 59490

Regional emissions analyses were performed for CO and PM<sub>10</sub> to demonstrate document conformity with Motor Vehicle Emissions Budgets in the CO and PM<sub>10</sub> State Implementation Plans. The RTC, in collaboration with the local agencies, has also been implementing programs that reduce motor vehicle emissions in the region.

**Figure C-1  
Truckee Meadows Hydrographic Area 87**





## TRAVEL FORECASTING MODEL AND MOVES EMISSION MODEL

The RTC's travel demand model was developed in 2024 on the TransCAD platform. The model was calibrated with data collected through the 2023-2024 Regional Household Travel Characteristics Study. The model uses the 2024 Consensus Forecast population and employment provided by the Truckee Meadows Regional Planning Agency. 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. MOVES5 is now the latest official version of MOVES. The analysis for the amendment uses MOVES5 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 nonattainment/maintenance areas.
- B. Air quality analysis years must be no more than 10 years apart.
- C. In CO and PM<sub>10</sub> nonattainment/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 HA 87 for both CO and PM<sub>10</sub>, as budgets have been established for these pollutants.
- F. For both CO and PM<sub>10</sub>, 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 percent 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 percent along specific corridors to 3 percent to 4 percent 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, improve safety, and reduce traffic congestion in the region. This is an ongoing program that will allow over 400 intersections in the Truckee Meadows to be optimized. Currently, the average is 80 signals/intersections annually.

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

Almost 6 million annual passengers with 19.6 million passenger 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 percent.

RTC currently has 19 zero emission battery electric buses and 2 hydrogen fuel cell vehicles in its fixed route fleet with 6 additional fuel cell vehicles scheduled for delivery and placement into service in spring 2025.

## 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 percent; 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 October 1st, 2023, through September 30th 2024 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 Northern Nevada Public Health Air Quality Management Division (AQMD).

**Table C-2**  
**RTC VANPOOL Air Pollution Reductions (October 1st, 2023-September 30th, 2024)**

Volatile organic compounds (VOC)	64,045.1 lbs
Nitrogen Oxide (NOx)	35,980.4 lbs
Carbon Monoxide (CO)	476,738.7 lbs
Particulate Matter (PM <sub>10</sub> )	256.3 lbs
Particulate Matter (PM <sub>2.5</sub> )	238.4 lbs
Carbon Dioxide (CO <sub>2</sub> )	19,204,552 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

2025, 2030, 2040 and 2050 networks were established for this RTP air quality analysis. The 2025 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 PM<sub>10</sub> must be successfully completed to make a finding of conformity. The area of analysis for these pollutants is HA 87. As stated previously, the CO and PM<sub>10</sub> 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 12.34 percent (urban) and 6.15 percent (rural) of the total VMT's based on NDOT's 2023 Annual Vehicle Miles of Travel Report (August 2024). Average speed by facility type from RTC's travel demand model is provided as 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).

### CO ANALYSIS

The MVEB for carbon monoxide (CO), effective October 31, 2016, is shown in Table C-3, which also includes the CO emissions for all analysis years of the RTP. CO under all RTP analysis years are within the MVEB. The tables supporting this analysis are contained at the end of this chapter.

**Table C-3**  
**CO Emissions Analysis (lbs. /day)**

Analysis Year	MVEB	RTP Analysis
2025	171,509	<b>54,339</b>
2030	169,959	<b>39,476</b>
2040	169,959	<b>22,326</b>
2050	169,959	<b>17,097</b>

### PM<sub>10</sub> ANALYSIS

The MVEB for PM<sub>10</sub>, effective January 6, 2016, is shown in Table C-4, which also includes the PM<sub>10</sub> emissions for all analysis years of the RTP. PM<sub>10</sub> under all RTP analysis years are within the MVEB. The tables supporting this analysis are contained at the end of this chapter.

**Table C-4**  
**PM<sub>10</sub> Total Emissions (lbs. /day)**

Analysis Year	MVEB	RTP Analysis
2025	6,473	<b>3,174</b>
2030	6,927	<b>3,153</b>
2040	6,927	<b>3,000</b>
2050	6,927	<b>2,928</b>

### 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 update includes significant investments in bicycle and pedestrian infrastructure. 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 has shown to be in conformance with federal air quality regulations.

**AIR QUALITY ANALYSIS SUPPORT DOCUMENTATION**

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

Facility Type	2025	2030	2040	2050
Interstate	2,142,359	2,194,063	2,407,286	2,666,463
Other FWYs	441,834	455,748	494,398	589,156
Major Arterial	1,738,263	1,848,184	1,986,923	2,131,913
Minor Arterial	773,681	792,358	868,062	954,543
Collector	174,739	183,241	195,918	210,799
Local	676,197	702,203	763,653	840,663
Total	5,947,074	6,175,799	6,716,240	7,393,536

**Table C-6**  
**Emissions (lbs./day)**

Analysis Year	CO	On-Road Vehicles PM <sub>10</sub>	Diesel Idling PM <sub>10</sub>	Paved Road Fugitive PM <sub>10</sub>	Unpaved Road Fugitives PM <sub>10</sub>	Road Construction PM <sub>10</sub>	Total PM <sub>10</sub> Emissions
2025	<b>54,339</b>	392	0.071	1,767	762	253	<b>3,174</b>
2030	<b>39,476</b>	343	0.027	1,870	671	269	<b>3,153</b>
2040	<b>22,326</b>	257	0.004	2,015	443	285	<b>3,000</b>
2050	<b>17,097</b>	224	0.002	2,236	166	302	<b>2,928</b>

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

Project	Description	Model Year
Biggest Little Bike Network	Multiple Locations (lane reduction)	2030
Buck Dr	Lemmon Dr to N Hills Blvd	2030
Butch Cassidy	Extension	2030
E 6th Street Bicycle Facility & Safety Improvements	Virginia St to 4th St (lane reduction)	2030
Lemmon Dr Segment 2	Fleetwood Dr to Ramsey Way(widen from FW to Palace)	2030
Military Rd	Lemmon Dr to Lear Blvd	2030
Mill St Safety and Capacity	Kietzke to Terminal	2030
Pembroke Dr	McCarran Blvd to Veterans Pkwy	2030
Pyramid Hwy - Add Southbound Lane	Egyptian Dr to Ingenuity Ave	2030
Vassar Street Bike Facility	Kietzke Ln to Terminal Way (lane reduction)	2030
Vista Blvd	I-80 to Prater Way	2030
9th St Extension	Valley Rd To N Wells Ave	2035

Arrowcreek Pkwy	Wedge Pkwy to Zolezzi Ln	2040
Chase Canyon Segments 1 and 2 (Private)	New 4 lane road - US 395 to 2nd roundabout	2040
Damonte Ranch Pkwy Extension	Veterans Pkwy to Rio Wrangler Pkwy	2040
Daybreak Road Network(Private)	Multiple locations	2040
Dolores Dr Extension (Private)	West to Lazy 5 Pkwy	2040
Geiger Grade New 4 Lane Rd	Virginia St to Toll Rd	2040
Herz Blvd extension/connection (Private)	Mt Rose Highway to Old US 395	2040
Highland Ranch Parkway	5 Ridges entrance to Sun Valley Blvd	2040
Highland Ranch Pkwy (Private)	Pyramid Hwy to 5 Ridges entrance	2040
Lazy 5 Pkwy (Private)	W Sun Valley Arterial to Pyramid Hwy	2040
Lear Blvd	Connection between Military Rd to Lemmon Dr	2040
McCarran Blvd	Neil Rd. to South Virginia St (lane reduction)	2040
McCarran Blvd	Longley Ln. to Airway Dr.	2040
McCarran Blvd	Lakeside Ln. to Plumas St.	2040
McCarran Blvd	Plumb Ln. to I-80	2040
Meridian & Santerra Road Network (Private)	Multiple locations	2040
Military Rd	Lear Blvd to Echo	2040
Mira Loma Dr	McCarran to Veterans	2040
Moya Blvd	Red Rock Rd to Echo Ave	2040
Moya Blvd Extension (Private)	Lemmon Dr to Echo Ave	2040
N. Hills Blvd	Golden Valley Rd to Buck Dr	2040
NDOT I-80 Operations & Capacity	Vista Blvd to USA Parkway	2040
NDOT Spaghetti Bowl Phase 2	I-80 from spaghetti bowl to eastern McCarran Blvd in Sparks	2040
North Virginia St	Panther to Stead Blvd	2040
Panther Dr Extension	N. Virginia to Panther to N. Hills Blvd	2040
Pyramid Hwy/395 Connector Phase 2	Widen Disc Dr from Pyramid to Vista Blvd	2040
Ridgeview Dr North Extension (Private)	End of Ridgeview to McCarran Blvd	2040
Rio Wrangler Pkwy Extension -South (Private)	Damonte Ranch Pkwy to Veterans Pkwy	2040
Rio Wrangler Pkwy Extension-North (Private)	Bucephalus Pkwy to South Meadows Pkwy	2040
Robb Dr Ext (Private)	4th St to I-80	2040
Silver Knolls Blvd - New Road (Private)	Red Rock Rd to Silver Knolls Blvd	2040
South Meadows Extension (Private)	Mojave Sky Dr to Rio Wrangler Pkwy	2040
Sparks Blvd	Baring Blvd to Disc Dr	2040
Sparks Blvd	I80 Off Ramps to Baring	2040

US 395 North Valleys, Phase 2	Golden Valley to Stead Blvd	2040
Veterans Pkwy Widening	S. Virginia St to Damonte Ranch Extension	2040
Vista Knoll Pkwy Ext (Private)	Walmart Driveway To Lemmon Dr	2040
West 7th/Golden Valley Rd	Spearhead Way to Sun Valley Blvd	2040
White Lake Pkwy Extension-South (Private)	US 395 to Stonegate Entrance	2040
White Lake Pkwy -North (Private)	US 395 to Village Pkwy	2040
Arrowcreek Pkwy	Thomas Creek Rd to Wdge Pkwy	2050
Bravo Ave Extension	Extension to Lemmon Dr	2050
Eagle Canyon	Pyramid Hwy to W Calle de la Plata	2050
Echo Ave - Extension	Red Rock Rd to Moya Blvd	2050
Estates Dr Extension	Lemmon Dr to Golden Valley Rd	2050
Lear Blvd Extension	Moya Blvd to Red Rock Rd	2050
Lemmon Dr Extension	Ramsey Wy To Red Rock Rd	2050
Lemmon Valley to Spanish Springs Connector	New 4 lane road from Lemmon Valley to Spanish Springs	2050
NDOT Spaghetti Bowl Phase 3	US 395 from Spaghetti Bowl to N. McCarran/Clear Acre Interchange	2050
NDOT Spaghetti Bowl Phase 4	I-580 from spaghetti bowl to Moana Ln interchange	2050
Parr Blvd	Ferrari McLeod to Raggio Pkwy	2050
Pyramid/395 Connector Phase 3 Connector	US 395 to Pyramid Hwy south of Sparks Blvd	2050
Red Rock Rd	US 395 to Placerville Dr	2050
Sun Valley Blvd Extension	Extension to Eagle Canyon	2050
Vista Blvd	Wingfield Pkwy to Hubble Dr	2050
Vista Blvd	Prater to South Los Altos Pkwy	2050
Wingfield Hills	Road extension to north end of Sun Valley	2050

**NOTES:**

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

# APPENDIX D

## RTC Congestion Management Plan (CMP)



### CONGESTION MANAGEMENT PROCESS

The purpose of the Congestion Management Process (CMP) is to identify how RTC selects and prioritizes projects to reduce traffic congestion. This CMP was developed in coordination with the 2050 RTP performance-based planning process and is consistent with the RTP goals and project evaluation criteria. The CMP is a systematic approach that is collaboratively developed for the region and provides safe and effective management of new and existing transportation facilities.

Congestion management, as defined by the Federal Highway Administration (FHWA), is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. A CMP is a regionally accepted approach that provides information on performance and assesses strategies for congestion management.

The performance management metrics identified in Chapter three, as well as the transportation conformity requirements regarding air quality, have an important role in the CMP. The CMP is an ongoing process, adjusting over time as goals and objectives change, new congestion issues arise, new resources become available, and new strategies are identified and evaluated. The RTP identifies a well-balanced project selection process across all modes of transportation and outlines the implementation schedule and anticipated funding sources for a truly multimodal program.

#### **1 – Congestion Management Objectives**

Traffic congestion impedes economic activity, degrades air quality, and has an adverse impact on quality of life in the Truckee Meadows. Traffic congestion on freeway facilities, particularly I-80, has an adverse impact on national freight movement in addition to local traffic operations. Significant proportions of traffic congestion are non-recurring and are caused by crashes, work zones, weather, and special events. The objectives of this CMP are to reduce both recurring and non-recurring traffic congestion.

An important component to this process is the implementation of operations and management strategies that improve signal timing coordination and communications between traffic operations engineers at RTC, NDOT, City of Reno, City of Sparks, and Washoe County. Examples of intelligent transportation systems (ITS) initiatives include the RTC Traffic Signalization Program and ITS Traffic Management Program, which is expanding fiber optic network connectivity. The Nevada Traffic Incident Management (NV TIM) is another important program that addresses incident response.

This CMP supports the advancement of the RTP goals, which are:

- Safety
- Maintain Infrastructure Condition
- Congestion Reduction
- System Reliability and Resiliency
- Freight Movement and Economic Vitality
- Equity and Environmental Sustainability
- Reduce Project Delivery Delays
- Accessibility and Mobility
- Integrate Land-Use and Economic Development

The CMP also provides an opportunity to address freight issues. RTC completed a Regional Freight Plan in coordination with the development of this RTP and regularly participates in Freight Advisory Committee meetings facilitated by NDOT that involved regional partners in freight and logistics, economic development, and infrastructure development. RTC will continue to coordinate with regional stakeholders as freight needs evolve.

## 2 – Identify Area of Application

The CMP applies to the Reno-Sparks urbanized area in Washoe County, Nevada. This is the planning area addressed in the 2050 RTP Update. It addresses project prioritization for roadway capacity, safety, and operations.

## 3 – Define System or Network of Interest

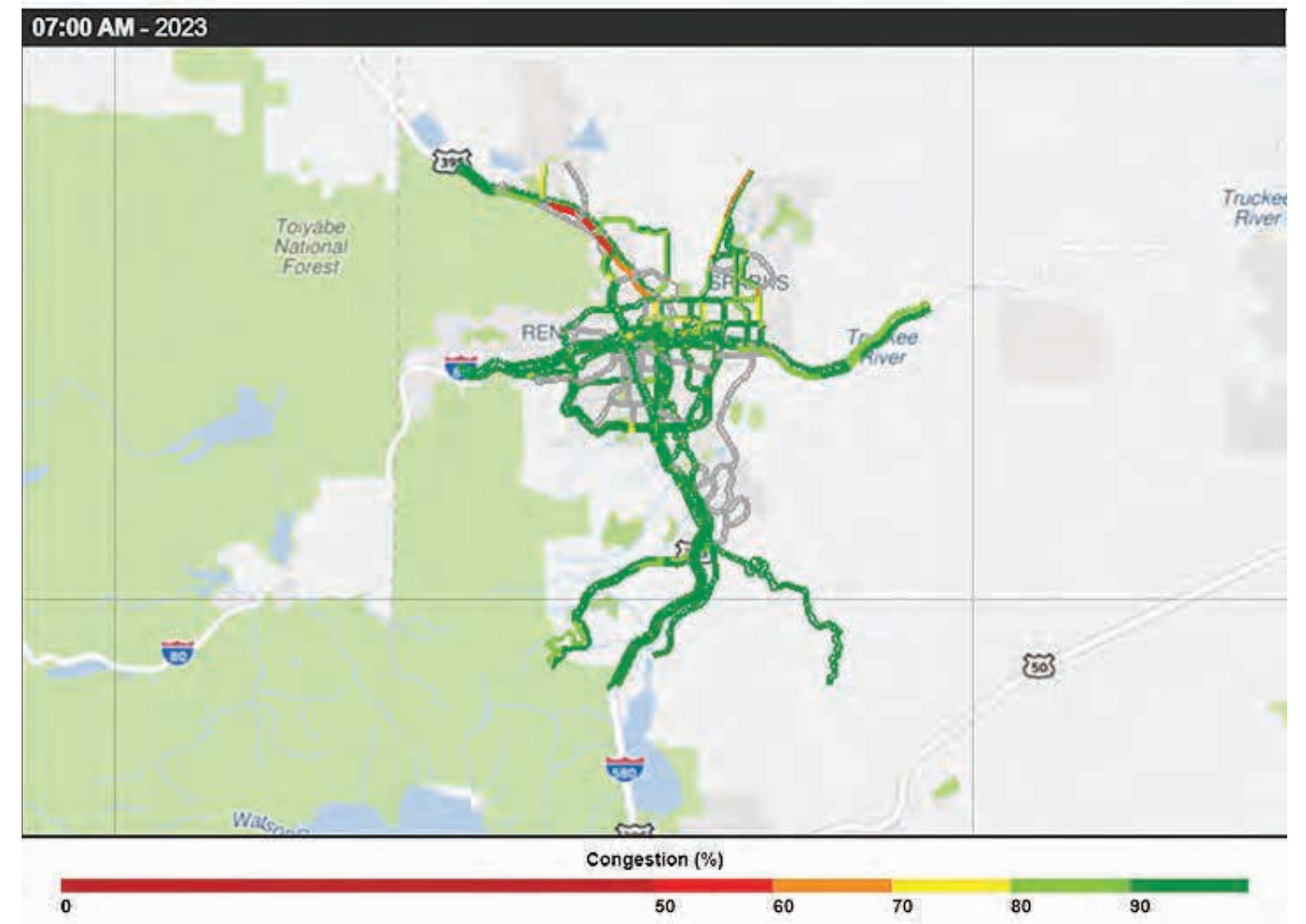
The CMP addresses congestion issues on regionally important roads and freeways in the Reno-Sparks metropolitan area, including existing or proposed roadways that handle high volumes of vehicle trips, facilitate connectivity across different jurisdictions, overcome significant travel barriers, or otherwise comply with the federal definition for regional significance. In terms of roadway functional classifications, RTC generally considers the following to be regionally important:

Arterials that are direct connections between freeways and other arterials, provide continuity throughout the region, and generally accommodate longer trips within the region, especially in the peak periods on high traffic volume corridors.

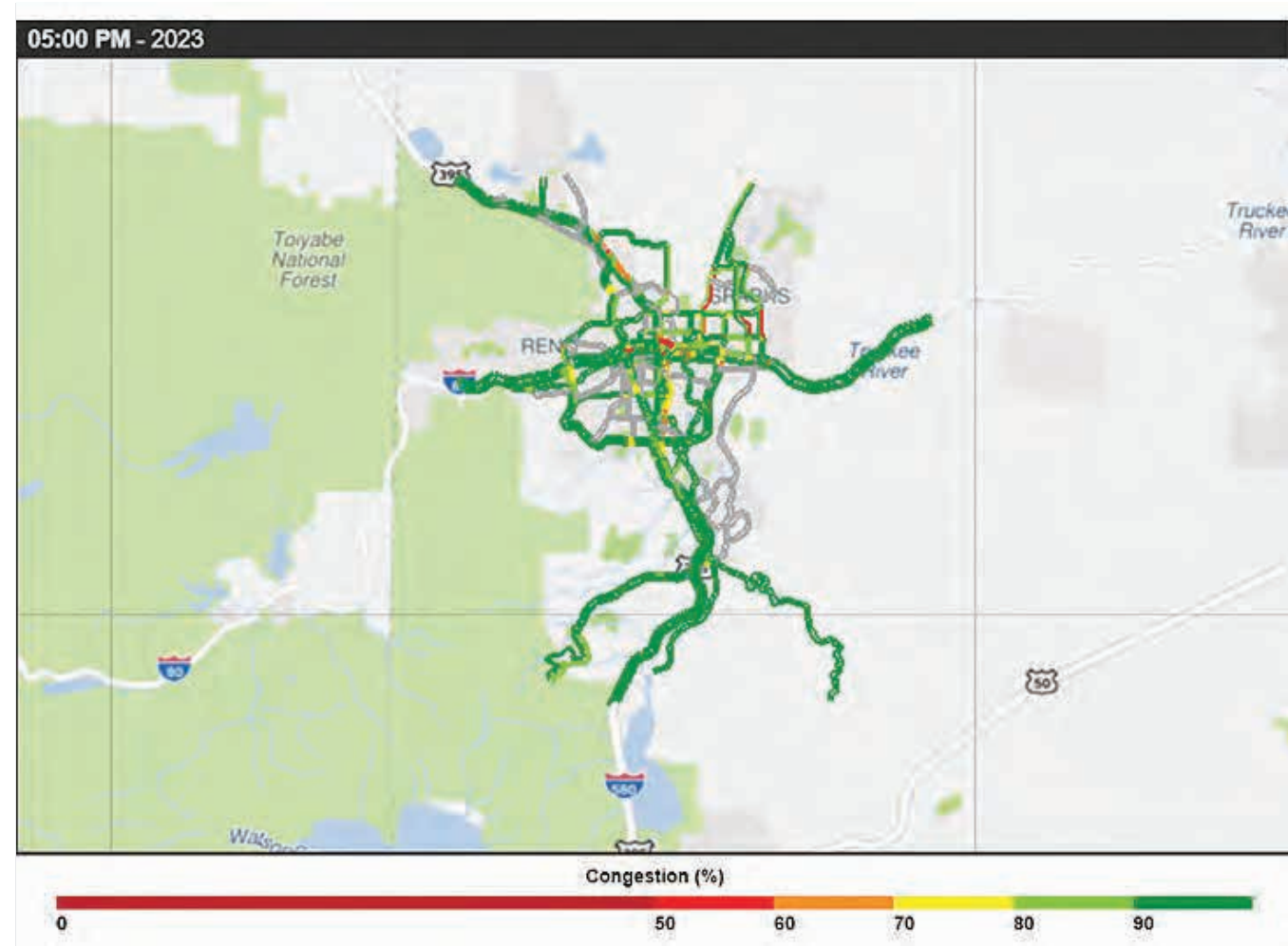
Collectors that cross a significant travel barrier or provide access to major existing or future regional facilities.

RTC identified existing traffic congestion hotspots using INRIX data. The INRIX roadway network includes freeways and major roads in the region. The congestion analysis focuses on AM and PM peak hours when congestion is the most severe. Congestion is measured as observed speed as a percentage of the free flow speed. The INRIX data used for existing congestion analysis is from weekdays during 2023 (Figures 1 and 2). Projected 2050 traffic levels under the build and no-build scenarios are provided in Figures 3 and 4. RTC and NDOT have planned improvements on corridors experiencing the highest levels of traffic congestion, including US 395, Pyramid Highway, Sparks Boulevard, and Vista Boulevard.

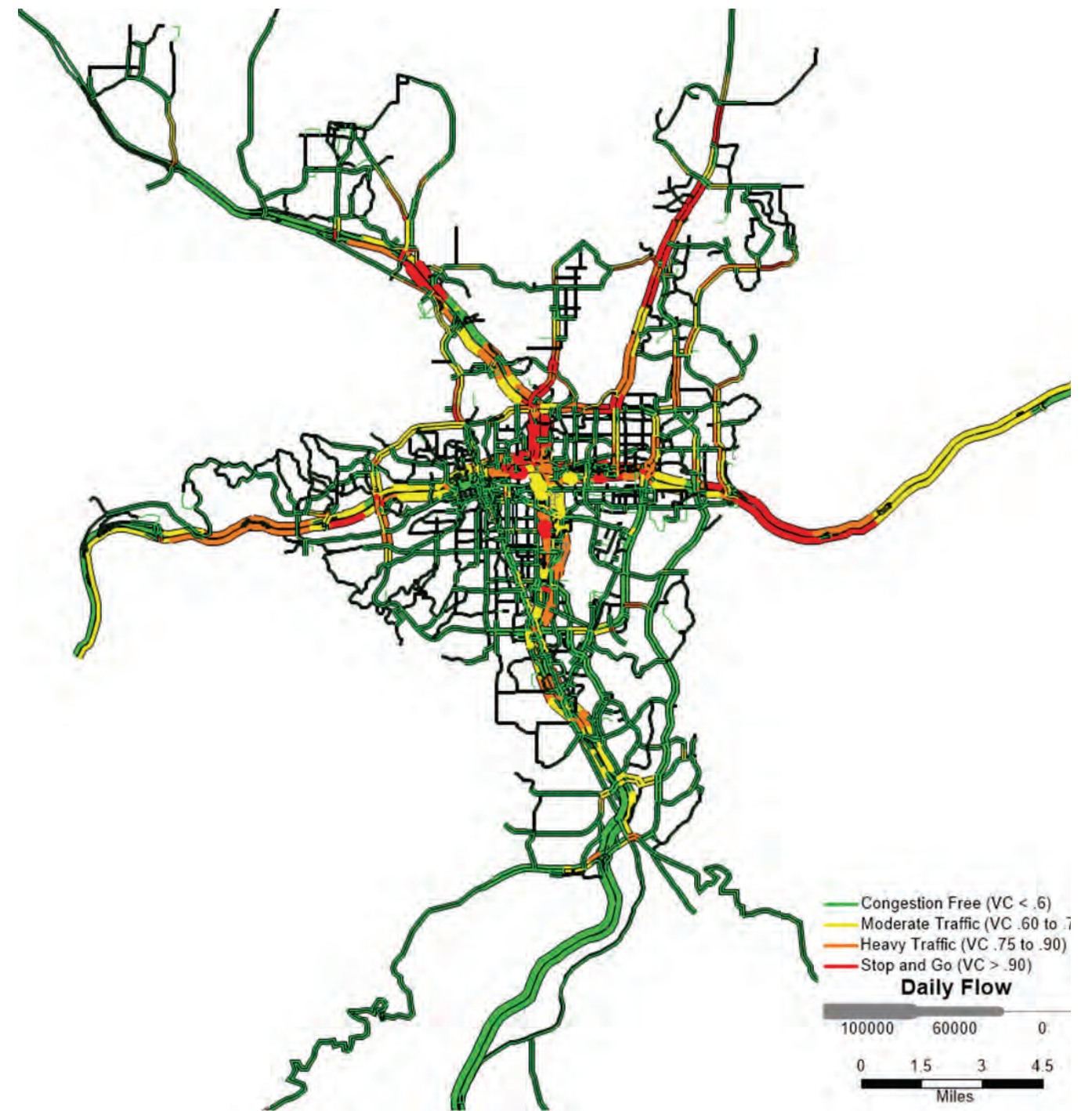
**Figure 1**  
**Existing AM Traffic Congestion (2023)**



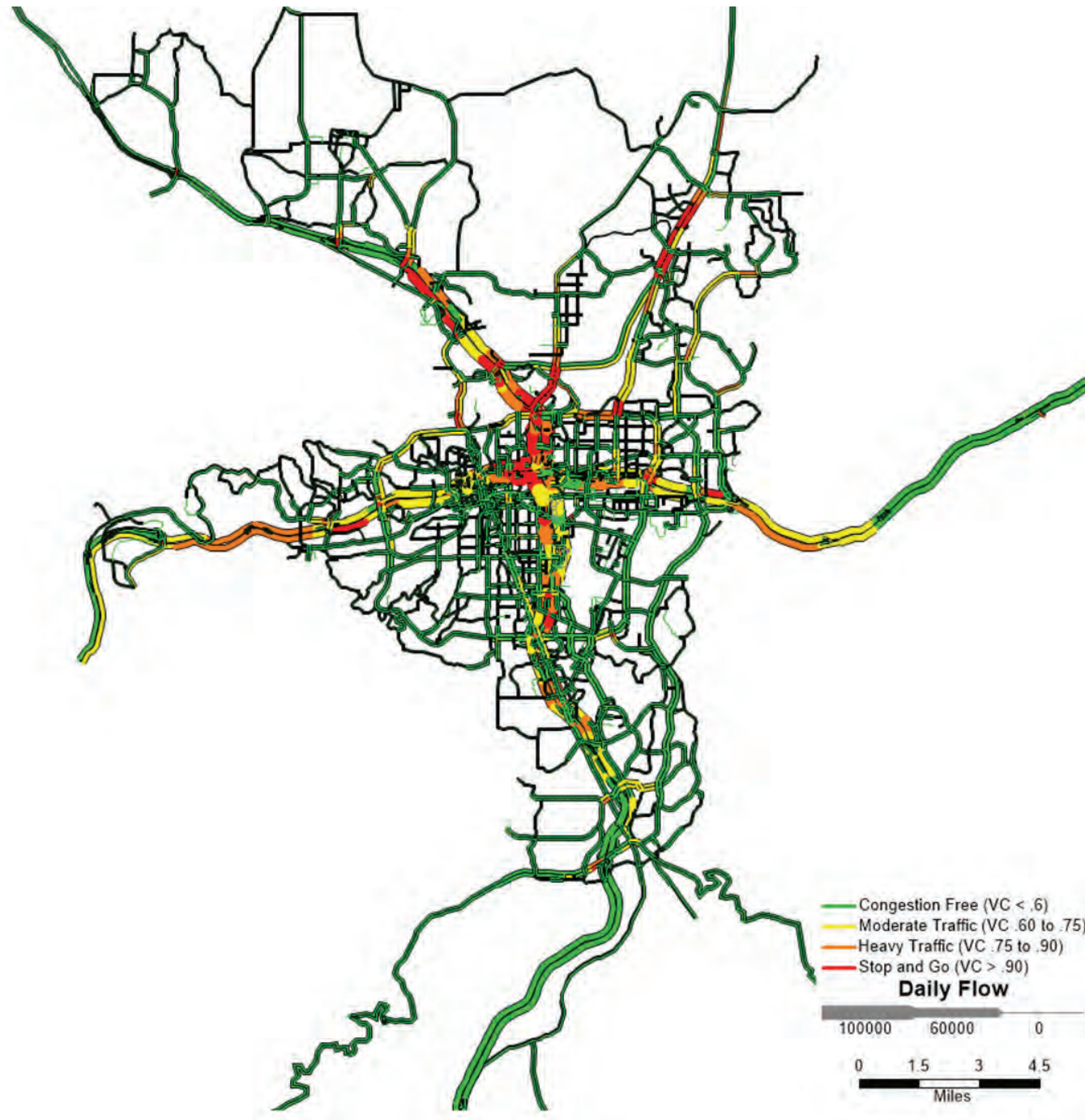
**Figure 2**  
Existing PM Traffic Congestion (2023)



**Figure 3**  
Projected 2050 No-Build Peak Period Level of Service



**Figure 4**  
**Projected 2050 Build Peak Period Level of Service**



#### 4 – Develop Performance Measures

The IJA continues the legislation authorized under MAP-21, which created a data-driven, performance-based multimodal program to address the many challenges facing the U.S. transportation system. Performance management will lead to more efficient investment of transportation funds by focusing on national transportation goals, increasing accountability and transparency, and improving decision making. This section describes the performance measures and targets to be used in assessing system performance. RTC will continue to develop annual reports to track progress toward achieving these targets and will continue to gather additional community input into the transportation planning process.

The U.S. Secretary of Transportation, in consultation with states, MPOs, and other stakeholders, established national performance measures for several areas: pavement conditions and performance for the Interstate and National Highway System (NHS), bridge conditions, injuries and fatalities, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System. States, in coordination with MPOs, set performance targets in support of those measures, and state and metropolitan plans describe how program and project selection will help achieve the targets. The RTC has collaborated with the FHWA Nevada Division Office, NDOT, and other stakeholder jurisdictions and agencies to develop performance measures.

The required national performance goals for federal highway programs include the following:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on roadways.
- Maintain Infrastructure Condition – To maintain regional roadway infrastructure in a state of good repair.

- Congestion Reduction – To achieve a significant reduction in congestion on the roadway network.
- System Reliability and Resiliency – To improve the efficiency, resiliency, and overall reliability of the multimodal transportation system.
- Freight Movement and Economic Vitality – To improve the freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Equity and Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process.
- Accessibility and Mobility – To increase the accessibility and mobility of people on the multimodal transportation system and enhance the integration and connectivity of the multimodal transportation system.
- Integrated Land-Use and Economic Development – To increase partnership among local jurisdictions and other stakeholders to identify how transportation investments can support regional development, housing, and tourism goals.

The national transportation goals that have been identified are contained in Chapter four. Also identified is how these national goals link to the RTP goals and applicable performance measures. The zero fatalities goal and crash reduction goals are consistent with the Nevada Strategic Highway Safety Plan.



## 5 – Institute System Performance Monitoring Plan

MAP-21 also provided a framework for linking goals and performance targets with project selection and implementation. Performance plans will track the progress toward achieving these targets and will be used to facilitate a community conversation about the track record of the RTC's transportation program. RTC develops the following performance plans:

- Metropolitan (Regional) Transportation Plan, to be updated every four years, which will include a discussion of:
  - Anticipated effects of the improvement program toward achieving the performance targets.
  - How investment priorities are linked to performance targets.
- Annual Metropolitan System and Transit Performance Report, which will include:
  - Evaluation of the condition and performance of the transportation system.
  - Progress achieved in meeting performance targets.
  - Evaluation of how transportation investments have improved conditions.
    - Transit Asset Management Plan.
    - Public Transportation Safety Plan

These performance plans will inform the congestion management process, which will be ongoing throughout the life of the RTP.

As projects in the five-year Regional Transportation Improvement Plan (RTIP) are completed, the CMP framework and evaluation criteria will be used to select projects from the RTP for inclusion in future years of the RTIP and future updates of the RTP.

The CMP evaluation criteria for safety, congestion, and multimodal integration are part of the RTP performance measures that will be reported in the Annual Metropolitan System Performance Report.

## 6 – Identify and Evaluate Strategies

RTC gathered information about priorities for operational strategies and capacity improvements from stakeholders, the general public, and partner agencies. This included the 2050 RTP Agency Working Group, Inter-County Working Group, RTC Technical Advisory Committee, and RTC Citizens Multimodal Advisory Committee. Input was gathered at meetings of the committees listed above, as well as at RTC Board meetings and from the general public. The evaluation criteria were developed based on the RTP goals, which were informed by the public and agency participation process.

RTC also considered national performance measures and the availability of data in development of the evaluation criteria.

The RTP project prioritization framework is a crucial element in the CMP. The projects identified in the 2050 RTP were compiled from a variety of sources, including:

- The previous RTP (developed in 2021).
- Corridor plans and studies such as the McCarran Boulevard Corridor Study, Mt. Rose Highway Corridor Study, South Virginia TOD Study, Lemmon Valley Spanish Springs Connector, Regional Freight Plan, Active Transportation Plan, Verdi Regional Transportation Study, and other corridor plans.
- Road Safety Assessments and Safety Management Plans.
- Community workshops and other public comments.
- A series of online surveys.
- Input from local governing bodies.

- Input from the 2050 RTP Agency Working Group, RTC Citizens Multimodal Advisory Committee, RTC Technical Advisory Committee, Inter-County Working Group, and RTC Regional Road Impact Fee Advisory Committee.

After all project suggestions were reviewed for feasibility and any inconsistencies, each project was evaluated based on a series of criteria developed in support of the RTP goals and CMP.

## 7 – Implement Selected Strategies and Manage Transportation System

The RTP evaluated and prioritized strategies and proposed projects using a data-driven approach that is directly linked to the RTP goals. Expected funding for the region over the next 25 years as well as timing was then applied to the prioritized project list, resulting in a fiscally constrained project list and a framework for project implementation.

## 8 – Monitor Strategy Effectiveness

As described in the RTP, RTC monitors the impacts of capacity projects on an ongoing basis. In addition to the annual reports, RTC also develops before and after studies of specific projects that currently address the impacts of safety and operations. The regional travel demand model, combined with updates from our traffic count program, will further be used to monitor impacts on regional traffic congestion. An additional tool is the creation of annual progress reports to document the implementation of the RTP.

The performance measures in the RTP, which will be tracked on an annual basis, are consistent with the CMP evaluation criteria. Monitoring crash and injury data, construction of multimodal elements such as sidewalks and bicycle facilities, and changes in travel delay will assist RTC in continuously evaluating the suitability of projects in the RTP and RTIP for effectiveness.

# APPENDIX E

## RTC Coordinated Human Services Transportation Plan (CTP)



An excerpt of the CTP Introduction is provided as Appendix E. To access the full document, please visit the following webpage. <https://rtcwashoe.com/public-transportation/resources-and-reports/>



## CHAPTER 1: INTRODUCTION, BACKGROUND, AND PURPOSE

As part of the Regional Transportation Plan (RTP) update process, the Regional Transportation Commission of Washoe County (RTC) has coordinated efforts and development timelines to include an update to its Coordinated Public Transit-Human Services Transportation Plan (CTP). Fundamental to the Federal Transit Administration's (FTA) Section 5310 program is the requirement for projects that utilize this funding source to be "derived from a locally developed, coordinated public transit-human service transportation plan," (also known as a "coordinated plan"). Beyond the requirements of the funding program, the CTP is an opportunity to collaborate with regional partners not normally involved in the transportation planning process, understand the needs of vulnerable populations, and to identify projects that will improve the overall transportation system for the Truckee Meadows region.

The CTP addresses compliance with the requirements of 49 C.F.R. 5310 and the dynamic between the FTA's Section 5310 program, RTC's Section 5310 program, and the RTC's 5310 equivalent sales tax program. It also discusses the stakeholder, provider, and public outreach process, identifying existing conditions, and combining them with a demographic analysis before laying out an implementation plan based on unmet needs. It concludes with a comparison of needs to available resources as well as a summary of findings and recommendations.

## Federal Requirements of the Section 5310 Program

Title 49 U.S.C. 5310 authorizes the formula assistance program for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. The FTA refers to this formula program as "the Section 5310 program." The FTA apportions the funds annually to States and/or Designated Recipients based on an administrative formula that considers the ratio of the number of seniors and individuals with disabilities in rural areas (under 50,000), small urbanized areas (50,000 – 200,000), and large urbanized areas (over 2000,000.) These funds are subject to annual appropriations. The RTC is designated by the Governor as the Metropolitan Planning Organization (MPO) for the Reno metropolitan area. In that capacity, the RTC is responsible for establishing policy direction for transportation planning.

This responsibility includes development and adoption of the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), the Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP), as well as the establishment and approval of federal funding priorities in certain program areas. The RTC, under authority of the State, is the Designated Recipient to Section 5310 funding. The RTC Board has the final authority over expenditure of Section 5310 funding. The RTC's Program Management Plan (PMP) describes how the RTC administers Section 5310 funding but was recently updated to reflect a change in the way this funding is distributed. FTA Circular 9070.1G is an issuance of guidance on the administration of the transit assistance program for seniors and individuals with disabilities under 49 U.S.C. 5310. The CTP further details eligibility requirements, the planning process for and contents of a coordinated plan, and the contents and cycle of the plan before detailing the Plan's development process.



# APPENDIX F

## RTC Regional Pavement Preservation Roadway List

### RTC Regional Pavement Preservation Program Roadway List

Road Name	From	To	Functional	Policy
15th St	Victorian Ave	C St	Transit	Route
1st St	Lake St	Keystone Ave	Arterial	LAC
2nd St	Kuenzli St	Keystone Ave	Arterial	LAC
2nd St	Kietzkie Ln	Kuenzli St	Arterial	MAC
3rd St (Verdi)	Cabaela Dr	I-80	Arterial	MAC
4th St	Galletti Way	I-80	Arterial	MAC
4th St	York Way	Greenbrae Dr	Transit	Route
5th St	N Sierra St	Keystone Ave	Arterial	MAC
5th St	Evans Ave	N Sierra St	Arterial	ULAC
6th St	E 4th St	Evans Ave	Arterial	MAC
6th St	Evans Ave	Ralston St	Arterial	ULAC
7th St	Sun Valley Blvd	Chocolate Dr	Arterial	LAC
7th St	Vine St	Robb Dr	Arterial	MAC
9th St	Evans Ave	N Virginia St	Arterial	LAC
9th St	El Rancho Dr	N Wells Ave	Collector	LAC
Airway Dr	Longley Ln	Neil Rd	Arterial	MAC
Apple St	Wrondel Way	Kirman Ave	Transit	Route
Arlington Ave	Skyline Blvd	W 6th St	Arterial	MAC
Armstrong Ln	Susileen Dr	Yuma Ln	Collector	LAC
Arrowcreek Pkwy	S Virginia St	Thomas Creek Rd	Arterial	MAC
Avenida de Landa	Sharlands Ave	Las Brisas Blvd	Collector	LAC
Baring Blvd	Vista Blvd	N McCarran Blvd	Arterial	MAC
Battle Born Way	Galletti Way	Victorian Ave	Arterial	MAC

Beaumont Pkwy	Avenida de Landa	Clubhouse Dr	Collector	LAC
Belmar Dr	Earthstone Dr	Los Altos Pkwy	Collector	LAC
Bluestone Dr	Portman Ave	E Huffaker Ln	Collector	MAC
Boomtown Garson Rd	Cabela Dr	I-80	Arterial	MAC
Booth St	California Ave	Idlewild Dr	Transit	Route
Bridge St	S Verdi Rd	3rd St	Collector	LAC
Brinkby Ave	S Virginia St	Plumas St	Collector	LAC
Road Name	From	To	Functional	Policy
Business 395	N Virginia St	US395	Arterial	HAC
Cabela Dr	I-80	Boomtown Garson Rd	Arterial	MAC
California Ave	S Virginia St	Hunter Lake Dr	Arterial	LAC
Calle de La Plata Dr	Pyramid Hwy	Eagle Canyon Dr	Collector	LAC
Calle de Oro Pkwy	Wingfield Springs Rd	Cordoba Blvd	Collector	LAC
Campus Way	Sierra Center Pkwy	Neil Rd	Arterial	MAC
Capital Blvd	S McCarran Blvd	Rock Blvd	Transit	Route
Casazza Dr	Kirman Ave	Locust St	Transit	Route
Cashill Blvd	Skyline Blvd	S McCarran Blvd	Collector	LAC
Caughlin PKwy	S McCarran	S McCarran Blvd	Collector	LAC
Center St	S Virginia St	E 9th St	Arterial	MAC
Clear Acre Ln	Wedekind Rd	Dandini Blvd	Arterial	MAC
Colbert Dr	Longley Ln	Maestro Dr	Collector	LAC
Commerce St	N Rock Blvd	Merchant St	Transit	Route
Cordoba Blvd	Calle de Oro Pkwy	La Posada Dr	Collector	LAC
Corporate Blvd	Mill St	Capital Blvd	Transit	Route
Court St	S Virginia St	S Arlington Ave	Arterial	LAC
Damonte Ranch	Eastern Terminus	S Virginia St	Arterial	MAC

Damonte Ranch Pkwy (Planned)	Geiger Grade Rd	Steamboat Pkwy	Arterial	MAC
Dandini Blvd	Sun Valley Blvd	US395	Arterial	MAC
David Allen Pkwy (Planned)	Northern Terminus	Kiley Pkwy	Collector	LAC
Debussy Dr	Sun Valley Blvd	Sun Valley Blvd	Transit	Route
Del Webb Pkwy E	Somersett Ridge Pkwy	Somersett Pkwy	Arterial	MAC
Del Webb Pkwy W	Somersett Ridge Pkwy	Somersett Pkwy	Arterial	MAC
Delores Dr (Planned)	Stonebrook Pkwy	Western Terminus	Arterial	MAC
Disc Dr	Vista Blvd	Pyramid Hwy	Arterial	MAC
Donatello Dr	Highland Ranch Pkwy	Sun Valley Blvd	Transit	Route
Road Name	From	To	Functional	Policy
Double Diamond Pkwy	Double R Blvd	Double R Blvd	Arterial	MAC
Double R Blvd	Damonte Ranch Pkwy	Longley Ln	Arterial	MAC
E 5th Ave	Lupin Dr	Sun Valley Blvd	Transit	Route
E 8th Dr	Lupin Dr	Sun Valley Blvd	Transit	Route
E Huffaker Ln	Bluestone Dr	Longley Ln	Collector	LAC
E Lincoln Way	Lillard Dr	Sparks Blvd	Transit	Route
Eagle Canyon Dr	Pyramid Hwy	W Calle de La Plata	Arterial	MAC
Eastlake Blvd	Old US 395	Old US 395	Arterial	MAC
Echo Ave	Military Rd	Moya Blvd	Arterial	MAC
Edison Way	S Rock Rd	Mill St	Arterial	MAC
El Rancho Dr	Victorian Ave	Clear Acre Ln	Arterial	MAC
Energy Way	S Edison Way	S Rock Blvd	Transit	Route
Enterprise Rd	Valley Rd	Evans Ave	Arterial	MAC
Equity Ave	Financial Blvd	Corporate Blvd	Transit	Route
Evans Ave	E 2nd St	N McCarran Blvd	Arterial	LAC

Farr Ln	Pyramid Hwy	Wedekind Rd	Collector	LAC
Financial Blvd	Equity Ave	Mill St	Transit	Route
Foothill Rd	S Virginia St	Broken Hill Rd	Collector	LAC
Franklin Way	E Greg St	Kleppe Ln	Transit	Route
Galleria Pkwy Dr	Disc Dr	Los Altos Pkwy	Arterial	LAC
Galletti Way	Glendale Ave	Prater Way	Arterial	MAC
Gateway Dr	S Meadows Pkwy	Offenhauser Dr	Arterial	MAC
Geiger Grade	Lyon County Border	Old US395	Arterial	MAC
Gentry Way	Neil Rd	Terminal Way	Arterial	MAC
Gentry Way	Kietzke Ln	S Virginia St	Arterial	MAC
George Ferris Dr	E Lincoln Way	Legends Bay Dr	Transit	Route
Giroux St	E 2nd St	Kuenzli St	Transit	Route
Glendale Ave	Meredith Way	Kietzke Ln	Arterial	MAC
Golden Valley Rd	Dream Catcher Rd	N Virginia St	Arterial	MAC
Greenbrae Dr	Howard Dr	N Rock Blvd	Collector	LAC
Greenbrae Dr	El Rancho Dr	Orovada St	Transit	Route
Road Name	From	To	Functional	Policy
Greenbrae Dr	4th St	Pyramid Hwy	Transit	Route
Greenbrae Ln	N Rock Blvd	El Rancho Dr	Transit	Route
Greg St	I-80	Mill St	Arterial	MAC
Grove St	Harvard Way	S Virginia St	Collector	LAC
Harvard Way	E Grove St	Vassar St	Collector	LAC
Highland Ave	Valley Rd	Evans Ave	Collector	LAC
Highland Ranch Pkwy	Pyramid Hwy	Sun Valley Blvd	Arterial	MAC
Holcomb Ave	S Virginia St	Mill St	Arterial	LAC
Howard Dr	E Prater Way	Sparks Blvd	Collector	LAC

Howard Dr	Nichols Blvd	E Lincoln Way	Transit	Route
Hunter Lake Dr	Yuma Ln	California Ave	Collector	LAC
Hunter Lake Dr	Mayberry Dr	Idlewild Dr	Transit	Route
Idlewild Dr	Booth St	Hunter Lake Dr	Transit	Route
Industrial Way	Greg St	Glendale Ave	Transit	Route
Keystone Ave	Coleman Dr	N McCarran Blvd	Arterial	LAC
Keystone Ave	Coleman Dr	California Ave	Arterial	MAC
Kietzke Ln	Galletti Way	Neil Rd	Arterial	MAC
Kietzke Ln	Southern Terminus	Neil Rd	Transit	Route
Kiley Pkwy	Northern Terminus	Henry Orr Pkwy	Collector	LAC
Kiley Pkwy (Planned)	Henry Orr Pkwy	Pyramid Hwy	Collector	LAC
Kings Row	Keystone Ave	N McCarran Blvd	Collector	LAC
Kirman Ave	Mill St	Kuenzli St	Arterial	MAC
Kirman Ave	E Plumas Ln	Mill St	Collector	LAC
Kirman Ave	Apple St	E Plumb Ln	Transit	Route
Krondel Way	E Grove St	Apple St	Transit	Route
Kuenzli St	Kietzke Ln	E 2nd St	Arterial	MAC
Kumle Ln	Firecreek Crossing	US-395	Arterial	MAC
La Posada Dr	Cordoba Blvd	Pyramid Hwy	Arterial	MAC
Lake St	Mill St	E 6th St	Collector	LAC
Lakeside Dr	Ridgeview Dr	W Moana Ln	Arterial	MAC
Lakeside Dr	W Moana Ln	W Plumb Ln	Collector	LAC
Las Brisas Blvd	Silverado Creek Dr	N McCarran Blvd	Collector	LAC
Road Name	From	To	Functional	Policy
Lazy 5 Pkwy	David Allen Pkwy	Pyramid Hwy	Arterial	MAC
Lazy 5 Pkwy (Planned)	Winfield Hills Rd	David Allen Pkwy	Arterial	MAC

Lazy 5 Pkwy (Planned)	Western Terminus	Pyramid Hwy	Arterial	MAC
Lear Blvd	Military Rd	Moya Blvd	Arterial	MAC
Legends Bay Dr	George Ferris Dr	E Lincoln Way	Transit	Route
Lemmon Dr	Ramsey Way	N Virginia St	Arterial	MAC
Liberty St	Ryland St	S Arlington Ave	Arterial	LAC
Lillard Dr	E Lincoln Way	E Prater Way	Transit	Route
Lincoln Way	Sparks Blvd	N McCarran Blvd	Arterial	LAC
Locust St	Casazza Dr	Ryland St	Arterial	LAC
Longley Ln	S Virginia St	S Rock Blvd	Arterial	MAC
Loop Rd	Salomon Cir	Vista Blvd	Arterial	MAC
Los Altos Pkwy	Vista Blvd	Pyramid Hwy	Arterial	MAC
Lund Ln	Wedekind Rd	Northtowne Ln	Transit	Route
Lupin Dr	E 5th Ave	E 8th Ave	Transit	Route
Lymbery St	W Moana Ln	Lakeside Dr	Collector	MAC
Mae Anne Ave	N McCarran Blvd	Mesa Park Rd	Arterial	MAC
Maestro Dr	Double R Blvd	Colbert Dr	Arterial	MAC
Marthiam Ave	Cashill Blvd	Susileen Dr	Collector	LAC
Matley Ln	E Plumb Ln	Vilanova Dr	Arterial	MAC
Mayberry Dr	California Ave	W 4th St	Arterial	MAC
McCarran Blvd	Entire Loop	Entire Loop	Arterial	HAC
Meadowood Cir	Entire Loop	Entire Loop	Arterial	MAC
Meadowood Way	S Virginia St	Kietzke Ln	Arterial	LAC
Merchant St	Commerce St	Sullivan Ln	Transit	Route
Meredith Way	Kleppe Ln	E Glendale Ave	Transit	Route
Mesa Park	W 4th St	Mae Anne Ave	Collector	LAC
Military Rd	Lemmon Dr	Echo Ave	Arterial	MAC

Mill St	Kirman Ave	S Lake St	Arterial	LAC
Mill St	S McCarran Blvd	Kirman Ave	Arterial	MAC
Mira Loma Dr	Vetrans Pkwy	Longley Ln	Collector	LAC
Moana Ln	Plumas St	Skyline Blvd	Arterial	LAC
Moana Ln	Neil Rd	Plumas St	Arterial	MAC
Mount Rose St	S Virginia St	S Arlington Ave	Arterial	LAC
Road Name	From	To	Functional	Policy
Moya Rd	Echo Ave	Red Rock Rd	Arterial	LAC
Mt Rose Hwy	Bordeaux Dr	Old US 395	Arterial	HAC
Mt Rose Hwy	Tahoe Blvd	Bodeaux Dr	Arterial	MAC
N Virginia St	N McCarran Blvd	N Virginia St	Arterial	HAC
N Virginia St	Truckee River	N McCarran Blvd	Arterial	LAC
N Virginia St	Red Rock Rd	Stead Blvd	Arterial	MAC
N Virginia St	N Virginia St	Stead Blvd	Arterial	MAC
N Virginia St	White Lake Pkwy	Village Pkwy	Arterial	MAC
N Wingfield Springs Rd	Vista Blvd	Wingfield Springs Rd	Collector	LAC
Neighborhood Way	Eagle Canyon Dr	Treasure City Dr	Arterial	MAC
Neil Ln	Neil Rd	Meadowood Mall Cir	Arterial	MAC
Neil Rd	Kietzke Ln	Gentry Way	Arterial	LAC
Neil Way	Neil Rd	Meadowood Cir	Arterial	MAC
Nichols Blvd	Howard Dr	N McCarran Blvd	Arterial	MAC
Nichols Blvd	N McCarran Blvd	E Victorian Ave	Transit	Route
Northtowne Ln	Lund Ln	N McCarran Blvd	Transit	Route
Nugget Ave	S McCarran Blvd	S Rock Blvd	Arterial	MAC
Oddie Blvd	Pyramid Hwy	Sadleir Way	Arterial	MAC
Offenhauser Dr	Gateway Dr	Portman Ave	Arterial	MAC

Old US-395	Eastlake Blvd	Mt Rose Hwy	Arterial	MAC
Orovada St	Greenbrae Dr	Silverada Blvd	Transit	Route
Parr Blvd	US395	N Virginia St	Arterial	LAC
Patriot Blvd	Portman Ave	S Virginia St	Arterial	MAC
Peckham Ln	Longley Ln	Lakeside Dr	Arterial	MAC
Pembroke Dr	Veterans Pkwy	S McCarran Blvd	Collector	LAC
Plumas St	Ridgeview Dr	California Ave	Arterial	MAC
Plumb Ln	Terminal Way	S McCarran Blvd	Arterial	MAC
Portman Ave	Offenhauser Dr	E Patriot Blvd	Arterial	MAC
Prater Way	N McCarran Blvd	Galletti Way	Arterial	LAC
Prater Way	Petes Way	N McCarran Blvd	Arterial	MAC
Prototype Dr	Double R Blvd	Gateway Dr	Arterial	LAC
Putnam Dr	N Sierra St	Washington St	Arterial	LAC
Pyramid Hwy	Calle de La Plata	Nugget Ave	Arterial	HAC
Pyramid Hwy	Winnemucca Ranch Dr	Calle de La Plata	Arterial	MAC
Road Name	From	To	Functional	Policy
Raggio Pkwy	Dandini Blvd	Dandini Blvd	Arterial	MAC
Ralston St	W 2nd St	University Ter	Collector	LAC
Red Rock Rd	Northern Terminus	US-395N	Arterial	MAC
Redfield Pkwy	Kietzke Ln	Firecreek Crossing	Arterial	MAC
Regency Way	S Virginia St	S Wells Ave	Transit	Route
Richard Springs Blvd	Lazy 5 Pkwy	Eagle Canyon Dr	Arterial	MAC
Ridgeview Dr	Lakeside Dr	Plumas St	Arterial	MAC
Rio Poco Rd	Reggie Rd	S McCarran Blvd	Collector	LAC
Rio Wrangler Pkwy	Bucephalus Pkwy	Veterans Pkwy	Arterial	MAC
Rio Wrangler Pwy	S Meadows Pkwy	Bucephalus Pkwy	Arterial	MAC

Robb Dr	I-80	Las Brisas	Arterial	MAC
Rock Blvd	Prater Way	N McCarran Blvd	Arterial	LAC
Rock Blvd	S McCarran Blvd	Prater Way	Arterial	MAC
Ryland St	Mill St	Holcomb Ave	Arterial	LAC
S Virginia St	E Plumb Ln	Truckee River	Arterial	LAC
S Virginia St	Mt Rose Hwy	Plumb Ln	Arterial	MAC
Sadleir Way	N Wells Ave	Valley Rd	Arterial	MAC
Salomon Cir	Vista Blvd	Loop Rd	Arterial	MAC
Selmi Dr	Clear Acre Ln	Sutro St	Transit	Route
Sharlands Ave	Robb Dr	Mae Anne Ave	Arterial	MAC
Sierra Center Pkwy	Maestro Dr	S Virginia St	Arterial	MAC
Sierra Highlands Dr	N McCarran Blvd	W 7th St	Collector	LAC
Sierra Rose Dr	Kietzke Ln	Talbot Ln	Arterial	MAC
Sierra St	California Ave	N Virginia St	Arterial	LAC
Silver Lake Rd	Sky Vista Pkwy	Red Rock Rd	Collector	LAC
Silverada Blvd	E 9th St	Wedekind Rd	Collector	LAC
Sinclair St	Holcomb Ave	Mill St	Collector	LAC
Sky Mountain Dr	Mistyridge Ln	S McCarran Blvd	Transit	Route
Sky Valley Dr	Summit Ridge Dr	Mistyridge Ln	Transit	Route
Sky Vista Pkwy	Lemmon Dr	Silver Lake Rd	Arterial	MAC
Sky Vista Pkwy	Silver Lake Rd	Lear Blvd	Collector	LAC
Road Name	From	To	Functional	Policy
Skyline Blvd	S McCarran Blvd	S Arlington Ave	Collector	LAC
Smithridge Dr	Meadowood Mall Cir	E Peckham Ln	Arterial	MAC
Somerset Pkwy	Del Webb Pkwy	US-40(Verdi)	Arterial	MAC
South Meadow Pkwy	Eastern Terminus	S Virginia St	Arterial	MAC



South Meadows Pkwy	Desert Way	South Meadows Pkwy	Arterial	MAC
Sparks Blvd	E Greg St	Pyramid Hwy	Arterial	MAC
State St	Holcomb Ave	S Virginia St	Arterial	MAC
Stead Blvd	N Virginia St	Echo Ave	Arterial	MAC
Steamboat Plwy	Rio Wrangler Pkwy	Damonte Ranch Pkwy	Arterial	MAC
Stoker Ave	W 4th St	W 7th St	Collector	LAC
Stonebrook Pkwy	Delores Dr	La Posada Dr	Arterial	MAC
<del>Sullivan Ln</del>	Oddie Blvd	El Rancho Dr	Collector	LAC
Sullivan Ln	Prater Way	Oddie Blvd	Collector	LAC
Summit Ridge Exit/On Ramp	S McCarran Blvd	Summit Ridge Rd	Transit	Route
Summit Ridge Rd	W 4th St	Summit Ridge Ct	Collector	LAC
Sun Valley Blvd	Highland Ranch Pkwy	Dandini Blvd	Arterial	MAC
Susileen Dr	Marthiam Ave	Armstrong Ln	Collector	LAC
Sutro St	Kuenzli St	Sunvilla Blvd	Arterial	MAC
Sutro St Ext	Clear Acre Ln	Sunvilla Blvd	Arterial	MAC
Talbot Ln	Sierra Rose Dr	Redfield Pkwy	Arterial	MAC
Terminal Way	Gentry Way	Mill St	Arterial	MAC
Thomas Creek Rd	Mt Rose Hwy	W Zolezzi Ln	Collector	LAC
Toll Rd	Sylvester Rd	Geiger Grade Rd	Collector	LAC
University Terrace	N Sierra St	Vine St	Collector	LAC
US Hwy 40 (Verdi)	I-80	Bridge St	Arterial	MAC
Valley Rd	W 4th St	Enterprise Rd	Arterial	MAC
Road Name	From	To	Functional	Policy
Vassar St	Kietzke Ln	S Virginia St	Arterial	LAC
Vassar St	Terminal Way	Kietzke Ln	Arterial	MAC
Veterans Pkwy	S Meadows Pkwy	E Greg St	Arterial	HAC

Veterans Pkwy	Geiger Grade Rd	S Meadows Pkwy	Arterial	HAC
Victorian Ave	N McCarran Blvd	Prater Way	Arterial	LAC
Village Pkwy	Village Center Dr	US-395	Arterial	MAC
Villanova Dr	Terminal Way	Matley Ln	Arterial	LAC
Villanova Dr	Matley Ln	Harvard Way	Collector	LAC
Vine St	W 2nd St	University Ter	Collector	LAC
Vista Blvd	I-80	Wingfield Hill Rd	Arterial	MAC
Vista Blvd	Hubble Dr	Wingfield Hills Rd	Collector	LAC
Vista Knoll Pkwy	Lemmon Dr	Sky Vista Pkwy	Collector	LAC
<del>W Huffaker Ln</del>	S Virginia St	Meadow Vista Dr	Collector	LAC
Washington St	W 2nd St	Putnam Dr	Collector	LAC
Wedekind Rd	Farr Ln	Sutro St	Collector	LAC
Wedge Pkwy	Mt Rose Hwy	Arrowcreek Pkwy	Arterial	MAC
Wells Ave	S Virginia St	Ryland St	Arterial	LAC
Wells Ave	Ryland St	Sadleir Way	Arterial	MAC
West St	W 4th St	W 6th St	Arterial	MAC
White Lake Pkwy	US395	Village Pkwy	Arterial	MAC
Windmill Farms Blvd	Kiley Pkwy	Western Terminus	Arterial	MAC
Wingfield Hills Rd	Vista Blvd	Rolling Meadows Dr	Arterial	MAC
Wingfield Hills Rd (Planned)	Lazy 5 Pkwy (Planned)	Rolling Meadows Dr	Arterial	MAC
Wingfield Springs Rd	N Wingfield Pkwy Trail	Calle de Oro Pkwy	Collector	LAC
York Way	N McCarran Blvd	N Rock Blvd	Collector	LAC
Yuma Ln	Hunter Lake Dr	Armstrong Ln	Collector	LAC
Zolezzi Ln	Arrowcreek Pkwy	Thomas Creek Rd	Collector	LAC
Wingfield Springs Rd	N Wingfield Pkwy Trail	Calle de Oro Pkwy	Collector	LAC
Wingfield Hills Rd	Vista Blvd	Rolling Meadows Dr	Arterial	MAC

Road Name	From	To	Functional	Policy
Wingfield Hills Rd (Planned)	Lazy 5 Pkwy (Planned)	Rolling Meadows Dr	Arterial	MAC
Wrondel Way	E Grove St	Apple St	Transit	Route
York Way	N McCarran Blvd	N Rock Blvd	Collector	LAC
Yuma Ln	Hunter Lake Dr	Armstrong Ln	Collector	LAC
Zolezzi Ln	Arrowcreek Pkwy	Thomas Creek Rd	Collector	LAC

**Industrial Roads**

Road Name	From	To
15th St	Hymer Ave	Glendale Ave
18th St	Glendale Ave	Crane Way
18th St	Glendale Ave	Hymer Ave
19th St	Pittman Ave	Pacific Ave
21th St	Greg St	Pacific Ave
5th St	Eastern Terminus	Ferrar St
5th St	Morrill Ave	Wells Ave
Aircenter Cir	Longley Ln	Longley Ln
Airmotive Way	Terminal Way	Villanova Dr
Alexander Lake Rd	Veterans Pkwy	Spring Dr
Ampere Dr	Eastern Terminus	Rock Blvd
Ampere Dr	Western Terminus	Edison Way
Asti Ln	Bennie Ln	Ferrari McLeod Blvd
Automotive Way	Market St	Kietzke Ln
Barron Way	Reno Corporate Dr	Louie Ln
Bennie Ln	Gardell Ave	Parr Blvd
Bergin Way	Kresge Ln	Northern Terminus

Bible Way	Mill St	Vassar St
Boxington Way	Lincoln Way	Lillard Dr
Bravo Ave	Mt Lola St	Ramsey Way
Bravo Ave	Mt Bismark St	Mt McClellan St
Brierley Way	Vista Blvd	Lillard Dr
Brookside Ct	Eastern Terminus	Rock Blvd
Capital Ct	Eastern Terminus	Capital Blvd
Catron Dr	Parr Cir	Parr Blvd
Centry Way	Western Terminus	Gentry Way
Circuit Ct	Southern Terminus	Isidor Ct
Road Name	From	To
Cleanwater Way	Eastern Terminus	McCarran Blvd
Cola Ct	Western Terminus	Vista Blvd
Coliseum Way	Peckham Ln	Moana Ln
Commerical Row	Lake St	Center St
Commerical Row	Virginia St	West St
Condor Way	Western Terminus	Airmotive Way
Coney Island Dr	Standford Way	Marietta Way
Corsair St	Aircenter Cir	Longley Ln
Crane Way	Eastern Terminus	18th St
Crummer Ln	Virginia St	US395
Delucchi Ln	Home Gardens Dr	S Virginia St
Deming Way	Northern Terminus	Spice Islands Dr
Deming Way	Southern Terminus	Glendale Ave
Depaoli St	5th St	Tacchino St
Dermody Way	Northern Terminus	Glendale Ave
Dickerson Rd	Western Terminus	Chisim St

Digital Ct	Southern Terminus	Ingenuity Ave
Distribution Dr	Calle de la Plata Dr	Isidor Ct
Double Eagle Ct	Western Terminus	Gateway Dr
Dunn Cir	Northern Terminus	Glendale Ave
Dunn Cir	Watson Way	Dunn Cir
E Commercial Row	Western Terminus	Sutro St
E Commerical Row	Center St	US395
E Nugget Ave	Southern Terminus	Nugget Ave
Echo Ct	Northern Terminus	Echo Ave
Equity Ave	McCarran Blvd	Financial Blvd
Ferrar McLeod Blvd	Gardella Ave	Parr Blvd
Ferrari St	4th St	4th St
Financial Blvd	Equity Ave	Capital Blvd
Franklin Way	Spice Islands Dr	Greg St
Frazer Ave	Rock Blvd	21st St
Freeport Blvd	Steneri Way	Rock Blvd
Freeport Blvd	Rock Blvd	21st St
Gentry Way	Virginia St	Brinkby Ave
Glen Carron Cir	Entire Loop	Entire Loop
Gould St	Mills St	2nd St
Green Acres Dr	Western Terminus	Virginia St
Greg Pkwy	Industrial Way	Greg St
Road Name	From	To
Greg Pkwy	Industrial Way	Greg St
Hammill Ln	Eastern Terminus	Kietzke Ln
Hawco Ct	Eastern Terminus	Ingenuity Ave
Huffaker Pl	Western Terminus	Virginia St

Hulda Ct	Hulda Way	Eastern Terminus
Hulda Way	Northern Terminus	Greg St
Hymer Ave	Eastern Terminus	21st St
Icehouse Ave	Western Terminus	Eastern Terminus
Industrial Way	Greg Pkwy	Gret St
Industry Cir	Echo Ave	Echo Ave
Ingenuity Ave	Western Terminus	Pyramid Hwy
Innovation Dr	Longley Ln	Double R Blvd
Internation Pl	Glendale Ave	Icehouse Ave
Inventors Pl	Western Terminus	Isidor Ct
Isidor Ct	Academy Way	Calle de la Plata Dr
Joule St	Edison Way	Rock Blvd
Kleppe Ln	Greg St	Greg St
Kresge Ln	Watson Way	McCarran Blvd
Kuenzli St	Sunshine Ln	Kietzke Ln
Larkin Cir	Eastern Terminus	Greg St
Lear Blvd	Eastern Terminus	Military Rd
Lewis St	Kietzke Ln	Maine St
Lewis St	Golden Ln	Kietzke Ln
Lillard Dr	Southern Terminus	Lincoln Dr
Linda Way	Coney Island Dr	Glendale Ave
Linden St	Harvard Way	Kietzke Ln
Louie Ln	Longley Ln	Airway Dr
Louise St	Mill St	Market St
Madison Ave	Larkin Cir	Larkin Cir
Manuel St	2nd St	Kuenzli St
Marietta Way	Southern Terminus	Greg St

Market St	Villanova Dr	Kietzke Ln
Matley Ln	Mill St	Vassar St
Montello St	Southern Terminus	6th St
Newport Ln	Newport Ln	Ranger Rd
Ohm Pl	Ampere Dr	Mill St
Ormand Ct	Eastern Terminus	Giroux St
Overmyer Rd	Bergin Way	Watson Way
Road Name	From	To
Pacifica Ave	19th St	21st St
Packer Way	Southern Terminus	Glendale Ave
Panther Dr	Business 395	Western Rd
Parr Cir	Parr Blvd	Parr Blvd
Pittman Ave	15th St	18th St
Plaza St	Lake St	Virginia St
Plumas St	Southern Terminus	Ridgeview Dr
Production Dr	Northern Terminus	Resource Dr
Prosperity St	Golden Ln	Kietzke Ln
Prototype Ct	Eastern Terminus	Gateway Dr
Purina Way	Greg St	Spice Islands Dr
Quail Manor Ct	Southern Terminus	Airway Dr
Reactor Way	Northern Terminus	Rock Blvd
Reactor Way	Southern Terminus	Energy Way
Redwood Pl	Mill St	Market St
Reno Corporate Dr	Double R Blvd	Barron Way
Resource Dr	Production Dr	Moya Blvd
Sage Point Ct	Lear Blvd	Northern Terminus
Sandhill Rd	Double Diamond Pkwy	Double R Blvd

Security Cir	Virginia St	Virginia St
Shaber Ave	15th St	18th St
Snider Way	Standford Way	Steneri Way
Southern Way	Freeport Blvd	Greg St
Spice Islands Ct	Western Terminus	Spice Islands Dr
Spice Islands Dr	Greg St	Greg St
Spitfire Ct	Eastern Terminus	Turbo Cir
Stanford Way	Northern Terminus	McCarran Blvd
Stanford Way	Southern Terminus	Nugget Ave
Steen Dr	Harvard Way	Kietzke Ln
Steneri Way	Glendale Ave	Freeport Blvd
Sugar Pine Ct	Western Terminus	Woodland Ave
Sunshine Ln	Glendale Ave	Mill St
Sunshine Ln	Northern Terminus	2nd St
Tacchino St	4th St	Depaoli St
Tampa St	Northern Terminus	Timber Way
Technology Way	Double Diamond Pkwy	Double R Blvd
Telegraph St	Vassar St	Greg St
Terabyte Ct	Eastern Terminus	Double Diamond Pkwy
Road Name	From	To
Terabyte Dr	Double Diamond Pkwy	Terabyte Ct
Timber Way	Valley Rd	Sutro St
Trademark Dr	Eastern Terminus	Double R Blvd
Turbo Cir	Aircenter Cir	Aircenter Cir
United Cir	Spice Islands Dr	Spice Islands Dr
Vassar St	Telegraph St	Terminal Way
Wall St	Financial Blvd	Corporate Blvd

Watson Way	Kresge Ln	Dunn Cir
White Flr	Eastern Terminus	River Front Dr
Wild Island Ct	Southern Terminus	Lincoln Way
Wolverine Way	Stanford Way	Glendale Ave
Woodland Ave	Sugar Pine Ct	4th St
Yale Way	Market St	Harvard Way
Yori Ave	Moana Ln	Gentry Way
Wolverine Way	Stanford Way	Glendale Ave
Woodland Ave	Sugar Pine Ct	4th St

**Table Key- Policy**

- LAC- Low Access Control
- MAC- Medium Access Control
- HAC-High Access Control
- Route- Transit Route



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item: 5.2.**

To: Regional Transportation Commission

From: Josh MacEachern, Public Information Officer

**SUBJECT: RTC Communications Presentation**

**RECOMMENDED ACTION**

Receive a presentation on the RTC Communications and Outreach Program.

**BACKGROUND AND DISCUSSION**

To keep the Board informed of the Communications staff's activities and outreach efforts, a presentation is attached for the Board's review.

**FISCAL IMPACT**

There is no fiscal impact related to this action.

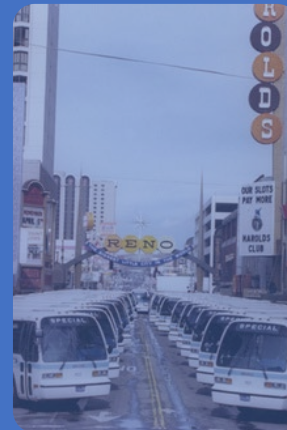
**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.

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# 2024 Communications & Outreach



With RTC's Ed-Pass,  
Your College ID  
Lets You Ride  
for **FREE**

# GET ON BOARD WITH FREE RIDES!

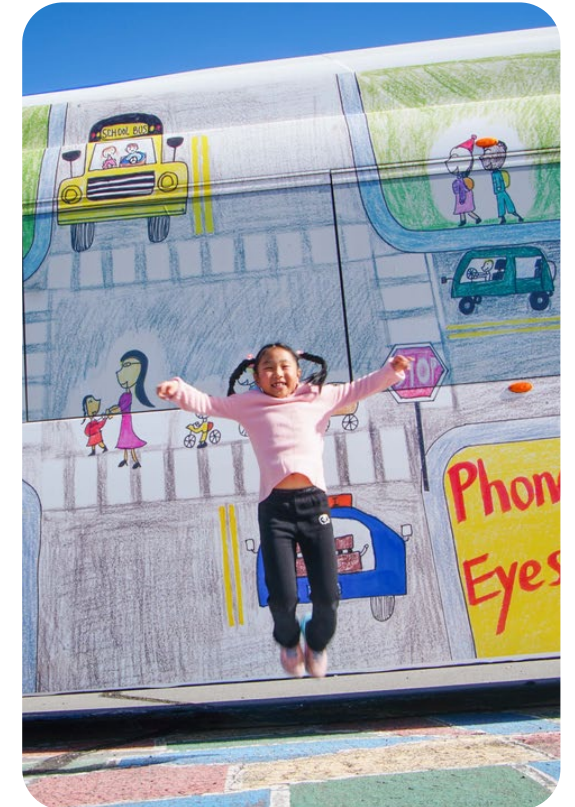
LEARN MORE AT [RTC.WASHOE.COM](http://RTC.WASHOE.COM)

A woman with curly hair, wearing a plaid shirt, is holding a yellow folder. She is smiling.



# ➤ Overview

- Outreach Activities
- Earned Media Strategy
- Digital Strategy
- Goals





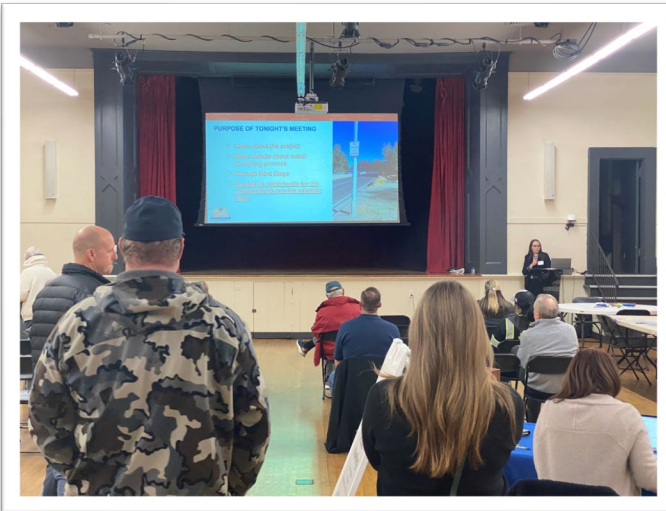
# 2024 Outreach Activities

# ➤ Outreach Activities

- Events
- Presentations & Government Affairs
- Community Partnerships



# ➤ Events



# ➤ **Events**

- **Ribbon Cutting / Project Completion**
- **Groundbreaking**
- **Media Availability**
- **Public Meetings & Pop-ups**

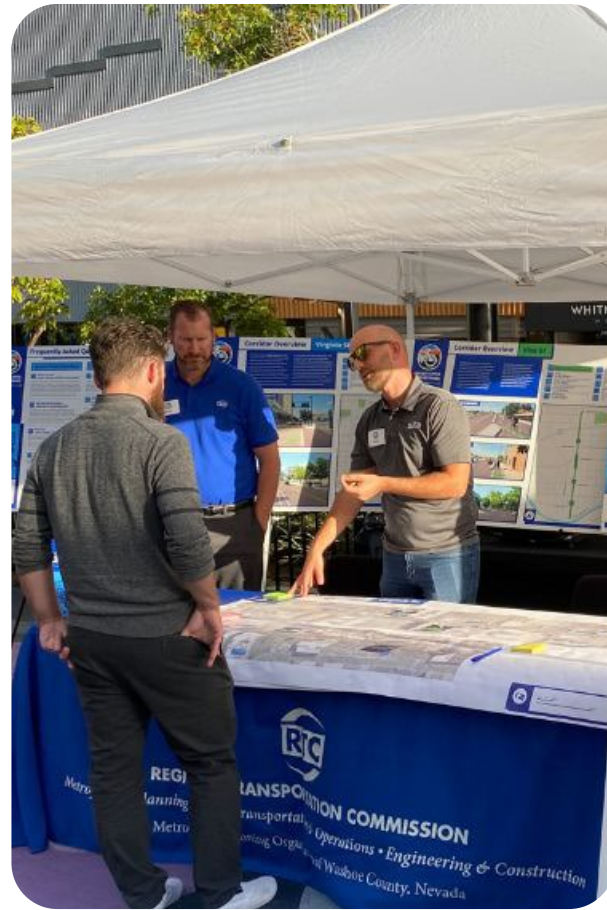
# ➤ **Presentations & Gov. Affairs**

- **Interim Growth & Infrastructure**
- **Citizen Advisory Committee**
- **Neighborhood Advisory Committees**
- **Sparks Citizen Advisory Committee**

# ➤ **Presentations & Gov. Affairs**

- **Chamber of Commerce**
- **Democratic Women of Washoe County**
- **Washoe County Sheriff's Community  
Response Team**

# ➤ Community Partnerships





# ➤ **Community Partnerships**

- **Food Bank of Northern Nevada**
- **Washoe County Safe Routes to School**
- **Vision Zero Truckee Meadows**
- **Truckee Meadows Bicycle Alliance**



# 2024 Earned Media

# ➤ **Earned Media**

- **Free Rides**
- **Groundbreaking Events**
- **Project Completions**
- **Public Meetings**

# THANK YOU

**Josh MacEachern**

**Public Information Officer**

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**Paul Nelson**

**Government Affairs Officer**

[pnelson@rtcwashoe.com](mailto:pnelson@rtcwashoe.com)

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**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item: 5.3.**

To: Regional Transportation Commission

From: Bill Thomas, Executive Director

**SUBJECT: Election of RTC Chair and Vice Chair for Calendar Years 2025 and 2026**

**RECOMMENDED ACTION**

Elect a Commissioner representing Washoe County to serve as RTC Chair for calendar years 2025 and 2026, and elect a Commissioner to serve as RTC Vice Chair for calendar years 2025 and 2026.

**BACKGROUND AND DISCUSSION**

RTC's bylaws provide that the Board shall elect a Chair and Vice Chair to serve two-year terms from January of odd-numbered years until December 31 of the following even numbered year. Sec. III.A. RTC's bylaws state that the election shall occur at the RTC Board's first meeting after January 1. Sec. III.A. RTC's bylaws state that the prior Chair and Vice Chair shall continue to serve in their positions until the election is held. Sec. III.A.

RTC's bylaws mandate that the office of Chair must be chosen from the Commissioners representing Washoe County, Reno, and Sparks on a rotating basis, in that order. Sec. III.A. RTC's bylaws do not mandate any order in which a Commissioner must be chosen as Vice Chair, but past practice has been to elect a Commissioner representing the entity from which the next Chair must be chosen.

This election will be for the term of calendar years 2025 and 2026. The prior Chair was chosen from Sparks. Therefore, a Commissioner representing Washoe County must be chosen as Chair in this election. Any other Commissioner may be chosen as Vice Chair, but if the Board follows past practice, a Commissioner representing Reno would be chosen as Vice Chair.

**FISCAL IMPACT**

There is no fiscal impact related to this action.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item: 6.1.**

To: Regional Transportation Commission

From: Bill Thomas, Executive Director

**SUBJECT: Executive Director Report**

**RECOMMENDED ACTION**

Monthly verbal update/messages from RTC Executive Director Bill Thomas - no action taken.

**FISCAL IMPACT**

There is no fiscal impact related to this action.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.

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**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item: 6.2.**

To: Regional Transportation Commission

From: Paul Nelson, Government Affairs Officer

**SUBJECT: Federal Report Discussion**

**RECOMMENDED ACTION**

Monthly verbal update/messages from Paul Nelson, RTC Government Affairs Officer on federal matters related to the RTC - no action will be taken.

**FISCAL IMPACT**

There is no fiscal impact related to this action.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.

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**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

**Meeting Date:** 1/17/2025

**Agenda Item: 6.3.**

To: Regional Transportation Commission

From: Tracy Larkin Thomason, NDOT Director

**SUBJECT: NDOT Report**

**RECOMMENDED ACTION**

Monthly verbal update/messages from NDOT Director Tracy Larkin Thomason or designated NDOT Deputy Director - no action will be taken.

**FISCAL IMPACT**

There is no fiscal impact related to this action.

**PREVIOUS BOARD ACTION**

There has been no previous Board action taken.

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