



REGIONAL TRANSPORTATION COMMISSION CITIZENS MULTIMODAL ADVISORY COMMITTEE

MEETING AGENDA

Wednesday, June 4, 2025, at 5:30 p.m.
MEETING TO BE HELD VIA ZOOM ONLY

-
- I. This meeting will be held via Zoom. There will be no physical location. For those requiring hearing or speech assistance, contact Relay Nevada at 1-800-326-6868 (TTY, VCO or HCO).
 - II. Members of the public may attend the meeting via Zoom at:
<https://us02web.zoom.us/j/86046580212?pwd=57bS4eac45sj3Cs17yOvGvNCCwi8TW.1>
You may also participate by telephone at 1-253-205-0468 or 1-669-444-9171 (Meeting ID: 860 4658 0212, Meeting passcode: 207912). To provide public comment during the meeting via Zoom, please make sure your computer or device has a working microphone. Use the "Chat" feature to submit a request to make a comment. When the time comes to make public comments, you will be invited to speak. If you wish to provide public comment before the meeting, please contact RTC Agency Services at 1-775-348-0171 prior to 4:00 p.m. on the day before the meeting and provide the telephone number you will be calling from as well as the item(s) you would like to comment on. When the time comes to make public comments, you will be invited to speak.
 - III. Members of the public not attending the meeting but would like to provide public comment in advance can do so by one of the following methods: (1) emailing comments to: rtcpubliccomments@rtcwashoe.com; or (2) leaving a voicemail (limited to three minutes) at 1-775-348-0171. Comments received prior to 4:00 p.m. on the day before the meeting will be entered into the record.
 - IV. The supporting materials for the meeting can be found at <https://rtcwashoe.com>. If you need to request a copy of the supporting materials, please contact RTC Agency Services by phone at 1-775-348-0171 or by email at agencyservices@rtcwashoe.com.
 - V. RTC staff will make reasonable efforts to assist and accommodate individuals with disabilities. Please call RTC Agency Services at 1-775-348-0171 in advance so that arrangements can be made.
 - VI. RTC staff will make an audio and video recording of the meeting. The recording will be a public record. Committee members and members of the public who do not wish to be shown on the video should turn their cameras off during the meeting.
-

1. Roll Call/Call to Order

- 2. Verbal Instructions required by Assembly Bill 219 (2023):** RTC staff will read the following before the first public comment period:

"If you are participating via Zoom, to provide public comment during the meeting please make sure your computer or device has a working microphone. Use the "Chat" feature to submit a request to make a comment. When the time comes to make public comments, you will be invited to speak.

If you are participating by telephone, to provide public comment you should have contacted RTC Agency Services prior to 4:00 p.m. yesterday and provided the telephone number you would be calling from as well as the item(s) you wanted to comment on. When the time comes to make public comments, you will be invited to speak."

- 3. Public Comment:** Public comment may pertain to matters both on and off the agenda. Comments are to be made to the Committee as a whole and not to individual Committee members or staff. Committee members may provide public comments. Public comment is limited to three (3) minutes.

4. **Approve the May 7, 2025, Committee Meeting Minutes** *(For Possible Action)*

5. **Information and Discussion Items** *(No Action)*: The purpose of the Committee is to provide (1) information, advice and recommendations regarding certain regional planning documents, proposed major transit service changes, and proposed transit fare policy changes as part of RTC's Public Participation Plan, and (2) information and advice on benches, shelters and transit stops in accordance with Assembly Bill 214 (2023). RTC staff selects and presents items that are intended to further that purpose. Following a presentation by RTC staff, Committee members will have the opportunity to ask questions, discuss and provide feedback pertaining to the item.

ITEM: 5.1 Provide Information, Advice and Recommendations Regarding the Truckee River Path Inventory Study

ITEM: 5.2 Provide Information, Advice and Recommendations Regarding the Transportation Alternative Set-Aside (TA Set-Aside) Project Funding for the Federal Fiscal Years (FFYs) 2026 and 2027 Application Cycle

6. **RTC Staff Announcements**

7. **Public Comment**: Public comment may pertain to matters both on and off the agenda. Comments are to be made to the Committee as a whole and not to individual Committee members or staff. Committee members may provide public comments. Public comment is limited to three (3) minutes.

8. **Adjournment**

**REGIONAL TRANSPORTATION COMMISSION
CITIZENS MULTIMODAL ADVISORY COMMITTEE
MEETING MINUTES
WEDNESDAY MAY 7, 2025**

CMAC MEMBERS PRESENT

Sue-Ting Chene, Chair
Kathie Stanfield
Ryan Bernadette, Vice Chair
Michael Gawthrop-Hutchins
Panah Stauffer

Amanda Nelson
Juan Martinez
Kelly Orr
Damien Cole

CMAC MEMBERS ABSENT

David Giacomini
Richard Landon

Paul Hewen

RTC STAFF

Marquis Williams
Sai Sun
Lolita Davis

Graham Dollarhide
James Gee
Thomas Tsunemoto

CMAC GUESTS

Murph Glover, NDOT

1. ROLL CALL/CALL TO ORDER

The Citizens Multimodal Advisory Committee (CMAC) meeting was conducted as a Zoom Meeting. The meeting was called to order at 5:31 p.m. by Marquis Williams.

2. VERBAL INSTRUCTIONS REQUIRED BY ASSEMBLY BILL 219 (2023)

RTC staff read the instructions required for participating via Zoom and participating via telephone.

3. PUBLIC COMMENT

There were no public comments.

4. APPROVE THE APRIL 9, 2025, MEETING MINUTES

The CMAC April 9, 2025, meeting minutes were approved as submitted.

5. INFORMATION AND DISCUSSION ITEMS.

ITEM 5.1: PROVIDE INFORMATION, ADVICE AND RECOMMENDATIONS REGARDING THE FISCAL YEAR 2026 INCREASE IN THE INDEXED FUEL TAXES IN WASHOE COUNTY THAT WILL BECOME EFFECTIVE ON JULY 1, 2025, AS REQUIRED BY NRS 373 067 AND WCC 20.

This topic was not presented to the CMAC body. For anyone interested, the information will be presented at the RTC Board meeting, May 16, 2025.

ITEM 5.2: PROVIDE INFORMATION, ADVICE, AND RECOMMENDATIONS REGARDING THE FISCAL YEAR 2026 RTC TENTATIVE BUDGET.

This topic was not presented to the CMAC body. For anyone interested, the information will be presented at the RTC Board meeting, May 16, 2025.

ITEM 5.3: PROVIDE INFORMATION AND ADVICE REGARDING THE CONSTRUCTION, INSTALLATION AND MAINTENANCE OF BENCHES, SHELTERS AND TRANSIT STOPS FOR RTC PASSENGERS.

Sai Sun, RTC Transit Planner, gave a presentation on the construction, installation and maintenance of benches, shelters and transit stops for RTC passengers.

Michael suggested improving the visibility of the bus stop at 5th and Virginia. Juan requested a bench on 4th Street at the Nevada Hope Clinic. Amanda stated it is very dangerous for buses and passengers due to heavy traffic on route 11 near the freeway on-ramp from 7th Street and want to know if there is a safer location that can be found before the intersection. She also mentioned the bus stop on Route 4 at Mae Anne where bushes block the view of passengers waiting, creating a safety hazard. She suggested trimming the bushes to improve visibility. Damien and Amanda mentioned a bus pad between 5th and 6th Streets on Virginia.

There was a discussion held regarding the feasibility of relocating bus stops for better access and convenience and help with challenges created by street closures during events. Further discussion was suggested for consideration regarding the bus route and infrastructure improvements.

ITEM 5.4: PROVIDE INFORMATION, ADVICE AND RECOMMENDATIONS REGARDING THE PROPOSED AMENDMENT NO. 6 TO THE FFY 2023-2027 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP).

Graham Dollarhide, RTC Planning Manager, gave a presentation on the proposed Amendment No. 6 to the FFY 2023-2027 Regional Transportation Improvement Program (RTIP).

Damien asked if information about the projects presented is on the website. Graham confirmed that the same information in the packets is posted on the website.

Damien also asked if the consolidation would affect the flexibility in changing the design of the Biggest Little Bike Network. Graham assured that it would not affect the public's ability to provide input on design elements and that Engineers would continue their regular design and review phases. Panah asked how the two plans would complement each other, specifically regarding the South Virginia Bus Rapid Transit (BRT) expansion and the Safety Management Plan. Graham clarified that the two plans were being conducted simultaneously, with safety considerations from Nevada Department of Transportation (NDOT).

Michael Gawthrop-Hutchins raised a question about the status of projects on 3rd and 6th Streets from the Micro Mobility Study. Graham replied that 6th Street was excluded from the Biggest Little Bike Network due to separate federal funding, creating the need for a different agreement. 3rd Street was excluded based on the city's recommendation and is currently an unfunded project in the Regional Transportation Plan (RTP).

Damien noted that the Bicycle Alliance looked forward to the Center Street Cycle Track and expressed concerns about its removal from the RTIP. Graham confirmed that although the project was removed from the RTIP, it remains in the RTP. Sue-Ting Chene suggested that a status update would be helpful and requested that Graham summarize the current situation for sharing with the team.

6. RTC STAFF ANNOUNCEMENTS

There were no staff announcements.

7. PUBLIC COMMENT

Damien commented that he would like to see RTC and NDOT consider including light rail in Truckee Meadows in between Reno, Sparks and the Tesla Gigafactory. He feels that a light rail system can handle steep slopes and tight curves that are significant challenges in that area. This system could be integrated with the Bus Rapid Transit. He would like to share more information on the basic network connectivity plan he has created with someone relevant.

Panah expressed interest in transportation bills being discussed in the Legislature, particularly those supported by RTC and a light rail bill. She requests an update on which bills passed and their potential impact on transportation.

8. ADJOURNMENT

The meeting adjourned at 6:27 p.m.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

MEETING DATE: June 4, 2025

AGENDA ITEM 5.1

To: Citizens Multimodal Advisory Committee

From: Vanessa Lacer, Planning Director

FOR INFORMATION AND DISCUSSION

Receive a presentation on the Truckee River Path Inventory Study

BACKGROUND AND DISCUSSION

The Truckee River Path Inventory Study was conducted as part of the Regional Transportation Commission (RTC) of Washoe County's FY 2025 strategic goal to explore the Truckee River as a mobility corridor. This inventory study was conducted along the Truckee River Path spanning approximately 11.2 miles from Riverhaven Drive in Reno to Larkin Circle in Sparks. Data was collected in summer 2024 through a detailed field survey at 100-foot intervals, utilizing GPS and geotagged photography to assess the physical infrastructure of the path, such as pavement condition, width, slope, and striping, as well as the surrounding environment, including amenities and general observations of conditions that may impact user experience. The report reflects a snapshot of conditions as of July and August of 2024, provides data and information for future planning and supports the development of a GIS dataset for sharing and public access.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: June 4, 2025

AGENDA ITEM 5.2

To: Citizen's Multimodal Advisory Committee

From: Shay League, Senior Transportation Planner

FOR INFORMATION AND DISCUSSION

Receive presentation on staff-recommended Transportation Alternatives Set-Aside (TA Set-Aside) project funding for the Federal Fiscal Years (FFYs) 2026 and 2027 application cycle.

BACKGROUND AND DISCUSSION

As the Metropolitan Planning Organization (MPO) for the region, the RTC is tasked with administering the federal Transportation Alternatives (TA) Set-Aside Program for funding sub-allocated to the Reno-Sparks metropolitan planning area. The TA Set-Aside Program provides funding for a variety of smaller scale but critically important transportation projects in Washoe County.

Agencies eligible to receive TA Set-Aside funds include local governments, tribal governments, natural resource agencies, public land agencies, school districts, individual schools, local education agencies, local and regional transportation agencies, local and regional recreational trail entities, and nonprofit entities. Some examples of eligible projects include pedestrian and bicycle facilities, construction of turnouts/overlooks/viewing areas, community improvements (such as historic preservation or vegetation management), environmental mitigation related to stormwater or habitat connectivity, recreational trails, Safe Routes to School projects, and vulnerable road user safety assessments.

RTC held a call for projects for the FFY26 - FFY27 cycle. It was open to eligible applicants for 12 weeks and received application submissions from five agencies for eight projects and programs. RTC staff reviewed all applications for completeness and compliance with TA Set-Aside guidelines and scoring criteria; all eight applications were deemed eligible and seven of eight received the maximum score available per the scoring criteria.

The amount of project funding requested, an approximate total of \$3.87 million, far exceeded the estimated \$1.68 million in available funding. RTC staff developed an impact scoring system based on urgency, cost, and benefit, in order to better distinguish between applications that met the terms of the initial scoring criteria and make a recommendation for the award decision.

Attached are an application summary and staff-recommended award amounts (Attachment A); the initial application scoring, initial scoring criteria, and impact score results and rubric (Attachment B); and the complete application packets as received by RTC (Attachment C).

Attachments

TA Set-Aside Award Recommendation Attachment A

Summary and Recommended Award

Submission Summary

Agency	Project Name	Project Scope Description	Total Cost	TA Set-Aside Funds	Local Match
City of Reno	Priority 1 Pat Baker Park Area	This project will be located in Reno, NV, along Helena Avenue between Wedekind Road and Oliver Avenue, as well as on Fife Drive and Bishop Street between Helena Avenue and Reed Street. It involves the construction of new sidewalks to close critical gaps in the existing pedestrian network, creating more continuous and accessible routes.	\$493,410	\$468,740	\$24,671
City of Reno	Priority 2 Grand Canyon Area	This project will be located in Reno, NV, along Grand Canyon Boulevard between Yori Avenue and Kirman Avenue, as well as on Liston Avenue between Grand Canyon Boulevard and Casazza Drive. It involves the construction of new sidewalks to close critical gaps in the existing pedestrian network, creating more continuous and accessible routes.	\$410,340	\$389,823	\$20,517
City of Reno	Priority 3 Longley & Stead Areas	This project includes two distinct areas in Reno, NV, allowing for consolidated construction efforts and cost efficiencies in completing two smaller projects. The first area is along the east side of Longley Lane, from the corner of Huffaker Lane extending north to just before Maestro Drive. The second area is on the west side Stead Boulevard between Silver Lake Road and Ural Street. It involves the construction of new sidewalks to close critical gaps in the existing pedestrian network, creating a continuous and accessible route for non-motorized users.	\$433,830	\$412,139	\$21,692
City of Reno	Priority 4 Vine & Plumas Areas	This project includes two distinct areas in Reno, NV, allowing for consolidated construction efforts and cost efficiencies in completing two smaller projects. The first area is along the west side of Vine Street, between Gear Street and Kimbal Drive. The second area is on the west side of Plumas Street, extending from Mount Rose Street to just south of Glenmanor Drive. It involves the construction of new sidewalks to close critical gaps in the existing pedestrian network, creating more continuous and accessible routes.	\$435,690	\$413,906	\$21,785
City of Sparks	Pedestrian Ramp Improvement	This proposed project is intended to be a continuation from the 2023 RTC TA Set-Aside Program that improves pedestrian ramp infrastructure near 23 public schools in the City of Sparks to provide a safer, connected, and reliable alternative mode of transportation that not just serves students, but to include all other users as well. In this new phase, seven additional elementary school locations have been selected, each with 9 to 17 nearby non-ADA complaint pedestrian ramps, with a total of 80 ramps in the entirety of the project to be updated.	\$799,500	\$759,525	\$39,975
Reno Bike Project	Major Taylor Program	Reno Bike Project is applying for funding for our Major Taylor Program (MTP) for FY 2025 and 2026. The MTP is a cycling education and safety program that provides access to cycling for teens and pre-teens who may not otherwise have the opportunity to experience the benefits of biking.	\$328,392	\$311,972	\$16,420
Truckee Meadows Parks Foundation	Rosewood Regional Trailhead	The project site address is: 6800 Pembroke Drive, Reno Nevada 89502. This application will allow for the implementation of the Rosewood Trailhead Phase Two Construction Project based on a design effort currently underway.	\$617,105	\$586,250	\$30,855
Washoe County School District	Safe Routes to School Program	The Washoe County School District's (WCSD) Safe Routes to Schools (SRTS) program will expand and build upon the existing initiative within Washoe County. With funding from the RTC Transportation Alternatives Program, WCSD SRTS will continue to employ two Safe Routes to Schools Coordinators. The objective of the WCSD SRTS program is to enhance traffic and pedestrian safety for students who walk or roll to school.	\$556,344	\$528,527	\$27,817
Totals			\$4,074,611	\$3,870,881	\$203,730

Funding Available	\$1,683,310
Funding Deficit	\$2,187,571

Award Recommendation Summary

Score	Impact Score	Agency - Project Name	TA Funding Requested	Total Project Cost	TA Set-Aside Fund Award	Local Match	Percent of Request Awarded
12	2	City of Reno - Priority 1, Pat Baker Park Area	\$468,740				
12	3	City of Reno - Priority 2, Grand Canyon Area	\$389,823	\$251,580	\$239,001	\$12,579	61%
12	2	City of Reno - Priority 3, Longley & Stead Areas	\$412,139				
11	3	City of Reno - Priority 4, Vine & Plumas Areas	\$413,906				
12	3	City of Sparks - Pedestrian Ramp Improvement	\$759,525	\$331,500	\$314,925	\$16,575	41%
12	3	Reno Bike Project, Major Taylor Program	\$311,972	\$173,212	\$164,964	\$8,248	53%
12	5	Truckee Meadows Park Foundation, Rosewood Regional Trailhead	\$586,250	\$615,563	\$586,250	\$29,313	100%
12	5	Washoe County School District, Safe Routes to School Program	\$528,527	\$395,520	\$375,744	\$19,776	71%

Total Requested	TA Set-Aside Fund Award	Local Match	Funding Available	Funds Unawarded
\$3,870,881	\$1,680,884	\$86,491	\$1,683,310	\$2,426

TA Set-Aside Award Recommendation Attachment B

Scoring Criteria

Initial Scoring Criteria

Score Categories	Project Benefits / Safety Enhancement				Equity and Environmental Justice		Project Readiness (infrastructure)		Project Readiness (non-infrastructure)		
Score Identifier	Criterion 1 Question 1	Criterion 1 Question 2	Criterion 1 Question 3	Criterion 1 Question 4	Criterion 2 Question 1	Criterion 2 Question 2	Criterion 3 Question 1 Infrastructure	Criterion 3 Question 1 Non-Infrastructure	Criterion 3 Question 2 Infrastructure	Criterion 3 Question 2 Non-Infrastructure	Total
Points Possible	1	2	1	1	1	1	5	1	5	1	12
Application Name											
Pat Baker Park Area	1	2	1	1	1	1	5	0	0	0	12
Grand Canyon Area	1	2	1	1	1	1	5	0	0	0	12
Longley & Stead Areas	1	2	1	1	1	1	5	0	0	0	12
Vine & Plumas Areas	1	2	1	1	1	0	5	0	0	0	11
Pedestrian Ramp Improvement	1	2	1	1	1	1	5	0	0	0	12
Major Taylor Program	1	2	1	1	1	1	0	0	5	0	12
Rosewood Regional Trailhead	1	2	1	1	1	1	0	0	5	0	12
Safe Routes to School Program	1	2	1	1	1	1	5	0	0	0	12



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Transportation Alternative (TA) Set-Aside Program Scoring Criteria Summary from [Program Document](#)

Criterion 1, Question 1 (1 Point)

Project is included in an adopted plan, study, or program, or aligns with at least one stated goal of the Regional Transportation Plan or the One Nevada Transportation Plan (must state applicable plan(s) and demonstrate how project aligns with goal(s)).

Criterion 1, Question 2 (2 Points)

Project provides traffic calming measures or safety measures that benefit non-motorized road users.

Criterion 1, Question 3 (1 Point)

Project serves multiple modes of transportation.

Criterion 1, Question 4 (1 Point)

Project provides connectivity to an existing regional transportation facility or provides clear benefits to the community according to the stated purpose of the TA Set-Aside Program.

Criterion 2, Question 1 (1 Point)

Project located in an area serving an Environmental Justice population (see [Regional Transportation Plan](#) Chapter 10, Maps 10.1 – 10.4).

Criterion 2, Question 2 (1 Point)

Project provides access to essential services, including medical, employment, or educational facilities.

Criterion 3, Question 1, Infrastructure (5 Points)

Project would be easy to construct and can be implemented within 12 months. The project does not require acquisition of right-of-way, utility relocation, and/or project meets the criteria for a categorical exclusion, according to 23 C.F.R. 771.117(c). Note: 30% design or equivalent documentation must be provided.

Criterion 3, Question 2, Infrastructure (1 Point)

The project will take up to 36 months to construct. Project includes right-of-way acquisition, utility relocation, and/or the project will require an environmental assessment/impact statement.

Criterion 4, Question 1, Non-Infrastructure (5 Points)

The educational/outreach program is established, and schools/partnerships have been identified. Project evaluation criteria are in place to measure program effectiveness. Project can be implemented within 12 months. Note: evidence of an established educational/outreach program, communication about the program with schools and/or other partners, and project evaluation criteria must be provided.

Criterion 4, Question 2, Non-Infrastructure (1 Point)

The Educational/outreach program will need to be developed, partnerships will need to be established and identified. Evaluation criteria will need to be developed to measure the effectiveness of the project. This project may take 24 months or more to implement.

Impact Scoring

Score	Agency	Project Name	Impact Score	Notes
12	City of Reno	Priority 1 Pat Baker Park Area Sidewalk Improvement Project	2	Project is not scalable.
12	City of Reno	Priority 2 Grand Canyon Area Sidewalk Improvement Project	3	Project is scalable as it has two construction locations. Award fully funds Grand Canyon south side from Kirman to Yori. Project is Reno's #2 priority.
12	City of Reno	Priority 3 Longly & Stead Areas Sidewalk Improvement Project	2	Project is technically scalable as it has two construction locations; however, one location is quite small and may not be feasible to construct on its own. Project is Reno's #3 priority.
11	City of Reno	Priority 4 Vine & Plumas Areas Sidewalk Improvement Project	3	Project is scalable as it has two construction locations. Not located in underserved area. Project is Reno's #4 priority.
12	City of Sparks	Pedestrian Ramp Improvement Project	3	Award amount would allow for installation of 1 RRFB (1 was requested) and 32 ADA Ramp upgrades (80 were requested). Curb ramps are all located near schools.
12	Reno Bike Project	Major Taylor Program	3	Program would provide one year (two years requested) of training for kids on safe cycling.
12	Truckee Meadows Park Foundation	Rosewood Regional Trailhead Project	5	Awarded TA funding for phase 1- design last cycle. This funding request is for phase 2- construction of project to completion.
12	Washoe County School District	Safe Routes to School Program	5	Previously funded under STBG. Previous funding was \$243,200 (federal), 12,800 (local), \$256,000 (total) per year. This award funds 1.5 years of the program at the previous cost with an added 3% increase for inflation.

Impact Scoring Scale (Urgency, Cost, Benefit)

1- Low Impact

- Project is not time sensitive or urgent
- Project cost is high and/or project is not scalable
- Application does not conclusively show benefit

2- Medium Low Impact

- Project is not time sensitive or urgent
- Project cost is high and/or project is not scalable
- Application shows some benefit

3- Medium Impact

- Project is somewhat time sensitive or urgent
- Project cost is somewhat feasible or scalable
- Application shows benefit

4- Medium High Impact

- Project is time sensitive or urgent
- Project cost is feasible or scalable
- Application shows benefit

5- High Impact

- Project is highly time sensitive or urgent
- Project cost is feasible or scalable
- Application conclusively shows benefit
- Project maximizes past or planned investments
- Gains previously made will be lost if unfunded

**TA Set-Aside Award Recommendation
Attachment C – Applications**

**City of Reno
Pat Baker Park Area
Sidewalk Connectivity Project**



May 9, 2025

Shay League
Senior Technical Planner
Regional Transportation Commission of Washoe County
sleague@rtcwashoe.com

Dear Shay,

Attached are four Transportation Alternatives (TA) Set-Aside Program applications for Fiscal Years 2027–2028. Each application proposes a sidewalk connectivity project aimed at improving pedestrian infrastructure throughout the region. The project areas include:

1. Pat Baker Park Area
2. Grand Canyon Area
3. Longley & Stead Areas
4. Vine & Plumas Areas

The City of Reno is committed to enhancing pedestrian safety and accessibility through strategic sidewalk connectivity projects. We are eager to move forward with these initiatives if selected.

Thank you for considering these applications, which we believe will have a meaningful impact on our community.

Sincerely,

Kerrie Koski, P.E.
Director of Public Works, City Engineer



REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY Transportation Alternatives (TA) Set-Aside Program Grant Application

Please submit application materials by May 9, 2025, to sleague@rtcwashoe.com.
Attach additional pages as needed.

Applicant Agency City of Reno

Applicant Agency Address 1 East First Street
Reno, NV 89501

Contact Person's Information

Name Brynna Nichols

Title Senior Management Analyst

Phone Number 775-560-1669

Email nicholsb@reno.gov

Project Name Pat Baker Park Area Sidewalk Connectivity

Description of Project Location and Limits (Must include map, if applicable, as a separate attachment)

This project will be located in Reno, NV, along Helena Avenue between Wedekind Road and Oliver Avenue, as well as on Fife Drive and Bishop Street between Helena Avenue and Reed Street. See attached map.

Project Description (Please include need, benefits, and relation to goals listed below)

This project supports the goals of the Transportation Alternatives Set-Aside Program by enhancing pedestrian accessibility, safety, and connectivity within an under-served area of the community. It involves the construction of new sidewalks to close critical gaps in the existing pedestrian network, creating more continuous and accessible routes.

By improving connectivity between residential areas, Pat Baker Park, and public transit stops, this project will provide a safer, more reliable route for all pedestrians, including individuals with disabilities and other vulnerable populations. These improvements will promote walking as a viable, sustainable transportation option and contribute to reduced vehicle dependency, improved air quality, and a more equitable transportation system.

The proposed improvements are consistent with local and regional planning priorities and support broader objectives related to safety, environmental sustainability, and multi-modal transportation access.

Which goals of the [Regional Transportation Plan](#) and/or [One Nevada Plan](#) are addressed by this project?

This project aligns with the the following goals outlined in the 2050 Regional Transportation Plan.

Safety: This project will improve pedestrian safety by providing accessible sidewalks separated from the roadway.

Congestion Reduction: By promoting walking as an alternative to driving, the project will help reduce local traffic congestion and vehicle use.

System Reliability and Resiliency: The project enhances the reliability of the pedestrian network, ensuring safe access for vulnerable users.

Equity and Environmental Sustainability: Located in an under-served neighborhood, the project supports equity by improving pedestrian infrastructure and reducing dependence on cars, contributing to environmental sustainability.

Accessibility and Mobility: This project will improve pedestrian access and mobility, enhancing connectivity to the existing bus stop and the broader transportation network.

PROJECT COST ESTIMATE (a detailed project budget must be included as a separate attachment)

Total Project Cost \$ 493,410	Amount Reimbursable to Applicant Agency \$ 468,739.50	Applicant Agency Match Requirement (5%) \$ 24,670.50
--------------------------------------	--	---

Source of Match Funds (Please list source or sources of funds and indicate whether funds are cash or in-kind; in-kind match requires further explanation)

City of Reno Street Fund - cash

Project Schedule (Please describe the expected project schedule and indicate whether it is part of a phased project; attach additional documentation as appropriate)

Design, Bidding and Award: 12 months

Construction: 45 Working Days

Ongoing Maintenance (Please describe the ongoing maintenance requirements after the project has been implemented, including cost and agency or agencies responsible)

The City of Reno will maintain the sidewalk connectivity improvements as part of its regular neighborhood street maintenance procedures.

SCORING CRITERION #1: Project Benefits/Safety Enhancement (5 points possible)

Is the project included in an adopted plan, study, or program, and/or does it align with at least one stated goal of the [Regional Transportation Plan](#) or [One Nevada Plan](#)? Please describe the context of the plan, study, or program. The description must be consistent with goals listed on page 1 of this application.

This project aligns with the the following goals outlined in the 2050 Regional Transportation Plan.

Safety: This project will improve pedestrian safety by providing accessible sidewalks separated from the roadway.

Congestion Reduction: By promoting walking as an alternative to driving, the project will help reduce local traffic congestion and vehicle use.

System Reliability and Resiliency: The project enhances the reliability of the pedestrian network, ensuring safe access for vulnerable users.

Equity and Environmental Sustainability: Located in an under-served neighborhood, the project supports equity by improving pedestrian infrastructure and

Does the project provide traffic calming or safety measures that benefit non-motorized road users? If yes, please explain.

Yes, this project will add sidewalks where none currently exist, providing pedestrians with a safe and accessible path separated from motorized traffic.

Does the project serve multiple modes of transportation? If yes, please explain.

Yes, this project will benefit pedestrians, public transit users, and drivers by separating foot traffic from vehicles and providing reliable sidewalk connectivity to existing bus stops.

Does the project provide connectivity to an existing regional transportation facility or provide clear benefits to the community according to the stated purpose of the TA Set-Aside Program? If yes, please explain.

Yes, this project will improve connectivity to the bus stop at Wedekind Road and Helena Avenue, supporting better access to the regional transit system.

SCORING CRITERION #2: Equity and Environmental Justice (2 points possible)

Is the project located in an area with a disproportionately impacted community as identified in Chapter 10 of the [2050 Regional Transportation Plan](#) (Maps 10.1 - 10.4)? If yes, please provide additional context about the area served by the project.

Yes, this project is located in a disproportionately impacted community, as identified in the 2050 Regional Transportation Plan. It serves a census tract with higher minority populations and elevated poverty levels. Additionally, the project directly serves environmental justice populations within the area.

Does the project provide access to essential services, including medical, employment, or educational facilities? Please describe how access to each essential service listed is provided.

This project will improve pedestrian access to the City of Reno's Pat Baker Park and strengthen safe routes to Cannan Elementary School and Traner Middle School.

SCORING CRITERION #3: Project Readiness (5 points possible)

Infrastructure Projects (respond to one of the following implementation scenarios)

Project would be relatively easy to construct and can be implemented within the next 12 months. The project does not require acquisition of right-of-way, utility relocation, and/or project meets the criteria for a categorical exclusion, according to 23 C.F.R. 771.117(c). Please describe how the project meets this criterion. Note: 30% design or equivalent documentation must be provided as an attachment.

Yes, this project will be relatively easy to construct and will meet the criteria for a categorical exclusion according to 23 C.F.R. 771.117(c). This project will not have any significant impacts on any natural, cultural, recreational, historic or other resource, and will not have any significant environmental impacts. This project will be within existing right of way and will not require any right of way acquisition.

Project will likely take up to 36 months to construct. Project includes right-of-way acquisition, utility relocation, and/or the project will require an environmental assessment/impact statement. Please describe how the project meets this criterion.

N/A

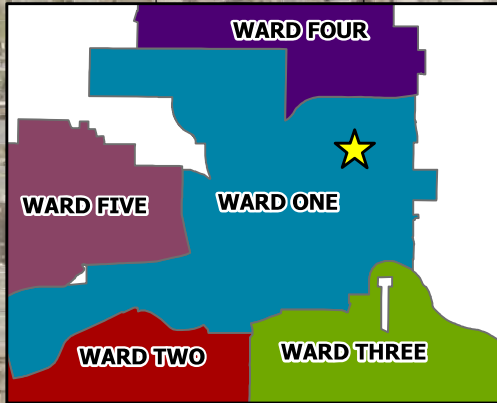
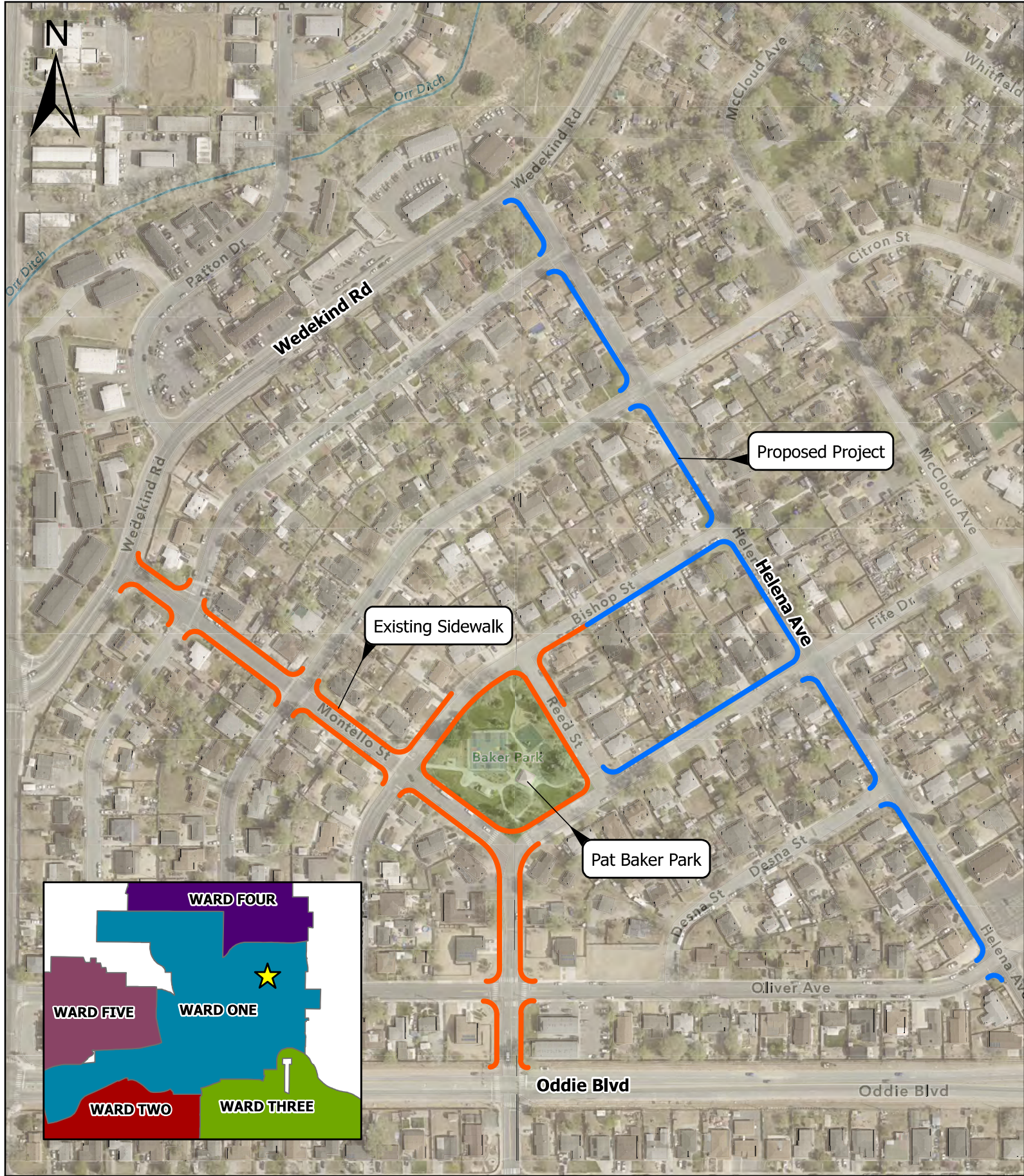
Non-infrastructure Projects (respond to one of the following implementation scenarios)

Educational/outreach program is established and schools/partnerships have been identified. Project evaluation criteria are in place to measure program effectiveness. Project can be implemented within 12 months. Note: evidence of an educational/outreach program, communication about the program with schools and/or other partners, and project evaluation criteria must be included as a separate attachment. Please describe how the project meets this criterion.

N/A

Educational/outreach program will need to be developed, partnerships will need to be established and identified. Evaluation criteria will need to be developed to measure the effectiveness of the project. This project may take 24 months or more to implement. Please describe how the project meets this criterion.

N/A



RTC TA SET ASIDE PROGRAM
PAT BAKER PARK SIDEWALK CONECTIVITY
VICINITY MAP

Existing Conditions



Example of Proposed Improvements



Budget

2025 City of Reno - PAT BAKER PARK Engineer's Estimate				
Bid Description	Unit	Quantity	Unit Price	Total
PCC Curb & Gutter (Type 1), Complete in-place. (Contingent Item)	LF	460	\$100.00	\$46,000.00
PCC ADA Sidewalk, Complete in-place (Contingent Item)	SF	5480	\$20.00	\$109,600.00
Remove and replace PCC residential driveway approach (6") and transitions with aggregate base, complete in-base (contingent item)	SF	2950	\$30.00	\$88,500.00
Remove and Replace PCC ADA Pedestrian Ramp, complete in-place	EA	12	\$6,000.00	\$72,000.00
Remove and Replace Bituminous Asphalt, Complete in-place (Contingent Item)	SF	320	\$75.00	\$24,000.00
Remove and Replace Type 1, 3R & 4R Catch Basin to New Finish Grade, Complete in-place	EA	8	\$7,000.00	\$56,000.00
Remove and Replace and/or Relocation of Existing Fence (Contingent Item)	LF	100	\$60.00	\$6,000.00
Remove & Replace Sign with New Base, Anchor, and Post, Complete in-place (Contingent Item)	EA	9	\$875.00	\$7,875.00
Preformed Thermoplastic Pavement Markings, 12" Stop Bar and Speed Table Warning Markings, complete in-place	LF	60	\$20.00	\$1,200.00
Traffic Control, Complete in-place	LS			\$41,117.50
Contingency	LS			\$41,117.50
		Total		\$411,175.00
				\$493,410.00

**TA Set-Aside Award Recommendation
Attachment C – Applications**

**City of Reno
Grand Canyon Area
Sidewalk Connectivity Project**



REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY Transportation Alternatives (TA) Set-Aside Program Grant Application

Please submit application materials by May 9, 2025, to sleague@rtcwashoe.com.
Attach additional pages as needed.

Applicant Agency City of Reno

Applicant Agency Address 1 East First Street
Reno, NV 89501

Contact Person's Information

Name Brynna Nichols

Title Senior Management Analyst

Phone Number 775-560-1669

Email nicholsb@reno.gov

Project Name Grand Canyon Area Sidewalk Connectivity

Description of Project Location and Limits (Must include map, if applicable, as a separate attachment)

This project will be located in Reno, NV, along Grand Canyon Boulevard between Yori Avenue and Kirman Avenue, as well as on Liston Avenue between Grand Canyon Boulevard and Casazza Drive. See attached map.

Project Description (Please include need, benefits, and relation to goals listed below)

This project supports the goals of the Transportation Alternatives Set-Aside Program by enhancing pedestrian accessibility, safety, and connectivity within an under-served area of the community. It involves the construction of new sidewalks to close critical gaps in the existing pedestrian network, creating more continuous and accessible routes.

By improving connectivity between residential areas, Liston Park, and public transit stops, the project will provide a safer, more reliable route for all pedestrians, including individuals with disabilities and other vulnerable populations. These improvements will promote walking as a viable, sustainable transportation option and contribute to reduced vehicle dependency, improved air quality, and a more equitable transportation system.

The proposed improvements are consistent with local and regional planning priorities and support broader objectives related to safety, environmental sustainability, and multi-modal transportation access.

Which goals of the [Regional Transportation Plan](#) and/or [One Nevada Plan](#) are addressed by this project?

This project aligns with the the following goals outlined in the 2050 Regional Transportation Plan.

Safety: This project will improve pedestrian safety by providing accessible sidewalks separated from the roadway.

Congestion Reduction: By promoting walking as an alternative to driving, the project will help reduce local traffic congestion and vehicle use.

System Reliability and Resiliency: The project enhances the reliability of the pedestrian network, ensuring safe access for vulnerable users.

Equity and Environmental Sustainability: Located in an under-served neighborhood, the project supports equity by improving pedestrian infrastructure and reducing dependence on cars, contributing to environmental sustainability.

Accessibility and Mobility: This project will improve pedestrian access and mobility, enhancing connectivity to the existing bus stop and the broader transportation network.

PROJECT COST ESTIMATE (a detailed project budget must be included as a separate attachment)

Total Project Cost \$ 410,340	Amount Reimbursable to Applicant Agency \$ 389,823	Applicant Agency Match Requirement (5%) \$ 20,517
--------------------------------------	---	--

Source of Match Funds (Please list source or sources of funds and indicate whether funds are cash or in-kind; in-kind match requires further explanation)

City of Reno Street Fund - cash

Project Schedule (Please describe the expected project schedule and indicate whether it is part of a phased project; attach additional documentation as appropriate)

Design, Bidding and Award: 12 months

Construction: 45 Working Days

Ongoing Maintenance (Please describe the ongoing maintenance requirements after the project has been implemented, including cost and agency or agencies responsible)

The City of Reno will maintain the sidewalk connectivity improvements as part of its regular neighborhood street maintenance procedures.

SCORING CRITERION #1: Project Benefits/Safety Enhancement (5 points possible)

Is the project included in an adopted plan, study, or program, and/or does it align with at least one stated goal of the [Regional Transportation Plan](#) or [One Nevada Plan](#)? Please describe the context of the plan, study, or program. The description must be consistent with goals listed on page 1 of this application.

This project aligns with the the following goals outlined in the 2050 Regional Transportation Plan.

Safety: This project will improve pedestrian safety by providing accessible sidewalks separated from the roadway.

Congestion Reduction: By promoting walking as an alternative to driving, the project will help reduce local traffic congestion and vehicle use.

System Reliability and Resiliency: The project enhances the reliability of the pedestrian network, ensuring safe access for vulnerable users.

Equity and Environmental Sustainability: Located in an under-served neighborhood, the project supports equity by improving pedestrian infrastructure and

Does the project provide traffic calming or safety measures that benefit non-motorized road users? If yes, please explain.

Yes, this project will add sidewalks where none currently exist, providing pedestrians with a safe and accessible path separated from motorized traffic.

Does the project serve multiple modes of transportation? If yes, please explain.

Yes, this project will benefit pedestrians, public transit users, and drivers by separating foot traffic from vehicles and providing reliable sidewalk connectivity to existing bus stops.

Does the project provide connectivity to an existing regional transportation facility or provide clear benefits to the community according to the stated purpose of the TA Set-Aside Program? If yes, please explain.

Yes, this project will improve connectivity to the bus stop at Kirman Avenue and Capitol Hill Boulevard, supporting better access to the regional transit system.

SCORING CRITERION #2: Equity and Environmental Justice (2 points possible)

Is the project located in an area with a disproportionately impacted community as identified in Chapter 10 of the [2050 Regional Transportation Plan](#) (Maps 10.1 - 10.4)? If yes, please provide additional context about the area served by the project.

Yes, this project is located in a disproportionately impacted community, as identified in the 2050 Regional Transportation Plan. It serves a census tract with higher limited English proficiency, minority populations and poverty levels. Additionally, the project directly serves environmental justice populations within the area.

Does the project provide access to essential services, including medical, employment, or educational facilities? Please describe how access to each essential service listed is provided.

This project will improve pedestrian access to the City of Reno's Liston Park and strengthen safe routes to Veterans Elementary School, Vaughn Middle School and Wooster High School. It will also improve overall connectivity between nearby residential neighborhoods and commercial areas.

SCORING CRITERION #3: Project Readiness (5 points possible)

Infrastructure Projects (respond to one of the following implementation scenarios)

Project would be relatively easy to construct and can be implemented within the next 12 months. The project does not require acquisition of right-of-way, utility relocation, and/or project meets the criteria for a categorical exclusion, according to 23 C.F.R. 771.117(c). Please describe how the project meets this criterion. Note: 30% design or equivalent documentation must be provided as an attachment.

Yes, this project will be relatively easy to construct and will meet the criteria for a categorical exclusion according to 23 C.F.R. 771.117(c). This project will not have any significant impacts on any natural, cultural, recreational, historic or other resource, and will not have any significant environmental impacts. This project will be within existing right of way and will not require any right of way acquisition.

Project will likely take up to 36 months to construct. Project includes right-of-way acquisition, utility relocation, and/or the project will require an environmental assessment/impact statement. Please describe how the project meets this criterion.

N/A

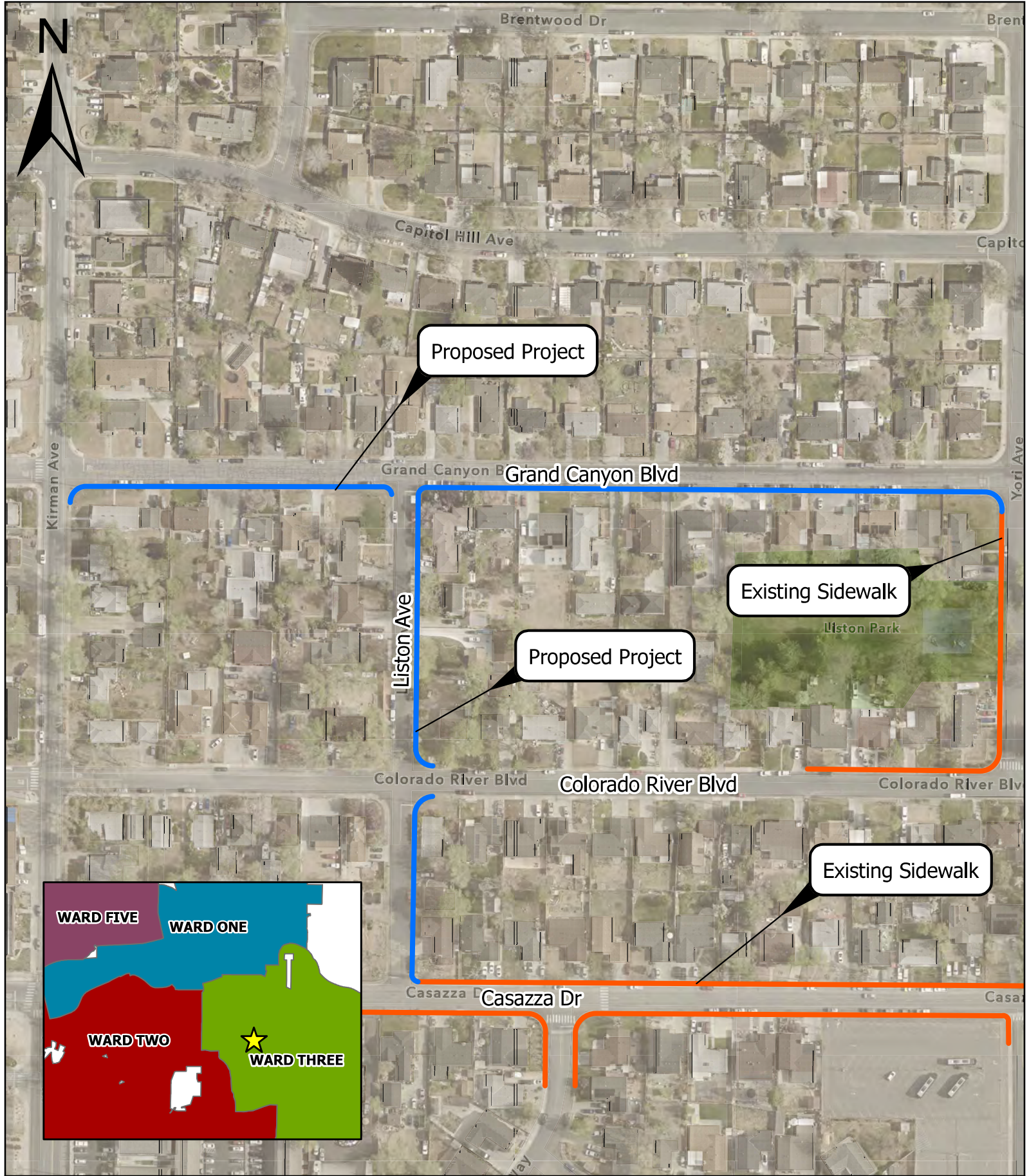
Non-infrastructure Projects (respond to one of the following implementation scenarios)

Educational/outreach program is established and schools/partnerships have been identified. Project evaluation criteria are in place to measure program effectiveness. Project can be implemented within 12 months. Note: evidence of an educational/outreach program, communication about the program with schools and/or other partners, and project evaluation criteria must be included as a separate attachment. Please describe how the project meets this criterion.

N/A

Educational/outreach program will need to be developed, partnerships will need to be established and identified. Evaluation criteria will need to be developed to measure the effectiveness of the project. This project may take 24 months or more to implement. Please describe how the project meets this criterion.

N/A



Existing Conditions



Example of Proposed Improvements



GRAND BLVD
CANYON BLVD

SIDEWALK PATH TO PLACE
NEW CONCRETE IN AREAS
WHERE THERE IS NO
EXISTING CONCRETE.

Budget

2025 City of Reno - Grand Canyon South Side Engineer's Estimate				
Bid Description	Unit	Quantity	Unit Price	Total
PCC Curb & Gutter (Type 1), Complete in-place. (Contingent Item)	LF	320	\$100.00	\$32,000.00
PCC ADA Sidewalk, Complete in-place (Contingent Item)	SF	2320	\$20.00	\$46,400.00
Remove and Replace PCC ADA Pedestrian Ramp, complete in-place	EA	3	\$6,000.00	\$18,000.00
Remove and replace PCC residential driveway approach (6") and transitions with aggregate base, complete in-base (contingent item)	SF	3200	\$30.00	\$96,000.00
Remove & Replace Sign with New Base, Anchor, and Post, Complete in-place (Contingent Item)	EA	2	\$875.00	\$1,750.00
Remove and Replace Bituminous Asphalt, Complete in-place (Contingent Item)	SF	60	\$75.00	\$4,500.00
Remove and Replace and/or Relocation of Existing Fence (Contingent Item)	LF	100	\$60.00	\$6,000.00
Relocate fire hydrant, complete in-place	EA	1	\$5,000.00	\$5,000.00
Traffic Control, Complete in-place	LS			\$20,965.00
Contingency				\$20,965.00
			Total	\$209,650.00
				\$251,580.00
2025 City of Reno - Grand Canyon Liston Engineer's Estimate				
Bid Description	Unit	Quantity	Unit Price	Total
PCC Curb & Gutter (Type 1), Complete in-place. (Contingent Item)	LF	100	\$100.00	\$10,000.00
PCC ADA Sidewalk, Complete in-place (Contingent Item)	SF	2320	\$20.00	\$46,400.00
Remove and Replace PCC ADA Pedestrian Ramp, complete in-place	EA	3	\$6,000.00	\$18,000.00
Remove and replace PCC residential driveway approach (6") and transitions with aggregate base, complete in-base (contingent item)	SF	1000	\$30.00	\$30,000.00
Remove and Replace Type 1, 3R & 4R Catch Basin to New Finish Grade, Complete in-place	EA	3	\$7,000.00	\$21,000.00
Remove and Replace Bituminous Asphalt, Complete in-place (Contingent Item)	SF	60	\$75.00	\$4,500.00
Remove and Replace and/or Relocation of Existing Fence (Contingent Item)	LF	40	\$60.00	\$2,400.00
Traffic Control, Complete in-place	LS			\$13,230.00
Contingency				\$13,230.00
			Total	\$132,300.00
				\$158,760.00

**TA Set-Aside Award Recommendation
Attachment C – Applications**

**City of Reno
Longley & Stead Areas
Sidewalk Connectivity Project**



REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY Transportation Alternatives (TA) Set-Aside Program Grant Application

Please submit application materials by May 9, 2025, to sleague@rtcwashoe.com.
Attach additional pages as needed.

Applicant Agency City of Reno

Applicant Agency Address 1 East First Street
Reno, NV 89501

Contact Person's Information

Name Brynna Nichols

Title Senior Management Analyst

Phone Number 775-560-1669

Email nicholsb@reno.gov

Project Name Longley Lane and Stead Boulevard Areas Sidewalk Connectivity

Description of Project Location and Limits (Must include map, if applicable, as a separate attachment)

This project includes two distinct areas in Reno, NV, allowing for consolidated construction efforts and cost efficiencies in completing two smaller projects. The first area is along the east side of Longley Lane, from the corner of Huffaker Lane extending north to just before Maestro Drive. The second area is on the west side Stead Boulevard between Silver Lake Road and Ural Street. See attached maps.

Project Description (Please include need, benefits, and relation to goals listed below)

This project supports the goals of the Transportation Alternatives Set-Aside Program by enhancing pedestrian accessibility, safety, and connectivity in the community. It involves the construction of new sidewalks to close critical gaps in the existing pedestrian network, creating a continuous and accessible route for non-motorized users.

By improving connectivity, this project will provide a safer, more reliable route for all pedestrians, including individuals with disabilities and other vulnerable populations. These improvements will promote walking as a viable, sustainable transportation option and contribute to reduced vehicle dependency, improved air quality, and a more equitable transportation system.

The proposed improvements are consistent with local and regional planning priorities and support broader objectives related to safety, environmental sustainability, and multimodal transportation access.

Which goals of the [Regional Transportation Plan](#) and/or [One Nevada Plan](#) are addressed by this project?

This project aligns with the the following goals outlined in the 2050 Regional Transportation Plan.

Safety: This project will improve pedestrian safety by providing accessible sidewalks separated from the roadway.

Congestion Reduction: By promoting walking as an alternative to driving, this project will help reduce local traffic congestion and vehicle use.

System Reliability and Resiliency: This project will enhance the reliability of the pedestrian network, ensuring safe access for vulnerable users.

Equity and Environmental Sustainability: This project supports equity by improving pedestrian infrastructure and reducing dependence on cars, contributing to environmental sustainability.

Accessibility and Mobility: This project will improve pedestrian access and mobility in the neighborhood.

PROJECT COST ESTIMATE (a detailed project budget must be included as a separate attachment)

Total Project Cost \$ 433,830	Amount Reimbursable to Applicant Agency \$ 412,138.50	Applicant Agency Match Requirement (5%) \$ 21,691.50
--------------------------------------	--	---

Source of Match Funds (Please list source or sources of funds and indicate whether funds are cash or in-kind; in-kind match requires further explanation)

City of Reno Street Fund - cash

Project Schedule (Please describe the expected project schedule and indicate whether it is part of a phased project; attach additional documentation as appropriate)

Design, Bidding and Award: 12 months

Construction: 45 Working Days

Ongoing Maintenance (Please describe the ongoing maintenance requirements after the project has been implemented, including cost and agency or agencies responsible)

The City of Reno will maintain the sidewalk connectivity improvements as part of its regular neighborhood street maintenance procedures.

SCORING CRITERION #1: Project Benefits/Safety Enhancement (5 points possible)

Is the project included in an adopted plan, study, or program, and/or does it align with at least one stated goal of the [Regional Transportation Plan](#) or [One Nevada Plan](#)? Please describe the context of the plan, study, or program. The description must be consistent with goals listed on page 1 of this application.

This project aligns with the the following goals outlined in the 2050 Regional Transportation Plan.

Safety: This project will improve pedestrian safety by providing accessible sidewalks separated from the roadway.

Congestion Reduction: By promoting walking as an alternative to driving, this project will help reduce local traffic congestion and vehicle use.

System Reliability and Resiliency: This project will enhance the reliability of the pedestrian network, ensuring safe access for vulnerable users.

Equity and Environmental Sustainability: This project supports equity by improving pedestrian infrastructure and reducing dependence on cars, contributing to environmental sustainability.

Does the project provide traffic calming or safety measures that benefit non-motorized road users? If yes, please explain.

Yes, this project will add sidewalks where none currently exist, providing pedestrians with a safe and accessible path separated from motorized traffic.

Does the project serve multiple modes of transportation? If yes, please explain.

Yes, this project will benefit pedestrians, public transit users, and drivers by separating foot traffic from vehicles and providing reliable sidewalk connectivity to existing bus stops.

Does the project provide connectivity to an existing regional transportation facility or provide clear benefits to the community according to the stated purpose of the TA Set-Aside Program? If yes, please explain.

Yes, the Longley Lane project will improve access to the South Meadows/Damonte Ranch bus route, while the Stead Boulevard project will enhance access to the bus stops at Stead Boulevard and Sagewood Drive—both supporting better connections to the regional public transit system.

SCORING CRITERION #2: Equity and Environmental Justice (2 points possible)

Is the project located in an area with a disproportionately impacted community as identified in Chapter 10 of the [2050 Regional Transportation Plan](#) (Maps 10.1 - 10.4)? If yes, please provide additional context about the area served by the project.

Yes, both projects are located in areas identified as disproportionately impacted communities in the 2050 Regional Transportation Plan. They are situated in census tracts with higher minority populations, and the Longley Lane project specifically serves an environmental justice population.

Does the project provide access to essential services, including medical, employment, or educational facilities? Please describe how access to each essential service listed is provided.

The Stead Boulevard project will improve safe routes to Stead Elementary School and O'Brien Middle School, enhancing walkability for students. It will also strengthen overall connectivity between nearby residential neighborhoods and commercial areas.

The Longley Lane project will enhance connectivity to between residential and commercial uses, including enhanced connectivity to the regional transit system, benefiting surrounding residents and businesses.

SCORING CRITERION #3: Project Readiness (5 points possible)

Infrastructure Projects (respond to one of the following implementation scenarios)

Project would be relatively easy to construct and can be implemented within the next 12 months. The project does not require acquisition of right-of-way, utility relocation, and/or project meets the criteria for a categorical exclusion, according to 23 C.F.R. 771.117(c). Please describe how the project meets this criterion. Note: 30% design or equivalent documentation must be provided as an attachment.

Yes, this project will be relatively easy to construct and will meet the criteria for a categorical exclusion according to 23 C.F.R. 771.117(c). This project will not have any significant impacts on any natural, cultural, recreational, historic or other resource, and will not have any significant environmental impacts. This project will be within existing right of way and will not require any right of way acquisition.

Project will likely take up to 36 months to construct. Project includes right-of-way acquisition, utility relocation, and/or the project will require an environmental assessment/impact statement. Please describe how the project meets this criterion.

N/A

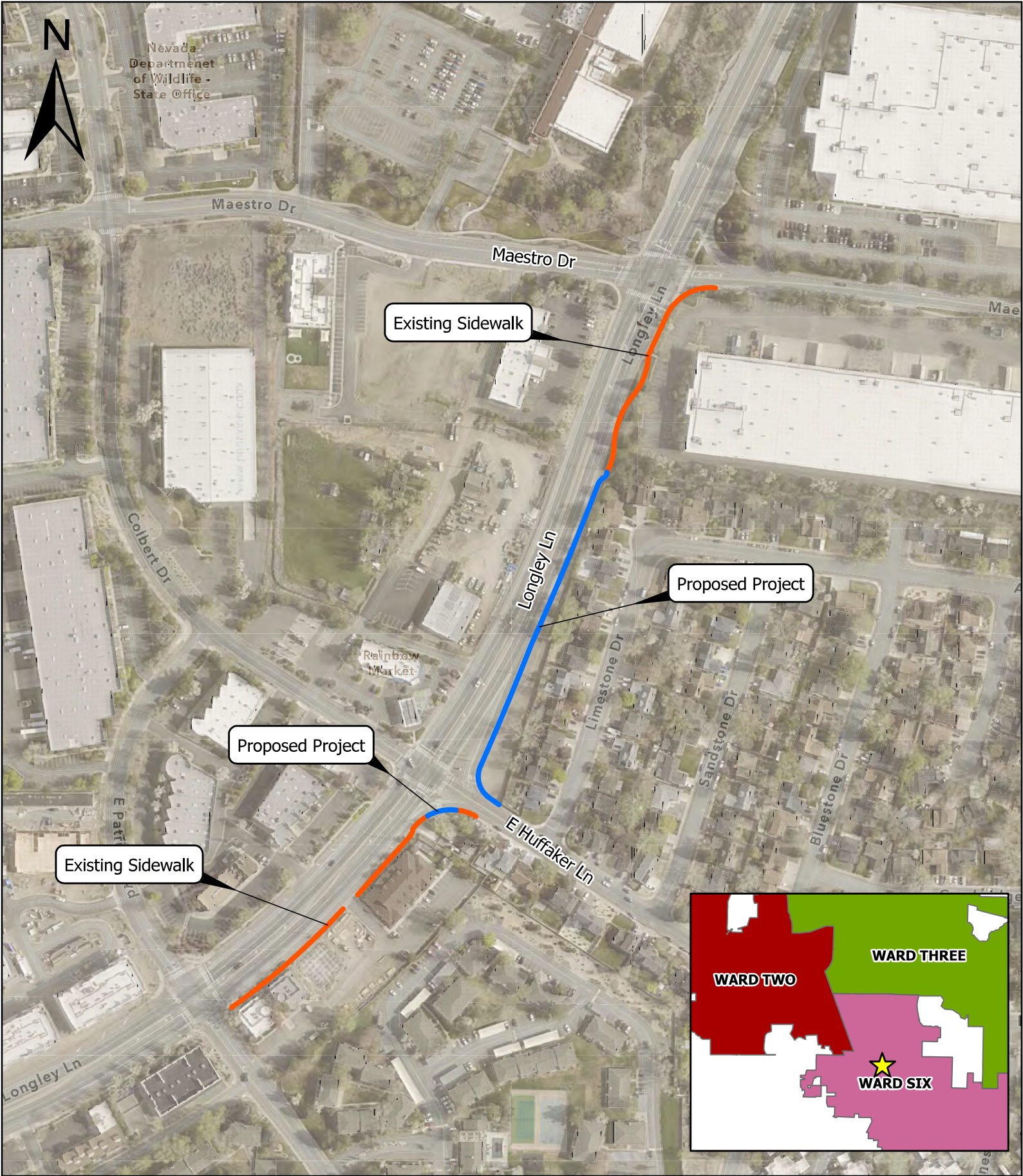
Non-infrastructure Projects (respond to one of the following implementation scenarios)

Educational/outreach program is established and schools/partnerships have been identified. Project evaluation criteria are in place to measure program effectiveness. Project can be implemented within 12 months. Note: evidence of an educational/outreach program, communication about the program with schools and/or other partners, and project evaluation criteria must be included as a separate attachment. Please describe how the project meets this criterion.

N/A

Educational/outreach program will need to be developed, partnerships will need to be established and identified. Evaluation criteria will need to be developed to measure the effectiveness of the project. This project may take 24 months or more to implement. Please describe how the project meets this criterion.

N/A



RTC TA SET ASIDE PROGRAM
LONGLEY LANE SIDEWALK CONNECTIVITY
VICINITY MAP

Date: April 2025

The information hereon is approximate and is intended for display purposes only.



City of Reno
Department of Public Works
1 E. First Street
Reno, NV 89501

Existing Conditions - Longley Lane



Example of Proposed Improvements - Longley Lane





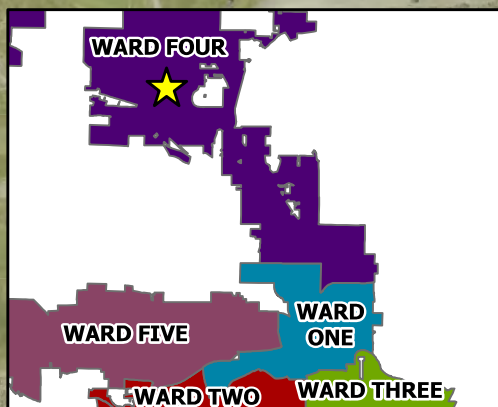
Existing Sidewalk

Proposed Project

Existing Sidewalk

Proposed Project

Existing Sidewalk



City of Reno
Department of Public Works
1 E. First Street
Reno, NV 89501

RTC TA SET ASIDE PROGRAM STEAD BOULEVARD SIDEWALK CONNECTIVITY

VICINITY MAP

Date: April 2025

The information hereon is
approximate and is intended
for display purposes only.

Existing Conditions - Stead Boulevard



Example of Proposed Improvements - Stead Boulevard



SIDEWALK PATH TO PLACE
NEW CONCRETE IN AREAS
WHERE THERE IS NO
EXISTING CONCRETE.

Budget

2025 City of Reno - Longley Engineer's Estimate				
Bid Description	Unit	Quantity	Unit Price	Total
PCC Curb & Gutter (Type 1), Complete in-place. (Contingent Item)	LF	600	\$100.00	\$60,000.00
PCC ADA Sidewalk, Complete in-place (Contingent Item)	SF	4080	\$20.00	\$81,600.00
Remove and Replace PCC ADA Pedestrian Ramp, complete in-place	EA	2	\$6,000.00	\$12,000.00
Remove and Replace Bituminous Asphalt, Complete in-place (Contingent Item)	SF	60	\$75.00	\$4,500.00
Remove & Replace Sign with New Base, Anchor, and Post, Complete in-place (Contingent Item)	EA	2	\$875.00	\$1,750.00
INSTALL CLASS 300 RIPRAP, COMPLETE IN-PLACE (CONTINGENT ITEM):	CY	20	\$1,300.00	\$26,000.00
Install 10" SDR-35 PVC SD; complete in-place	LF	20	\$400.00	\$8,000.00
Install Type 4R Catch Basin	EA	1	\$8,000.00	\$8,000.00
Traffic Control, Complete in-place	LS			\$20,185.00
Contingency				\$20,185.00
		Total		\$201,850.00
				\$242,220.00

2025 City of Reno - Stead Blvd Engineer's Estimate				
Bid Description	Unit	Quantity	Unit Price	Total
PCC Curb & Gutter (Type 1), Complete in-place. (Contingent Item)	LF	40	\$100.00	\$4,000.00
PCC ADA Sidewalk, Complete in-place (Contingent Item)	SF	7560	\$20.00	\$151,200.00
Remove and Replace PCC ADA Sidewalk, Complete in-place	SF	60	\$35.00	\$2,100.00
Remove & Replace Sign with New Base, Anchor, and Post, Complete in-place (Contingent Item)	EA	1	\$875.00	\$875.00
Protect and adjust new and existing water/utility boxes to new finish grade, complete in-place	EA	1	\$1,500.00	\$1,500.00
Traffic Control, Complete in-place	LS	1		\$15,967.50
Contingency	LS	1		\$15,967.50
		Total		\$159,675.00
				\$191,610.00

**TA Set-Aside Award Recommendation
Attachment C – Applications**

**City of Reno
Vine & Plumas Areas
Sidewalk Connectivity Project**



REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY Transportation Alternatives (TA) Set-Aside Program Grant Application

Please submit application materials by May 9, 2025, to sleague@rtcwashoe.com.
Attach additional pages as needed.

Applicant Agency City of Reno

Applicant Agency Address 1 East First Street
Reno, NV 89501

Contact Person's Information

Name Brynna Nichols

Title Senior Management Analyst

Phone Number 775-560-1669

Email nicholsb@reno.gov

Project Name Vine Street and Plumas Street Areas Sidewalk Connectivity

Description of Project Location and Limits (Must include map, if applicable, as a separate attachment)

This project includes two distinct areas in Reno, NV, allowing for consolidated construction efforts and cost efficiencies in completing two smaller projects. The first area is along the west side of Vine Street, between Gear Street and Kimbal Drive. The second area is on the west side of Plumas Street, extending from Mount Rose Street to just south of Glenmanor Drive. See attached maps.

Project Description (Please include need, benefits, and relation to goals listed below)

This project supports the goals of the Transportation Alternatives Set-Aside Program by enhancing pedestrian accessibility, safety, and connectivity in the community. It involves the construction of new sidewalks to close critical gaps in the existing pedestrian network, creating more continuous and accessible routes.

By improving residential connectivity, this project will provide a safer, more reliable route for all pedestrians, including individuals with disabilities and other vulnerable populations. These improvements will promote walking as a viable, sustainable transportation option and contribute to reduced vehicle dependency, improved air quality, and a more equitable transportation system.

The proposed improvements are consistent with local and regional planning priorities and support broader objectives related to safety, environmental sustainability, and multi-modal transportation access.

Which goals of the [Regional Transportation Plan](#) and/or [One Nevada Plan](#) are addressed by this project?

This project aligns with the the following goals outlined in the 2050 Regional Transportation Plan.

Safety: This project will improve pedestrian safety by providing accessible sidewalks separated from the roadway.

Congestion Reduction: By promoting walking as an alternative to driving, this project will help reduce local traffic congestion and vehicle use.

System Reliability and Resiliency: This project will enhance the reliability of the pedestrian network, ensuring safe access for vulnerable users.

Equity and Environmental Sustainability: This project supports equity by improving pedestrian infrastructure and reducing dependence on cars, contributing to environmental sustainability.

Accessibility and Mobility: This project will improve pedestrian access and mobility in the neighborhood.

PROJECT COST ESTIMATE (a detailed project budget must be included as a separate attachment)

Total Project Cost \$ 435,690	Amount Reimbursable to Applicant Agency \$ 413,905.50	Applicant Agency Match Requirement (5%) \$ 21,784.50
--------------------------------------	--	---

Source of Match Funds (Please list source or sources of funds and indicate whether funds are cash or in-kind; in-kind match requires further explanation)

City of Reno Street Fund - cash

Project Schedule (Please describe the expected project schedule and indicate whether it is part of a phased project; attach additional documentation as appropriate)

Design, Bidding and Award: 12 months

Construction: 45 Working Days

Ongoing Maintenance (Please describe the ongoing maintenance requirements after the project has been implemented, including cost and agency or agencies responsible)

The City of Reno will maintain the sidewalk connectivity improvements as part of its regular neighborhood street maintenance procedures.

SCORING CRITERION #1: Project Benefits/Safety Enhancement (5 points possible)

Is the project included in an adopted plan, study, or program, and/or does it align with at least one stated goal of the [Regional Transportation Plan](#) or [One Nevada Plan](#)? Please describe the context of the plan, study, or program. The description must be consistent with goals listed on page 1 of this application.

This project aligns with the the following goals outlined in the 2050 Regional Transportation Plan.

Safety: This project will improve pedestrian safety by providing accessible sidewalks separated from the roadway.

Congestion Reduction: By promoting walking as an alternative to driving, this project will help reduce local traffic congestion and vehicle use.

System Reliability and Resiliency: This project will enhance the reliability of the pedestrian network, ensuring safe access for vulnerable users.

Equity and Environmental Sustainability: This project supports equity by improving pedestrian infrastructure and reducing dependence on cars, contributing to environmental sustainability.

Does the project provide traffic calming or safety measures that benefit non-motorized road users? If yes, please explain.

Yes, this project will add sidewalks where none currently exist, providing pedestrians with a safe and accessible path separated from motorized traffic.

Does the project serve multiple modes of transportation? If yes, please explain.

Yes, this project will benefit pedestrians, public transit users, and drivers by separating foot traffic from vehicles and providing reliable sidewalk connectivity to existing bus stops.

Does the project provide connectivity to an existing regional transportation facility or provide clear benefits to the community according to the stated purpose of the TA Set-Aside Program? If yes, please explain.

Yes, the Vine Street project will improve access to the West 7th and Washington Street bus stop, while the Plumas Street project will enhance access to the West Plumb Lane and Plumas Street bus stop—both supporting better connections to the regional public transit system.

SCORING CRITERION #2: Equity and Environmental Justice (2 points possible)

Is the project located in an area with a disproportionately impacted community as identified in Chapter 10 of the [2050 Regional Transportation Plan](#) (Maps 10.1 - 10.4)? If yes, please provide additional context about the area served by the project.

No, these project are not located in areas with a disproportionately impacted community as identified in the 2050 Regional Transportation Plan; however, the Vine Street project would benefit the University of Nevada, Reno community and the Plumas Street project builds on previous TA Set-Aside improvements along Plumas Street, contributing to a more seamless and continuous pedestrian experience throughout the corridor.

Does the project provide access to essential services, including medical, employment, or educational facilities? Please describe how access to each essential service listed is provided.

The Vine Street project will enhance connectivity in the West University neighborhood, benefiting the University of Nevada, Reno community—including students, staff, and nearby campus medical facilities. Additionally, the new sidewalk segment will improve safe routes to Peavine Elementary School and provide safer pedestrian access to medical facilities located across the Vine Street bridge, on the south side of I-80.

The Plumas Street project builds on previous TA Set-Aside improvements along the corridor, helping to create a more seamless and continuous pedestrian experience. It will also support students walking to Mount Rose Elementary School and strengthen overall connectivity between surrounding residential neighborhoods and nearby commercial areas.

SCORING CRITERION #3: Project Readiness (5 points possible)

Infrastructure Projects (respond to one of the following implementation scenarios)

Project would be relatively easy to construct and can be implemented within the next 12 months. The project does not require acquisition of right-of-way, utility relocation, and/or project meets the criteria for a categorical exclusion, according to 23 C.F.R. 771.117(c). Please describe how the project meets this criterion. Note: 30% design or equivalent documentation must be provided as an attachment.

Yes, this project will be relatively easy to construct and will meet the criteria for a categorical exclusion according to 23 C.F.R. 771.117(c). This project will not have any significant impacts on any natural, cultural, recreational, historic or other resource, and will not have any significant environmental impacts. This project will be within existing right of way and will not require any right of way acquisition.

Project will likely take up to 36 months to construct. Project includes right-of-way acquisition, utility relocation, and/or the project will require an environmental assessment/impact statement. Please describe how the project meets this criterion.

N/A

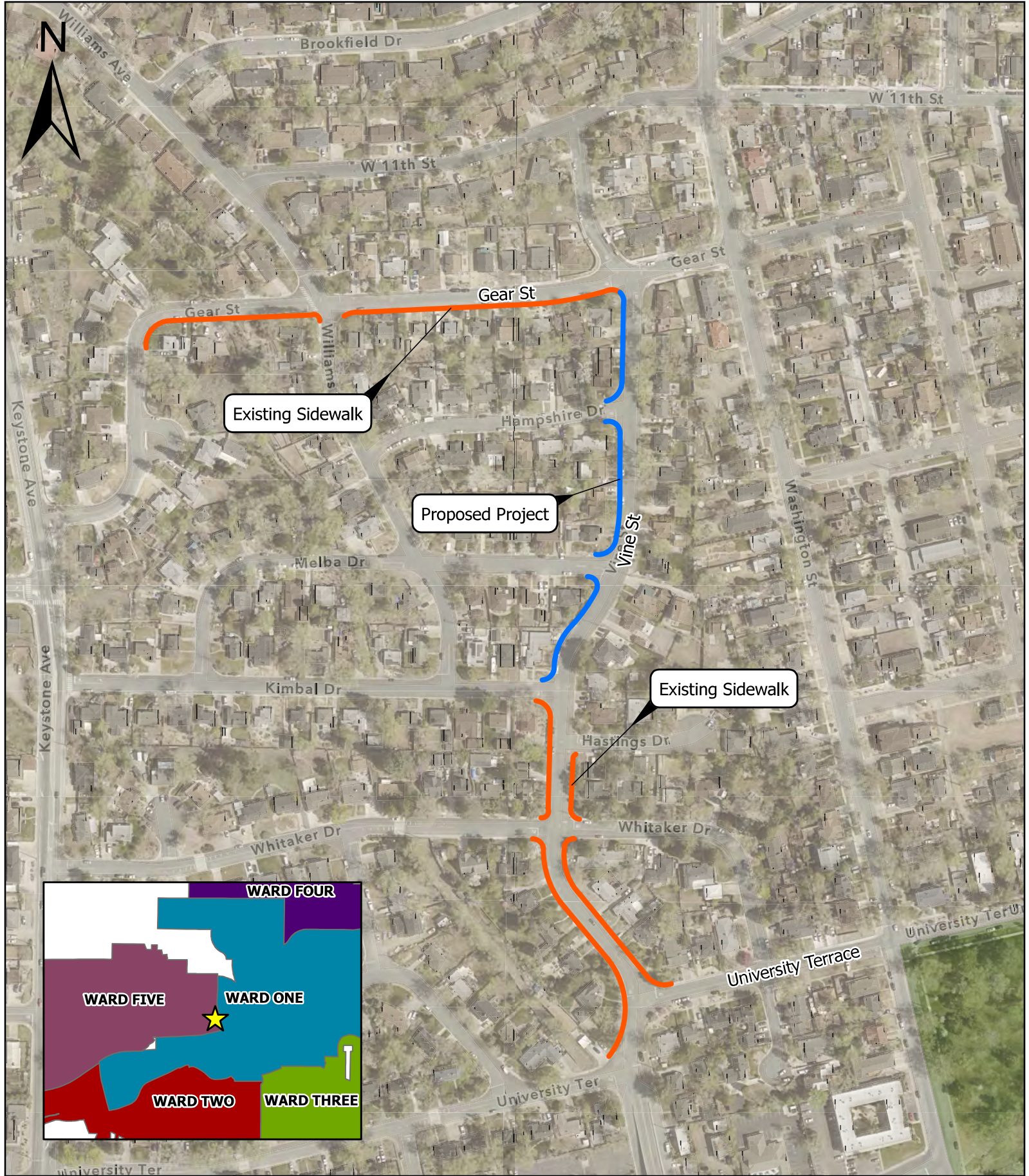
Non-infrastructure Projects (respond to one of the following implementation scenarios)

Educational/outreach program is established and schools/partnerships have been identified. Project evaluation criteria are in place to measure program effectiveness. Project can be implemented within 12 months. Note: evidence of an educational/outreach program, communication about the program with schools and/or other partners, and project evaluation criteria must be included as a separate attachment. Please describe how the project meets this criterion.

N/A

Educational/outreach program will need to be developed, partnerships will need to be established and identified. Evaluation criteria will need to be developed to measure the effectiveness of the project. This project may take 24 months or more to implement. Please describe how the project meets this criterion.

N/A



City of Reno
Department of Public Works
1 E. First Street
Reno, NV 89501

RTC TA SET ASIDE PROGRAM

VINE STREET SIDEWALK CONNECTIVITY

VICINITY MAP

Date: April 2025

The information hereon is approximate and is intended for display purposes only.

Existing Conditions - Vine Street

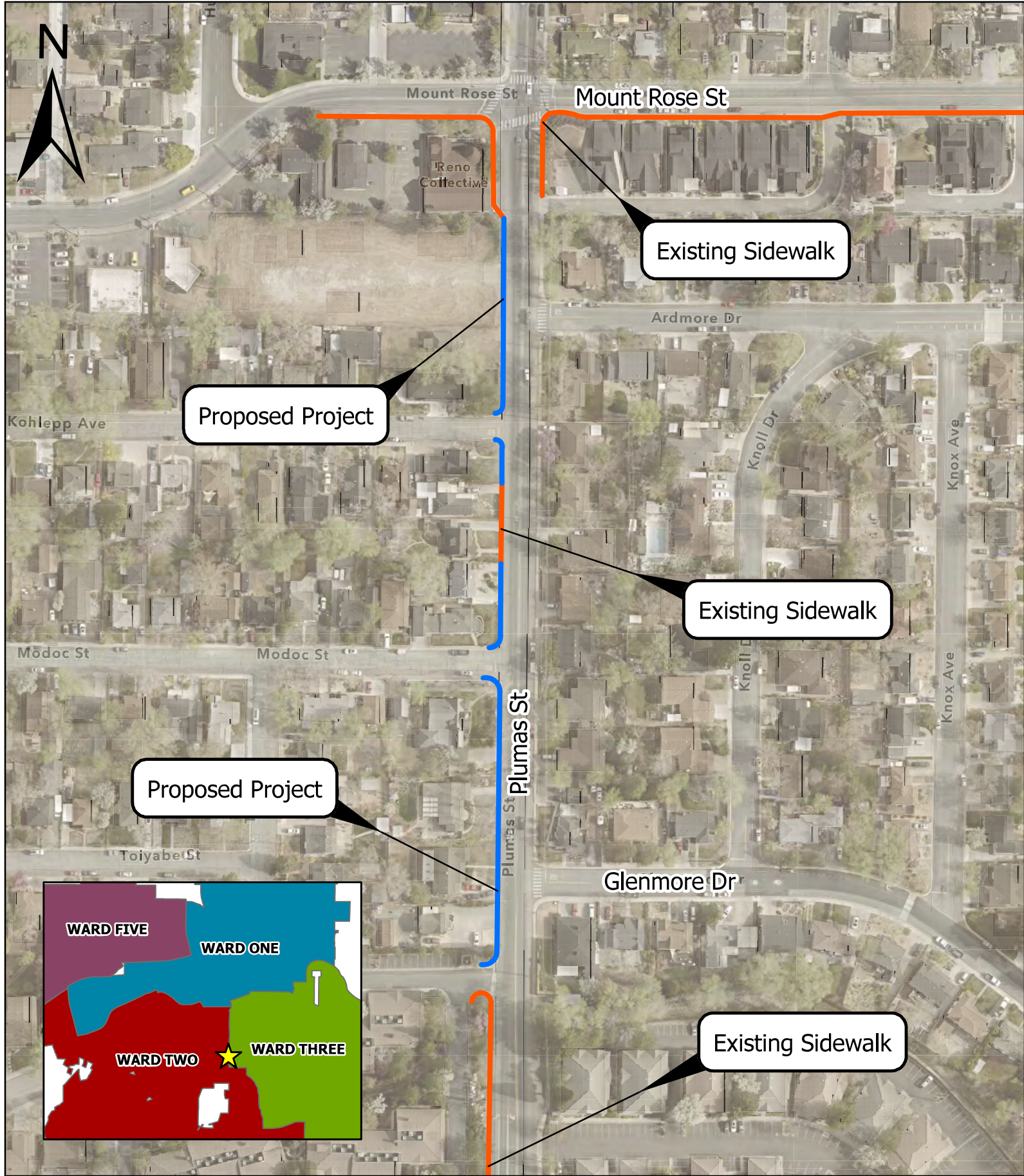


Example of Proposed Improvements - Vine Street



SIDEWALK PATH TO PLACE
NEW CONCRETE IN AREAS
WHERE THERE IS NO
EXISTING CONCRETE.

VINE STREET



Existing Conditions - Plumas Street



Example of Proposed Improvements - Plumas Street



SIDEWALK PATH TO PLACE
NEW CONCRETE IN AREAS
WHERE THERE IS NO
EXISTING CONCRETE.

Budget

2025 City of Reno - Vine Street Engineer's Estimate				
Bid Description	Unit	Quantity	Unit Price	Total
PCC Curb & Gutter (Type 1), Complete in-place. (Contingent Item)	LF	150	\$100.00	\$15,000.00
PCC ADA Sidewalk, Complete in-place (Contingent Item)	SF	3100	\$20.00	\$62,000.00
Remove and replace PCC residential driveway approach (6") and transitions with aggregate base, complete in-base (contingent item)	SF	1100	\$30.00	\$33,000.00
Remove and Replace PCC ADA Pedestrian Ramp, complete in-place	EA	6	\$6,000.00	\$36,000.00
Remove and Replace Bituminous Asphalt, Complete in-place (Contingent Item)	SF	240	\$75.00	\$18,000.00
Remove and Replace Type 1, 3R & 4R Catch Basin to New Finish Grade, Complete in-place	EA	2	\$7,000.00	\$14,000.00
Remove and Replace and/or Relocation of Existing Fence (Contingent Item)	LF	80	\$60.00	\$4,800.00
Remove & Replace Sign with New Base, Anchor, and Post, Complete in-place (Contingent Item)	EA	3	\$875.00	\$2,625.00
Relocate fire hydrant, complete in-place	EA	1	\$5,000.00	\$5,000.00
Traffic Control, Complete in-place	LS		\$31,222.00	\$19,042.50
Contingency				\$19,042.50
		Total		\$190,425.00
				\$228,510.00

2025 City of Reno - Plumas Engineer's Estimate				
Bid Description	Unit	Quantity	Unit Price	Total
PCC Curb & Gutter (Type 1), Complete in-place. (Contingent Item)	LF	160	\$100.00	\$16,000.00
PCC ADA Sidewalk, Complete in-place (Contingent Item)	SF	2500	\$20.00	\$50,000.00
Remove and Replace PCC ADA Sidewalk, Complete in-place	SF	300	\$35.00	\$10,500.00
Remove and replace PCC residential driveway approach (6") and transitions with aggregate base, complete in-base (contingent item)	SF	1400	\$30.00	\$42,000.00
Remove and Replace PCC ADA Pedestrian Ramp, complete in-place	EA	4	\$6,000.00	\$24,000.00
Remove and Replace Bituminous Asphalt, Complete in-place (Contingent Item)	SF	160	\$75.00	\$12,000.00
Remove and Replace Type 1, 3R & 4R Catch Basin to New Finish Grade, Complete in-place	EA	1	\$7,000.00	\$7,000.00
Remove and Replace and/or Relocation of Existing Fence (Contingent Item)	LF	60	\$60.00	\$3,600.00
Remove & Replace Sign with New Base, Anchor, and Post, Complete in-place (Contingent Item)	EA	2	\$875.00	\$1,750.00
Relocate fire hydrant, complete in-place	EA	1	\$5,000.00	\$5,000.00
Preformed Thermoplastic Pavement Markings, 12" Stop Bar and Speed Table Warning Markings, complete in-place	LF	40	\$20.00	\$800.00
Traffic Control, Complete in-place	LS			\$17,265.00
Contingency				\$17,265.00
		Total		\$172,650.00
				\$207,180.00

**TA Set-Aside Award Recommendation
Attachment C – Applications**

**City of Sparks
Pedestrian Ramp Improvement Project**



REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY Transportation Alternatives (TA) Set-Aside Program Grant Application

Please submit application materials by May 9, 2025, to sleague@rtcwashoe.com.
Attach additional pages as needed.

Applicant Agency: City of Sparks

Applicant Agency Address: 431 Prater Way, Sparks, NV 89431

Contact Person's Information

Name: Andrew V. Jayankura, P.E., PTOE, RSP₁

Title: Transportation Manager

Phone Number: (775) 564-2821

Email: ajayankura@cityofsparks.us

Project Name: City of Sparks Pedestrian Ramp Improvement Project – Phase 2

Description of Project Location and Limits (Must include map, if applicable, as a separate attachment)

The locations for this proposed project includes various non-compliant ADA Ramps and the installation of a few new ramps for enhanced connectivity at near-by elementary schools in Sparks, and one location along the Sparks Regional Trail to install a set of new pedestrian ramps and RRFB.

The following is an attachment summary that includes various maps and figures that will help aid your team's consideration of our project proposal:

1. Overview of Sparks that shows location of affected Elementary Schools, Proposed Ramp Upgrades, Wards, and the combined Environmental Justice Areas that includes: Households Below Poverty Level, LEP Residents, Minority Residents, and Residents over 65.
2. Overview of Ped Ramp Locations of what was completed under the 2023 TA Set-Aside Grant.
3. Agres Risley Elementary School – 10 Ramps Proposed
4. Lena Juniper Elementary School – 10 Ramps Proposed
5. Florence Drake Elementary School – 12 Ramps Proposed
6. Katherine Dunn Elementary Schools – 9 Ramps Proposed
7. Lloyd Diedrichsen Elementary School – 10 Ramps Proposed
8. Marvin Moss Elementary School – 10 Ramps Proposed
9. Van Gorder Elementary School – 17 Ramps Proposed
10. Sparks Regional Trail Crossing @ Fen Way – 2 Ramps with RRFB
11. Example pictures of existing outdated pedestrian Ramps
12. Project Cost Estimate

Project Description (Please include need, benefits, and relation to goals listed below)

This proposed project is intended to be a continuation from the 2023 RTC TA Set-Aside Program that improves pedestrian ramp infrastructure near 23 public schools in the City of Sparks to provide a safer, connected, and reliable alternative mode of transportation that not just serves students, but to include all other users as well. In this new phase, seven additional elementary school locations have been selected, each with 9 to 17 nearby non-ADA complaint pedestrian ramps, with a total of 80 ramps in the entirety of the project to be updated.

These improvements are needed to continue the improvement of transportation alternatives in the City, and encourage more participation and a healthier lifestyle for our residents by improving accessibility and removing old physical barriers. To also add, Elementary Schools routes are our highest priority, compared to Middle and High schools due to the vulnerability and limited mode choices often observed with younger students.

Lastly, the improvements will help enhance pedestrian safety around both established and growing neighborhoods within the city promoting the 2050 RTP Goal #1 for Safety. These targeted multi-modal infrastructure improvements throughout the city will also improve pedestrian movement near these schools and will help advance the 2050 RTP Goal #8 of Accessible and Mobility. One of the goals of this project is to encourage new pedestrian activity within these neighborhoods to reduce vehicle miles traveled and improve regional air quality through reduced emissions supporting the 2050 RTP Goal #6 of Equity and Environment Sustainability.

Which goals of the [Regional Transportation Plan](#) and/or [One Nevada Plan](#) are addressed by this project?

Regional Transportation Plan (2025 Update)

*Per Table 4.1: 2050 RTP Update Goals and Objectives
(pg. 38)*

- Goal #1: Safety
- Goal #4: System Reliability and Resiliency
- Goal #6: Equity and Environmental Sustainability
- Goal #8: Accessibility and Mobility
- Goal #9: Integrated Land-Use and Economic Development

One Nevada Plan (Feb 2020 Revision)

- Goal #1: Enhance Safety
- Goal #2: Preserve Infrastructure
- Goal #3: Optimize Mobility
- Goal #5: Foster Sustainability
- Goal #6: Connect Communities

PROJECT COST ESTIMATE (a detailed project budget must be included as a separate attachment)

Total Project Cost	Amount Reimbursable to Applicant Agency	Applicant Agency Match Requirement (5%)
<ul style="list-style-type: none"> • \$799,500.00 	<ul style="list-style-type: none"> • \$759,525.00 	<ul style="list-style-type: none"> • \$39,975.00

Source of Match Funds (Please list source or sources of funds and indicate whether funds are cash or in-kind; in-kind match requires further explanation)

- Will be paid in Cash.

Project Schedule (Please describe the expected project schedule and indicate whether it is part of a phased project; attach additional documentation as appropriate)

1. Agreement with NDOT: 1-3 months
2. Project Design and Preparation for Bidding: 1-3 months
3. Bidding and City Council Award of Project: 1-2 months
4. Preparation to Start Construction: 1 month
5. Construction: 3 months – 40 working days

Total Time: 12 Months

This proposed project is intended to be the second phase of pedestrian infrastructure improvement. Providing safe, reliable pedestrian connectivity to trails and schools is essential to maintaining the quality of life for Sparks residents. The size of this project can be scaled up or down.

Ongoing Maintenance (Please describe the ongoing maintenance requirements after the project has been implemented, including cost and agency or agencies responsible)

The City of Sparks will continue to own and maintain the right-of-way that the ramps and RRFB system are in. The maintenance of the ramps and RRFB system will also continue to be provided by the City of Sparks.

SCORING CRITERION #1: Project Benefits/Safety Enhancement (5 points possible)

Is the project included in an adopted plan, study, or program, and/or does it align with at least one stated goal of the [Regional Transportation Plan](#) or [One Nevada Plan](#)? Please describe the context of the plan, study, or program. The description must be consistent with goals listed on page 1 of this application.

This project is supported by the City of Sparks Comprehensive Plan, the 2050 Regional Transportation Plan and the One Nevada Transportation Plan. Please see below for additional details.

- City of Sparks Comprehensive Plan
 - Vision Statement – Chapter 2
 - “Integrated connectivity with a maintained road network which includes bike and pedestrian pathways.”
 - “A livable, sustainable and healthy community”
 - Connectivity – Chapter 4 – Framework for the Future
 - Connectivity Goals and Policies: Goal C1 – 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.
 - Connectivity Goals and Policies: Goal C3 – Facilitate non-motorized travel throughout the community.
- 2050 Regional Transportation Plan (2025 Update)
 - Goal #1: Safety – Vision Zero and Safe Routes to School
 - Goal #4: System Reliability and Resiliency – Active Transportation Plan/Sustainability Efforts
 - Goal #6: Equity and Environmental Sustainability – ADA Transition Plan/Sidewalk Connectivity Program
 - Goal #8: Accessibility and Mobility – Multimodal Connectivity Initiatives
 - Goal #9: Integrated Land-Use and Economic Development – WCSD/Community Health Improvement Plan
- One Nevada Transportation Plan (Feb 2020 Revision) – This project supports at least four of the stated goals in the One Nevada Transportation Plan
 - Goal #1: Enhance Safety
 - Goal #2: Preserve Infrastructure
 - Goal #3: Optimize Mobility
 - Goal #5: Foster Sustainability
 - Goal #6: Connect Communities

The proposed project will help advance Goal C1 of the City's Comprehensive Plan by promoting access for residents of the city to schools and other community amenities. These improvements are targeted throughout the near elementary schools to allow for all residents living in the these neighborhoods to get around more efficiently and safer. The proposed project will also support the implementation of Goal C3 to facility non-motrized travel throughout the community. In recent years the city has seen increased traffic near elementary schools due to increased population and vehicle miles traveled. The critical infrastructure improvements will provide residents of the city a safer route to walk or bike near these schools. It the goal of this project to promote multi-modal mobility in these neighborhoods and reduce the reliance of vehicle trips near the schools.

Does the project provide traffic calming or safety measures that benefit non-motorized road users? If yes, please explain.

Yes, it enhances safety measures benefiting non-motorized road users. With the pedestrian ramps being upgraded to ADA compliant, it will meet the needs of pedestrians with limited mobility and/or a combination of disabilities, and create a more inclusive environment. With new curb ramps, it can help reduce vehicular traffic by creating a more welcoming and aesthetically pleasing infrastructure, free of barriers, and promote walking as an alternative for healthier communities.

Does the project serve multiple modes of transportation? If yes, please explain.

Yes, this project does serve multiple modes of transportation. The updated pedestrian ramps will not only serve as a safer connection for all vulnerable road users (kids on scooters, people on wheelchairs, walkers, etc.) but help separate this mode of transportation from vehicular traffic. Also, the new ramps at the Sparks Regional Trail (a multiuse path), will help cyclists, cross a collector road as well.

Does the project provide connectivity to an existing regional transportation facility or provide clear benefits to the community according to the stated purpose of the TA Set-Aside Program? If yes, please explain.

Yes, as stated, the TA Set-Aside Program “is specifically intended to improve safety and accessibility for all, in creating safe, connected, and equitable street and trail networks,” the request for improvements in this projects does meet the requirements and vision intended with this program. This is essential and plays an integral part in the general welfare of the residents of Sparks.

SCORING CRITERION #2: Equity and Environmental Justice (2 points possible)

Is the project located in an area with a disproportionately impacted community as identified in Chapter 10 of the [2050 Regional Transportation Plan](#) (Maps 10.1 - 10.4)? If yes, please provide additional context about the area served by the project.

The project is divided among seven elementary schools located within Sparks. All seven serve some portion of the Environmental Justice Population (Please see map #1). Expansion to more areas is a possibility with future phases of the project (in particular, middle and high school areas, parks, retail areas, etc).

- Agres Risley Elementary School – Yes, Environmental Justice Population
- Lena Juniper Elementary School – Yes, Environmental Justice Population
- Florence Drake Elementary School – Yes, Environmental Justice Population
- Katherine Dunn Elementary Schools – Yes, Environmental Justice Population
- Lloyd Diedrichsen Elementary School – Yes, Environmental Justice Population
- Marvin Moss Elementary School – Yes, Environmental Justice Population
- Van Gorder Elementary School – Yes, Environmental Justice Population

Does the project provide access to essential services, including medical, employment, or educational facilities? Please describe how access to each essential service listed is provided.

Yes, the locations were chosen due to the school zoning areas for each school as indicated by Washoe County School District (see attached school maps). With the exception of the set of pedestrian ramps and RRFB proposed at the Sparks Regional Trail.

- Agres Risley Elementary School Zone
- Lena Juniper Elementary School Zone
- Florence Drake Elementary School Zone
- Katherine Dunn Elementary School Zone
- Lloyd Diedrichsen Elementary School Zone
- Marvin Moss Elementary School Zone
- Van Gorder Elementary School Zone

SCORING CRITERION #3: Project Readiness (5 points possible)

Infrastructure Projects (respond to one of the following implementation scenarios)

Project would be relatively easy to construct and can be implemented within the next 12 months. The project does not require acquisition of right-of-way, utility relocation, and/or project meets the criteria for a categorical exclusion, according to 23 C.F.R. 771.117(c). Please describe how the project meets this criterion. Note: 30% design or equivalent documentation must be provided as an attachment.

Yes, project can be implemented in the next 12 months.

- No ROW acquisition is anticipated as the ramps already exist but do not meet current ADA requirements.
- No utility relocations are anticipated.
- There are three locations where new ramps will have to be constructed (over existing sidewalk).

The locations are already determined as demonstrated in the maps attached. Further, refined locations can be determined expeditiously. The City of Sparks has accepted standard details for pedestrian ramps that will be used for construction.

Project will likely take up to 36 months to construct. Project includes right-of-way acquisition, utility relocation, and/or the project will require an environmental assessment/impact statement. Please describe how the project meets this criterion.

- N/A

Non-infrastructure Projects (respond to one of the following implementation scenarios)

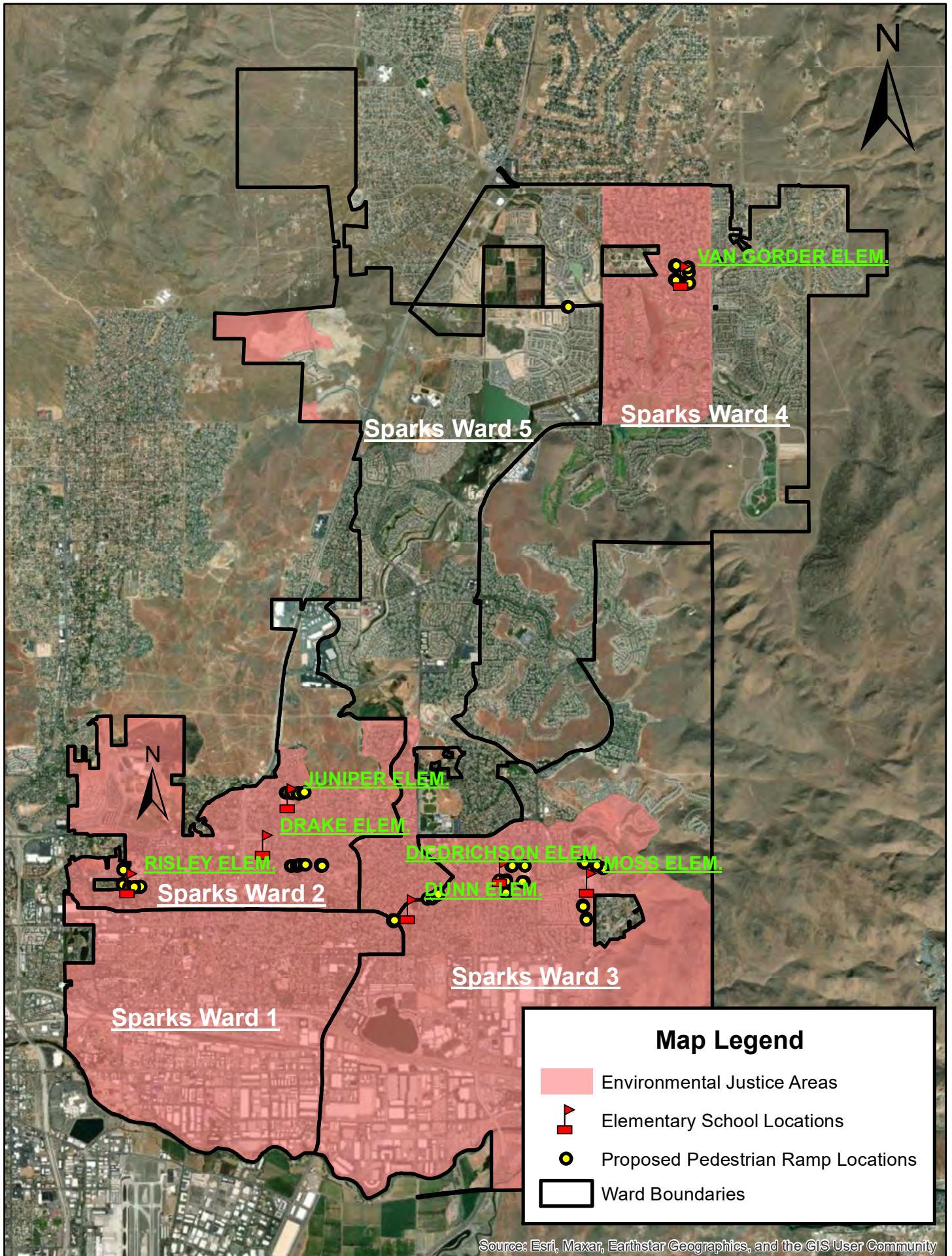
Educational/outreach program is established and schools/partnerships have been identified. Project evaluation criteria are in place to measure program effectiveness. Project can be implemented within 12 months. Note: evidence of an educational/outreach program, communication about the program with schools and/or other partners, and project evaluation criteria must be included as a separate attachment. Please describe how the project meets this criterion.

- N/A

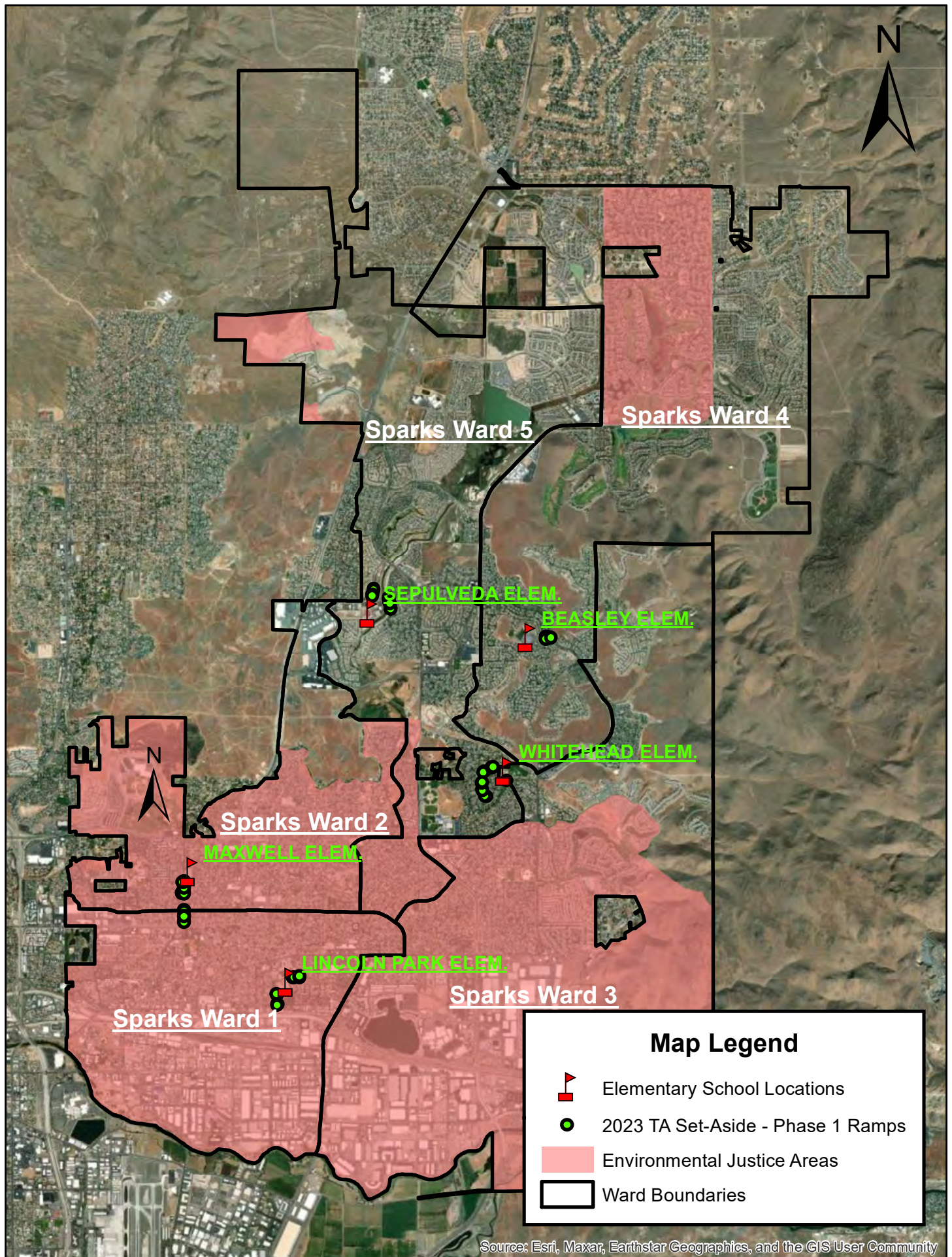
Educational/outreach program will need to be developed, partnerships will need to be established and identified. Evaluation criteria will need to be developed to measure the effectiveness of the project. This project may take 24 months or more to implement. Please describe how the project meets this criterion.

- N/A

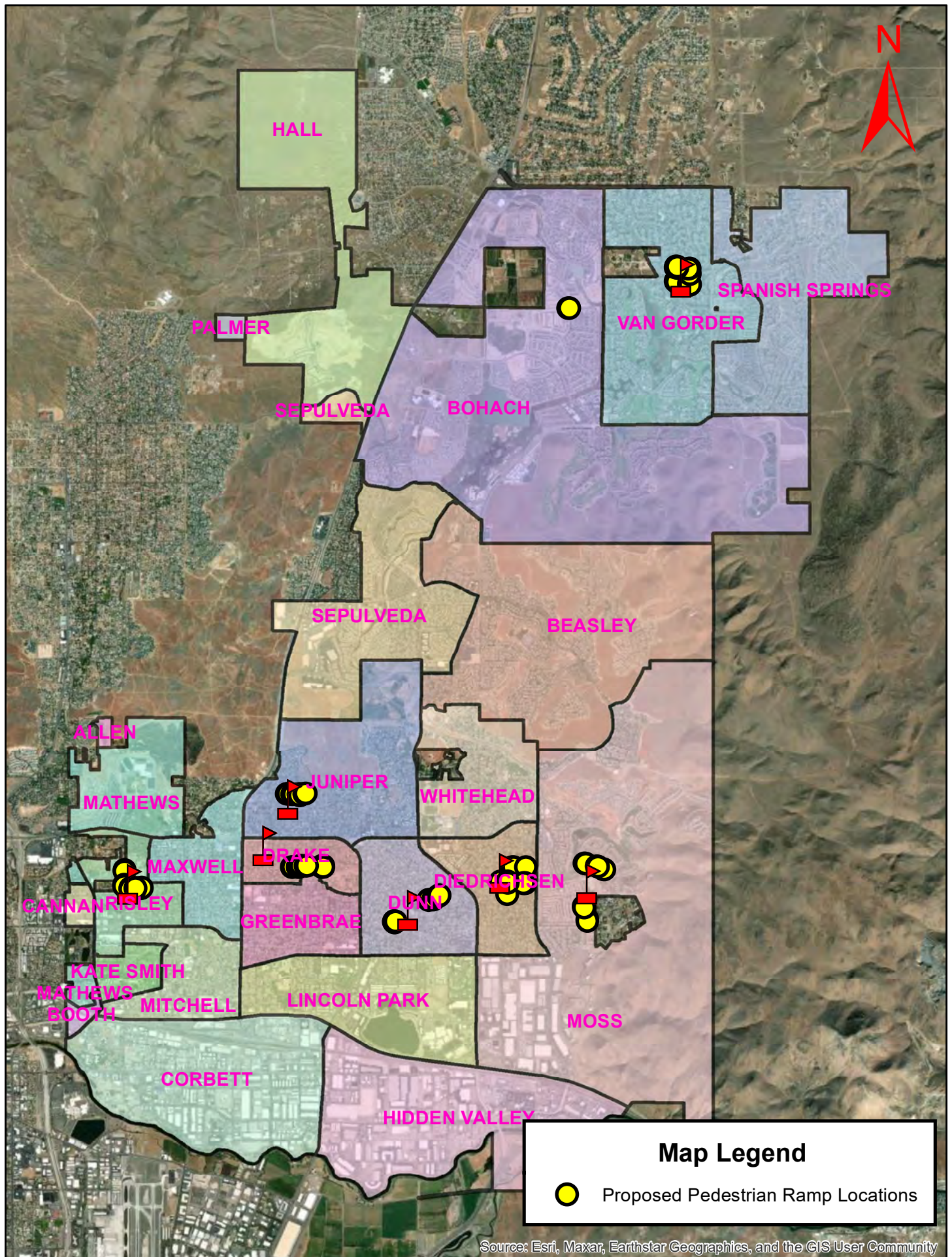
Project Overview



Overview of Completed Ramps from Phase 1



Sparks Elementary School Zones Overview



Risley Elementary - 10 Ramps



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Juniper Elementary - 10 Ramps

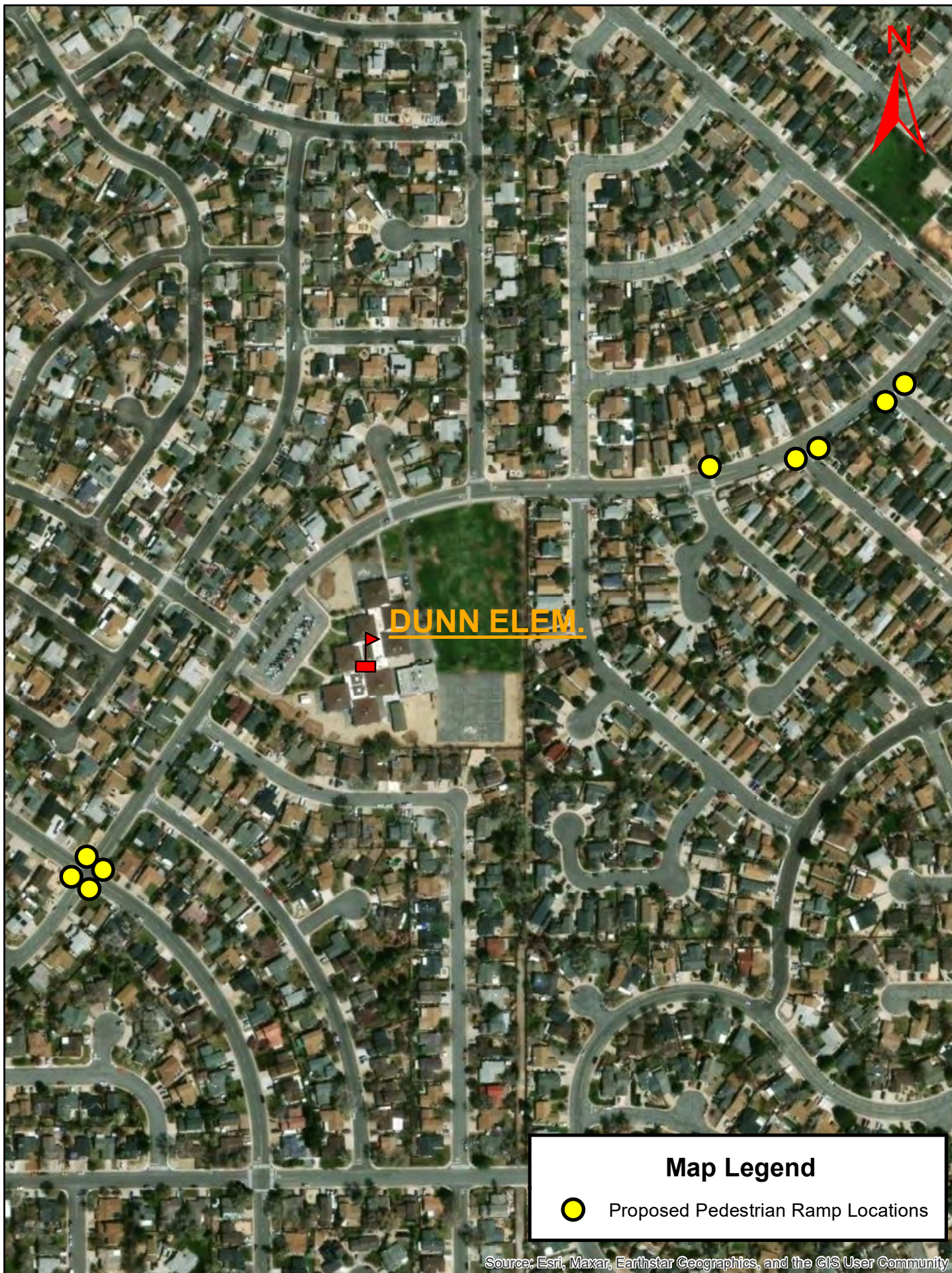


Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Drake Elementary - 12 Ramps



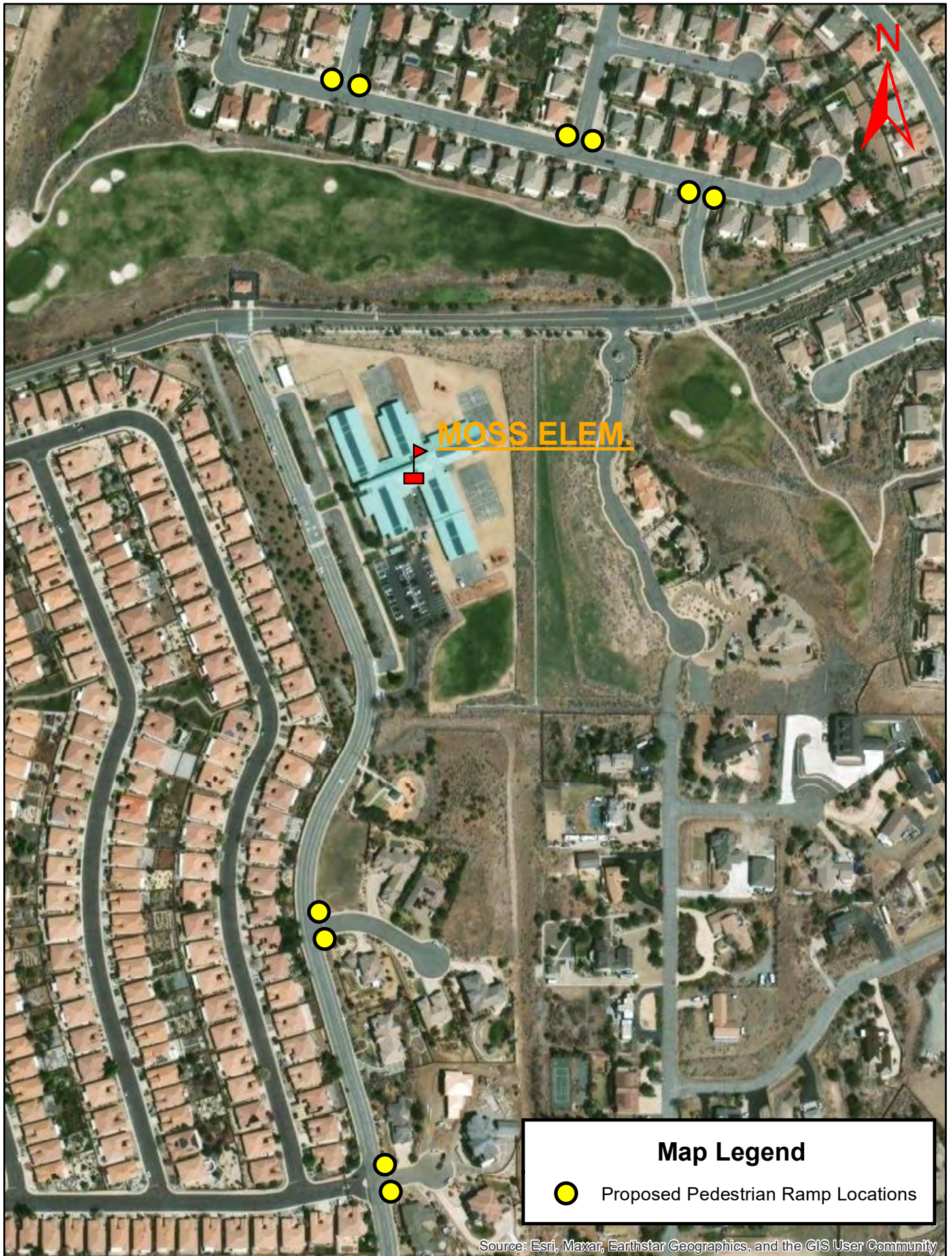
Dunn Elementary - 9 Ramps



Diedrichson Elementary - 10 Ramps

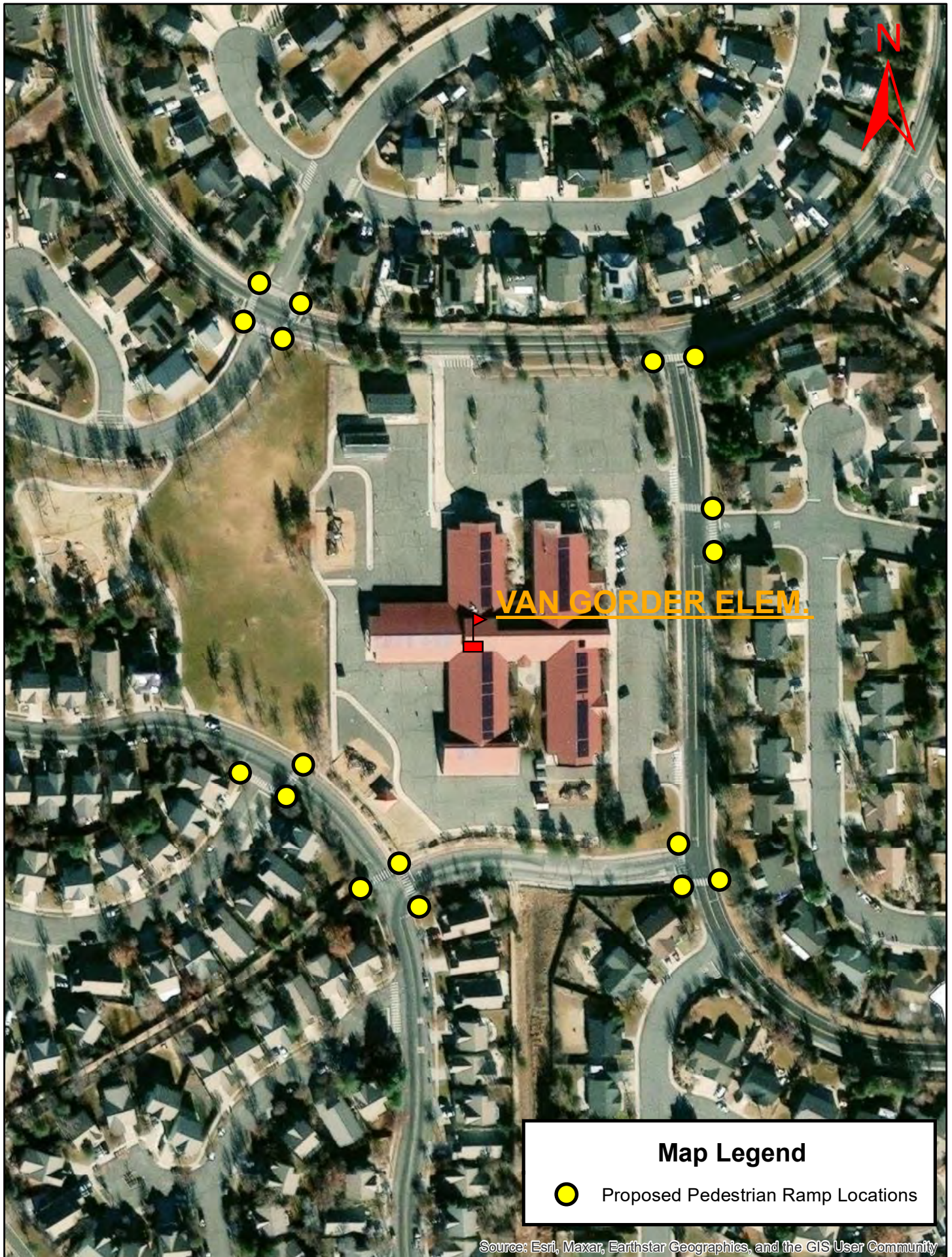


Moss Elementary - 10 Ramps



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

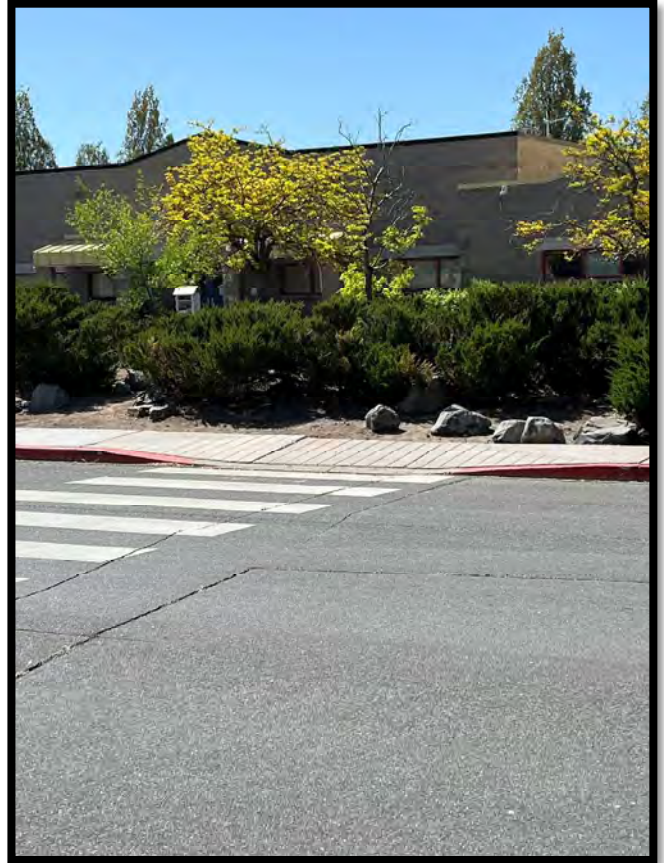
Van Gorder Elementary - 17 Ramps



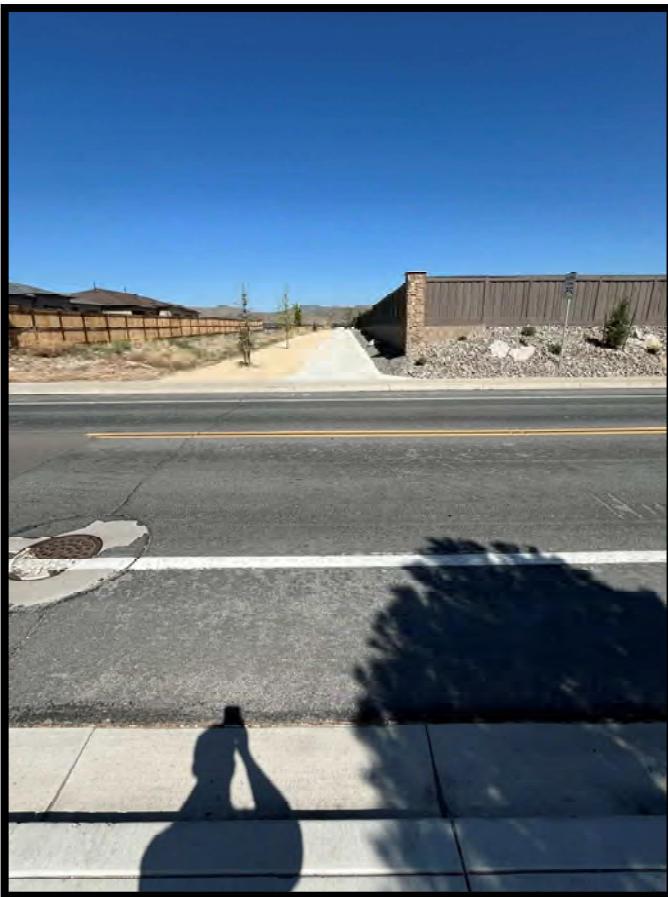
Sparks Regional Trail Crossing @ Fen Way



Non-Compliant ADA Ramp Examples



Sparks Regional Trail Non-Connectivity @ Fen Way



RTC TA SET-ASIDE PROPOSAL
CITY OF SPARKS: PEDESTRIAN RAMP PROJECT - PHASE 2
ESTIMATE OF COSTS - MAY 2025

Engineers Estimate of Probable Costs					
<i>Bid Item</i>	<i>Description</i>	<i>Quantity</i>	<i>Units</i>	<i>Unit Price</i>	<i>Amount</i>
1	Remove Existing and Install ADA Accessible Ramp	80	EA	\$7,500.00	\$600,000.00
2	Installation of RRFB System	1	LS	\$15,000.00	\$15,000.00
2	Force Account / 30% Contingency	1	LS	\$1.00	\$184,500.00

	TOTAL	\$799,500.00
	City of Sparks 5% Match	\$39,975.00
	TA Set Aside Amount Requested	\$759,525.00

**TA Set-Aside Award Recommendation
Attachment C – Applications**

**Reno Bike Project
Major Taylor Program**



Transportation Alternatives (TA) Set-Aside Program Grant Application

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY

Applicant Agency Reno Bike Project

Applicant Agency Address 216 E. Grove St.
Reno, NV, 89502

Contact Person's Information

Name Andy Perkins

Title Executive Director

Phone Number (775) 323-4488

Email andy@renobikeproject.com

Project Name Major Taylor Program

Description of Project Location and Limits (Must include map, if applicable, upload below)

The Major Taylor Program (MTP) is based at two primary locations within the Reno-Sparks region:

1. Reno Bike Project - 635 E 4th St., Reno, NV (Program and Education Space) and 216 E. Grove St., Reno, NV (Primary Shop)

This location serves as the central hub for MTP activities, including classroom-based bicycle safety education, hands-on maintenance training, and community events. The facility includes a fully equipped bike shop and workshop space, enabling participants to learn technical skills in a structured environment. 635 E. 4th St. is strategically situated in downtown Reno, providing easy access to public transportation, bike lanes, and multi-use paths that connect participants to essential services, schools, and recreational spaces.

This location is positioned within a historically underserved area identified in the 2050 Regional Transportation Plan, enhancing the program's impact on transportation equity and community connectivity.

2. High Desert Montessori School - 101 Fantastic Dr., Reno, NV

MTP partners with High Desert Montessori School to deliver cycling safety and transportation education directly to students. This partnership extends MTP's reach into neighborhoods with limited access to non-motorized transportation options, enhancing connectivity for students traveling to and from school.

Project Limits:

MTP's operational reach extends across the Reno-Sparks area, with program routes designed to connect participants to local schools, community centers, health clinics, and public transit stops. Primary corridors include 4th St., Wells Ave., Virginia St., and Silverada Blvd.

Routes are planned to prioritize bike lanes, shared paths, and low-traffic streets, ensuring safe, accessible travel for all participants.

Upload additional supplemental materials

MTP Budget 2026_2027.pdf



MOU Wildflower Montessori (1).pdf



HDMS MOU.pdf

Project Description (Please include need, benefits, and relation to goals listed below)

Reno Bike Project is applying for funding for our Major Taylor Program (MTP) for FY 2025 and 2026. The MTP is a cycling education and safety program that provides access to cycling for teens and pre-teens who may not otherwise have the opportunity to experience the benefits of biking. Through this program, we aim to increase transportation equity, enhance physical health, and broaden access to opportunities for youth in the Reno-Sparks area.

The MTP is open to all middle and high school students in the region, with targeted outreach to schools and organizations serving at-risk youth. Our partnerships focus on populations experiencing higher incidences of poverty, limited access to physical education, and barriers to STEM programming. For the calendar year 2026, our engagement goals are to enroll 150 youth in the MTP, with a projected graduation rate of at least 90%, reflecting program growth and expanded outreach efforts. We aim to expand the program in the calendar year 2027 to 200 youth. The MTP Education course uses bicycling as a tool to teach youth about safe cycling practices, traffic laws, and environmental stewardship. According to the CDC's most recent Youth Risk Behavioral Survey, 31.4 % of middle school students reported rarely or never wearing a helmet while bicycling. In contrast, 100% of youth participating in the MTP wear helmets and engage in structured safety practices.

Lessons are integrated into bike rides ranging from 5 to 30 miles, allowing participants to practice safe riding skills while discovering new parts of the Truckee Meadows. The program aims to create lifelong cyclists by providing a safe, structured introduction to cycling as a non-motorized option for affordable transportation and as a healthy form of exercise and recreation.

Additionally, the program emphasizes the cost benefits of cycling, with the average annual operating cost for a bicycle at just \$350, compared to \$6,118 for an automobile and \$780 for public transportation. By prioritizing cycling, students gain greater access to employment, education, and community events, contributing to long-term mobility and independence.

With funding support, we plan to update and expand our fleet of bicycles, enhance our safety gear inventory, and increase our outreach to marginalized communities. This growth will allow us to break down transportation barriers for even more youth, empowering them to navigate their communities safely and sustainably.

Additionally, we aim to deepen community partnerships with local schools, after-school programs, and youth-serving organizations to further extend the reach of MTP. With a focus on sustainability, we will continue to refurbish donated bikes for program use, minimizing environmental impact and reinforcing our commitment to community-driven solutions.

Which goals of the Regional Transportation Plan and/or One Nevada Plan are addressed by this project?

The Major Taylor Program (MTP) directly aligns with several key goals outlined in the Regional Transportation Plan (RTP) and the One Nevada Plan by advancing sustainable, equitable, and safe transportation options for youth in the Reno-Sparks area. Specifically, the MTP addresses the following objectives:

Improved Transportation Equity (RTP Goal 6) – The MTP increases transportation access for youth from economically disadvantaged backgrounds by providing free access to bicycles, safety education, and multimodal transportation options. This directly supports the RTP's focus on equitable access to safe, reliable transportation for underserved populations and aligns with One Nevada's goal to reduce barriers to mobility.

Safety and Security Enhancements (RTP Goal 1 & One Nevada Goal 1) – The program's curriculum emphasizes bicycle safety, traffic laws, and helmet usage, aligning with regional safety goals to reduce accidents and improve rider security on public roads. This structured education actively reduces risk and fosters confidence in urban cycling.

Multimodal Transportation Expansion (RTP Goal 8 & One Nevada Goal 6) – MTP encourages youth to use

bicycles as a primary means of transportation, supporting the RTP’s initiative to expand multimodal options and reduce reliance on single-occupancy vehicles. This shift contributes to reduced traffic congestion, lower emissions, and increased access to community spaces and educational opportunities. Environmental Sustainability (RTP Goal 6 & One Nevada Goal 4) – By prioritizing cycling as a zero-emission mode of transport, the MTP promotes environmental sustainability. Participants learn the long-term benefits of cycling over car travel, aligning with state-level goals to reduce environmental impact and promote green transportation alternatives that contribute to Nevada’s carbon reduction goals. Through its alignment with both the Regional Transportation Plan and the One Nevada Plan, the Major Taylor Program not only addresses immediate transportation needs for at-risk youth but also contributes to broader community goals of equity, safety, sustainability, and economic opportunity. By fostering safe, sustainable transportation habits in young people, the program actively supports the region’s long-term vision for a more connected, resilient, and environmentally conscious community.

Project Cost Estimate

(a detailed project budget must be included as a separate attachment)

Total Project Cost	\$328,392
Amount to Reimbursable to Applicant Agency	\$311,972.40
Applicant Agency Match Requirement (5%)	\$16,419.60

Source of Match Funds (Please list source or sources of funds and indicate whether funds are cashor in-kind; in-kind match requires further explanation)

The MTP will leverage a combination of community donations and in-kind match contributions to meet grant requirements. The following sources have been identified: 1. Community Donations: RBP hosts annual fundraising events such as the Tri-Lab Street Fair and the Burning Man Pop-Up, which generate unrestricted funds to support youth programming. We anticipate \$25,000 in direct contributions toward the MTP from these events and individual donations in 2025. 2. In-Kind Contributions: Volunteer Hours: RBP engages community volunteers for bicycle maintenance, ride chaperoning, and program instruction. These volunteer hours are valued at \$28.54 per hour based on the Independent Sector’s 2024 national average. We anticipate 500 volunteer hours dedicated to MTP annually, equating to \$14,270 of in-kind support. Total Match Funding: Community Donations: \$25,000 In-Kind Contributions: \$14,270 Combined, these contributions total \$39,270, meeting and exceeding the required match for grant consideration. RBP’s commitment to both community-driven donations and in-kind support demonstrates strong investment and sustainability for the Major Taylor Program. Additionally, this blended approach of financial and community-driven support strengthens our capacity to maintain and expand program activities year over year.

Project Schedule (Please describe the expected project schedule and indicate whether it is part of a phased project; attach additional documentation as appropriate)

MTP has been an integral part of Reno Bike Project's youth cycling initiatives for several years. This project schedule outlines the continuation and expansion of MTP for the 2026-2027 fiscal years, structured as part of a phased implementation to support program growth, expanded community reach, and enhanced program delivery. The project schedule is divided into three primary phases: Planning & Preparation, Program Delivery, and Evaluation & Expansion. Phase 1: Planning & Preparation (January 2026 – March 2026) Secure funding and finalize community partnerships.

Conduct outreach to middle and high schools for student enrollment. Maintain and update bicycle fleet. Acquire new safety gear and educational materials to meet increased enrollment demands. Train staff and educators in bicycle safety and program curriculum. Schedule program delivery in alignment with academic calendars and community partners. Phase 2: Program Delivery (March 2026 – December 2026) Continue MTP classes in coordination with school schedules and after-school programs, with expanded capacity for new students. Deliver cycling safety education, group rides, and maintenance workshops. Host seasonal community events to promote cycling awareness and safety. Monitor progress and collect data on participation, safety outcomes, and community impact. Perform regular bicycle maintenance to ensure safety and reliability. Phase 3: Evaluation & Expansion (January 2027 – December 2027) Assess program outcomes, participant feedback, and community impact. Evaluate bicycle maintenance needs and replenish inventory as necessary. Identify new opportunities for program expansion in underserved areas. Develop strategic plan for the next grant cycle and program year, incorporating insights gained from expanded operations. Present evaluation findings to community partners and stakeholders. Phased Project Implementation: The Major Taylor Program is designed as a phased project to ensure structured growth, effective community engagement, and sustainability. Each phase builds upon the previous one to enhance safety education, increase youth participation, and expand program reach across the Reno-Sparks area. This structured approach allows RBP to maintain program quality while scaling impact year-over-year. Documentation for each phase, including outreach strategies, maintenance logs, and participant surveys, will be provided upon request to demonstrate progress and accountability. This phased schedule supports strategic growth, continuity of service, and further expansion of cycling opportunities for youth in the region.

Ongoing Maintenance (Please describe the ongoing maintenance requirements after the project has been implemented, including cost and agency or agencies responsible)

The ongoing maintenance requirements for the MTP primarily involve the upkeep of bicycles, safety equipment, and educational materials to ensure safe and effective operation throughout each program cycle. RBP is the sole agency responsible for these maintenance activities, leveraging our in-house expertise and community partnerships to manage costs and sustain program quality. Bicycle Maintenance: RBP operates a fully equipped community bike shop staffed by professional mechanics and trained volunteers. Regular maintenance includes tire replacements, brake adjustments, drivetrain cleaning, and frame inspections. Each bike is inspected for safety before every class session, with necessary repairs performed promptly to prevent disruption. The estimated annual cost for bicycle maintenance across the MTP fleet is approximately \$54,000, covering parts, labor, and consumables. Safety Equipment: The program supplies each participant with a helmet and basic safety gear. Participants are given a helmet to keep to encourage helmet use after the program. Estimated cost for helmets is \$3300 in the first year and \$4,400 in the second year. Educational Materials: Curriculum materials, traffic safety signage, and learning tools are reviewed and updated yearly to maintain alignment with

current safety standards and best practices. We estimate the cost of refreshing educational materials at \$1,000 annually, ensuring participants are learning from the most current resources available. Funding and Sustainability: The ongoing costs associated with maintenance are supported through a combination of program fees, community donations, and grant funding. RBP also hosts community fundraising events to supplement these costs, ensuring that program sustainability is maintained year over year without compromising service quality. By integrating maintenance into our program design, RBP guarantees that the Major Taylor Program remains safe, accessible, and impactful for all participants. Our proactive maintenance strategy minimizes downtime, extends the life of our equipment, and maximizes community benefit while keeping costs sustainable.

SCORING CRITERION #1: Project Benefits/Safety Enhancement

5 POINTS POSSIBLE

Is the project included in an adopted plan, study, or program, and/or does it align with at least one stated goal of the Regional Transportation Plan or One Nevada Plan? Please describe the context of the plan, study, or program. The description must be consistent with goals listed on page 1 of this application.

MTP is directly aligned with key objectives of both the RTP and the One Nevada Plan. These strategic frameworks prioritize multimodal transportation options, safety enhancements, and community-based mobility solutions—all of which are core components of MTP.

Regional Transportation Plan (RTP): The RTP emphasizes the need for expanded multimodal transportation options to reduce vehicle dependency, improve public health, and enhance access to education and employment opportunities. MTP actively supports these goals by providing youth with the skills and resources needed to adopt cycling as a safe, affordable, and sustainable mode of transportation. Through structured safety education and group rides, MTP participants learn how to navigate urban infrastructure safely and confidently.

In addition, the program's focus on bicycle safety education addresses RTP's goals for enhancing safety and reducing accidents involving cyclists. The incorporation of helmet use, traffic law education, and supervised group rides directly supports regional strategies for safer streets. By providing cycling access to students who may not have other transportation options, MTP also contributes to reducing local traffic congestion and emissions.

One Nevada Plan: The One Nevada Plan prioritizes sustainable transportation solutions and improved accessibility across the state. MTP contributes to these goals by providing a zero-emission transportation option that reduces traffic congestion and environmental impact. The program's emphasis on transportation access for youth also aligns with One Nevada's focus on enhancing equitable mobility solutions, particularly in underserved communities.

Furthermore, MTP's community-based approach leverages local partnerships and volunteer support, reinforcing One Nevada's emphasis on collaborative community efforts to improve transportation access and safety. MTP participants not only gain access to safe cycling opportunities but also receive education on environmental stewardship and sustainable travel habits.

Context and Inclusion: MTP is recognized within local transportation and community health initiatives as a critical program for advancing youth mobility and cycling education. Its alignment with both the RTP and the One Nevada Plan positions it as a vital contributor to regional transportation solutions, supporting broader community goals of safety, sustainability, and equitable access.

The continuation and expansion of MTP for 2026-2027 further strengthen its capacity to contribute to these regional goals, making it a strategic investment for long-term community impact and sustainable mobility growth. By building on its existing framework, MTP ensures continuity of service while expanding its reach to more students, reinforcing its role as a transformative community transportation solution.

Does the project provide traffic calming or safety measures that benefit non-motorized road users? If yes, please explain.

MTP provides significant traffic calming and safety measures that directly benefit non-motorized road users, particularly youth cyclists. Through structured education and community engagement, MTP enhances road safety in the following ways:

1. **Bicycle Safety Education:** MTP participants receive hands-on training in bicycle safety, traffic laws, and responsible riding practices. This includes understanding proper lane positioning, signaling, and navigating intersections safely. By equipping youth with this knowledge, MTP reduces risky behavior and promotes safer interactions between cyclists and motorists.
2. **Group Rides with Supervision:** MTP organizes regular group rides that are supervised by trained staff and volunteer ride chaperones. These group rides not only reinforce safe cycling practices but also increase cyclist visibility in the community, encouraging more cautious driving behavior from motorists. This presence on the roads contributes to natural traffic calming, as drivers slow down and exercise greater awareness around groups of cyclists.
3. **Route Planning and Community Awareness:** MTP emphasizes route planning that prioritizes bike lanes, low-traffic streets, and multi-use paths. Participants learn to select safer routes, mitigating exposure to high-risk traffic areas. Additionally, MTP-led community events raise awareness about cyclist presence and rights, promoting shared road use and respect for non-motorized travelers.
4. **Helmet Use and Safety Gear Compliance:** All MTP participants are required to wear helmets and appropriate safety gear during all rides. This emphasis on safety reduces the risk of severe injury in the event of an accident, aligning with regional safety initiatives for non-motorized road users.
5. **Community Engagement and Advocacy:** MTP actively participates in local transportation planning discussions and community events, advocating for safer cycling infrastructure and improved traffic calming measures. By collaborating with local stakeholders, MTP helps drive initiatives for protected bike lanes, improved signage, and community-wide safety campaigns.

Through its comprehensive safety education, supervised rides, and community advocacy, the Major Taylor Program effectively contributes to traffic calming and the creation of safer streets for non-motorized road users across the Reno-Sparks area. These efforts not only enhance safety for program participants but also promote a culture of shared road responsibility among all users.

Does the project serve multiple modes of transportation? If yes, please explain.

MTP serves multiple modes of transportation by promoting and educating participants on cycling as a primary mode of non-motorized travel while also integrating with public transportation options. This multimodal approach is designed to increase access to education, employment, and community resources for youth in the Reno-Sparks area.

1. **Cycling as Primary Transportation:** MTP focuses on teaching youth to use bicycles as a practical, sustainable form of transportation. Participants learn bicycle safety, maintenance, and route planning, enabling them to navigate urban areas safely and confidently. This training allows them to independently access school, work, and community events without reliance on motor vehicles, contributing to reduced traffic congestion and lower emissions.
2. **Integration with Public Transportation:** MTP participants are also educated on how to integrate cycling with local public transit options, such as RTC Ride buses, which are equipped with front-mounted bike racks. This integration expands the range of accessible destinations, allowing participants to travel further while still relying on non-motorized transportation. By combining cycling with public transit, MTP encourages a seamless multimodal experience that enhances mobility for youth.
3. **Multimodal Route Planning:** MTP curriculum includes route planning that combines cycling with public transit for longer commutes. Participants learn how to safely transition from cycling to bus travel, maximizing the efficiency and safety of their commutes. This structured planning empowers youth to explore their communities more fully while reducing dependence on car travel.
4. **Advocacy for Safe Multi-Use Paths:** Through community engagement, MTP advocates for the development and maintenance of multi-use paths that accommodate cyclists, pedestrians, and other non-motorized users. These paths promote safe, shared spaces for various modes of active transportation and connect key community locations such as schools, parks, and community centers.

By promoting cycling as a primary means of travel and supporting its integration with public transportation, MTP enhances multimodal transportation options for youth, contributing to greater mobility, independence, and environmental sustainability. This commitment to multimodal travel not only supports individual mobility but also aligns with regional goals for reducing traffic congestion and

improving community connectivity.

Does the project provide connectivity to an existing regional transportation facility or provide clear benefits to the community according to the stated purpose of the TA Set-Aside Program? If yes, please explain.

The Major Taylor Program (MTP) directly contributes to regional connectivity and delivers clear community benefits, consistent with the stated purpose of the TA Set-Aside Program. By fostering non-motorized transportation habits among youth and integrating cycling with public transit, MTP aligns with regional and state transportation goals.

1. Connectivity to Regional Transportation Facilities:

MTP strategically integrates cycling with existing public transportation infrastructure. Specifically, participants learn how to use RTC Ride buses equipped with bike racks, enabling them to extend their travel range beyond cycling alone. This connectivity improves access to educational, recreational, and employment opportunities while reducing reliance on motor vehicles.

Additionally, MTP’s focus on route planning encourages the use of bike lanes, multi-use paths, and transit hubs, promoting seamless transitions between cycling and public transportation. By teaching youth to efficiently combine cycling with public transit, MTP directly supports the region’s goal of enhanced connectivity for non-motorized users, while also reducing congestion and emissions.

2. Community Benefits:

MTP addresses transportation challenges by providing youth with skills and resources to use bicycles as affordable, sustainable transportation. This empowerment reduces barriers to mobility and promotes public health through increased physical activity. Community events hosted by MTP also help foster a culture of cycling, raising awareness about non-motorized transportation options and safety.

Additionally, MTP’s community-driven approach encourages local partnerships and volunteer involvement, building a stronger, more resilient transportation network. By prioritizing cycling safety and multimodal integration, MTP supports the TA Set-Aside Program’s purpose of improving transportation alternatives and fostering community connectivity. Its focus on youth engagement ensures that the next generation of commuters is well-equipped to choose sustainable, active transportation options, contributing to long-term regional mobility.

SCORING CRITERION #2: Equity and Environmental Justice
2 POINTS POSSIBLE

Is the project located in an area with a disproportionately impacted community as identified in Chapter 10 of the 2050 Regional Transportation Plan (Maps 10.1 - 10.4)? If yes, please provide additional context about the area served by the project.

Yes, the Major Taylor Program (MTP) operates within areas identified as disproportionately impacted communities in Chapter 10 of the 2050 Regional Transportation Plan (RTP) for the Reno-Sparks region.

Context of the Area Served:

Primary Location: MTP is based at Reno Bike Project’s community bicycle shop located at 216 E. 4th St., situated in downtown Reno. This area is characterized by a high concentration of low-income households, limited access to private transportation, and underinvestment in active transportation infrastructure.

Educational Partnership: MTP partners with High Desert Montessori School, located at 101 Fantastic Dr., to provide bicycle safety education and transportation training to students. This collaboration extends MTP's reach into neighborhoods that also exhibit elevated rates of traffic-related incidents involving pedestrians and cyclists.

By providing structured bicycle safety education, supervised group rides, and integration with public transit

options, MTP addresses these disparities directly. The program enhances mobility options for youth, promotes safer travel behaviors, and fosters a culture of active transportation within these communities.

Furthermore, MTP's alignment with the RTP's goals ensures that efforts are concentrated in areas where they are most needed, contributing to the broader objectives of equitable transportation access, safety improvements, and community well-being.

Through its targeted approach, the Major Taylor Program not only addresses immediate transportation challenges but also lays the groundwork for long-term, sustainable improvements in mobility and quality of life for residents in disproportionately impacted communities.

Does the project provide access to essential services, including medical, employment, or educational facilities? Please describe how access to each essential service listed is provided.

MTP actively provides access to essential services, including educational facilities, employment opportunities, and community-based health resources through structured cycling education and strategic community partnerships.

1. Educational Facilities: MTP operates out of Reno Bike Project's education bicycle shop, which includes a dedicated classroom and workshop space for program participants. Additionally, MTP partners with High Desert Montessori School to deliver bicycle safety education and transportation training directly to students. This partnership increases accessibility to educational opportunities by equipping students with transportation skills that enable independent travel to school and after-school programs.

2. Employment Opportunities: Through MTP's cycling education and hands-on bike maintenance workshops, participants develop technical skills that can translate to employment opportunities within the bicycle industry, local bike shops, and community events. MTP also provides mentorship opportunities that connect participants with potential employers, fostering pathways to job readiness and workforce engagement.

3. Community-Based Health Resources: MTP emphasizes cycling as a form of active transportation that improves physical health and access to community health facilities. Participants learn safe, efficient route planning to medical facilities, community health clinics, and recreational centers, reducing barriers to essential health services. Additionally, the program promotes healthy living through active transportation, aligning with local public health initiatives aimed at reducing chronic disease and encouraging physical activity.

By providing education, skill-building, and safe transit options, MTP not only enhances participants' mobility but also improves their access to essential services throughout the Reno-Sparks area.

SCORING CRITERION #3: Project Readiness
5 POINTS POSSIBLE

Infrastructure Projects

(respond to one of the following implementation scenarios)

Non-infrastructure Projects

(respond to one of the following implementation scenarios)

Educational/outreach program is established and schools/partnerships have been identified. Project evaluation criteria are in place to measure program effectiveness. Project can be implemented within 12 months. Note: evidence of an educational/outreach program, communication about the program with schools and/or other partners, and project evaluation criteria must be included as a separate attachment. Please describe how the project meets this criterion.

The Reno Bike Project's (RBP) educational and outreach program is well-established and currently operates in partnership with local schools and community organizations. Notably, the program is actively implemented at High Desert Montessori School and Wildflower Montessori, where students participate in hands-on bicycle maintenance workshops and learn about sustainable transportation.

Evidence of Educational/Outreach Program

RBP's commitment to education is evident through its established curriculum, which includes workshops

on bicycle safety, maintenance, and sustainable transportation. These workshops are conducted both at RBP's 216 E. Grove St. education space and at partner locations, including High Desert Montessori and Wildflower Montessori.

Communication with Schools and Partners

RBP has established regular communication channels with its partner schools and organizations. This includes monthly check-ins, collaborative event planning, and coordinated outreach efforts.

Memorandums of Understanding (MOUs) with High Desert Montessori and Wildflower Montessori are attached as evidence of these

Project Evaluation Criteria

To measure program effectiveness, RBP has developed a set of evaluation criteria, including:

Attendance and Participation Rates: Tracking the number of students and miles ridden.

Skill Acquisition: Assessing participants' improvement in bicycle riding and safety skills through practical evaluations.

Feedback Surveys: Collecting qualitative data from students, teachers, and community partners to gauge impact and areas for improvement.

The evaluation process is designed to ensure that the program not only meets its educational goals but also contributes positively to the community's understanding and practice of sustainable transportation.

Implementation Timeline

The project is structured to be fully implemented within immediately, with milestone tracking and quarterly evaluations to ensure adherence to projected timelines.

Project Budget		
	Annual Budget	TA Set-Aside Funds Requested
2026	\$173,646.00	\$164,963.70
2027	\$154,746.00	\$147,008.70
Budget Total	\$328,392.00	\$311,972.40

Major Taylor Program Budget 2026		
EXPENSES	BUDGET	COMMENTS
Staffing		
Program Director	\$15,600.00	Katie: \$30/hr @ 10 hr/wk @52 wks
MTP Coordinator/Instructor	\$52,000.00	Tom: \$25/hr @ 40hr/wk @52 wks
MTP Assistant Instructor	\$4,800.00	\$20/hr @ 20 hr/wk @ 20 weeks
Staffing Sub-total	\$72,400.00	
Program Expenses		
Bikes	\$40,000.00	50 Bikes @ \$800 each
Replacement Parts	\$7,500.00	50 bikes @ \$150
Instruction Materials	\$1,000.00	Brochures, flyers, handouts
Accessories	\$2,000.00	patch kits, protective eye wear
Helmets	\$3,300.00	150 helmets @ \$22 each
Shirts	\$3,000.00	150 @ \$20 each
Protective Equipment/First Aid	\$1,000.00	Sunscreen, banages, first aid kits
Maintenance - Labor	\$15,000.00	Bike fleet maintenance 600 hours @ \$25 hr
Tools	\$2,000.00	Replacement Tools
Vehicle Maintenance and Insurance	\$1,800.00	\$300*12 months @ 50%
Transportation	\$2,000.00	50% of fuel costs
Insurance	\$2,646.00	General Liability, worker's compensation and youth ride insurance
Certifications	\$1,000.00	CPR, First AID and Background checks
Travel/Continuing Education	\$6,000.00	Youth Bike Summit, Continuing Education
Marketing	\$500.00	Flyers, job postings
Utilities	\$6,000.00	Rent, sewer, gas, electric and water @10%
Program Expense Sub-total	\$94,746.00	
Administration	\$6,500.00	Andy @ \$50* 2.5 hrs* 52 weeks
Total Budget	\$173,646.00	
TA Set-Aside Funds Requested	\$164,963.70	

Major Taylor Program Budget 2027		
EXPENSES	BUDGET	COMMENTS
Staffing		
Program Director	\$15,600.00	Katie: \$30/hr @ 10 hr/wk @52 wks
MTP Coordinator/Instructor	\$52,000.00	Tom: \$25/hr @ 40hr/wk @52 wks
MTP Assistant Instructor	\$4,800.00	\$20/hr @ 20 hr/wk @ 20 weeks
Staffing Sub-total	\$72,400.00	
Program Expenses		
Bikes	\$20,000.00	25 bikes @ \$800 each
Replacement Parts	\$7,500.00	50 bikes @ \$150
Instruction Materials	\$1,000.00	Brochures, flyers, handouts
Accessories	\$2,000.00	patch kits, protective eye wear
Helmets	\$4,400.00	200 helmets @ \$22 each
Shirts	\$4,000.00	200 @ \$20
Protective Equipment/First Aid	\$1,000.00	Sunscreen, banages, first aid kits
Maintenance - Labor	\$15,000.00	Bike fleet maintenance 600 hours @ \$25 hr
Tools	\$1,000.00	Replacement Tools
Vehicle Maintenance and Insurance	\$1,800.00	\$300*12 months @ 50%
Transportation	\$2,000.00	50% of fuel costs
Insurance	\$2,646.00	General Liability, worker's compensation and youth ride insurance
Certifications	\$1,000.00	CPR, First AID and Background checks
Travel/Continuing Education	\$6,000.00	Youth Bike Summit, Continuing Education
Marketing	\$500.00	Flyers, job postings
Utilities	\$6,000.00	Rent, sewer, gas, electric and water @10%
Program Expense Sub-total	\$75,846.00	
Administration	\$6,500.00	Andy @ \$50* 2.5 hrs* 52 weeks
Total Budget	\$154,746.00	
TA Set-Aside Funds Requested	\$147,008.70	95%

MEMORANDUM OF UNDERSTANDING (MOU)

This Memorandum of Understanding (MOU) is entered into on this 8 day of April, 2025, by and between:

- **Northern Nevada Wildflower Montessori (NNWM)** and
- **Reno Bike Project (RBP).**

Purpose:

The purpose of this MOU is to outline the collaborative goals and efforts between NNWM and RBP to promote physical education, bike safety, learning to ride a bike, maintenance workshops, and to support community engagement efforts.

Goals and Responsibilities:

1. Reno Bike Project (RBP) Responsibilities:

- Provide bikes for kids at NNWM to use for physical education and recess.
- Facilitate workshops on bike safety and learning how to ride a bike for NNWM students.
- Provide a 1x a week enrichment activity for students of NNWM

2. Northern Nevada Wildflower Montessori (NNWM) Responsibilities:

- Organize families/caregivers to participate in bike maintenance workshops at Reno Bike Project as part of a community engagement effort.
- Support Reno Bike Project by volunteering or organizing events to assist with maintenance and other activities.
- Store the donated bikes indoors to increase the sustainability of the project and lifecycle of the bicycles.

Duration and Timeline:

- This MOU will remain in effect indefinitely until either party decides to terminate the agreement with written notice to the other party.
- Specific timelines for activities and events will be discussed and agreed upon on a case-by-case basis.

Non-Binding Nature:

- This MOU is not legally binding and does not create a formal partnership or joint venture. It is intended to foster collaboration between the two parties and guide community engagement efforts.

Amendments:

- This MOU is subject to changes and amendments as agreed upon by both parties.

Termination:

- Either party may terminate this MOU with 30 days' written notice to the other party.

Signatures:**Kelly Ryder**

Title: Teacher Leader and Committee to Form Liaison
Northern Nevada Wildflower Montessori (NNWM)

Date: April 8, 2025

Andy PerkinsA handwritten signature in black ink, appearing to read 'Andy Perkins', with a stylized, cursive script.

Title: Interim Executive Director Reno Bike Project (RBP)

Date: April 8, 2025

This MOU reflects a mutual understanding of the goals of NNWM and RBP in supporting community engagement through bike safety, maintenance initiatives, and community engagement.



High Desert Montessori Charter School

101 Fantastic Drive. Reno, Nevada 89512 - 775-624-2800

Memorandum of Understanding (MOU)

Between High Desert Montessori Charter School (hereinafter referred to as "HDMS") and Major Taylor Reno Bike Project (hereinafter referred to as "MTBP")

For the 2025-2026 School Year

Date: May 8, 2025

1. Purpose:

This Memorandum of Understanding (MOU) outlines the terms and conditions of a collaborative partnership between High Desert Montessori Charter School (HDMS) and the Major Taylor Bike Program (MTBP) to provide cycling education and opportunities to HDMS students during the 2025-2026 school year. Both parties recognize the mutual benefits of this partnership in promoting physical activity, healthy lifestyles, skill development, and community engagement among students.

2. Goals and Objectives:

The primary goals and objectives of this partnership are to:

- Introduce HDMS students to the fundamentals of safe cycling.
- Develop students' cycling skills, including balance, coordination, and bike handling.
- Promote physical fitness and healthy habits through cycling.
- Foster teamwork, responsibility, and respect among participants.
- Provide opportunities for students to engage in positive and enriching extracurricular activities.
- Connect students with the local cycling community through the resources and expertise of MTBP.

3. Responsibilities of HDMS:

HDMS will be responsible for:

- Identifying and recruiting interested students to participate in the MTBP activities.
- Providing a suitable and safe on-campus location for some introductory activities, if applicable and agreed upon.
- Facilitating communication between MTBP and participating students, families, and school staff.
- Obtaining necessary parental/guardian consent forms for student participation.
- Providing necessary administrative support for the program within the school environment.
- Collaborating with MTBP to schedule program sessions that minimize disruption to the regular school day, where applicable.
- Ensuring adequate supervision of students during on-campus activities, if any.
- Promoting the MTBP program to the school community through newsletters, website, and other communication channels.

4. Responsibilities of MTBP:

MTBP will be responsible for:

- Providing qualified instructors and volunteers to lead cycling education sessions.
- Developing age-appropriate curriculum and activities focused on cycling safety, skills, and fun.
- Providing access to bicycles, helmets, and basic maintenance tools for participating students who may not have their own, subject to availability.
- Organizing and leading off-campus cycling sessions in safe and appropriate locations, with clear communication of logistics and safety protocols.
- Ensuring that all instructors and volunteers have undergone necessary background checks and safety training.
- Maintaining insurance coverage for their program activities.
- Collaborating with HDMS to adapt program activities to the specific needs and context of the school and its students.

5. Program Details:

- **Program Activities:** The specific activities may include, but are not limited to:
 - Introduction to bicycle safety and parts.
 - Basic cycling skills (starting, stopping, balancing, turning).
 - Safe riding practices in various environments.
 - Basic bike maintenance.
 - Potential group rides in designated areas.
- **Schedule:** The schedule of MTBP activities at HDMS will be mutually agreed upon by both parties prior to the start of the 2025-2026 school year.
- **Location:** Program activities will primarily take place on the HDMS campus in designated areas, at designated off-campus locations organized by MTBP, etc.
- **Student Participation:** Participation in the MTBP program will be voluntary and open to students in grades 7 and 8. The maximum number of participants may be limited based on instructor availability and safety considerations.
- **Fees:** There are no fees associated with participation in this program at this time.

6. Insurance and Liability:

- MTBP will maintain its own liability insurance covering its instructors, volunteers, and program activities. MTBP will provide HDMS with a certificate of insurance upon request.
- HDMS will maintain its general liability insurance covering its students and staff.
- Each participating student will be required to have a signed waiver from their parent/guardian acknowledging the risks associated with cycling activities.

7. Communication:

Regular communication between HDMS and MTBP representatives will be essential for the success of this partnership. Designated points of contact for each organization are:

- **HDMS:** [Eric Perez, Executive Director, 775-230-6258, eric@hdmsreno.com
- **MTBP:** Tom Chapel, Project Manager, 775-323-4488, tom@renobikeproject.com]

Communication methods will include email, phone calls, and periodic meetings as needed.

8. Term and Termination:

This MOU will be effective for the 2025-2026 school year, commencing on August 1, 2025 and concluding on June 5, 2026. This MOU may be extended for subsequent school years by written agreement of both parties.

Either party may terminate this MOU with 30 days written notice to the other party if there is a material breach of the terms outlined herein, or for other mutually agreed upon reasons.

9. Evaluation:

Both parties agree to collaboratively evaluate the effectiveness of the program at the end of the 2025-2026 school year. This evaluation may include feedback from students, parents, teachers, and program instructors. The findings of the evaluation will be used to inform future collaborations.

10. Amendments:

This MOU may be amended or modified by a written agreement signed by authorized representatives of both HDMS and MTBP.

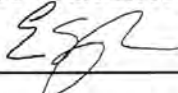
11. Governing Law:

This MOU shall be governed by and construed in accordance with the laws of the State of Nevada.

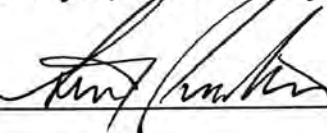

12. Entire Agreement:

Signatures:

High Desert Montessori Charter School

By: , Executive Director, 5/8/2025

Major Taylor, Reno Bike Project

By: , Title:  Executive Director

Date: 5/8/25

**TA Set-Aside Award Recommendation
Attachment C – Applications**

**Truckee Meadows Parks Foundation
Rosewood Regional Trailhead Project**



Friday, May 9, 2025

Transportation Alternatives (TA) Set-Aside Program Grant Application

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY

Applicant Agency

Truckee Meadows Parks Foundation

Applicant Agency Address

Truckee Meadows Parks Foundation, 50 Cowan Drive
Reno, Nevada, 89509

Contact Person's Information

Name

Jay Howard

Title

Regional Trails Coordinator

Phone Number

(775) 301-3098

Email

jay@tmparksfoundation.org

Project Name

Rosewood Regional Trailhead, Phase 2 Construction

Description of Project Location and Limits (Must include map, if applicable, upload below)

The project site address is: 6800 Pembroke Drive, Reno Nevada 89502. This location can be found on the southwest corner of Pembroke Drive and Veterans Parkway in southeast Reno. The extent of the project limits is the existing facility parking lot with the addition of a 50-foot perimeter or boundary. Additional minor limits may be required for utility connections in the area of the Rosewood visitor center such as sewer, water, and power but, the need for additional project limits beyond the immediate property have not been identified at this time.





Upload Map



Rosewood Trailhead Project_Locationpdf

Upload additional supplemental materials



-  TMPF recommendation letter_Diane.pdf
-  TMPF Support Letter_COR.pdf
-  LOS-Rosewood-TMT_Washoe Co.pdf
-  Rosewood Trailhead Prelim Const Esti....pdf

Project Description (Please include need, benefits, and relation to goals listed below)

This application will allow for the implementation of the Rosewood Trailhead Phase Two Construction Project based on a design effort currently underway.

Purpose and Need: To provide a safe pedestrian and bicycle access point to the 12-mile Veterans (Erica Greif) Shared-Use Path, that will further connect users to nearby trail systems; To move forward with construction of the Phase One Trailhead Design process funded by a previous application with this program; and To provide a facility that helps promote regional transportation goals by improving safety, enhancing regional connectivity and connecting communities, optimizing multimodal transportation, and helping to improve transportation sustainability and healthy communities.

Phase Two will enable the construction of a formal trailhead facility in an existing parking lot of the Rosewood Nature Study Area. Once known as the Rosewood Lakes Golf Course, the property is owned by the City of Reno. The non-profit Truckee Meadows Parks Foundation was selected to oversee the development and operation of the site and visitor center, and its conversion back to a natural wetland. Rosewood is also now home to the City of Reno Adaptive Cycling Center. The Adaptive Cycling Center provides cycling equipment to persons with disabilities for use on the property or transportation to other

sites. The Trailhead Project will allow for direct access onto adjacent pathways that can accommodate their special needs, without having to transport equipment off the property.

The parking lot has significant potential for being developed into a formal trailhead, but is in need of upgrading and development to meet this goal. The facility and parking lot is located in an area that is adjacent to (or near) a number of regional trail systems – primarily the Veterans (Erica Greif) Shared Use Path, Truckee River Path or Tahoe Pyramid Trail, and the Washoe County Hidden Valley Regional Park trail system. It is our understanding that RTC may have future plans for a shared use path along Pembroke Ave as well that will connect McCarran Blvd to Veterans Parkway. The concept of transforming the Rosewood parking lot into a formalized trailhead facility includes many project elements that represent commonly accepted trailhead amenities, as well as a direct connection to the Veterans Pathway. The list of project elements that are currently being considered are, but may not be limited to: parking lot repair or upgrade (this may need to involve a full lift and replacement of the pavement), direct access point to the Veterans shared use path and Rosewood wetland trail system, decorative fencing and automatic gate, ADA upgrades, landscaping, lighting, monument / interpretive / wayfinding signage, shade Ramada(s), benches and picnic tables, bicycle repair station, potential vault toilet or upgrades to existing restrooms, and other related site amenities as determined in design.

Funding awarded with this application will allow for the priority design elements of Phase 1 to be implemented. With Phase One Planning and Design currently underway, a private-sector firm is surveying the site and will develop design alternatives, culminating with the selection of facility options. Contract deliverables are to provide a bid-ready set of plans, final engineers estimate, and construction documents to support the elements of this current funding application. This application is based on the anticipated design elements of the project and a preliminary construction budget estimate provided by design professionals familiar with the site. It is anticipated that the design portion of this project will be completed by March 2026.

This project meets many of the goals of local and State transportation plans; specifically in the following categories: Improve and Promote Safety or Enhance Safety, Enhance Regional Connectivity-Connect Communities-Promote Environmental Justice, Optimize Mobility and Integrate All Types of Transportation, and Sustainability and Healthy Communities.

Which goals of the Regional Transportation Plan and/or One Nevada Plan are addressed by this project?

1. Improve and Promote Safety or Enhance Safety: the project elements that are described in this application such as off-roadway designated parking, lighting, fencing and gates, and way-finding signage, will all serve to enhance safety. Currently, there are no formal and developed trailhead parking areas for the Veterans Shared Use Path, and vehicles are parking on road shoulders in high traffic areas.
2. Enhance Regional Connectivity, Connect Communities, and Promote Environmental Justice: Connectivity in communities is greatly enhanced by providing for the access needs of trails and pathways in the Rosewood area. A formalized trailhead will allow and encourage users to utilize these local trails and pathways. Since the trailhead is free and open to anyone from the public, environmental justice for all sectors of society will be improved.
3. Optimize Mobility and Integrate All Types of Transportation: Trailheads for non-motorized uses on trails and pathways do a lot to optimize all forms of mobility, in this case micro mobility, and fully integrate all forms of transportation. As noted earlier, the City of Reno Adaptive Cycling Center is located at Rosewood so with this trailhead improvement project, all forms of transportation, to include adaptive user groups, will benefit.
4. Sustainability and Healthy Communities: Non-motorized uses greatly enhance environmental sustainability by removing vehicles from roadways (as people choose non-motorized forms of transportation over standard vehicles). In addition, the physical and mental benefits of non-motorized transportation and recreational activities are well documented. For example, people consistently report the feeling of well-being after engaging in outdoor activities and, studies have shown that for every \$1 spent on promoting and supporting outdoor recreation activities, a \$3 savings can be realized in health care costs.

Project Cost Estimate

(a detailed project budget must be included as a separate attachment)

Total Project Cost	\$ 617,105
Amount to Reimbursable to Applicant Agency	\$ 586,250 (Special Note: In the event of partial funding for this application, funds would be prioritized through funder coordination to enable the support of those project elements that best meet purpose and need goals)
Applicant Agency Match Requirement (5%)	\$ 30,855
Source of Match Funds (Please list source or sources of funds and indicate whether funds are cash or in-kind; in-kind match requires further explanation)	Cash match will be based on funding related to the following source: Truckee Meadows Parks Foundation paid staff time for Rosewood Regional Trailhead project and financial management, anticipated to be primarily the Truckee Meadows Trails program manager and TMPF financial manager. These personnel funds will be from non-Federal sources, either TMPF general operating funds, or those funds secured from private foundations (currently anticipated to be the E.L. Cord Foundation). This local cash match may also include fundraising from other similar private foundation sources.
Project Schedule (Please describe the expected project schedule and indicate whether it is part of a phased project; attach additional documentation as appropriate)	The Rosewood Regional Trailhead project is a phased effort, and is broken out into Phase 1 Design and Phase 2 Construction. Phase 1 Design is currently funded and being implemented. The proposed Phase 2 Construction portion of the project will begin with the completion of Phase 1 Design, which is anticipated to be March 2026. Therefore, the Phase 2 Construction timeline is as follows: > Project Coordination for Notice to Proceed and Kickoff: April 2026 > Request for Proposal and Contracting: May - July, 2026 > Project Mobilization: July 2026 > Project Implementation (all construction elements): August - January 2027. This includes time for weather delays. > Project closeout: February 2027 > Total Project Time: 11 months
Ongoing Maintenance (Please describe the ongoing maintenance requirements after the project has been implemented, including cost and agency or agencies responsible)	Ongoing maintenance for the implemented Rosewood Trailhead Phase 2 Construction project will be the responsibility of the Truckee Meadows Parks Foundation (TMPF). TMPF has a 50-year lease with the City of Reno for Rosewood operations, and has historically shared certain maintenance responsibilities. In addition, project goals for the Rosewood Regional Trailhead are to minimize maintenance requirements. Regardless, there will likely be oil, overlay, and restriping needs in 5-10 years after operations begin, and repaving needs in 25 or more years. Repaving is more related to capital improvements and will be addressed by future projects and fund-raising efforts. Estimated funding needs for capital improvements is \$75,000 - \$100,000. Any needs for routine maintenance and items like light bulb replacements, graffiti removal, replacement of any damaged trailhead site amenities, signage, irrigation repairs, etc, are estimated at \$3,000 annually and will be covered by the TMPF operations budget.

SCORING CRITERION #1: Project Benefits/Safety Enhancement
5 POINTS POSSIBLE

Is the project included in an adopted plan, study, or program, and/or does it align with at least one stated goal of the Regional Transportation Plan or One Nevada Plan? Please describe the context of the plan, study, or program. The description must be consistent with goals listed on page 1 of this application.

Yes. The Rosewood Trailhead supports regional transportation goals such as those seen in the RTC 2050 Transportation Plan. Those goals are: 1. Improve and Promote Safety 2. Integrate All Types of Transportation and 3. Promote Healthy Communities and Sustainability. Other regional plans have similar goals geared toward the support of micro-modal transportation. This includes the goals of the One Nevada Transportation Plan, that are: 1. Enhance safety 2. Preserve infrastructure 3. Optimize mobility 4. Foster sustainability and 5. Connect communities. This project will meet several goals of the Truckee Meadows Regional Planning Agencies Regional Plan, 2024 Update, as well, such as Improve Public Facilities, Land Use, and Transportation; and Goal #1 for the plan, Improve the Quality of Regional Living. The development of the Rosewood Trailhead also meets the mission and goals of the Truckee Meadows Parks Foundation for community support, inclusion and equity, and promotion of micro-modal transportation and adaptive cycling. Signage and wayfinding alternatives will follow with the goals of the Rosewood Master Plan, and the recently completed Rosewood Signage Plan. Lastly, the Rosewood Regional Trailhead project is identified in the Truckee Meadows Regional Trails Plan, a plan that has been adopted by the City of Reno and is acknowledged and supported by Washoe County.

Does the project provide traffic calming or safety measures that benefit non-motorized road users? If yes, please explain.

Yes. It has often been demonstrated in regional transportation and trails plans that trailhead facilities represent a level of safety not seen over having people just park along roadways. Many times, over the last few years, staff at Rosewood have seen vehicles park along Pembroke Drive near Veterans Parkway on the narrow road shoulder, in order to access the pathway. This represents an unsafe situation for operators and pedestrians alike. The Rosewood Trailhead would give users the opportunity, and even encouragement, to park in a designated parking lot and not along open roadways. The degree of safety and security always increases for non-motorized users with the formalizing of a facility for a designated use. I would cite several measures associated with this project that increase safety: 1. Designated off-roadway parking for pathway users 2. Overhead and pathway lighting in the trailhead parking area 3. Security fencing and automatic gate(s) 4. Established direct and safe connection to the Veterans pathway system without having to walk or ride along Pembroke (which has no designated pathway alignment). It is widely accepted that a formalized trailhead facility provides a much higher level of safety for vehicle operators and trail users alike over simple on-street parking.

Does the project serve multiple modes of transportation? If yes, please explain.

Yes. The development of the Rosewood Facility will indeed serve multiple modes of general transportation. A Trailhead serves the needs of recreation activities, as well as our daily transportation needs. This facility will provide park and ride (walking, bicycling, etc) opportunities for connections throughout south and southeast Reno, and even southeastern Sparks. The non-motorized micro mobility user groups that will be accommodated at this facility include: Walkers, Runners, Hikers, (traditional) Bicycles and E-bikes, Scooters and Mopeds, as well as Adaptive Cycles, which typically include Trikes, or various forms of 3-wheeled machines that can be operated by legs or arms. The Reno Adaptive Cycling Center is now located at the Rosewood Nature Study facility, and is supportive of this trailhead project. The membership-based program will allow people with disabilities to utilize the City's adaptive bikes and go directly onto regional pathways, getting rid of the need for adaptive bike transportation to sites by users.

Does the project provide connectivity to an existing regional transportation facility or provide clear benefits to the community according to the stated purpose of the TA Set-Aside Program? If yes, please explain.

Yes. This trailhead project proposes to support a high level of connection between communities and public services. The Veterans Parkway pathway (to include the striped bike lane section) connects from the Geiger Grade roundabout in the south to the Sparks Blvd region in the north. Continuing on Sparks Blvd, connection can easily be made to Pyramid Highway. There are 6 major residential developments, multiple restaurants, and at least 3 major shopping areas along this route (Damonte Ranch shopping center, South Meadows shopping, and the Legends shopping mall). Countless destinations can be accessed just 2 miles north on the Veterans pathway by connecting with the Truckee River Path or the

114-mile Tahoe Pyramid Trail (connecting Tahoe City to Pyramid Lake). It is a very reasonable ride on a bicycle, or other multimodal means, to travel into the heart of the Reno area along the river, even the Reno City Plaza and downtown area itself. The Truckee River Path also connects multiple city and county parks, such as Cottonwood, Rock, Fishermans, Idlewild, Wingfield and Mayberry parks. There are no other two pathways in the Truckee Meadows that make such a high number of regional connections with public facilities.

SCORING CRITERION #2: Equity and Environmental Justice

2 POINTS POSSIBLE

Is the project located in an area with a disproportionately impacted community as identified in Chapter 10 of the 2050 Regional Transportation Plan (Maps 10.1 - 10.4)? If yes, please provide additional context about the area served by the project.

Yes. This project will allow for a formal trailhead facility where none exists at this time in southeast Reno. Walking, biking, and other forms of micro-mobility frequently occur on the Veterans pathway system, although access to the path is often limited to users who live in the immediate region due to the lack of trailhead facilities. This parking and access issue represents a major barrier to use of the pathway. The development of the Rosewood Trailhead facility will greatly improve access to the region's recreational and transportation opportunities for users outside of the immediate area. Reno and Sparks have a high number of low-income neighborhoods and otherwise 'underserved' communities with respect to accessible recreation opportunities. These areas include the underserved and lower income communities of older Reno homes to the west of Rosewood. Rosewood is a facility that is 'open to all', whereas many of the recreation facilities throughout Reno and Sparks are subject to varying levels of exclusivity such as membership-based clubs at high cost, gated communities, or closed facilities with residential requirements.

Rosewood has also become the location for the City of Reno Adaptive Cycling Center to accommodate the growing adaptive recreational community. The facility maintains alternative cycling equipment that is designed for people with disabilities. This opportunity and the improved ADA design at the Trailhead will allow for a much higher level of access for residents throughout the Truckee Meadows, and full accommodation for all user groups.

It is a major goal of the Truckee Meadows Parks Foundation to serve a role in helping to increase Justice, Equity, Diversity, Inclusion (JEDI), and Accessibility, in parks, trails, and open spaces. JEDI is a foundational principle in everything that the Parks Foundation does and promotes.

Does the project provide access to essential services, including medical, employment, or educational facilities? Please describe how access to each essential service listed is provided.

Yes. As indicated above, this trailhead project proposes to support a high level of connection between communities and public services along the Veterans Parkway pathway system, Truckee River, and Sparks Blvd. There are many residential developments, shopping malls, and a wide variety of businesses along these routes. This includes employment, medical, and educational facilities. For example, the Damonte High School and Middle School are within 2 miles (to the east) of the Veterans pathway. And can easily be accessed through residential roadways. Several elementary schools are near the pathway as well (Brown Elementary, etc). In addition, the Northern Nevada Medical Center is approximately 2 miles to the north of the Veterans and Sparks Blvd pathways, as well as smaller medical offices in Mall type areas. The Truckee River Path passes along multiple business and residential areas as well. There are no other two pathways in the Truckee Meadows that make such a high number of regional connections with businesses and public facilities. All of these facilities are accessible from surface roads that are directly linked to these pathways.

SCORING CRITERION #3: Project Readiness

5 POINTS POSSIBLE

Infrastructure Projects

(respond to one of the following implementation scenarios)

Project would be relatively easy to construct and can be implemented within the next 12 months. The project does not require acquisition of right-of-way, utility relocation, and/or project meets the criteria for a categorical exclusion, according to 23 C.F.R. 771.117(c). Please describe how the project meets this criterion. Note: 30% design or equivalent documentation must be provided as an attachment.

N/A

Project will likely take up to 36 months to construct. Project includes right-of-way acquisition, utility relocation, and/or the project will require an environmental assessment/impact statement. Please describe how the project meets this criterion.

As indicated previously in this application, this request for funding to implement phase 2 construction of the Rosewood Trailhead project cannot begin until the formal planning effort, currently underway, is completed. Phase 1 design for the trailhead will result in a formal engineers estimate, 100% complete construction plan set, and construction document. These design deliverables will enable us to initiate a formal Request for Proposal (RFP) process in order to contract with a construction firm to further implement the project. The project budget that this request is based on is a preliminary informal estimate derived from anticipated or known project elements and with the assistance of design professionals familiar with the project (to include Nevada State Park planners).

The phase 1 design portion of the project is anticipated to be complete in March of 2026. With new funding in place, we will immediately move to initiate the phase 2 construction portion of the project. This phase is anticipated to take up to 11 months, or February of 2027. Summed up, this timeframe will put us beyond the next 12 months for construction of the project, but certainly within the next 36 months. The current phase 1 design process will also assess environmental clearance and permitting needs and address any issues. Since this project is wholly on a previously developed and impacted City of Reno property, and will have its impacts primarily on the surface of that property, it is likely that the project will qualify for a categorical exclusion. Nor is it anticipated that we have any issues with right of way acquisition or utility relocation.

Non-infrastructure Projects

(respond to one of the following implementation scenarios)

Educational/outreach program is established and schools/partnerships have been identified. Project evaluation criteria are in place to measure program effectiveness. Project can be implemented within 12 months. Note: evidence of an educational/outreach program, communication about the program with schools and/or other partners, and project evaluation criteria must be included as a separate attachment. Please describe how the project meets this criterion.

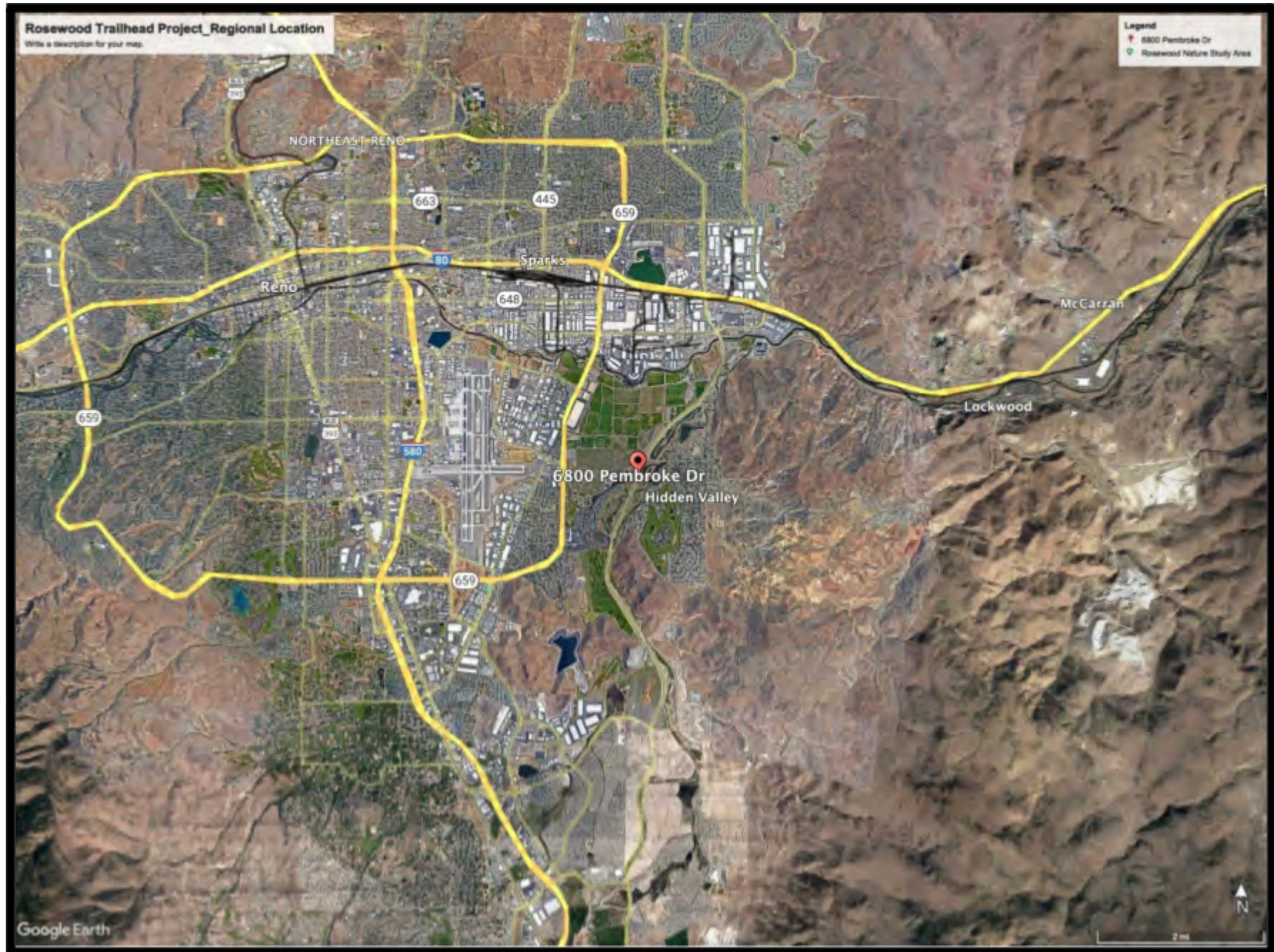
N/A

Educational/outreach program will need to be developed, partnerships will need to be established and identified. Evaluation criteria will need to be developed to measure the effectiveness of the project. This project may take 24 months or more to implement. Please describe how the project meets this criterion.

N/A

Rosewood Regional Trailhead Project Regional and Site Locations - Site Pictures

Truckee Meadows Trails - Truckee Meadows Parks Foundation



Rosewood Trailhead Project_Site Location

Write a description for your map.

Legend
6800 Pembroke Dr
Rosewood Nature Study Area



Google Earth

Map data © OpenStreetMap contributors, Imagery © Google

100 ft

Rosewood Parking Lot Failure - covering most of the parking lot_March 2025



Rosewood Curb Damage - several locations throughout lot_March 2025



**Existing Facility and Signage - ADA signage needs upgrade, proposed monument signage change:
'Rosewood Nature Study Area and Regional Trailhead' _March 2025**





Potential Direct Access Point to Veterans Pathway-Pembroke and Veterans_March 2025





04/07/2025

ROSEWOOD TRAILHEAD PROJECT: PRELIMINARY CONSTRUCTION ESTIMATE and PROJECT TIMELINE

Preliminary Budget Estimate and Detail

Project Element	Description	Estimated Quantity	Estimated Cost
Parking Lot	Remove asphalt and regrade trailhead area. Grind, replace base, and new asphalt for trailhead parking area. Repair curbing. Add new Striping (to include ADA required).	±20,000 sqft	±\$185,000
Site Lighting	Additional site lighting around trailhead, including electrical connection. Pole mounted down lighting and pathway lights (select areas).	1 LS	±\$25,000
Gate and Fencing	Automatic gate (new mechanism and gate), touch keypad, programming for auto open/close. Approximately 200 feet of matching decorative fencing.	1 LS	±\$75,000
Landscaping	Full landscaping and drip system irrigation, auto timers, deciduous trees and native shrubs/grasses, plant mulch, and DG.	5,000 sqft	±\$50,000
Shared Use Path	Paved trail connections from parking area to existing sidewalk near Veterans and Pembroke, and to Rosewood Trail network. Fence repair with gate at Veterans.	±400 LF	±\$35,000
Signage	Wayfinding signage (8) and trailhead kiosk with map. ADA parking signage. Monument signage upgrade.	1 LS	±\$35,000
Site Amenities	Resting/preparation area including 4-post shade structure and picnic table(s), bench(s), bicycle maintenance station, and outdoor trash enclosures. Locate select amenities at/near Reno Adaptive Cycling Center.	1 LS	±\$65,000
Mobilization	Contractor mobilization of equipment and erosion control for construction.	1 LS	±\$30,000

Construction Subtotal	\$500,000
10% Contingency	\$50,000
Construction Administration, Staking, & Inspection	\$36,250
Total Construction Cost	\$586,250
Grant Match (cash match from personnel costs for project management and/or private foundations)	\$30,855
Total Grant Project	\$617,105
Special Note: In the event of partial funding for this application, funds would be prioritized through funder coordination to enable the support of those project elements that best meet purpose and need goals. If this, or any other level of funding becomes the case, an amended preliminary construction estimate will be submitted, complete with anticipated project elements.	

Project Timeline and Notes

Project Milestone	Timeframe
Project Kickoff and Planning	April 2026
Request for Proposal and Contracting	May - June 2026
Project Mobilization	July 2026
Project Implementation - All Construction Elements	August 2026 - January 2027 (this includes time for weather delays)
Project Checklist and Closeout	February 2027
Total Project Time	11 months

- This **TOTAL PROJECT** is based on phasing: Phase 1 Planning and Design (not a part of this application) and Phase 2 Construction.
- The Phase 2 Construction timeline is based on an estimated completion time of March 2026 for Phase 1 Planning and Design (currently underway).



April 23, 2025

Grant Advisory Committee
Transportation Alternatives (TA) Set-Aside Program

Dear Committee Members,

This is Alan Gubanich, Chair of the Education Committee for our local Lahontan Audubon Society here in Reno. I am writing to you today on behalf of the Truckee Meadows Parks Foundation (TMPF) and would like to express the Lahontan Audubon Society's support for the Rosewood Regional Trailhead, Phase 2 Construction Project. The project will provide a safe pedestrian and bicycle access point for the Veterans Parkway Shared Use Path and also an improved and accessible parking facility for the Rosewood Visitor Center and Wetland Area. Rosewood has great potential to serve as a trailhead for regional trail systems and is itself an important wetland open space for wildlife. It is also a beautiful location for members of Lahontan Audubon, as well as the general public, to enjoy and photograph the many birds that inhabit this wetland area. We understand also that Phase 1 Design of the project is underway with earlier TA Set-Aside funds and endorse the continuation of project implementation with this same funding program.

Lahontan Audubon backs the goals of TMPF for developing recreational opportunities at the Rosewood Nature Study Area and will benefit from the work that they are committed to accomplish with this grant funding. We also support the enhancements stemming from this project to trail facilities and access for the larger Truckee Meadows region. We know that this trailhead project meets the goals of several regional transportation and trail plans. The funding requested for the construction of this trailhead project will be instrumental in addressing the recreational needs of the local community while greatly improving the region's access to trails and open spaces.

We hope you will consider and award this TMPF grant application and understand that funding this proposal will ultimately provide for the safety and quality of life of residents within the Truckee Meadows region.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan Gubanich". The signature is fluid and cursive, written over a light blue textured background.

Alan Gubanich
Chair, Education Committee
Lahontan Audubon Society



Grant Advisory Committee
Transportation Alternatives (TA) Set-Aside Program
April 23, 2025

Dear Committee Members,

Lahontan Audubon Society (LAS) is a local non-profit organization dedicated to avian education and conservation. Our group works with the Truckee Meadows Parks Foundation (TMPF) at the Rosewood Nature Study Area to provide bird walks along the wetland trails. Bird walks further our mission by engaging the public to learn about our local birds. As Reno becomes more populated, regional trail systems are increasingly important to provide open spaces and habitats for our birds, and to provide opportunities for people to recreate. LAS is in support of TMPF's Rosewood Regional Trailhead, Phase 2 Construction Project, which will provide a safe pedestrian and bicycle access point for the Veterans Parkway Shared Use Path. This project will additionally improve an accessible parking facility for the Rosewood Nature Study Visitor Center and trailhead.

The Rosewood Nature Study Area already provides some trails that are connected to important wetland habitat, a habitat that provides critical breeding, migration, and wintering habitat for birds, many of which are experiencing population declines. Wetlands are critically important bird habitats in the arid West, and the Rosewood Nature Study Area is a great example of a wetland that provides a needed wildlife habitat in an urban setting. This area has great potential to serve as a trailhead for a wider regional trail system. LAS endorses the continuation of the Phase 1 Design with Phase 2 Construction.

Lahontan Audubon Society backs the goals of TMPF for developing recreational opportunities at the Rosewood Nature Study Area and we will continue to work with TMPF to provide outdoor bird and outdoor education walks along the trails. Grant funding will enable the necessary safe trail access features that will benefit our entire community. We support the safety improvements stemming from this project that provide access to trails and opens opportunities for greater recreational trail development for the Truckee Meadows region. We know that this trailhead project meets the goals of several regional transportation and trail plans. The funding requested for the construction of this trailhead project will be instrumental in addressing the recreational needs of the local community while greatly improving regional access to trails and open spaces.

LAS believes the proposed Rosewood Regional Trailhead Project is a strong candidate for grant funding because this project will improve the quality of life of residents within the Truckee Meadows region and will allow people to connect with nature.

Sincerely,

A handwritten signature in black ink, appearing to read "Diane Wong-Kone". The signature is fluid and cursive, with a long, sweeping underline.

Diane Wong-Kone
Executive Director

Parks and Recreation



March 31, 2025

Shay League
Senior Technical Planner
Regional Transportation Commission of Washoe County

Dear Shay League,

City of Reno Parks and Recreation is pleased to support the Truckee Meadows Parks Foundation 25-27 Transportation Alternative (TA) Set-Aside grant application for the Rosewood Regional Trailhead.

The City of Reno collaborated with Truckee Meadows Parks Foundation (TMPF) to expand its adaptive sports program by launching an Adaptive Cycling Center at the Rosewood Nature Study Area in Reno, Nevada. Rosewood Nature Study Area is a 219-acre wetland habitat with approximately 2.5 miles of trail and serves as a great launching point to access the Southeast Connector bike trail as well as connecting to the Tahoe-Pyramid Bike trail. Such proximity to the community's bike trail systems makes it a prime location for our adaptive equipment rental hub. The center offers a membership-based program that allows persons with disabilities to access our many adaptive bikes and jump directly on the trail, no bike transport needed. Families with children and/or adults with disabilities can now access a variety of adaptive bikes by appointment or during the open program hours and ride together.

The proposed accessibility improvements in the Rosewood Regional Trailhead project will enhance access for users of the Adaptive Cycling Center. Improvements such as safer connections to existing bikeways, accessible trailhead amenities (e.g. ADA parking, ADA restroom, etc.) will bring many benefits to the community.

Please accept this letter of support as evidence of our collaborative efforts to improve services. Any support provided to Truckee Meadows Parks Foundation through the TA Set-Aside Grant is an investment that truly positively impacts the lives of those they serve. City of Reno recognizes TMPF role in supporting persons with disabilities in the community. If you have any questions, please do not hesitate to contact April Wolfe, Therapeutic Recreation Specialist, at 775-333-7765 or wolfea@reno.gov.

Sincerely,

A handwritten signature in cursive script that reads "April Wolfe".

April Wolfe, CTRS
Therapeutic Recreation Specialist
City of Reno Parks and Recreation



April 18,2025

Transportation Alternatives (TA) Set-Aside Program

Dear Committee Members,

I am writing to you today on behalf of the Truckee Meadows Parks Foundation (TMPF) and would like to express Washoe County support for the Rosewood Regional Trailhead, Phase 2 Construction Project.

The project will provide a safe pedestrian and bicycle access point for the Veterans Parkway shared use path and also an improved and accessible parking facility for the Rosewood Visitor Center and Wetland Area. Rosewood has great potential to serve as a trailhead for connected regional trail systems such as the Truckee River Path (and larger Tahoe Pyramid Trail), Sparks Blvd Path, soft trails throughout the Virginia Range, and others. We understand also that Phase 1 Design of the project is underway with earlier TA Set-Aside funds and endorse the continuation of project implementation with this same funding program.

Washoe County supports the enhancements stemming from this project to trail facilities for the larger Truckee Meadows region. We know that this trailhead project meets the goals of the Truckee Meadows Regional Trails Plan and several regional transportation plans. The funding requested for the construction of this trailhead project will be instrumental in addressing the recreational needs of the local community while greatly improving the region's access to trails and open spaces.

Sincerely,

Christina Thayer

Washoe County Trail Program Coordinator

Cthayer@washoecounty.gov (775)328-2737

**TA Set-Aside Award Recommendation
Attachment C – Applications**

**Washoe County School District
Safe Routes to School Program**



REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY Transportation Alternatives (TA) Set-Aside Program Grant Application

Please submit application materials by May 9, 2025, to sleague@rtcwashoe.com.
Attach additional pages as needed.

Applicant Agency Washoe County School District

Applicant Agency Address 425 Est 9th street
Reno, NV 89520

Contact Person's Information

Name Lauren Ohlin

Title WCSD Director of Grants

Phone Number (775) 348-0254

Email lohlin@Washoeschools.net

Project Name Safe Routes to Schools - Washoe County School District

Description of Project Location and Limits (Must include map, if applicable, as a separate attachment)

The Washoe County School District's (WCSD) Safe Routes to Schools (SRTS) program will expand and build upon the existing initiative within Washoe County. With funding from the RTC Transportation Alternatives Program, WCSD SRTS will continue to employ two Safe Routes to Schools Coordinators.

Project Description (Please include need, benefits, and relation to goals listed below)

The objective of the WCSD SRTS program is to enhance traffic and pedestrian safety for students who walk or roll to school. In pursuit of this goal, the program directly incorporates the six key components known as the "Six E's": Engineering, Education, Enforcement, Encouragement, Evaluation, and Equity. Additionally, WCSD SRTS has established strategic partnerships with other government agencies that share similar goals and objectives. The funding from the RTC TA Set-Aside Program will enable WCSD SRTS to further its mission by expanding efforts to: improve bicycle, pedestrian, and traffic safety; increase the number of children walking and bicycling to and from school; reduce traffic congestion; promote healthy and active lifestyles; enhance community safety; foster greater community involvement; and improve community accessibility and infrastructure.

Which goals of the [Regional Transportation Plan](#) and/or [One Nevada Plan](#) are addressed by this project?

WCSD SRTS aligns with and supports the following goals of the Regional Transportation Plan:

Goal #1 (Safety): Reduction of traffic fatalities and injuries among vulnerable road users. This goal will be accomplished through a comprehensive approach involving Education, Engineering, and Enforcement. Education will be provided through direct engagement with students via safety presentations and events, and through community outreach via media, social media, and public engagement initiatives. Engineering will be facilitated through strategic partnerships with local city and county agencies, including Washoe County School District (WCSD) Capital Projects, the City of Reno, the City of Sparks, Washoe County, the Regional Transportation Commission (RTC), and the Nevada Department of Transportation (NDOT). Enforcement will be executed through the WCSD Police Department and other local law enforcement agencies. This multi-faceted approach aims to enhance road safety and protect vulnerable road users.

Goal #2 (Infrastructure): Engineering will be facilitated through strategic partnerships with local city and county agencies, including WCSD's Capital Projects Department, the City of Reno, the City of Sparks, Washoe County, RTC, and NDOT.

Goal #3 (Congestion Reduction): WCSD SRTS will collaborate with local schools to reduce perimeter traffic congestion, enhancing safety for pedestrian travel in these areas.

Goal #4 (Active Transportation): Active transportation directly substitutes motor vehicle miles traveled, making it effective in reducing vehicle emissions, bridging the first- and last-mile gap, conserving fuel, and improving both individual and public health.

Goal #6 (Equity): WCSD SRTS is committed to meeting the transportation needs of all students in the region, ensuring accessibility and equity without discrimination based on age, income, race, language, ethnicity, or ability.

PROJECT COST ESTIMATE (a detailed project budget must be included as a separate attachment)

Total Project Cost \$ FY26: 275,147; FY27: \$281,197	Amount Reimbursable to Applicant Agency \$ FY26: 261,390; FY27: \$267,137	Applicant Agency Match Requirement (5%) \$ FY26:13,757; FY27: \$14,060
--	---	--

Source of Match Funds (Please list source or sources of funds and indicate whether funds are cash or in-kind; in-kind match requires further explanation)

WCSD covers the 5% match requirement by paying 5% of the SRTS Coordinators' salary and benefits out of WCSD's General Fund budget. WCSD is reimbursed for 95% of the SRTS Coordinators' salary and benefits.

Project Schedule (Please describe the expected project schedule and indicate whether it is part of a phased project; attach additional documentation as appropriate)

There is no schedule for projects, infrastructure or otherwise, as the budget covers two SRTS Coordinators' salary and benefits for FY 2026.

Ongoing Maintenance (Please describe the ongoing maintenance requirements after the project has been implemented, including cost and agency or agencies responsible)

N/A

SCORING CRITERION #1: Project Benefits/Safety Enhancement (5 points possible)

Is the project included in an adopted plan, study, or program, and/or does it align with at least one stated goal of the [Regional Transportation Plan](#) or [One Nevada Plan](#)? Please describe the context of the plan, study, or program. The description must be consistent with goals listed on page 1 of this application.

Yes = The Safe Routes to School (SRTS) Program in Washoe County is dedicated to increasing the number of students walking, bicycling, and utilizing alternative modes of transportation, while simultaneously reducing the volume of vehicles traveling to and from school. Research indicates students who engage in physical activity before school are more focused and ready to learn. By promoting active transportation options, the project not only fosters healthier students, but also reduces air pollution, alleviates traffic congestion, and enhances safety around school zones. The WCSD SRTS program provides education and resources to parents, students, school faculty, community leaders, and drivers on pedestrian and bicycle safety, with a particular focus on school zones. The program encourages students in grades K-12 and their families to adopt active transportation whenever feasible. The objectives of the WCSD SRTS program are achieved through the implementation of the "6 E's" approach: Education and Encouragement, Engineering, Enforcement, Evaluation and Equity.

Does the project provide traffic calming or safety measures that benefit non-motorized road users? If yes, please explain.

The SRTS Program will actively seek infrastructure grants as they become available, ensuring the program has the necessary resources, timeline, and capacity to manage these grants effectively. In collaboration with WCSD's Emergency Manager, safety plans will be incorporated into the Action Plans for K-12 schools. The program will document improvement projects and any changes occurring throughout the school year that impact student safety when walking or bicycling to and from school. The SRTS team will also work closely with local traffic engineers to address service requests from the public and respond to safety-related concerns raised by school staff or community members. Additionally, the program will collaborate with WCSD's Capital Projects Department to implement SRTS infrastructure improvements. This includes initiatives such as providing additional bike racks, installing skateboard racks, and updating paint on curbing and crosswalks at K-12 schools. The program will maintain active involvement in the planning and design phases of new school construction projects. This includes offering input on traffic patterns, bike rack and crosswalk placement, and other critical elements to ensure that the needs of walking and biking students are prioritized in the development of new schools.

Does the project serve multiple modes of transportation? If yes, please explain.

The primary role of SRTS is to establish alternative modes of transportation through engagement/encouragement. The program fosters enthusiasm for using alternative modes of transportation and promotes increased walking and bicycling among students through engaging events, activities, and programs. The program also promotes events and activities, such as walking school buses, "Walk to School" days, competitions, and bike rodeos. The activities are designed to promote walking, bicycling, public transportation, and overall physical activity.

Does the project provide connectivity to an existing regional transportation facility or provide clear benefits to the community according to the stated purpose of the TA Set-Aside Program? If yes, please explain.

The WCSD SRTS Program seeks to reduce the number of vehicles traveling to and from school. By promoting active transportation alternatives, the program not only supports healthier students but also helps reduce air pollution, ease traffic congestion, and improve safety around school zones. The WCSD SRTS initiative offers education and resources to parents, students, school staff, community leaders, and drivers, with a particular emphasis on pedestrian and bicycle safety in school zones. The program encourages students in grades K-12 and their families to embrace active transportation whenever possible.

SCORING CRITERION #2: Equity and Environmental Justice (2 points possible)

Is the project located in an area with a disproportionately impacted community as identified in Chapter 10 of the [2050 Regional Transportation Plan](#) (Maps 10.1 - 10.4)? If yes, please provide additional context about the area served by the project.

Washoe County includes several areas with communities that are disproportionately impacted. The WCSD SRTS program has adopted a comprehensive approach to regional improvement projects and events. All initiatives will adhere to Americans with Disabilities Act (ADA) requirements and be mindful of the needs of students, staff, and community members with special needs. Furthermore, all systems and programs implemented through the SRTS initiative will take into account the socioeconomic diversity present among K-12 schools.

Does the project provide access to essential services, including medical, employment, or educational facilities? Please describe how access to each essential service listed is provided.

The WCSD SRTS program serves approximately 120 schools and more than 60,000 students. SRTS collaborates with WCSD's Transportation Department, students, guardians, and community members to ensure access to essential educational services.

SCORING CRITERION #3: Project Readiness (5 points possible)

Infrastructure Projects (respond to one of the following implementation scenarios)

Project would be relatively easy to construct and can be implemented within the next 12 months. The project does not require acquisition of right-of-way, utility relocation, and/or project meets the criteria for a categorical exclusion, according to 23 C.F.R. 771.117(c). Please describe how the project meets this criterion. Note: 30% design or equivalent documentation must be provided as an attachment.

N/A

Project will likely take up to 36 months to construct. Project includes right-of-way acquisition, utility relocation, and/or the project will require an environmental assessment/impact statement. Please describe how the project meets this criterion.

N/A

Non-infrastructure Projects (respond to one of the following implementation scenarios)

Educational/outreach program is established and schools/partnerships have been identified. Project evaluation criteria are in place to measure program effectiveness. Project can be implemented within 12 months. Note: evidence of an educational/outreach program, communication about the program with schools and/or other partners, and project evaluation criteria must be included as a separate attachment. Please describe how the project meets this criterion.

The WCSD SRTS program was established in 2009 and has been fully operational since that time.

Evaluations and Monitoring: The program will patrol K-12 schools during peak times and monitor the efficiency of existing traffic patterns. SRTS Coordinators will record unsafe environments and practices and provide recommendations for improvements. Professional walking audits will be conducted as funding allows. These audits will be used to inform recommended improvement projects and grant funding requests for infrastructure support. The program will document the number of schools and students participating in SRTS events, such as International Walk to School Day, NV Moves, and Bike Week. Bi-annual reports will be completed and presented to the Nevada Department of Transportation (NDOT) and RTC Committee for review. These reports will outline the accomplishments of the SRTS program over the past six months. Meeting minutes will document monthly SRTS activities and outcomes.

Educational/outreach program will need to be developed, partnerships will need to be established and identified. Evaluation criteria will need to be developed to measure the effectiveness of the project. This project may take 24 months or more to implement. Please describe how the project meets this criterion.

N/A

Nevada Department of Education - State or Federal Budget Expenditure Summary

Subrecipient:	WASHOE COUNTY SCHOOL DISTRICT	Project Number:	
UEI	DEA6NNBHTV3	Project Title:	
Vendor Number:	105486	FISCAL YEAR	2025-26
Federal/State Project Title:		Budget Code:	NDE Use Only
Check one below:		Category	
		GL:	
Budget:		CAN Number:	
Amendment:		Job Number:	

OBJECT	DESCRIPTION	INSTRUCTION	SUPPORT	TOTAL
100	Salaries	\$ -	\$ 177,464.00	\$ 177,464.00
200	Benefits	\$ -	\$ 97,683.00	\$ 97,683.00
300	Purchased Professional Services	\$ -	\$ -	\$ -
400	Purchased Property Services	\$ -	\$ -	\$ -
500	510 Student Travel Services	\$ -	\$ -	
	580 Travel	\$ -	\$ -	
	500 Other	\$ -	\$ -	
	Total 500	\$ -	\$ -	\$ -
600	610 General Supplies	\$ -	\$ -	
	612 Non Information Tech Items of Value *	\$ -	\$ -	
	640 Books and Periodicals	\$ -	\$ -	
	641 Textbooks	\$ -	\$ -	
	650 Supplies; Info Tech	\$ -	\$ -	
	651 Software	\$ -	\$ -	
	652 Information Tech Items of Value *	\$ -	\$ -	
	653 Web-based and Similar Programs	\$ -	\$ -	
	654 Information Tech Items < \$1,000	\$ -	\$ -	
	Total 600	\$ -	\$ -	\$ -
800	810 Dues and Fees	\$ -	\$ -	
	890 Other Miscellaneous	\$ -	\$ -	
	800 Other	\$ -	\$ -	
	Total 800	\$ -	\$ -	\$ -
Subtotal 100 - 600 & 800		\$ -	\$ 275,147.00	\$ 275,147.00
Indirect Cost	Approved Rate: 3.31%	\$ -	\$ -	\$ -
700	730 Equipment: over \$5,000 each	\$ -	\$ -	
	700 Other	\$ -	\$ -	
	Total 700	\$ -	\$ -	\$ -
900 Other	900 Other	\$ -	\$ -	
	Total 900	\$ -	\$ -	\$ -
TOTAL		\$ -	\$ 275,147.00	\$ 275,147.00

Signature:		Date	
	Signature of Authorized Sub-grantee Representative		
Name/Title:	Martin Williams, Controller		
	Print Name and Title of Authorized Sub-grantee Representative		

* All Items of Value must be itemized on the Budget Detail.

** Indirect Cost Rates must be approved by the NV Department of Education (NDE) before the sub-grantee may budget for and charge those costs to the grant. **Indirect cost is allowed for Federal Grant Awards only.**

*** Expenditures cannot exceed approved budget in any object code. Any changes to object code budget have to be approved by NDE prior to funds being incurred. NDE reserves the right to deny reimbursement for any amount exceeding previously approved budget for each object code .

DEPARTMENT OF EDUCATION USE ONLY	
Program Staff Initial	Date Approved
Grant Unit Staff Initial	Date Approved

Nevada Department of Education
Support Services

	A	B	C	D	E	F	G
1							
2	Subrecipient:	WASHOE COUNTY SCHOOL DISTRICT				Project No:	0
3	Project Title	Safe Routes To Schools TA Set Aside				Fiscal Year:	2025-26
4							
5							
6	A	B	C	D	E	F	
7	Object Code	Title of Position or Description of Item	FTE	Quantity	Unit Amount/ Calculations	Total Amount	Budget Summary Object Total
8	100	PERSONNEL:					
9							
10		Certified Teachers, Traditional				\$ -	
11	1174	SRTS Coord Pape, R E40577	1.00	1	\$ 86,365.00	\$ 86,365.00	
12		SRTS Coord Iveson, J E60918	1.00	1	\$ 91,099.00	\$ 91,099.00	
13		Certified Teachers, Yr Round				\$ -	
14		Substitutes				\$ -	
15		Classified				\$ -	
16		Assistants				\$ -	
17		Aides				\$ -	
18		Extra Duty Stipends: one-time				\$ -	
19		Training Stipends				\$ -	
20		Certified Instructor Stipends				\$ -	
21		Certified Hourly Pay				\$ -	
22							
23							
24							
25							
26		NARRATIVE:					
27		Safe Routes to School (SRTS) Coordinators 2.0 FTE: Coordinators work in the WCSD SRTS Program to enhance traffic and pedestrian safety for students walking, bicycling, or using other alternative modes of transportation.					
28							
29							
30							
31							
32							
33					100 TOTAL		\$ 177,464.00
34	200	BENEFITS:					
35	1174	SRTS Coordinator Pape, R (E40577)					
36	2100	Group Insurance	1.00	\$10,227.00	1.00	\$ 10,227.00	
37	2101	Life Insurance: School Police	1.00	\$80.00	1.00	\$ 80.00	
38		Life Insurance: Admin / Pro		\$500.00		\$ -	
39		Long Term Disab: Admin / Pro		0.20%		\$ -	
40		FICA		6.20%		\$ -	
41	2300	PERS School Police	1.00	58.75%	\$ 86,365.00	\$ 50,739.00	
42		PERS plan A		36.75%		\$ -	
43		PERS plan B		19.25%		\$ -	
44	2400	Medicare	1.00	1.45%	\$ 86,365.00	\$ 1,252.00	
45	2700	Workers Comp-School Police Rate	1.00	6.40%	\$ 86,365.00	\$ 5,527.00	
46		Other Post Emp Benefits		\$329.00		\$ -	
47		Post Employment Benefits				\$ -	
48							
49		SRTS Coordinator Iveson, J (E60918)					
50	2100	Group Insurance	1.00	\$10,227.00	1.00	\$ 10,227.00	
51	2101	Life Insurance: Cert / Class	1.00	\$80.00	1.00	\$ 80.00	
52	2101	Life Insurance: Admin / Pro		\$500.00	\$ -	\$ -	
53	2101	Long Term Disab: Admin / Pro		0.20%	\$ -	\$ -	
54		FICA		6.20%	\$ -	\$ -	
55	2300	PERS plan A		36.75%	\$ -	\$ -	
56	2300	PERS plan B	1.00	19.25%	\$ 91,099.00	\$ 17,537.00	
57	2400	Medicare	1.00	1.45%	\$ 91,099.00	\$ 1,321.00	
58	2700	Workers Compensation	1.00	0.40%	\$ 91,099.00	\$ 364.00	
59		Other Post Emp Benefits	1.00	\$329.00	\$ 1.00	\$ 329.00	
60							

Nevada Department of Education
Support Services

	A	B	C	D	E	F	G
1							
2	Subrecipient:	WASHOE COUNTY SCHOOL DISTRICT				Project No:	0
3	Project Title	Safe Routes To Schools TA Set Aside				Fiscal Year:	2025-26
4							
5							
6	A	B	C	D	E	F	
7	Object Code	Title of Position or Description of Item	FTE	Quantity	Unit Amount/ Calculations	Total Amount	Budget Summary Object Total
62							
63							
64		NARRATIVE:					
65							
66		Standard fringe benefits rates.					
67		OPEB -The District provides other post employment benefits (OPEB) for eligible employees through the Washoe County School District Retiree Health Benefits Plan.					
68					200 TOTAL		\$ 97,683.00

Nevada Department of Education
Support Services

	A	B	C	D	E	F	G
1							
2	Subrecipient:	WASHOE COUNTY SCHOOL DISTRICT				Project No:	0
3	Project Title	Safe Routes To Schools TA Set Aside				Fiscal Year:	2025-26
4							
5							
6	A	B	C	D	E	F	
7	Object Code	Title of Position or Description of Item	FTE	Quantity	Unit Amount/ Calculations	Total Amount	Budget Summary Object Total
69	300	PURCHASED PROF. SERVICES:					
70							
71	320	Educational Consultants				\$ -	
72	330	Employee Training & Develop				\$ -	
73						\$ -	
74						\$ -	
75						\$ -	
76							
77		NARRATIVE:					
78							
79							
80					300 TOTAL		\$ -
81	400	PURCHASED PROP. SERVICES:					
82							
83	Other	Insert Object & Description				\$ -	
84						\$ -	
85						\$ -	
86						\$ -	
87							
88		NARRATIVE:					
89							
90					400 TOTAL		\$ -

Nevada Department of Education
Support Services

1	A	B	C	D	E	F	G
2	Subrecipient:	WASHOE COUNTY SCHOOL DISTRICT				Project No:	0
3	Project Title	Safe Routes To Schools TA Set Aside				Fiscal Year:	2025-26
4							
5							
6	A	B	C	D	E	F	
7	Object Code	Title of Position or Description of Item	FTE	Quantity	Unit Amount/ Calculations	Total Amount	Budget Summary Object Total
91	500	OTHER PURCHASED SERVICES:					
92							
93	510	Student Transportation				\$ -	
94						\$ -	
95						\$ -	\$ -
96							
97	519	Student Travel & Related				\$ -	
98						\$ -	
99						\$ -	\$ -
100							
101	531	Postage				\$ -	
102						\$ -	
103						\$ -	\$ -
104							
105	534	Cell Phone				\$ -	
106						\$ -	
107						\$ -	\$ -
108							
109	550	Printing				\$ -	
110						\$ -	
111						\$ -	\$ -
112							
113	560	Student Tuition				\$ -	
114						\$ -	
115						\$ -	\$ -
116							
117	580	Staff Travel				\$ -	
118						\$ -	
119						\$ -	\$ -
120							
121	589	Non- Staff Travel				\$ -	
122						\$ -	
123						\$ -	\$ -
124							
125	500 Other	Insert Object & Description				\$ -	
126						\$ -	
127						\$ -	
128						\$ -	
129						\$ -	
130						\$ -	\$ -
131		NARRATIVE:					
132							
133							
134							
135							
136					500 TOTAL		\$ -

Nevada Department of Education
Support Services

	A	B	C	D	E	F	G
1							
2	Subrecipient:	WASHOE COUNTY SCHOOL DISTRICT				Project No:	0
3	Project Title	Safe Routes To Schools TA Set Aside				Fiscal Year:	2025-26
4							
5							
6	A	B	C	D	E	F	
7	Object Code	Title of Position or Description of Item	FTE	Quantity	Unit Amount/ Calculations	Total Amount	Budget Summary Object Total
137	600	SUPPLIES:					
138							
139	610	General Supplies				\$ -	
140						\$ -	
141						\$ -	\$ -
142							
143	612	Non Info Tech Inventory Items				\$ -	
144						\$ -	
145						\$ -	\$ -
146							
147	640	Books and Periodicals				\$ -	
148						\$ -	
149						\$ -	
150						\$ -	\$ -
151							
152	641	Textbooks				\$ -	
153						\$ -	
154						\$ -	
155						\$ -	\$ -
156							
157	650	Info Tech Supplies < \$1,000				\$ -	
158						\$ -	
159						\$ -	
160						\$ -	\$ -
161							
162	651	Supplies-Information Technology (Software)				\$ -	
163						\$ -	
164						\$ -	\$ -
165							
166	652	Info Tech Supplies & Computers > \$1,000 - \$4,999				\$ -	
167						\$ -	
168						\$ -	\$ -
169							
170	653	Web Based & Similar				\$ -	
171						\$ -	
172						\$ -	\$ -
173							
174	654	Computers <\$1,000				\$ -	
175						\$ -	
176						\$ -	\$ -
177							
178	6541	Other Tech < \$1,000				\$ -	
179						\$ -	
180						\$ -	
181						\$ -	\$ -
182							
183		NARRATIVE:					
184							
185							
186							
187							

Nevada Department of Education
Support Services

	A	B	C	D	E	F	G
1							
2	Subrecipient:	WASHOE COUNTY SCHOOL DISTRICT				Project No:	0
3	Project Title	Safe Routes To Schools TA Set Aside				Fiscal Year:	2025-26
4							
5							
6	A	B	C	D	E	F	
7	Object Code	Title of Position or Description of Item	FTE	Quantity	Unit Amount/ Calculations	Total Amount	Budget Summary Object Total
188							
189					600 TOTAL		\$ -

Nevada Department of Education
Support Services

	A	B	C	D	E	F	G
1							
2	Subrecipient:	WASHOE COUNTY SCHOOL DISTRICT				Project No:	0
3	Project Title	Safe Routes To Schools TA Set Aside				Fiscal Year:	2025-26
4							
5							
6	A	B	C	D	E	F	
7	Object Code	Title of Position or Description of Item	FTE	Quantity	Unit Amount/ Calculations	Total Amount	Budget Summary Object Total
190	800	OTHER OBJECTS:					
191							
192	810	Dues & Fees				\$ -	
193						\$ -	
194						\$ -	
195						\$ -	\$ -
196							
197	890	Miscellaneous				\$ -	
198						\$ -	
199						\$ -	
200						\$ -	\$ -
201							
202	800 Other	Insert Object & Description				\$ -	
203						\$ -	
204						\$ -	
205						\$ -	\$ -
206							
207							
208		NARRATIVE:					
209							
210							
211							
212							
213					800 TOTAL		\$ -
214	Subtotal Objects 100 - 600 & 800						\$ 275,147.00
215	Approved Indirect Cost		3.31%				
216	700	EQUIPMENT:					
217							
218	700	Capital Equipment > \$5,000				\$ -	
219							
220	730	Other > \$5,000				\$ -	
221							
222		NARRATIVE:					
223							
224							
225							
226							
227							
228					TOTAL 700		\$ -
229	900 Other						
230	900	Other Items				\$ -	
231	971	Pass through Districts				\$ -	
232	972	Pass through Charter Schools				\$ -	
233	973	Pass through Other Entities				\$ -	
234							
235		NARRATIVE:					
236							
237							
238							
239					900 TOTAL		\$ -
240	GRANT TOTAL						\$ 275,147.00

Nevada Department of Education - State or Federal Budget Expenditure Summary

Subrecipient:	WASHOE COUNTY SCHOOL DISTRICT	Project Number:	
UEI	DEA6NNBHTV3	Project Title:	
Vendor Number:	105486	FISCAL YEAR	2026-27
Federal/State Project Title:	RTC Transportation Alternatives Program	Budget Code:	NDE Use Only
Check one below:	Washoe County School District Safe Routes to Schools - TA Set Aside	Category	
Budget:		GL:	
Amendment:		CAN Number:	
		Job Number:	

OBJECT	DESCRIPTION	INSTRUCTION	SUPPORT	TOTAL
100	Salaries	\$ -	\$ 181,810.00	\$ 181,810.00
200	Benefits	\$ -	\$ 99,387.00	\$ 99,387.00
300	Purchased Professional Services	\$ -	\$ -	\$ -
400	Purchased Property Services	\$ -	\$ -	\$ -
500	510 Student Travel Services	\$ -	\$ -	
	580 Travel	\$ -	\$ -	
	500 Other	\$ -	\$ -	
	Total 500	\$ -	\$ -	\$ -
600	610 General Supplies	\$ -	\$ -	
	612 Non Information Tech Items of Value *	\$ -	\$ -	
	640 Books and Periodicals	\$ -	\$ -	
	641 Textbooks	\$ -	\$ -	
	650 Supplies; Info Tech	\$ -	\$ -	
	651 Software	\$ -	\$ -	
	652 Information Tech Items of Value *	\$ -	\$ -	
	653 Web-based and Similar Programs	\$ -	\$ -	
	654 Information Tech Items < \$1,000	\$ -	\$ -	
	Total 600	\$ -	\$ -	\$ -
800	810 Dues and Fees	\$ -	\$ -	
	890 Other Miscellaneous	\$ -	\$ -	
	800 Other	\$ -	\$ -	
	Total 800	\$ -	\$ -	\$ -
Subtotal 100 - 600 & 800		\$ -	\$ 281,197.00	\$ 281,197.00
Indirect Cost	Approved Rate: 3.31%	\$ -	\$ -	\$ -
700	730 Equipment: over \$5,000 each	\$ -	\$ -	
	700 Other	\$ -	\$ -	
	Total 700	\$ -	\$ -	\$ -
900 Other	900 Other	\$ -	\$ -	
	Total 900	\$ -	\$ -	\$ -
TOTAL		\$ -	\$ 281,197.00	\$ 281,197.00

Signature:		Date	
	Signature of Authorized Sub-grantee Representative		
Name/Title:	Martin Williams, Controller		
	Print Name and Title of Authorized Sub-grantee Representative		

* All Items of Value must be itemized on the Budget Detail.

** Indirect Cost Rates must be approved by the NV Department of Education (NDE) before the sub-grantee may budget for and charge those costs to the grant. **Indirect cost is allowed for Federal Grant Awards only.**

*** Expenditures cannot exceed approved budget in any object code. Any changes to object code budget have to be approved by NDE prior to funds being incurred. NDE reserves the right to deny reimbursement for any amount exceeding previously approved budget for each object code .

DEPARTMENT OF EDUCATION USE ONLY	
Program Staff Initial	Date Approved
Grant Unit Staff Initial	Date Approved

Nevada Department of Education
Support Services

	A	B	C	D	E	F	G
1							
2	Subrecipient:	WASHOE COUNTY SCHOOL DISTRICT				Project No:	0
3	Project Title	Safe Routes To Schools TA Set Aside				Fiscal Year:	2026-27
4							
5							
6	A	B	C	D	E	F	
7	Object Code	Title of Position or Description of Item	FTE	Quantity	Unit Amount/ Calculations	Total Amount	Budget Summary Object Total
8	100	PERSONNEL:					
9							
10		Certified Teachers, Traditional				\$ -	
11	1174	SRTS Coord Pape, R E40577	1.00	1	\$ 88,092.00	\$ 88,092.00	
12		SRTS Coord Iveson, J E60918	1.00	1	\$ 93,718.00	\$ 93,718.00	
13		Certified Teachers, Yr Round				\$ -	
14		Substitutes				\$ -	
15		Classified				\$ -	
16		Assistants				\$ -	
17		Aides				\$ -	
18		Extra Duty Stipends: one-time				\$ -	
19		Training Stipends				\$ -	
20		Certified Instructor Stipends				\$ -	
21		Certified Hourly Pay				\$ -	
22							
23							
24							
25							
26		NARRATIVE:					
27		Safe Routes to School (SRTS) Coordinators 2.0 FTE: Coordinators work in the					
28		WCSD SRTS Program to enhance traffic and pedestrian safety for students					
29		walking, bicycling, or using other alternative modes of transportation.					
30							
31							
32							
33					100 TOTAL		\$ 181,810.00
34	200	BENEFITS:					
35	1174	SRTS Coordinator Pape, R (E40577)					
36	2100	Group Insurance	1.00	\$10,227.00	1.00	\$ 10,227.00	
37	2101	Life Insurance: School Police	1.00	\$80.00	1.00	\$ 80.00	
38		Life Insurance: Admin / Pro		\$500.00		\$ -	
39		Long Term Disab: Admin / Pro		0.20%		\$ -	
40		FICA		6.20%		\$ -	
41	2300	PERS School Police	1.00	58.75%	\$ 88,092.00	\$ 51,754.00	
42		PERS plan A		36.75%		\$ -	
43		PERS plan B		19.25%		\$ -	
44	2400	Medicare	1.00	1.45%	\$ 88,092.00	\$ 1,277.00	
45	2700	Workers Comp-School Police Rate	1.00	6.40%	\$ 88,092.00	\$ 5,638.00	
46		Other Post Emp Benefits		\$329.00		\$ -	
47		Post Employment Benefits				\$ -	
48							
49		SRTS Coordinator Iveson, J (E60918)					
50	2100	Group Insurance	1.00	\$10,227.00	1.00	\$ 10,227.00	
51	2101	Life Insurance: Cert / Class	1.00	\$80.00	1.00	\$ 80.00	
52	2101	Life Insurance: Admin / Pro		\$500.00	\$ -	\$ -	
53	2101	Long Term Disab: Admin / Pro		0.20%	\$ -	\$ -	
54		FICA		6.20%	\$ -	\$ -	
55	2300	PERS plan A		36.75%	\$ -	\$ -	
56	2300	PERS plan B	1.00	19.25%	\$ 93,718.00	\$ 18,041.00	
57	2400	Medicare	1.00	1.45%	\$ 93,718.00	\$ 1,359.00	
58	2700	Workers Compensation	1.00	0.40%	\$ 93,718.00	\$ 375.00	
59		Other Post Emp Benefits	1.00	\$329.00	\$ 1.00	\$ 329.00	
60							

Nevada Department of Education
Support Services

	A	B	C	D	E	F	G
1							
2	Subrecipient:	WASHOE COUNTY SCHOOL DISTRICT				Project No:	0
3	Project Title	Safe Routes To Schools TA Set Aside				Fiscal Year:	2026-27
4							
5							
6	A	B	C	D	E	F	
7	Object Code	Title of Position or Description of Item	FTE	Quantity	Unit Amount/ Calculations	Total Amount	Budget Summary Object Total
62							
63							
64		NARRATIVE:					
65							
66		Standard fringe benefits rates.					
67		OPEB -The District provides other post employment benefits (OPEB) for eligible employees through the Washoe County School District Retiree Health Benefits Plan.					
68					200 TOTAL		\$ 99,387.00

Nevada Department of Education
Support Services

	A	B	C	D	E	F	G
1							
2	Subrecipient:	WASHOE COUNTY SCHOOL DISTRICT				Project No:	0
3	Project Title	Safe Routes To Schools TA Set Aside				Fiscal Year:	2026-27
4							
5							
6	A	B	C	D	E	F	
7	Object Code	Title of Position or Description of Item	FTE	Quantity	Unit Amount/ Calculations	Total Amount	Budget Summary Object Total
69	300	PURCHASED PROF. SERVICES:					
70							
71	320	Educational Consultants				\$ -	
72	330	Employee Training & Develop				\$ -	
73						\$ -	
74						\$ -	
75						\$ -	
76							
77		NARRATIVE:					
78							
79							
80					300 TOTAL		\$ -
81	400	PURCHASED PROP. SERVICES:					
82							
83	Other	Insert Object & Description				\$ -	
84						\$ -	
85						\$ -	
86						\$ -	
87							
88		NARRATIVE:					
89							
90					400 TOTAL		\$ -

Nevada Department of Education
Support Services

	A	B	C	D	E	F	G
1							
2	Subrecipient:	WASHOE COUNTY SCHOOL DISTRICT				Project No:	0
3	Project Title	Safe Routes To Schools TA Set Aside				Fiscal Year:	2026-27
4							
5							
6	A	B	C	D	E	F	
7	Object Code	Title of Position or Description of Item	FTE	Quantity	Unit Amount/ Calculations	Total Amount	Budget Summary Object Total
91	500	OTHER PURCHASED SERVICES:					
92							
93	510	Student Transportation				\$ -	
94						\$ -	
95						\$ -	\$ -
96							
97	519	Student Travel & Related				\$ -	
98						\$ -	
99						\$ -	\$ -
100							
101	531	Postage				\$ -	
102						\$ -	
103						\$ -	\$ -
104							
105	534	Cell Phone				\$ -	
106						\$ -	
107						\$ -	\$ -
108							
109	550	Printing				\$ -	
110						\$ -	
111						\$ -	\$ -
112							
113	560	Student Tuition				\$ -	
114						\$ -	
115						\$ -	\$ -
116							
117	580	Staff Travel				\$ -	
118						\$ -	
119						\$ -	\$ -
120							
121	589	Non- Staff Travel				\$ -	
122						\$ -	
123						\$ -	\$ -
124							
125	500 Other	Insert Object & Description				\$ -	
126						\$ -	
127						\$ -	
128						\$ -	
129						\$ -	
130						\$ -	\$ -
131		NARRATIVE:					
132							
133							
134							
135							
136					500 TOTAL		\$ -

Nevada Department of Education
Support Services

	A	B	C	D	E	F	G
1							
2	Subrecipient:	WASHOE COUNTY SCHOOL DISTRICT				Project No:	0
3	Project Title	Safe Routes To Schools TA Set Aside				Fiscal Year:	2026-27
4							
5							
6	A	B	C	D	E	F	
7	Object Code	Title of Position or Description of Item	FTE	Quantity	Unit Amount/ Calculations	Total Amount	Budget Summary Object Total
137	600	SUPPLIES:					
138							
139	610	General Supplies				\$ -	
140						\$ -	
141						\$ -	\$ -
142							
143	612	Non Info Tech Inventory Items				\$ -	
144						\$ -	
145						\$ -	\$ -
146							
147	640	Books and Periodicals				\$ -	
148						\$ -	
149						\$ -	
150						\$ -	\$ -
151							
152	641	Textbooks				\$ -	
153						\$ -	
154						\$ -	
155						\$ -	\$ -
156							
157	650	Info Tech Supplies < \$1,000				\$ -	
158						\$ -	
159						\$ -	
160						\$ -	\$ -
161							
162	651	Supplies-Information Technology (Software)				\$ -	
163						\$ -	
164						\$ -	\$ -
165							
166	652	Info Tech Supplies & Computers > \$1,000 - \$4,999				\$ -	
167						\$ -	
168						\$ -	\$ -
169							
170	653	Web Based & Similar				\$ -	
171						\$ -	
172						\$ -	\$ -
173							
174	654	Computers <\$1,000				\$ -	
175						\$ -	
176						\$ -	\$ -
177							
178	6541	Other Tech < \$1,000				\$ -	
179						\$ -	
180						\$ -	
181						\$ -	\$ -
182							
183		NARRATIVE:					
184							
185							
186							
187							

Nevada Department of Education
Support Services

	A	B	C	D	E	F	G
1							
2	Subrecipient:	WASHOE COUNTY SCHOOL DISTRICT				Project No:	0
3	Project Title	Safe Routes To Schools TA Set Aside				Fiscal Year:	2026-27
4							
5							
6	A	B	C	D	E	F	
7	Object Code	Title of Position or Description of Item	FTE	Quantity	Unit Amount/ Calculations	Total Amount	Budget Summary Object Total
188							
189					600 TOTAL		\$ -

Nevada Department of Education
Support Services

	A	B	C	D	E	F	G
1							
2	Subrecipient:	WASHOE COUNTY SCHOOL DISTRICT				Project No:	0
3	Project Title	Safe Routes To Schools TA Set Aside				Fiscal Year:	2026-27
4							
5							
6	A	B	C	D	E	F	
7	Object Code	Title of Position or Description of Item	FTE	Quantity	Unit Amount/ Calculations	Total Amount	Budget Summary Object Total
190	800	OTHER OBJECTS:					
191							
192	810	Dues & Fees				\$ -	
193						\$ -	
194						\$ -	
195						\$ -	\$ -
196							
197	890	Miscellaneous				\$ -	
198						\$ -	
199						\$ -	
200						\$ -	\$ -
201							
202	800 Other	Insert Object & Description				\$ -	
203						\$ -	
204						\$ -	
205						\$ -	\$ -
206							
207							
208		NARRATIVE:					
209							
210							
211							
212							
213					800 TOTAL		\$ -
214	Subtotal Objects 100 - 600 & 800						\$ 281,197.00
215	Approved Indirect Cost		3.31%				
216	700	EQUIPMENT:					
217							
218	700	Capital Equipment > \$5,000				\$ -	
219							
220	730	Other > \$5,000				\$ -	
221							
222		NARRATIVE:					
223							
224							
225							
226							
227							
228					TOTAL 700		\$ -
229	900 Other						
230	900	Other Items				\$ -	
231	971	Pass through Districts				\$ -	
232	972	Pass through Charter Schools				\$ -	
233	973	Pass through Other Entities				\$ -	
234							
235		NARRATIVE:					
236							
237							
238							
239					900 TOTAL		\$ -
240	GRANT TOTAL						\$ 281,197.00