

Meeting Overview

- Presentation at 5:30 P.M.
- No Formal Question & Answer Session After the Presentation
- Staff are Available One-on-One to Answer Your Questions
- Provide Your Comments on Comment Cards, Using the QR Code or at the Project Website:
rtcwashoe.com/project/northeast-connector





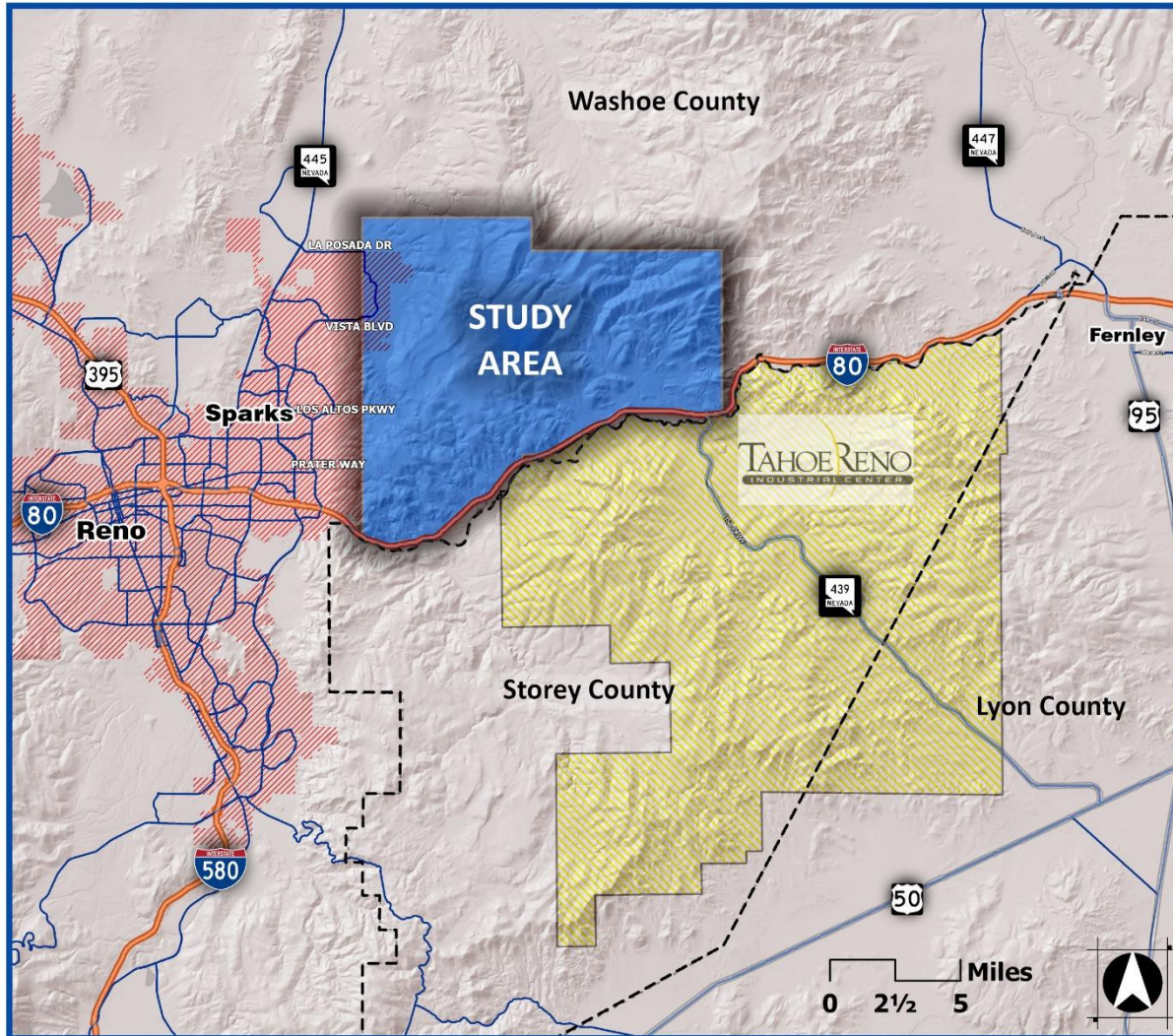
Northeast Connector Alignment and Feasibility Study

Public Meeting

December 17, 2025



Feasibility Study Area



Study Limits:

- South – Interstate 80/Truckee River
- North – Just north of La Posada Dr.
- West - Eastern Edge of Urbanized Sparks
- East – USA Parkway

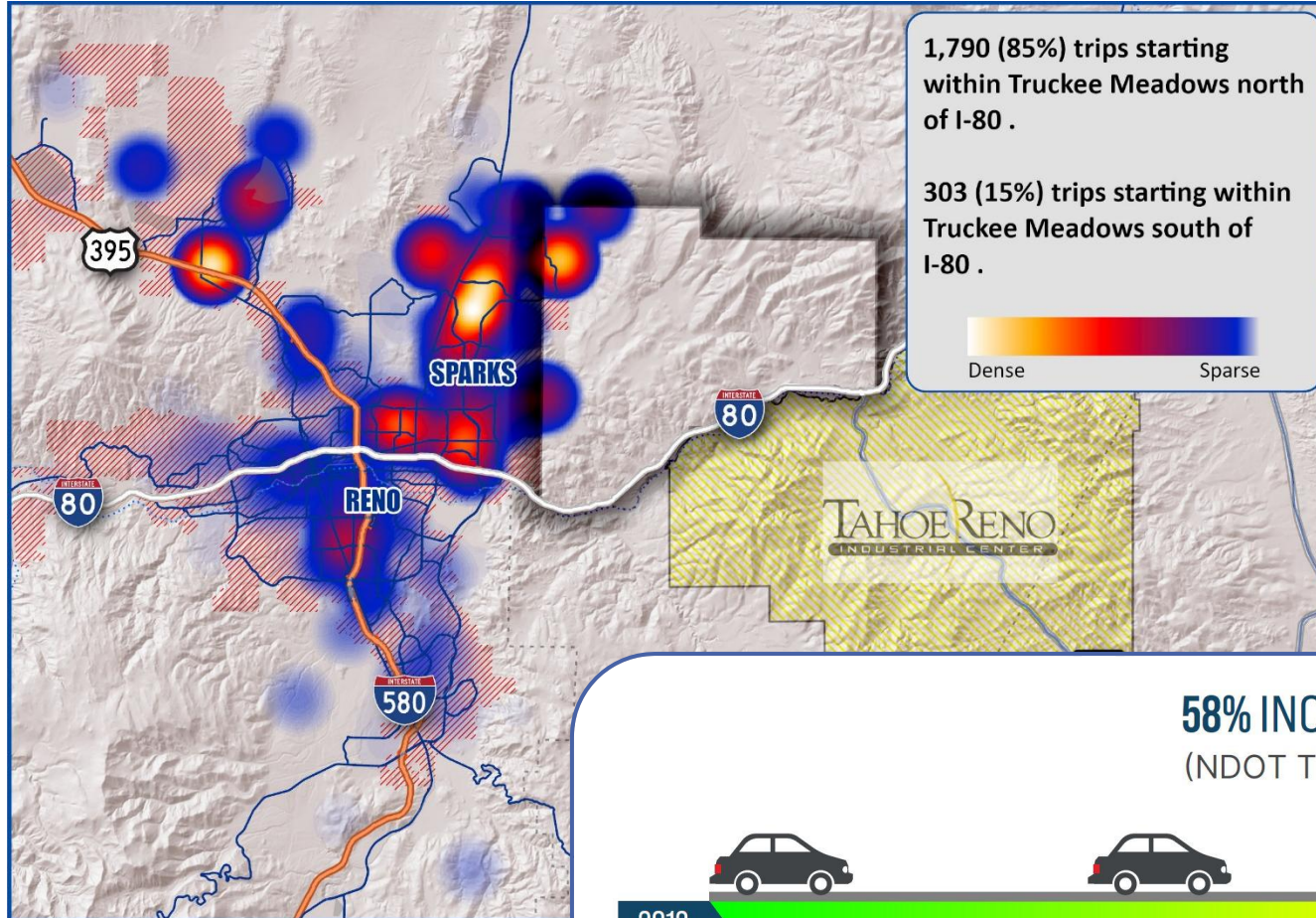
What is this Study?



The Northeast Connector Alignment and Feasibility Study was initiated by RTC to evaluate a potential redundant east–west roadway connection between east Sparks/Spanish Springs and the Tahoe-Reno Industrial Center (TRI Center).



Study Purpose and Need



85%

of trips from the Truckee Meadows originate north of I-80

58% INCREASE IN TRAFFIC

(NDOT TRINA Data 2013-2022)

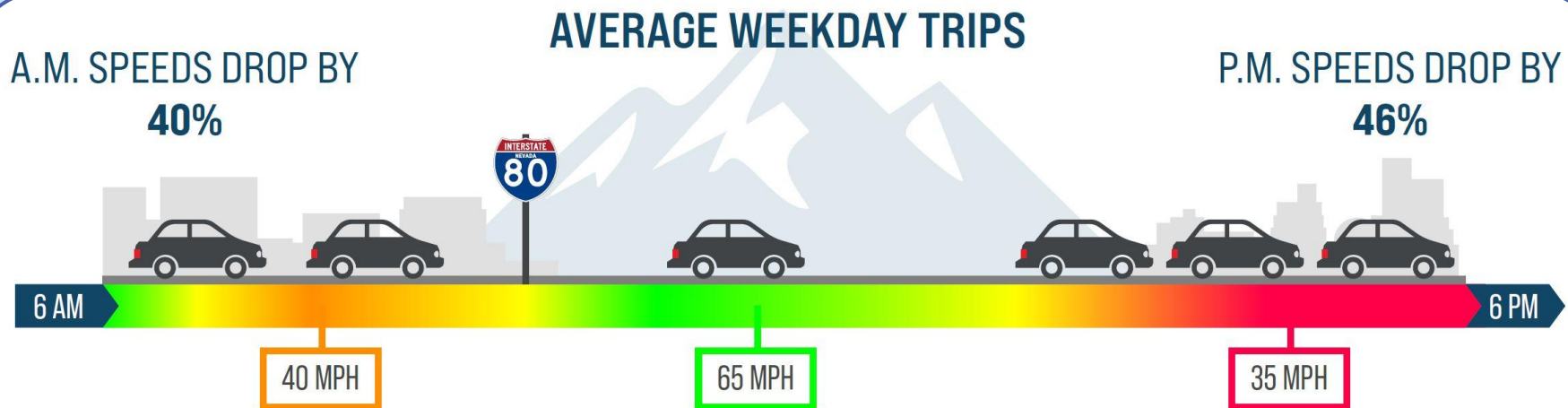


300% INCREASE IN TRI CENTER WORK FORCE



(Bureau of Labor Statistics 2015-2023)

Study Purpose and Need



INCIDENTS CAN CAUSE SPEEDS TO DROP BY **90% TO 100%**



10/29/2025



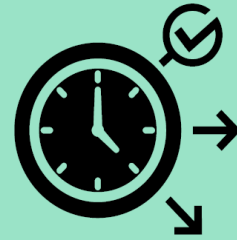
Feasibility Study Goals



**REDUCE
CONGESTION**



**SUPPORT
ECONOMIC
GROWTH**



**INCREASE
RELIABILITY**



**INFORM
REGIONAL
DECISIONS**

Study Schedule



WE
ARE
HERE

LEVEL 1 SCREENING

Feb. 2025 -
July 2025

LEVEL 2 SCREENING

June 2025 -
November 2025

DRAFT REPORT

October 2025 -
January 2026

FINISH

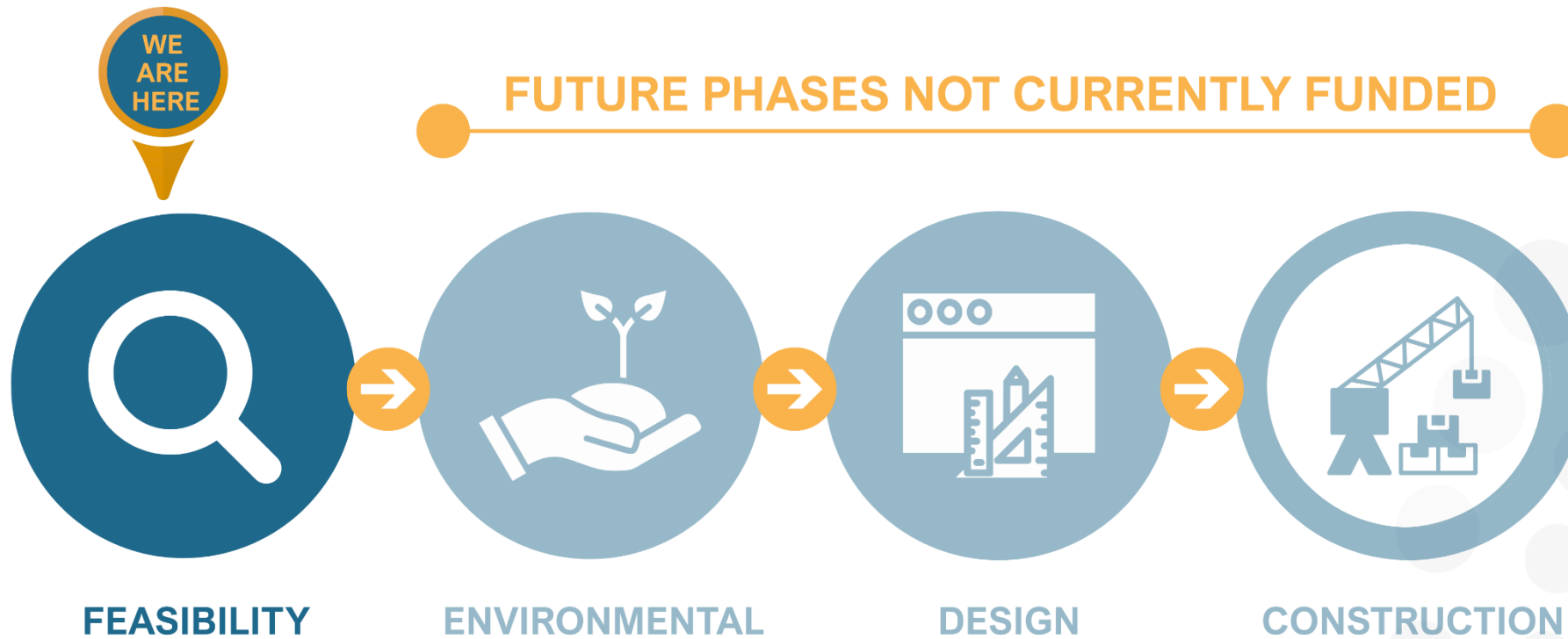
Early 2026



Where are we?



THE PROJECT DEVELOPMENT PROCESS



Stakeholder and Public Engagement



TAC MEETING 1

Kickoff
February 2025

TAC MEETING 2

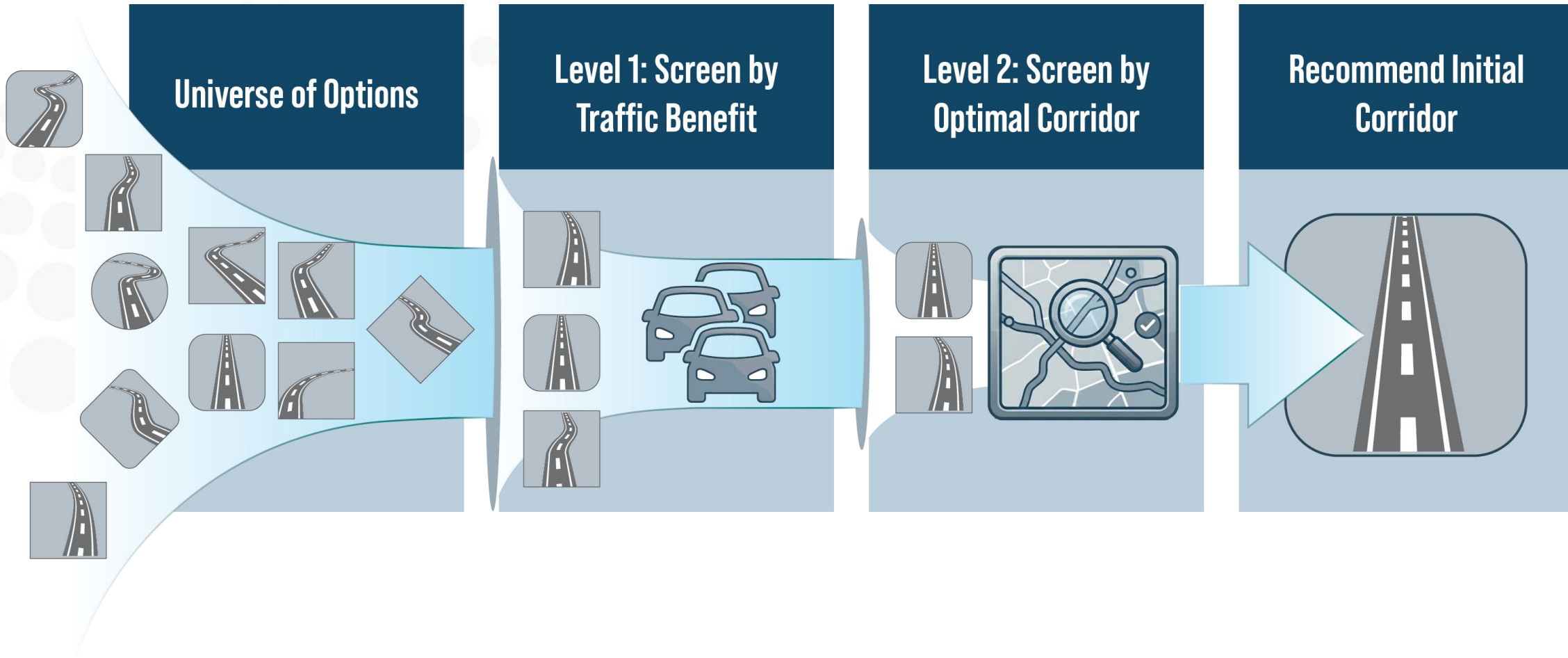
Level 1 Screening
July 2025

TAC MEETING 3

Level 2 Screening
October 2025

PUBLIC OUTREACH

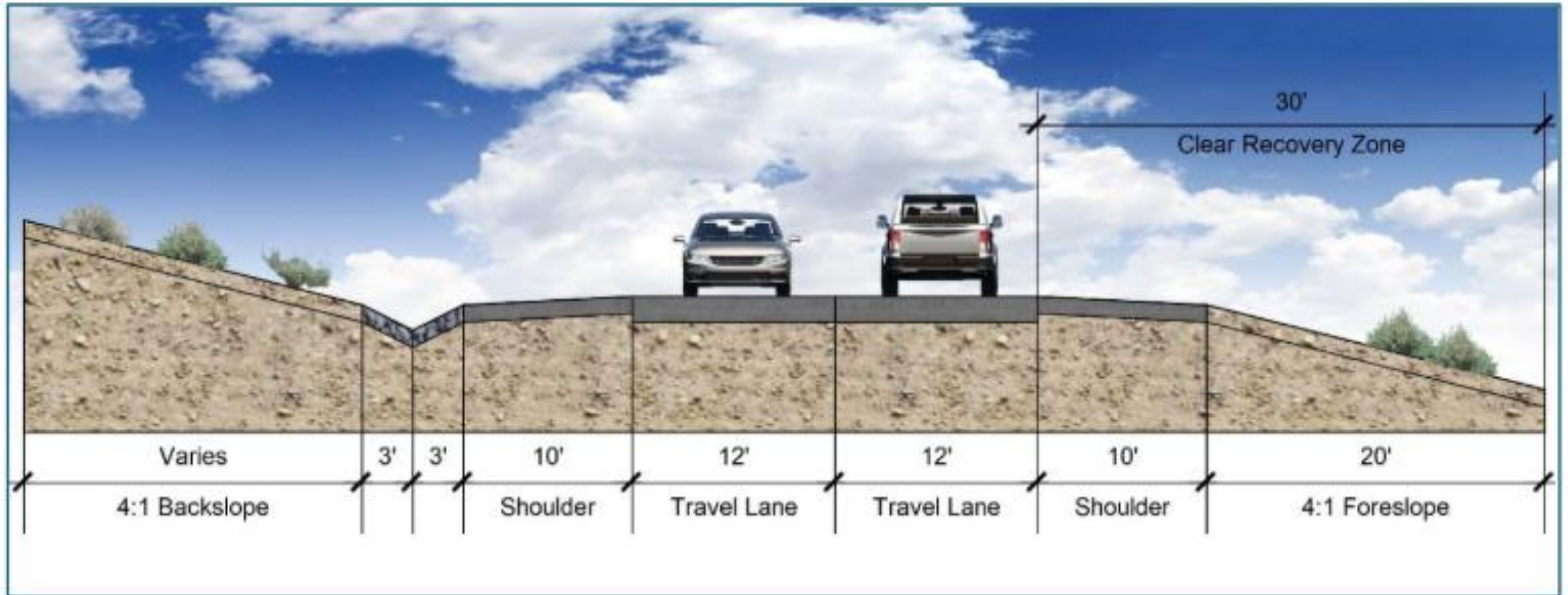
December 2025 – January 2026



Alternatives Evaluation Process

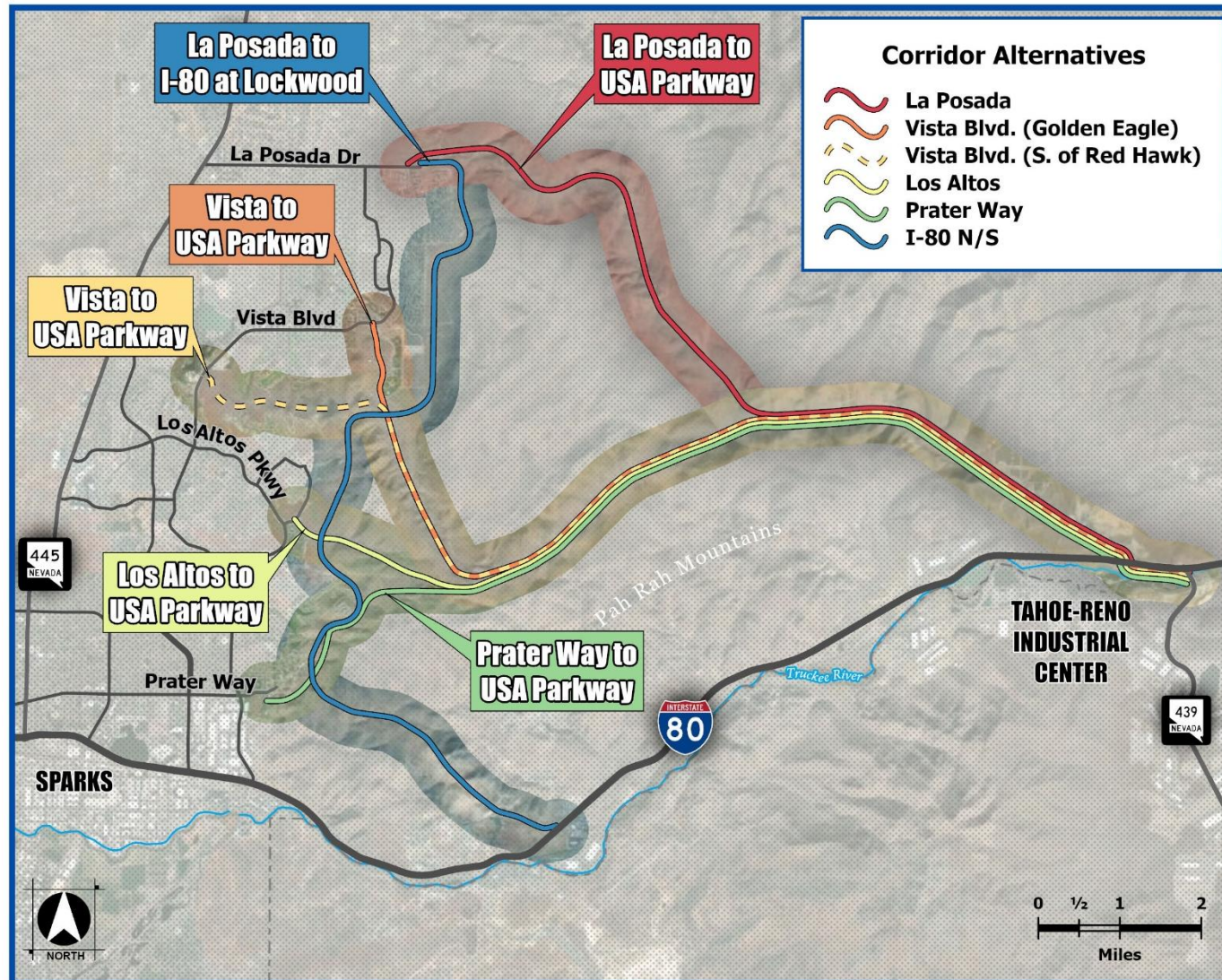


Corridor Roadway Cross Section



All Options Include a 2-Lane Roadway

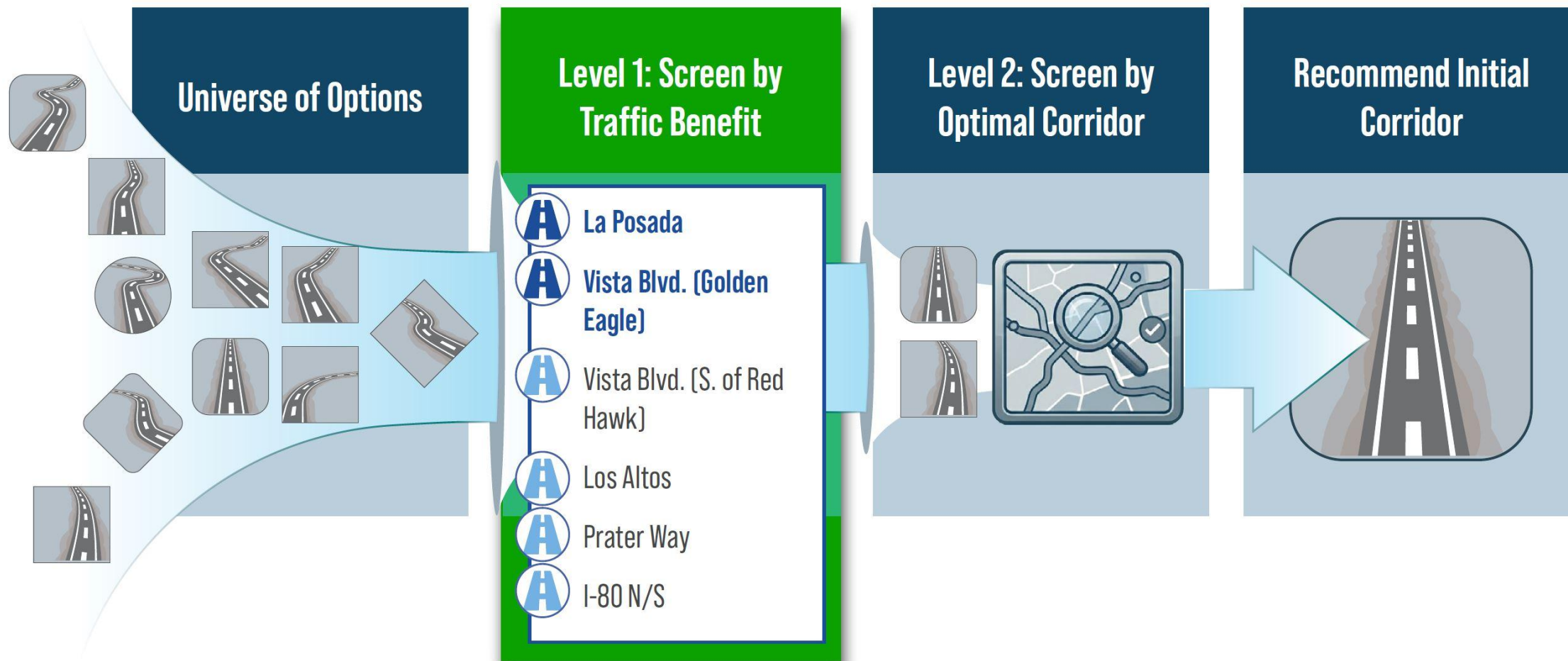
Level 1 Alternatives



Corridor Alternative	2050 ADT	% from Max
La Posada	4,575	N/A
Vista Blvd. (Golden Eagle)	3,919	14%
Vista Blvd. (S. of Red Hawk)	2,470	46%
Los Altos	3,224	30%
Prater Way	3	100%
I-80 N/S	52	99%

Screen out alternatives that are more than 25% of max ADT

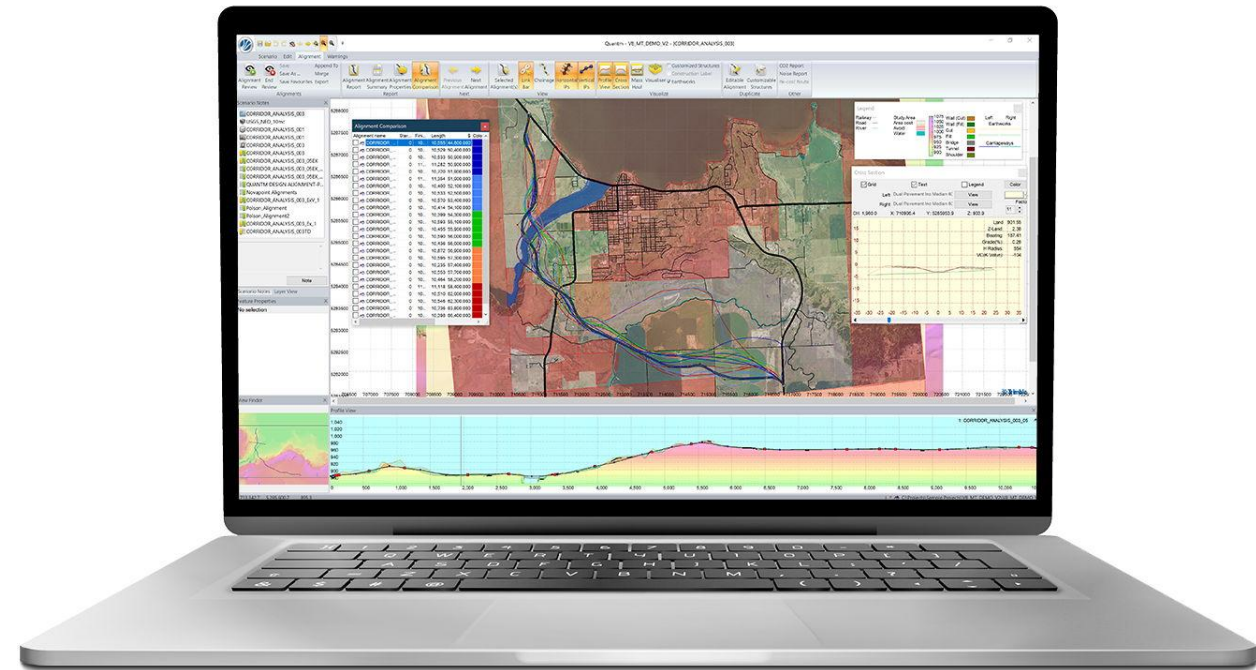
Level 1 Alternative Screening Results



Level 2 Corridor Screening Process

Screening Factors & Approach:

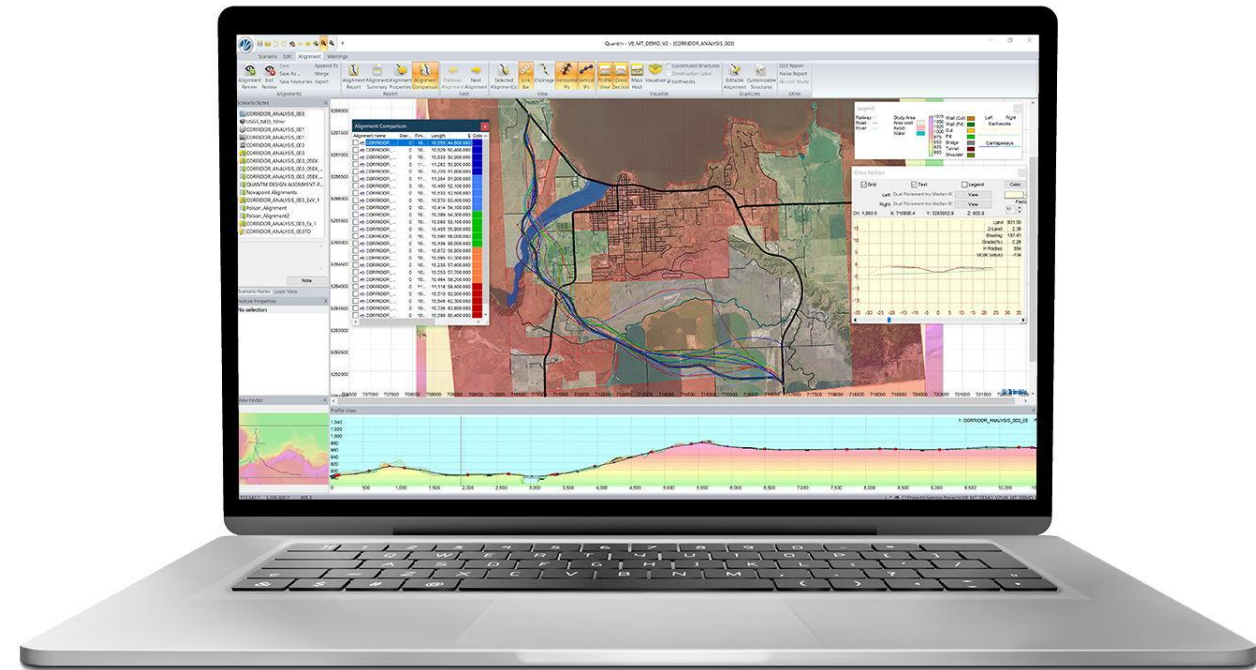
- Constraint avoidance and environmental
- Earthwork and cost
- Constructability, maintainability, and other factors
- Apply Quantm alignment optimization tool



Source: Trimble

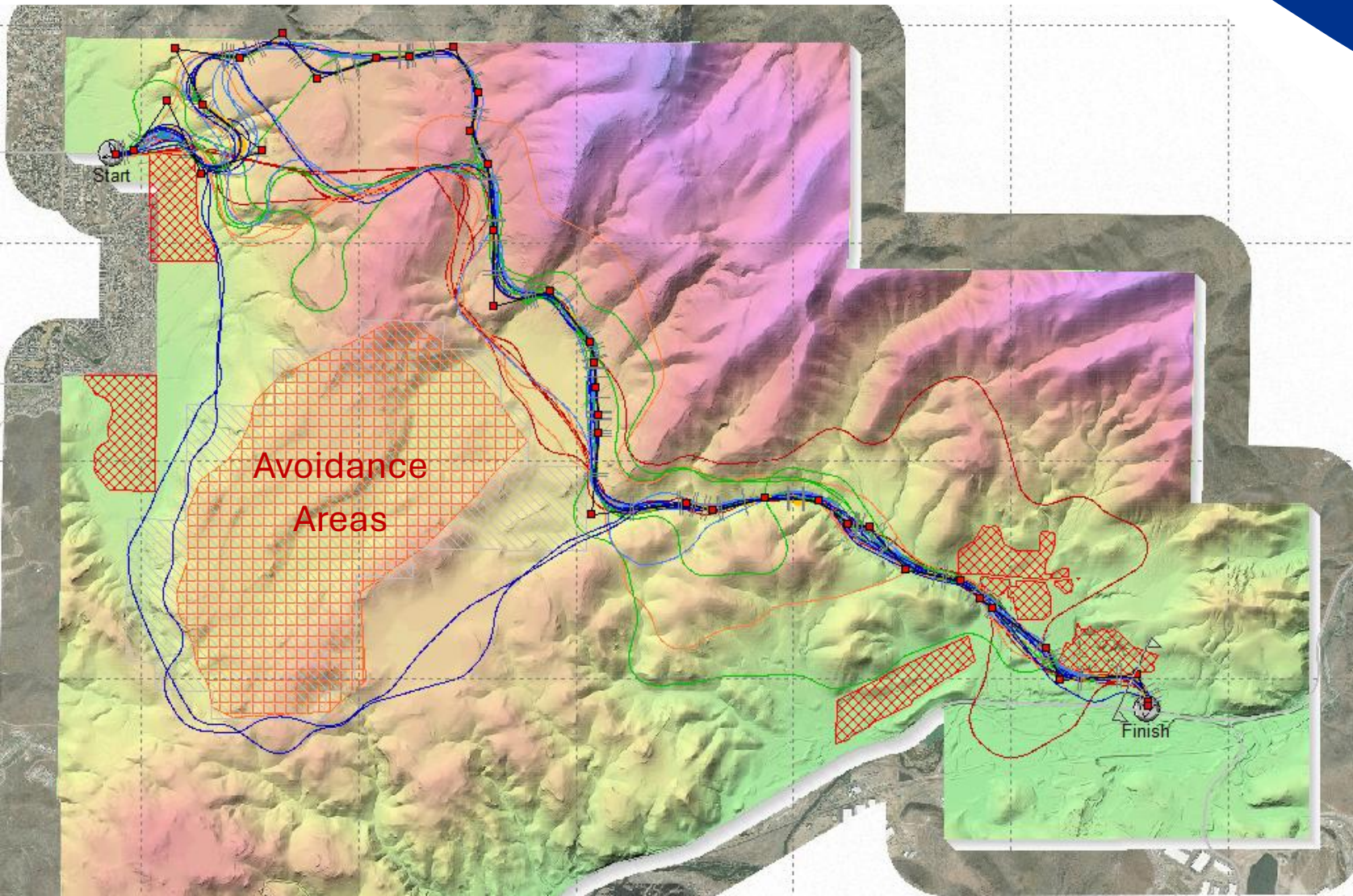
Quantm Data Inputs

- Terrain (e.g. USGS topo, Lidar)
- Costs (cut, fill, bridge, tunnel, walls, etc.)
- Geometric criteria
- Proposed cross-sections
- Constraints and avoidance areas
- Waypoints and preference areas



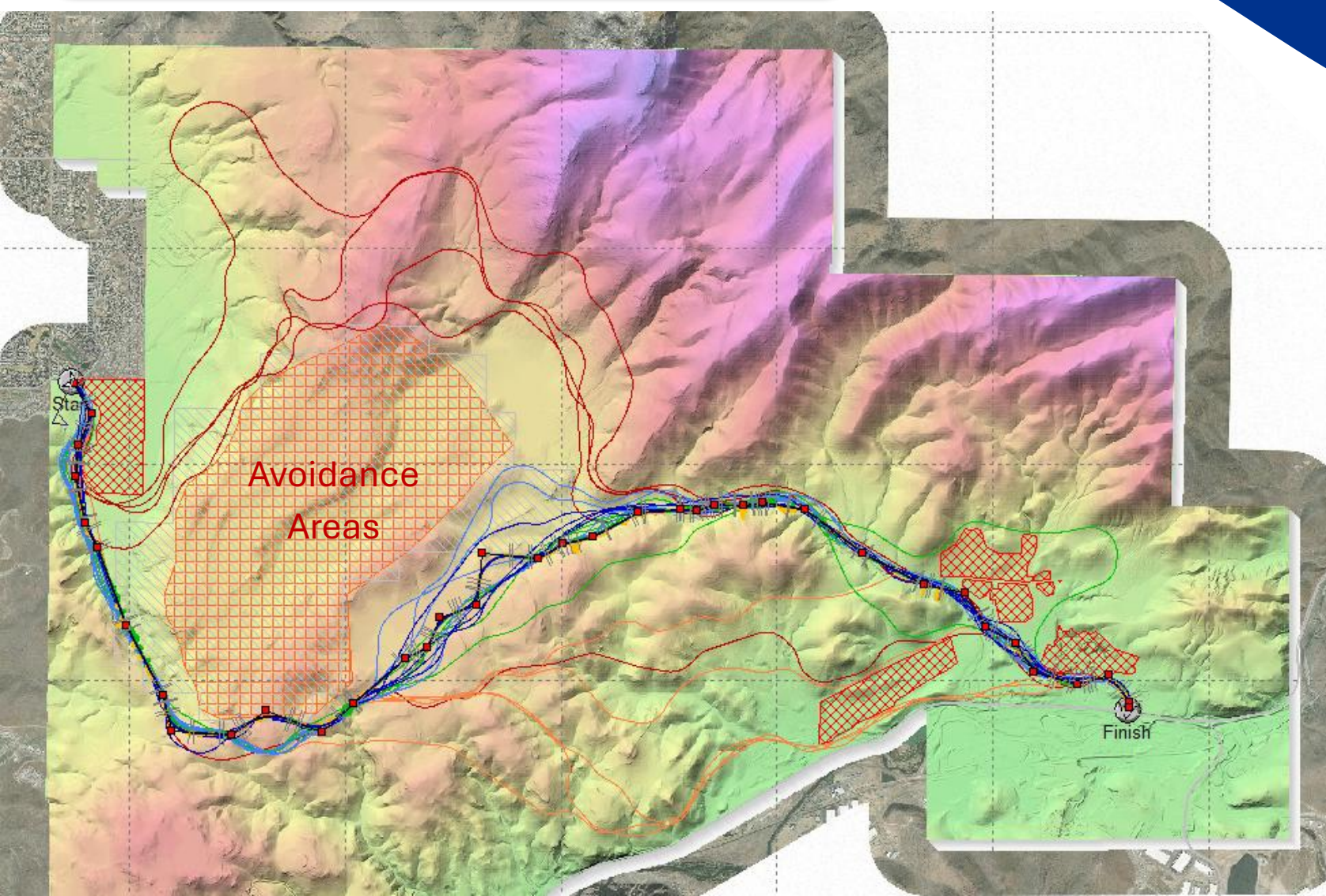
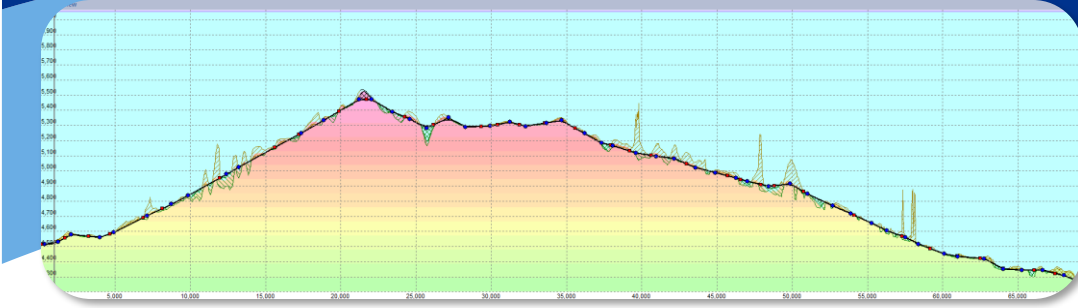
Source: Trimble

Quantm Results: Top 25 La Posada Corridor Alternatives



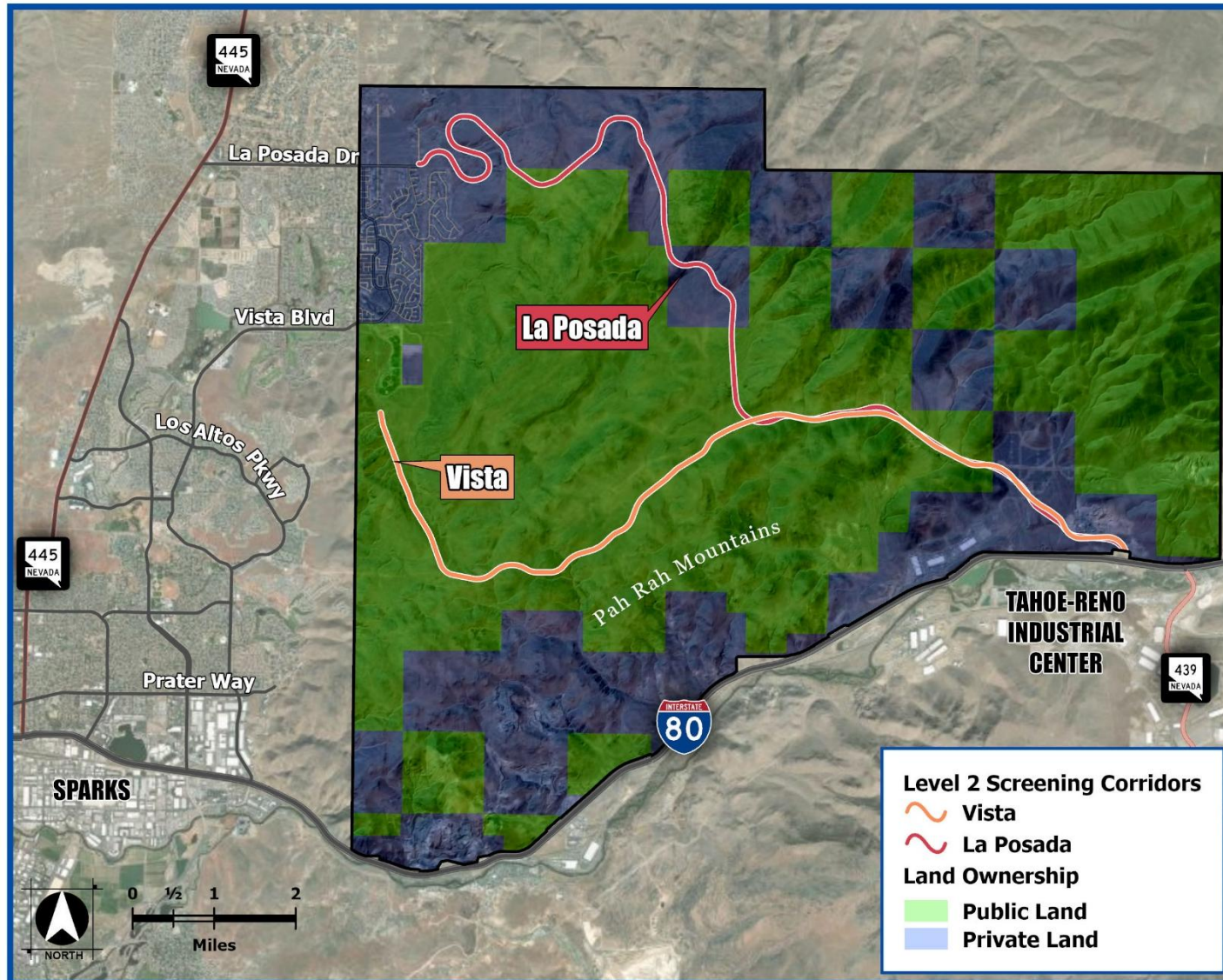
- Blue = Most optimized
- Red = Least optimized

Quantm Results: Top 25 Vista Blvd. Corridor Alternatives










- Blue = Most optimized
- Red = Least optimized

Level 2 Screening: Alternative Corridors



Top Corridors Used for
Level 2 Evaluation

Level 2 Screening Factors and Criteria

Screening Factor		Screening Criteria
	Environmental Impact	Does the corridor have numerous and/or sizeable impacts to natural resources?
	Travel Time & ADT	Estimated travel time and ADTs based on the 2050 travel demand model
	Right-of-Way Impact	Total corridor impact (acres) to privately owned property
	Utility Impacts	Total number of utility impacts and to what degree?
	Construction	Qualitative evaluation of construction ease including Geotech, access, drainage, MOT, etc.
	Maintenance	Qualitative evaluation of maintenance ease including structures, drainage, roadsides, etc.
	Community Impact & Stakeholder Preference	Qualitative evaluation of impacts to neighborhoods and general stakeholder sentiment.

Level 2 Screening Factor Summary



Total Level 2 Overall Corridor Scoring

Screening Factor	Corridor Alternatives	
	Vista	La Posada
Environmental Impact	2	2
Travel Time & ADT	3	2
Right-of-Way Impact	2	1
Utility Impacts	3	3
Construction	3	2
Maintenance	2	2
Community Impact & Stakeholder Preference	2	2
Overall Score	17	14

SCORING SCALE

SCORE 3: MINIMAL IMPACT

3

SCORE 2: MODERATE IMPACT

2

SCORE 1: HIGH IMPACT

1

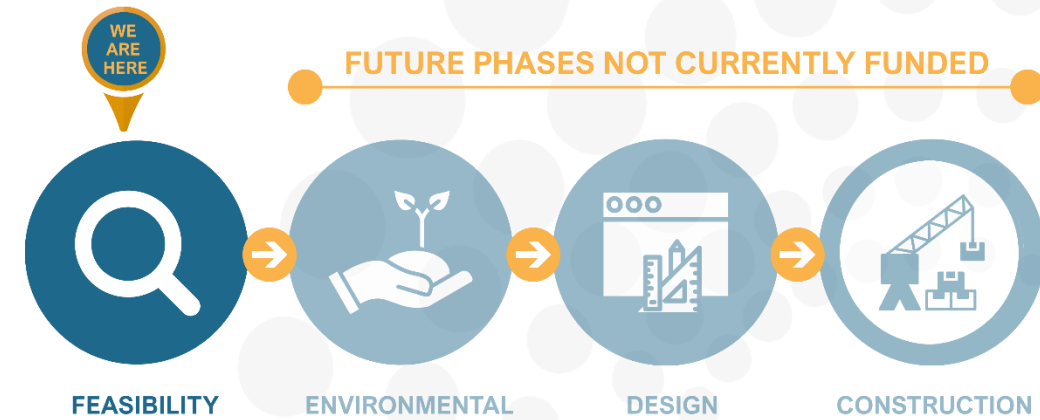
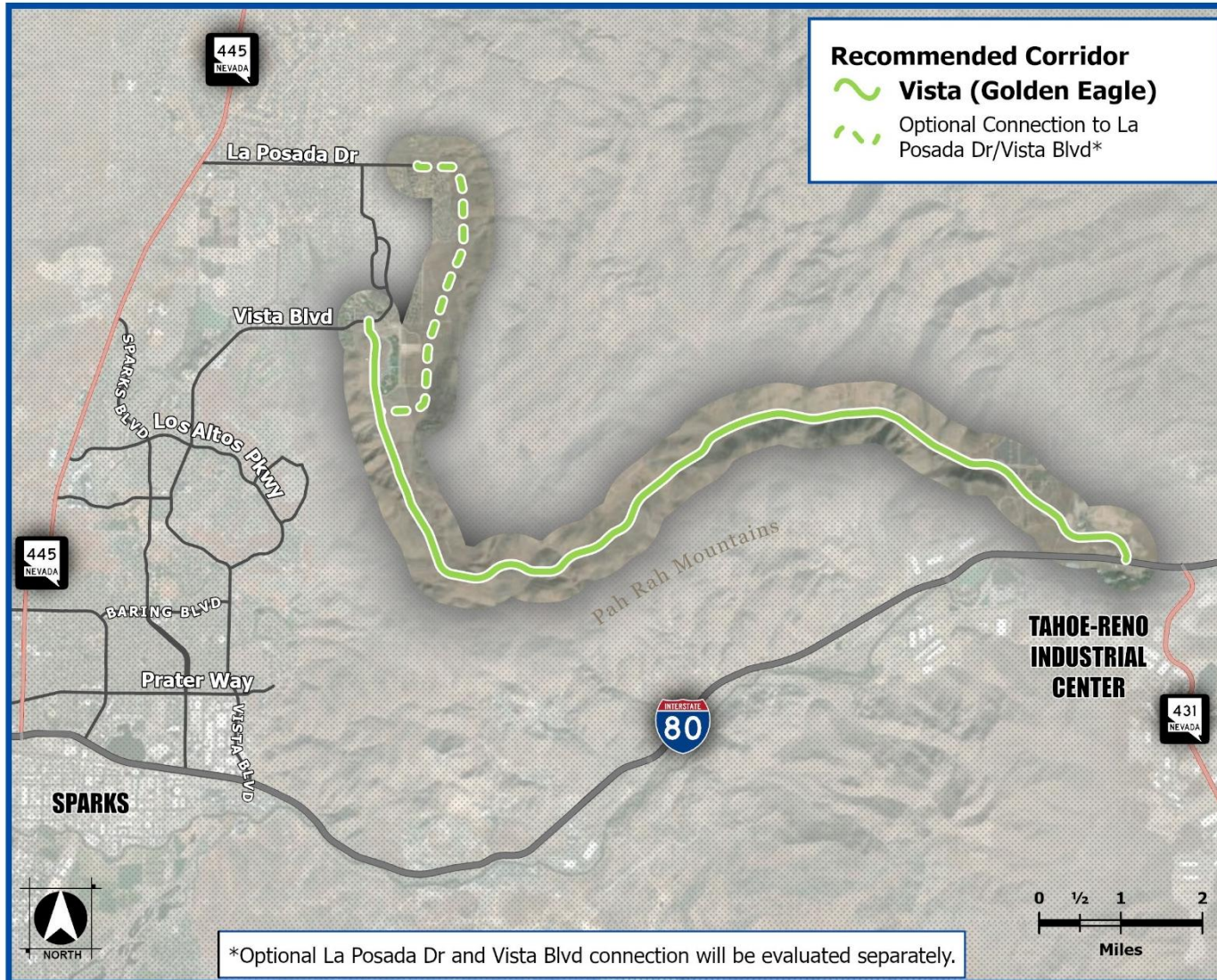


Vista		La Posada
\$240,985,000	Construction Total	\$392,710,000
\$770,000	Right-of-Way	\$3,390,000
\$14,460,000	NEPA/Design	\$23,563,000
\$19,279,000	Construction Admin.	\$31,417,000
\$275,494,000	GRAND TOTAL	\$451,080,000

**Conceptual Cost
Estimates**



Initial Corridor Recommendation



We Want to Hear From You!

- Answers to Frequently Asked Questions are in your Handout
- Provide Your Comments on Comment Cards, Using the QR Code or at the Project Website:
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