Location:

REGIONAL TRANSPORTATION COMMISSION
1105 Terminal Way, 1st Floor Great Room, Reno, NV
Date/Time: 9:00 A.M., Friday, December 19, 2025

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY
BOARD MEETING AGENDA

I. The Regional Transportation Commission Great Room is accessible to individuals with disabilities. Requests for auxiliary aids to assist individuals with disabilities should be made with as much advance notice as possible. For those requiring hearing or speech assistance, contact Relay Nevada at 1-800-326-6868 (TTY, VCO or HCO). Requests for supporting documents and all other requests should be directed to Michelle Kraus at 775-348-0400 and you will receive a response within five business days. Supporting documents may also be found on the RTC website: www.rtcwashoe.com.

II. This meeting will be televised live and replayed on RTC's YouTube channel at: bit/ly/RTCWashoeYouTube

III. Members of the public in attendance at the meeting may provide public comment (limited to three minutes) after filling out a request to speak form at the meeting. Members of the public that would like to provide presentation aids must bring eight (8) hard copies to be distributed to the Board members at the meeting. Alternatively, presentation aids may be emailed, in PDF format only, to mkraus@rtcwashoe.com prior to 4:00 p.m. on the day preceding the meeting to be distributed to the Board members in advance of the meeting. Members of the public may also provide public comment by one of the following methods: (1) emailing comments to: rtcpubliccomments@rtcwashoe.com; or (2) leaving a voicemail (limited to three minutes) at (775) 335-0018. Comments received prior to 4:00 p.m. on the day preceding the meeting will be entered into the record.

IV. The Commission may combine two or more agenda items for consideration and/or may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

V. The supporting materials for the meeting will be available at https://rtcwashoe.com/news/board-meeting-notes/. In addition, a member of the public may request supporting materials electronically from Michelle Kraus at the following email address: mkraus@rtcwashoe.com.

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1. Call to Order:
- 1.1. Roll Call
- 1.2. Pledge of Allegiance

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

3. Approval of Agenda (For Possible Action):

4. Consent Items (For Possible Action):
- 4.1. Minutes
  - 4.1.1 Approve the meeting minutes for the 11/21/2025 RTC Board meeting. (For Possible Action)

4.2. Reports

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

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

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

4.2.4 Acknowledge receipt of the monthly Public Transportation and Operations report for November. (For Possible Action)

4.2.5 Acknowledge receipt of the Summary Report for the Technical, Citizens Multimodal, and Regional Road Impact Fee Advisory Committees. (For Possible Action)

4.2.6 Acknowledge receipt of the monthly Community Outreach and Media Activity Report. (For Possible Action)

4.3. Planning Department

4.3.1 Approve a contract with DJ&A for planning services to complete the Truckee River Path Implementation Plan, in an amount not-to-exceed $100,000. (For Possible Action)

4.4. Engineering Department

4.4.1 Approve a contract with Kimley-Horn and Associates, Inc., to provide engineering services for ITS Program Support 2026 through March 31, 2027, in an amount not-to-exceed $430,000. (For Possible Action)

4.4.2 Approve a contract with Avenue Consultants, Inc., for design and engineering services for the Traffic Design Standards Project through March 31, 2027, in an amount not-to-exceed $200,000. (For Possible Action)

4.4.3 Approve Amendment No. 2 to the contract with Lumos and Associates, Inc., for additional engineering support services during construction of the Military Road Capacity & Safety Project, in an amount of $75,200, for a new total not-to-exceed amount of $2,829,944. (For Possible Action)

4.4.4 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire a permanent easement, a permanent utility easement, and a temporary construction easement on portions of APN 086-421-05 from Richard Pelter, which are needed to construct the Military Road Capacity and Safety project. (For Possible Action)

4.4.5 Acknowledge receipt of the RTC's Sparks Intelligent Corridors Final Report. (For Possible Action)

4.4.6 Approve an administrative settlement in the amount of $86,556 authorizing RTC to acquire a fee simple interest in the entirety of APN: 086-422-01 from Eng Ming Chen and Shirley Chen, co-trustees of the Eng & Shirley Chen Family Trust, for the Military Road Capacity and Safety Project. (For Possible Action)

4.4.7 Approve Amendment No. 1 to the contract with LMN Architects, LLP for additional professional services in connection with the University Area Transportation Project I-80 Crossing Study, in the amount of $57,600, for a new total not-to-exceed amount of $156,600. (For Possible Action)

4.4.8 Approve a contract with GCW, Inc., for engineering design services and engineering during construction for the Rock Boulevard and Hymer Avenue Intersection Improvement project, in an amount not to exceed $494,620. (For Possible Action)

4.4.9 Approve a combined settlement authorizing RTC to acquire certain property interests related to APN: 019-360-15 from Center Line Group LLC-Reno Services, for the Virginia Street Utility Relocation Project and for the Virginia Line Bus Rapid Transit Project. (For Possible Action)

4.5. Public Transportation/Operations Department

4.5.1 Approve a contract with Pavion Corp to replace the existing antiquated security camera system on 53 fixed-route buses with a cloud-based Verkada security camera system, in an amount not-to-exceed $1,452,947.99. (For Possible Action)

4.5.2 Approve a contract with New Flyer to purchase nineteen (19) hybrid diesel-electric buses utilizing the State of Washington's Cooperative Purchasing Agreement for Transit Buses Master Contract No. 06719-0110, in an amount not-to-exceed $23,425,495.77. (For Possible Action)

5. Discussion Items and Presentations:

5.1. Receive a report on the FY 2025 Annual Comprehensive Financial Report (ACFR) for the Regional Transportation Commission of Washoe County and authorize staff to submit the document to the Nevada Department of Taxation. (For Possible Action)

5.2. Approve the proposed new Fiscal Year 2027 Street & Highway Projects for the RTC Street & Highway Program; approve an Interlocal Cooperative Agreement with the City of Reno and Washoe County specifying responsibilities for delivering certain projects; approve an Interlocal Cooperative Agreement with the City of Sparks and Washoe County specifying responsibilities for delivering certain projects. (For Possible Action)

5.3. Approve the RTC Federal Priorities and provide direction accordingly. (For Possible Action)

6. Reports (Information Only):

6.1. Monthly verbal update/messages from RTC Deputy Executive Director Dale Keller - no action taken.

6.2. Monthly verbal update/messages from Paul Nelson, RTC Government Affairs Officer on federal matters related to the RTC - no action will be taken.

6.3. Monthly verbal update/messages from NDOT Director Tracy Larkin Thomason or designated NDOT Deputy Director - no action will be taken.

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

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

9. Adjournment (For Possible Action)

Posting locations: RTC, 1105 Terminal Way, Reno, NV, RTC website: www.rtcwashoe.com, State website: https://notice.nv.gov/

REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.1.1**

To: Regional Transportation Commission

From: Michelle Kraus, Clerk of the Board

SUBJECT: Draft Meeting Minutes for 11/21/2025

RECOMMENDED ACTION

Approve the meeting minutes for the 11/21/2025 RTC Board meeting.

BACKGROUND AND DISCUSSION

See attachment for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

REGIONAL TRANSPORTATION COMMISSION
WASHOE COUNTY, NEVADA

FRIDAY **9:00 A.M.** **November 21, 2025**

PRESENT:

Alexis Hill, Chair, Washoe County Commissioner
Ed Lawson, Mayor of Sparks
Mariluz Garcia, Washoe County Commissioner (Via Phone)
Hillary Schieve, Mayor of Reno
Bill Thomas, RTC Executive Director
Adam Spear, Legal Counsel
Sondra Rosenberg, Deputy Director of NDOT (Alternate)

ABSENT:

Devon Reese, Vice Chair, Reno City Council
Tracy Larkin Thomason, Director of NDOT

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

Item 1 CALL TO ORDER

1.1 Roll Call
1.2 Pledge of Allegiance

Item 2 PUBLIC COMMENT

Johnny Engh, Kyle Speicher, and Dylan Highline, students from the Academy of Arts, Careers and Technology, advocated for expansion of bus routes beyond major metropolitan areas into neighborhoods such as Lemmon Valley, Verdi, and the Foothills/Meadows area. The students explained that many bus routes currently require riders to travel several blocks or transfer multiple times to reach destinations such as schools, medical providers, and affordable housing complexes. They presented research showing gaps in stop accessibility and emphasized the economic and environmental benefits of public transit expansion. The Board encouraged them to share their data and acknowledged the value of their participation in the public process.

Item 3 APPROVAL OF AGENDA

On motion of Commissioner Schieve to approve, seconded by Commissioner Lawson, which motion unanimously carried, Chair Hill ordered that this item be approved.

Items 4 CONSENT ITEMS

4.1 Minutes

4.1.1 Approve the meeting minutes for the 10/17/2025 RTC Board meeting. (For Possible Action)

4.2. Reports

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

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

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

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

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

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

4.3 Engineering Department

4.3.1 Approve Amendment No. 3 to the contract with Jacobs Engineering Group, Inc., for additional engineering during construction services in connection with the Mill Street Capacity and Safety Project, in the amount of $45,855, for a new total not-to-exceed amount of $2,024,705. (For Possible Action)

4.3.2 Approve Amendment No. 1 to the Master Services Agreement with Avenue Consultants, Inc. for services associated with alternative project delivery support, program process improvement, and project management support, in the amount of $335,000, for a new total not to-exceed amount of $935,000. (For Possible Action)

4.3.3 Approve a contract with GCW, Inc., for design services and optional engineering during construction services for the Steamboat Parkway / Rio Wrangler Parkway Roundabout Project, in an amount not-to-exceed $926,950. (For Possible Action)

4.4 Public Transportation/Operations Department

4.4.1 Acknowledge receipt of this quarterly Construction/Maintenance update on Transit Stops as presented to the Citizens Multimodal Advisory Committee on November 5, 2025. (For Possible Action)

4.5 Executive, Administrative and Finance Departments

4.5.1 Acknowledge receipt of a report regarding quarterly progress on the RTC Strategic Roadmap - FY 2026 (Q1). (For Possible Action)

On motion of Commissioner Schieve to approve, seconded by Commissioner Lawson, which motion unanimously carried, Chair Hill ordered these items be approved.

Item 5 PUBLIC HEARING

5.1 Conduct a public hearing regarding approval of Amendment No. 1 to the FFY 2025-2029 Regional Transportation Improvement Program (RTIP); adopt a resolution approving Amendment No. 1 to the FFY 2025-2029 Regional Transportation Improvement Program (RTIP). (For Possible Action)

a. Staff Presentation
b. Public Hearing
c. Action

Graham Dollarhide, Transportation Planning Manager, provided a comprehensive overview of the purpose and process behind the Regional Transportation Improvement Program, explaining that it serves as the federally required and fiscally constrained implementation plan for projects identified in the Regional Transportation Plan (RTP). The presentation clarified that this amendment is not accompanied by a corresponding RTP amendment based on federal guidance and alignment with RTC's Public Participation Plan.

Among the notable changes were the adjustment of the State Route 659 (North McCarran Boulevard) project timeline to maintain fiscal constraint, the removal and strategic repackaging of the Pyramid Highway–Sparks Boulevard Interchange project to align its structure with Phase 5 of the broader corridor improvements, and the elimination of the Reno Towing and Recovery Incentive Program due to lack of funding. It was emphasized that this latter cancellation would not affect any existing services because the program had not yet commenced. The amendment also introduced bridge deck surface treatment improvements and an auxiliary westbound lane for I-80 near the Waltham Way interchange, both deemed exempt from air quality conformity requirements.

A public comment period was held from October 30 to November 19 without any comments received, the amendment required no air quality conformity determination, and advisory committees had reviewed the item.

On motion of Commissioner Schieve to approve, seconded by Commissioner Lawson, which motion unanimously carried, Chair Hill ordered this item be approved.

Item 6 DISCUSSION ITEMS AND PRESENTATIONS

6.1 Authorize staff to pursue efforts to deliver the Keystone Bridge Replacement Project using the Construction Manager at Risk (CMAR) project delivery method, on a parallel path with planned and ongoing efforts to use the Design-Bid-Build project delivery method. (For Possible Action)

Jeff Wilbrecht, Engineering Manager, and Sara Going, Project Manager, summarized the project's goals: replacing Keystone Bridge, improving multimodal connectivity, coordinating with the Truckee River Flood Management Authority, and ensuring safe north–south connections across the corridor.

The project history, alternatives analysis, current preliminary design status, and NEPA environmental work were discussed. Mr. Wilbrecht explained the CMAR (Construction Manager at Risk) delivery process and identified project complexities, such as permitting, constructability, innovative bridge removal needs, community impacts, cost certainty, and risk reduction that support using CMAR in parallel with Design–Bid–Build.

The new bridge will provide multimodal connectivity, including bicycle and pedestrian access that does not exist in the current structure, marking a significant enhancement in safety and mobility for the area. The presentation emphasized the complexity of the project due to its position over the Truckee River and proximity to sensitive infrastructure such as levees, schools, and community facilities. The CMAR delivery method was recommended to support design development, permitting coordination, risk mitigation, and constructability planning, particularly in relation to the Army Corps of Engineers' anticipated 408 permitting requirements.

Board Members underscored the importance of visual access to the river and active transportation integration and acknowledged the opportunity to combine project timing with flood management efforts. When asked about funding, staff confirmed that the design phase is currently supported by federal bridge formula funds, and the project is being structured for forthcoming competitive grant opportunities.

Executive Director Thomas noted that federal priorities strongly favor bridge infrastructure investments at this time, positioning the project well for external funding. Staff noted ongoing communication with the delegation and the attractiveness of bridge investments to federal agencies. Commissioners discussed active transportation improvements and the opportunity to connect communities, including Reno High School and Idlewild Park. Commissioner Garcia inquired about bridge design options and pedestrian placement. NDOT Representative Rosenberg expressed support for the project's progress and the relevance of federal bridge funding priorities.

On motion of Commissioner Schieve to approve, seconded by Commissioner Lawson, which motion unanimously carried, Chair Hill ordered this item be approved.

6.2 Approve Amendment #5 to the contract for operation and maintenance of fixed-route transit services with Keolis Transit Services, LLC, to authorize the Executive Director to exercise RTC's option for the second three option term, and increase the Revenue Vehicle Hour Rate for normal service and special/extra service in the second three option years to $126.05 in FY27, $132.35 in FY28, and $138.97 in FY29, and increase the Fixed Monthly Cost in the second three option years to $347,783 in FY27, $365,172 in FY28, and $383,430 in FY29. (For Possible Action)

Jim Gee, Director of Public Transit & Operations, reviewed the existing fixed-route operations contract and its capital/operations division of responsibilities.

Mr. Gee provided an in-depth explanation of the current contract with Keolis Transit Services, noting that RTC owns and provides the fleet, facilities, and fuel, while Keolis supplies operational personnel, maintenance staffing, training, and safety programs.

This amendment would exercise the final three-year extension of the original 2019 agreement. Staff discussed projected cost increases driven primarily by labor requirements under the new collective bargaining agreement with the Teamsters, including a $3 per hour wage increase effective December 31, 2025 and a pension contribution increase next July. Additional upward pressure was attributed to parts pricing, particularly for aging diesel and discontinued electric buses, with maintenance teams adapting innovative strategies such as 3D printing components to maintain vehicle availability. The Board was informed that service performance has exceeded expected benchmarks, with over 90 percent on-time service, 39 consecutive months of ridership growth, a 9.2 percent reduction in complaints, and a six percent reduction in accidents. Several Board members commended both the workforce and the union's efforts, citing improvements in safety, reliability, and customer satisfaction. Staff committed to evaluating whether future service delivery should continue to be outsourced or considered for internalization as part of the long-term transit strategy.

Commissioners praised performance improvements, union collaboration, and service reliability. Commissioner Garcia noted the significance of improved customer outcomes. Chair Hill emphasized transparency in evaluating operational models.

On motion of Commissioner Schieve to approve, seconded by Commissioner Lawson, which motion unanimously carried, Chair Hill ordered this item be approved.

Item 7 REPORTS (Informational Only)

7.1 RTC Executive Director Report

Bill Thomas, RTC Executive Director, reported on the following items:

- RTC's Low No Bus and Bus Facilities Grant application was successful. The FTA is awarding the RTC with more than 21.5 million dollars to purchase 19 diesel hybrid buses, which will allow us to retire our Proterra all-electric buses, which have been problematic. Thank you to Jim Gee, Jeremy Lattin and the team for submitting this successful grant application.
- The government shutdown caused a hardship for people in our community, including those who rely on SNAP benefits. The RTC provided 3,000 two-trip bus passes for people to get to the various food pantry locations for feeding their families. Thank you to Commissioners Hill and Garcia for their leadership to find solutions during that uncertain time.
- RTC's annual Stuff A Bus Holiday Food Drive to help provide food to people in our community will be on December 11th from 10:00 a.m. to 4:00 p.m. We will park a bus at Sam's Club on Kietzke Lane to collect non-perishable food items.
- RTC is holding a public information meeting at Red Hawk Golf Course on December 17th. We will be getting a feasibility report from our consultants on what we're now calling the Northeast Connector, which is the most optimum route to have a road that connects the City of Sparks and Spanish Springs to the Tahoe Reno Industrial Center.
- I recently signed a letter to FTA Administrator Marcus Molinaro in support of expanding paratransit options for our customers. In particular, we're advocating for updates to the FTA's regulations around the use of taxis and Ride Share Companies to supplement our services.
- Please join me in congratulating Lon Harter on his recent promotion. Lon has been doing a great job as one of our I.T. Analysts and now he is moving into his new position as Senior I.T. Analyst.

- Four of our employees are celebrating their anniversaries at RTC: Nichole Neri is celebrating her one-year anniversary as our Agency Services Supervisor. Shay League is celebrating her one-year anniversary as our Senior Transportation Planner. Amy Zheng is celebrating her 10th year at RTC as our Accounting Specialist. Ruby Barrientos is celebrating her 20th anniversary at RTC as our Mobility Specialist in the Public Transportation and Operations Department.

7.2 RTC Federal Report

Paul Nelson, RTC Government Affairs Officer, briefed the Board on federal budget negotiations, appropriations timelines, potential impacts to transit funding, surface transportation reauthorization trends, EV/hybrid fee proposals, and national transit ballot outcomes. He noted bipartisan resistance to eliminating state flex authority for FHWA funds and explained upcoming congressional dynamics.

7.3 NDOT Director Report

Sondra Rosenberg, Deputy Director NDOT, provided an update on NDOT's ongoing work and readiness for the winter season.

Ms. Rosenberg introduced Bhupinder Sandhu, District II Engineer, to discuss statewide snow operation priorities and resource allocation on winter coordination with local jurisdictions, equipment limitations, mutual aid practices, and communications during storms.

Ms. Rosenberg also reported progress on the I-80 West Reno widening project, reopening of Stoker Avenue, Crash Responder Safety Week activities, and statewide TIM (Traffic Incident Management) training.

Updates were provided on the I-80 East widening project toward the Tahoe-Reno Industrial Center, noting environmental approval and forthcoming progressive design-build contracting, while flagging construction impacts anticipated over multiple years.

Winter conditions and current crash information can be found at www.NVRoads.com. NDOT also has the Nevada 511 app for real-time maps and alerts.

Item 8 COMMISSIONER ANNOUNCEMENTS AND UPDATES

Commissioners thanked staff and NDOT for collaboration on winter readiness, community safety initiatives, and project responsiveness. Chair Hill acknowledged staff follow-up on school crossing safety concerns. Commissioners discussed psychology-based traffic safety education events and emphasized continued public messaging around crosswalk and pedestrian safety.

Item 9 PUBLIC COMMENT

No public comment was received.

Item 10 ***ADJOURNMENT***

The meeting was adjourned at 10:17 a.m.

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ALEXIS HILL, Chair
Regional Transportation Commission

**Copies of all presentations are available by contacting Michelle Kraus at mkraus@rtcwashoe.com.

REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.2.1**

To: Regional Transportation Commission

From: Christian Schonlau, Director of Finance/CFO

SUBJECT: Procurement Activity Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Procurement Activity Report.

BACKGROUND AND DISCUSSION

See Attached for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

ATTACHMENT A

PROJECTS CURRENTLY ADVERTISED

Invitations for Bids (IFB)	
Project	**Due Date**
N/A	

Request for Proposals (RFP)	
Project	**Due Date**
Highland Ranch Parkway Capacity Project	December 19, 2025

REPORT ON INVITATION FOR BID (IFB) AWARDS

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

Project	Contractor	Award Date	Contract Amount
Buck Drive Circulation Project Rebid	Sierra NV Construction	11/12/2025	$2,711,007
7th, 6th and West Street Rehabilitation	Sierra NV Construction	11/19/2025	$2,529,007
West Fourth St. Safety Project, McCarran Blvd. to Keystone Ave.	Sierra NV Construction	12/4/2025	$19,197,007

PROFESSIONAL SERVICES/CONSULTING AGREEMENTS

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

Project	Contractor	Contract Amount
Mill Street Demo Phase 2	Geotechnical & Environmental Services	$49,900
Traffic Conference Room in Engineering - ITS Network	Teledata Technologies	$29,212.48
ProcureWare 3-Year Renewal	Contruent LLC	60.595.14
Congestion Management Process (CMP) to be included in the next RTP	Cambridge Systematics Inc.	$99,875
RTC Electric Vehicle Fee Issues Survey	FM3 Research	$85,000
Replace Villanova Server HVAC	Trane	$28,730
Replace Terminal Server HVAC	Trane	$29,860

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

N/A					

REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.2.2**

To: Regional Transportation Commission

From: Vanessa Lacer, Director of Planning

SUBJECT: Planning Activity Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Planning Activity Report.

BACKGROUND AND DISCUSSION

See Attachment for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

PLANNING STUDIES

Neighborhood Network Plans 3 & 4	
Marquis Williams, Project Manager	https://rtcwashoe.com/planning/neighborhood-network-plan/
Status: Planning activities for Neighborhood Network Plans (NNPs) 3 & 4, Meadowood/Hidden Valley and Sun Valley/Panther Valley, began in October 2025. Currently, the project team is conducting public outreach and collecting data for both plans. Surveys and public engagement calendars can be accessed at the web address above. Final plans are expected in December 2026.	

Rock Blvd Corridor/Area Study	
Shay League, Project Manager	
Status: Planning activities for the Rock Blvd Corridor/Area Study began in October 2025. Currently, the project team is finalizing a public outreach strategy and collecting data. A final plan is expected in December 2026.	

Kirman/Locust/Wells/Taylor Corridor/Area Study	
Xuan Wang, Project Manager	
Status: Planning activities for the Kirman/Locust/Wells/Taylor Corridor/Area Study began in October 2025. Currently, the project team is collecting data. A final plan is expected in January 2027.	

Congestion Management Process	
Xuan Wang, Project Manager	
Status: The procurement process for the Congestion Management Process has concluded and a vendor contract is expected to be executed in December 2025. Planning activities are also expected to begin in December 2025, and a final plan is expected in October 2026.	

Truckee River Path Implementation Plan	
Vanessa Lacer, Project Manager	
Status: The procurement process for the Truckee River Path Implementation Plan has concluded and approval of a vendor contract is expected to be sought in December. Planning activities are expected to begin in January 2026, and a final plan is expected in August 2026.	

SS4A Comprehensive Safety Action Plan	
Graham Dollarhide, Project Manager	
Status: RTC was awarded $1.2 million in federal dollars through the FHWA Safe Streets and Roads for All grant program to develop a regional Safety Action Plan. A contract with FHWA has been executed and an RFP was released in October for consultant support. Approval of a vendor contract is expected to be sought in January 2026. Planning activities are expected to begin in early 2026, and a final plan is expected in 2028.	

REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.2.3**

To: Regional Transportation Commission

From: Dale Keller, Deputy Executive Director

SUBJECT: Engineering Activity Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Engineering Activity Report.

BACKGROUND AND DISCUSSION

See attachment for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

RTC Engineering Monthly Report

Active Transportation Projects

Biggest Little Bike Network	
Sara Going, Project Manager	https://rtcwashoe.com/projects/biggest-little-bike-network/
Status: The project completed a second round of outreach in October which included 5 in-person informational events, a 24/7 virtual meeting room, 3 local news stories, and over 15,000 mailers to residents and property owners on the project corridors. The project team is working to review comments received from the public for consideration in the final design.	

Eagle Canyon Safety and Operations	
LaShonn Ford, Project Manager	https://rtcwashoe.com/projects/eagle-canyon-safety-and-operations/
Status: Final Design is underway. The project will advertise construction this winter.	

Capacity/Congestion Relief Projects

Buck Drive Circulation	
Bryan Byrne, Project Manager	https://rtcwashoe.com/projects/buck-drive-circulation/
Status: Construction is tentatively anticipated to begin in spring 2026.	

Geiger Grade Road Realignment	
Kimberly Diegle, Project Manager	https://rtcwashoe.com/projects/geiger-grade-road-realignment/
Status: The feasibility study is underway including traffic analysis and environmental review of the study area.	

Military Road Capacity & Safety	
Austin McCoy, Project Manager	https://rtcwashoe.com/projects/military-road-capacity-safety/
Status: The RTC, in cooperation with the City of Reno, is in the final design phase for the project. Right-of-way activity is ongoing.	

Mill Street Capacity & Safety	
Kimberly Diegle, Project Manager	https://rtcwashoe.com/projects/mill-street-capacity-and-safety/
Status: Q&D Construction has begun work on the project. Visit MillStreetWidening.com for additional information.	

North Valleys North Virginia Street Capacity	
Garrett Rodgers, Project Manager	https://rtcwashoe.com/projects/north-valleys-north-virginia-street-capacity/
Status: Project is currently performing survey, geotechnical investigations, hydrology/hydraulics analysis, traffic modeling, utility coordination, and preliminary engineering. Preliminary engineering is advancing from 30% design to 60% design.	

Pembroke Drive Capacity & Safety	
Ashley Hurlbut, Project Manager	https://rtcwashoe.com/projects/pembroke-drive-capacity-safety/
Status: Nichols Consulting Engineers (NCE) has progressed the design to 90%. Coordination with the City of Reno, Washoe County, and utility companies located along Pembroke continues. Project advancing toward final design and working toward final right-of-way setting.	

Pyramid Highway Operations Improvements	
Jessica Dover, Project Manager	https://rtcwashoe.com/projects/pyramid-highway-operations-improvements/
Status: Final (100%) design is anticipated in Spring 2026.	

Pyramid Wy, Sparks Blvd, Highland Ranch Pkwy Intersection	
Austin McCoy, Project Manager	https://rtcwashoe.com/projects/pyramid-way-sparks-boulevard-highland-ranch-intersection/
Status: Preliminary design and data collection has begun. This project involves providing 60% level design for the Pyramid/Sparks Interchange as well as preliminary (30%) design of the Connector (the new roadway from Pyramid Highway to US 395), identified as Phase 3 in the draft phasing plan of the FEIS. A packaging plan and phasing evaluation will be conducted for the overall Pyramid Highway/US 395 Connector project to better address potential funding availability for construction implementation. Traffic modeling and analysis will be utilized in a scenario approach to support the packaging and phasing effort alongside public involvement and a National Environmental Policy Act (NEPA) compatibility review.	

Sparks Boulevard Capacity Improvement	
Garrett Rodgers, Project Manager	https://rtcwashoe.com/projects/sparks-boulevard-capacity-improvement-greg-street-to-baring-boulevard/
Status: Construction started Monday September 15, 2025. Initial items of work include tree removals, utility relocations, and structural work within the North Truckee Drain. The community is encouraged to stay informed of the project. More information is available at SparksBlvdProject.com.	

Vista Boulevard/Disc Drive Intersection Improvement	
Alex Wolfson, Project Manager	https://rtcwashoe.com/projects/vista-boulevard-disc-drive-intersection-improvements/
Status: The new lanes at the Vista Blvd and Disc Drive intersection are now open. Please stay alert for crews performing finishing work. The following final work items will occur at the intersection in 2026: - Final traffic signal upgrades (January 2026) - Final pavement overlay and striping (Spring 2026)	

Corridor Improvement Projects

Arlington Avenue Bridges NEPA/Design/EDC	
Bryan Byrne, Project Manager	https://rtcwashoe.com/construction-projects/arlington-avenue-bridges-project/
Status: Project is under construction. Please visit: ArlingtonBridges.com for up-to-date information and traffic detours.	

Butch Cassidy Drive Extension	
Kimberly Diegle, Project Manager	https://rtcwashoe.com/projects/butch-cassidy-drive-extension/
Status: Final design is underway for the project.	

Keystone Ave Bridge Replacement	
Sara Going, Project Manager	https://rtcwashoe.com/projects/keystone-avenue-bridge-replacement/
Status: The project will complete geotechnical borings for the Keystone Bridge in December. Following approval from the RTC Board in November, the project will procure a contractor to deliver the project utilizing a Construction Manager at Risk method beginning in January.	

Lemmon Drive Traffic Improvements and Resiliency	
Bryan Byrne, Project Manager	https://rtcwashoe.com/projects/lemmon-drive-traffic-improvements-and-resiliency/
Status: The project team is progressing toward the 90% design phase as feedback is incorporated and refinements are made. The NEPA studies are also being reviewed and continue to advance on schedule, supporting the overall project timeline. A public hearing meeting will be scheduled in early 2026, with more details to be shared as the date approaches. More information can be found on the projects website at https://northvalleysimprovements.com/	

McCarran Boulevard Safety and Operational Improvements	
Jessica Dover, Project Manager	https://rtcwashoe.com/projects/mccarran-boulevard-safety-and-operational-improvements/
Status: The 30% design submittals have been received for both the Northtowne Lane–Pyramid Way segment and the Plumas Street–South Virginia Street segment.	

Sierra Street Bridge Replacement	
Bryan Byrne, Project Manager	https://rtcwashoe.com/projects/sierra-street-bridge-replacement/
Status: The project team has successfully completed the 90% design milestone. Work is now shifting toward advancing the plans to the 100% design stage, incorporating feedback received to date and refining project details. Coordination with the Construction Manager at Risk (CMAR) contractor is ongoing to support constructability reviews, cost evaluations, and scheduling considerations as the design progresses. For more details, visit the project website at [www.sierrastreetbridge.com].	

Sun Valley Boulevard Corridor Improvements - Phase 2	
Jessica Dover, Project Manager	https://rtc2023.wpengine.com/construction-projects/sun-valley-boulevard-corridor-improvements-phase-2/
Status: NCE is continuing design and Environmental efforts; 60% design anticipated January 2026	

West Fourth Street Downtown	
Scott Gibson, Project Manager	https://rtcwashoe.com/projects/west-fourth-street-downtown/
Status: Construction is underway with sidewalk work on the North Side of the road from West Street toward Vine, then moving on to the South. side. There will be a winter break and the contractor will return to complete the Vine intersection and the corridor lighting improvements.	

West Fourth Street Safety	
Scott Gibson, Project Manager	https://rtcwashoe.com/projects/west-fourth-street-safety/
Status: Construction bids opened on December 4th. The project is expected to start construction in spring 2026.	

Traffic Engineering/ITS

Veterans Roundabout Modifications	
Jessica Dover	https://rtcwashoe.com/projects/veterans-roundabout-modifications/
This Project is Substantially Complete. Q&D will be on site throughout December 2025 to complete remaining punch list items	

Traffic Signal Timing 7	
Alex Wolfson	https://rtcwashoe.com/projects/traffic-signal-timing-7-project/
The project team is developing new signal timing for the following corridors: - Pyramid Way: Eagle Canyon to Interstate 80 - N McCarran Blvd: Pyramid to Kings Row - S McCarran Blvd: Greensboro to Neil Rd - N Virginia St at Golden Valley Rd - S Virginia St: S Meadows Pkwy to S McCarran Blvd	

E. Lincoln Way Roundabout	
Ashley Hurlbut	https://rtcwashoe.com/projects/legends-roundabouts/
Construction began July 2025 and was substantially complete by the end of September 2025. Pedestrian flashers at all crosswalks around the E. Lincoln Way/Scheels Drive roundabout are anticipated to be installed by the end of the year when the equipment arrives.	

Traffic Signal Modifications (TSM) 25-01	
LaShonn Ford	https://rtcwashoe.com/projects/traffic-signal-modifications-25-01/
The project has been awarded to a contractor. Construction anticipated to begin Fall 2025.	

Sparks/Ion Traffic Signal	
LaShonn Ford	https://rtcwashoe.com/projects/sparks-boulevard-ion-drive-traffic-signal/
Solicitation for construction is underway. Construction to start in Spring 2026.	

Traffic Signal Fiber 25-01	
Austin McCoy	https://rtcwashoe.com/projects/traffic-signal-fiber-25-01/
Project construction is ongoing and is anticipated to be complete in Fall 2025.	

Other Projects

Virginia Line BRT Improvements	
Kimberly Dieqle, Project Manaqer	https://rtcwashoe.com/projects/virginia-line-brt-improvements/
Status: Final design is complete for the project. NV Energy is proceeding with an overhead to underground utility relocation project, anticipated to start in Fall 2025.	

REPORT ON NEGOTIATED SETTLEMENT AGREEMENTS FOR THE ACQUISITION OF PROPERTY

Project	Property Owner	Purchase Amount	Amount Over Appraisal
Eagle Canyon Safety Operation	Eagle Canyon Association	$29,840.00	$0
La Posada Rehabilitation	Randall Keith Garrett	$1,000.00	$0
La Posada Rehabilitation	Christopher A. Geraci	$1,000.00	$0
Military Road Capacity & Safety	The Michael and Arta Pitts Living Trust	$7,403.00	$627.00
Mill Street Capacity & Safety	Eric Litak	$19,188.00	$40,812.00

CONTRACTS UP TO $100,000

Project	Vendor	Scope	Amount

REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.2.4**

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: Public Transportation and Operations Activity Report

RECOMMENDED ACTION

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

BACKGROUND AND DISCUSSION

See attachment for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

BACKGROUND AND DISCUSSION **ATTACHMENT A**

Highlights -

RTC Awarded $21.5 Million to Modernize Bus Fleet - In late November, the Federal Transit Administration (FTA) announced approximately $2 billion in Low or No Emission and Grants For Buses and Bus Facilities project selections, supporting 165 projects in 45 states. The Low-No Program is a competitive federal grant initiative that supports transit agencies nationwide in purchasing and deploying cleaner transportation options. Receipt of this award will help RTC advance the agency's commitment to a cleaner, more reliable public transit system and allow RTC to replace a portion of its fleet with modern diesel-electric hybrid buses to improve service reliability, reduce emissions, and lower long-term maintenance costs.

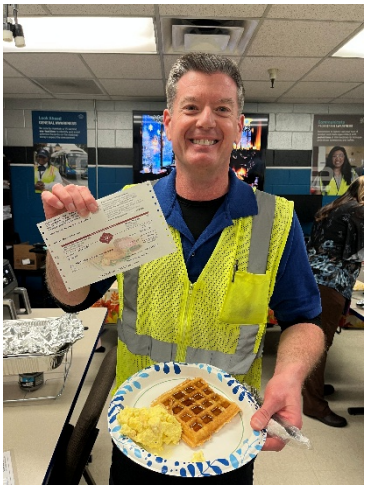
.

RTC RIDE Key Highlights – November

- 1 trainee released to Operations for revenue service
- Driver of the Month: Yancy Hammond
- 99% service hours and trips delivered
- Bus request Holiday Farmers Market (Idlewild Park)
- Thanksgiving Day Holiday- Sunday level service
- Family Day Regular service
- Employee Engagement: *Giving Thanks* breakfast
  - Keolis issued $25 Turkey vouchers to staff
- 2 new Grievances filed, 0 withdrawn and 1 settled

Keolis represented staffing headcount as of November 30, 2025:

Position	Total Employed	#Needed
Coach Operator Trainees	2	5
Coach Operators	170	5
Dispatchers	6	0
Road Supervisors	6	0
Mechanic A	6	0
Mechanic B	3	1
Mechanic C	3	1
Facilities Technician	2	0
EV Technician	1	0
Utility Worker	12	1
Electronics Tech	2	0
Body Technician	1	0



RTC ACCESS Key Highlights – November

Classes: November 10, 2025 with 7 hired, 6 in cadet training

Safety:

- **Accidents:**
  - 2 Preventable
  - 0 Non-preventable
- **Incidents**
  - 1
- **Injuries:**
  - 1
- **YTD Preventable Accident Count:** 17
- **YTD Injury Count:** 3

November Safety Blitzes – Winter Driving
November Safety Meeting – Inclement Weather Driving

MTM represented staffing headcount as of November 30, 2025:

Position	Total Employed	#Needed
Drivers	54FT – 0PT	11FT – 0 PT
Dispatchers	4 FT	0
Reservationists	4.5 FTE's	0
Mechanic A	2.5 FT	0
Utility Worker	1	0
Facility/Maintenance Technician	1	0

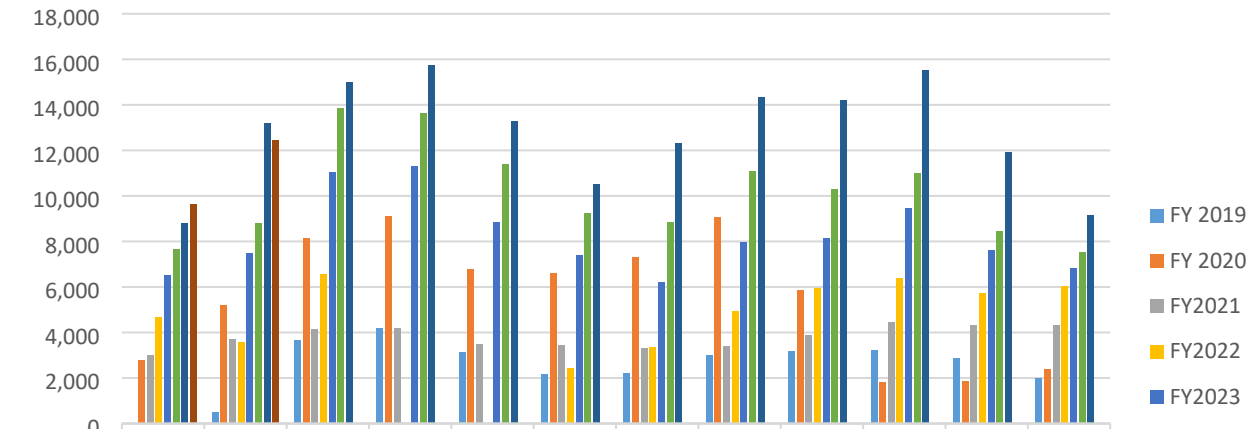
TRANSIT DEMAND MANAGEMENT (TDM) Update

- Vanpools remained at 320. Staff is continuously working with group from Tahoe and Commute with Enterprise to add more vans.
- Staff is also working with Commute with Enterprise on their new FlexVan program. This will enable people to purchase single seats on the vanpool.
- Staff meets weekly with RTC's marketing company Celtis. The vanpool video went out on LinkedIn November 2 in both English and Spanish. The flyer will go out in January to targeted companies. Staff will be working with the new marketing person from Commute with Enterprise to follow up on the mailers with in person visits.
- There were no outreach events this month.

Due to the new counting method, ED Pass numbers have not been available since August. The graphs will be updated as soon as the data becomes available.

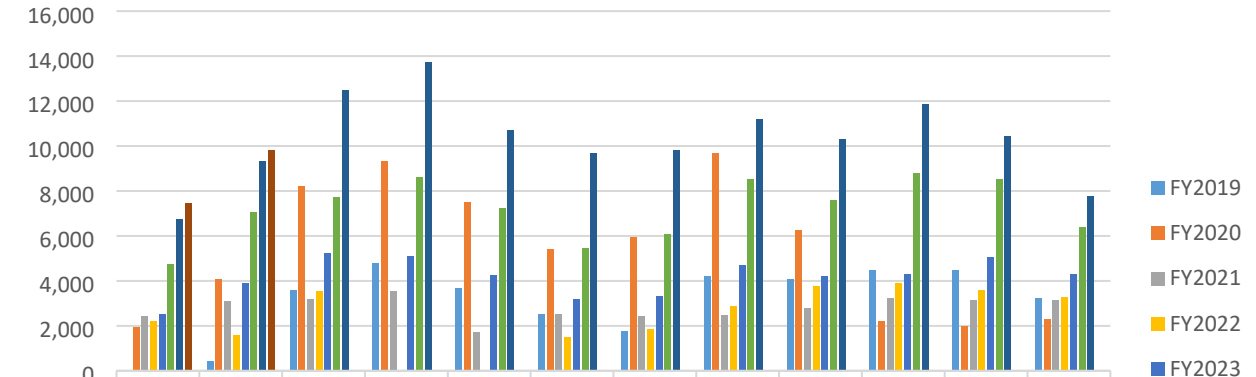
Ridership numbers from the ED Pass Program through the month of August 2025

UNR Ridership by Month



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2019	4	521	3,669	4,198	3,137	2,178	2,227	3,017	3,200	3,217	2,890	1,993
FY 2020	2,779	5,218	8,159	9,127	6,808	6,592	7,312	9,084	5,873	1,818	1,877	2,410
FY2021	2,991	3,723	4,156	4,185	3,502	3,455	3,329	3,409	3,881	4,471	4,333	4,330
FY2022	4,670	3,581	6,584	0	0	2,447	3,376	4,924	5,936	6,410	5,716	6,033
FY2023	6,539	7,482	11,046	11,291	8,857	7,399	6,215	7,973	8,138	9,470	7,640	6,833
FY2024	7,650	8,824	13,841	13,631	11,414	9,231	8,864	11,077	10,309	11,024	8,445	7,516
FY2025	8,797	13,215	14,988	15,763	13,269	10,523	12,336	14,363	14,216	15,538	11,934	9,170
FY2026	9,663	12,436										

TMCC Ridership by Month



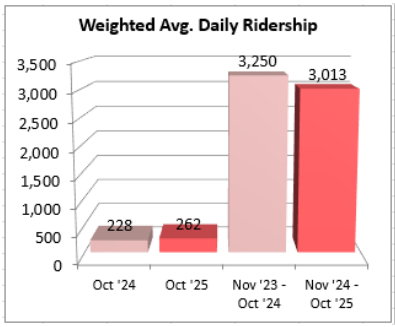
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY2019	6	431	3,582	4,798	3,648	2,516	1,767	4,206	4,049	4,491	4,456	3,241
FY2020	1,933	4,086	8,193	9,311	7,479	5,413	5,945	9,668	6,227	2,193	1,968	2,310
FY2021	2,414	3,090	3,187	3,535	1,712	2,493	2,402	2,459	2,800	3,225	3,126	3,124
FY2022	2,208	1,584	3,516	0	0	1,480	1,858	2,875	3,773	3,889	3,585	3,287
FY2023	2,533	3,913	5,233	5,103	4,231	3,195	3,335	4,690	4,213	4,314	5,051	4,292
FY2024	4,725	7,045	7,727	8,596	7,244	5,440	6,081	8,520	7,569	8,768	8,510	6,384
FY2025	6,734	9,334	12,476	13,741	10,681	9,659	9,785	11,186	10,294	11,855	10,416	7,777
FY2026	7,457	9,828										

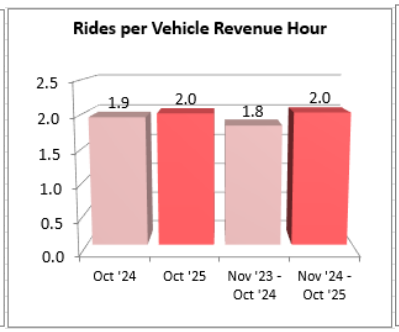
NOVEMBER 2025 TRANSIT PERFORMANCE

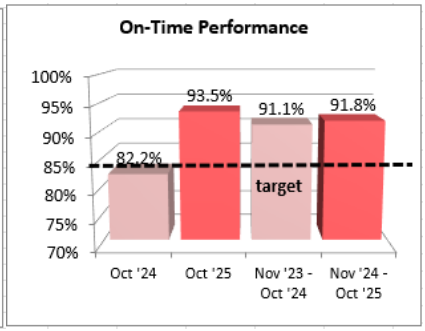
RTC RIDE

Data unavailable due to change in APC vendor.

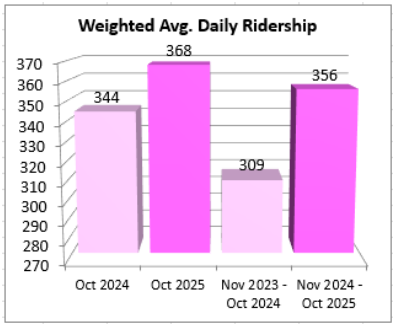
RTC ACCESS

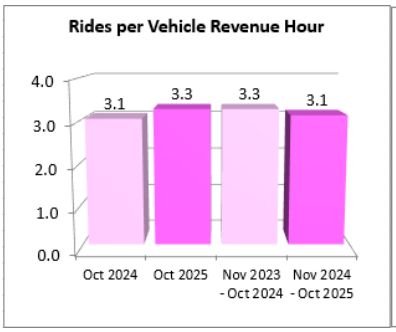


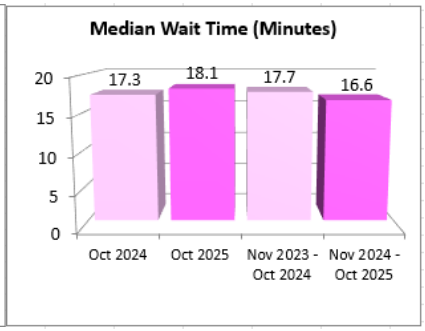




RTC FlexRIDE







TART

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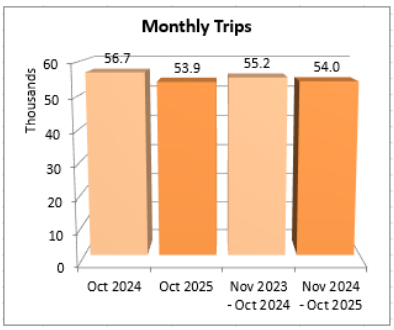
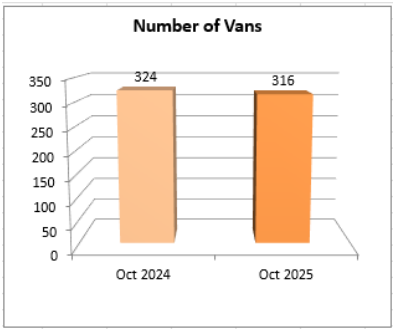
RTC VANPOOL





REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.2.5**

To: Regional Transportation Commission

From: Xuan Wang, PHD, PE, PTP, RSP2, Transportation Planning Manager

SUBJECT: Advisory Committee Report

RECOMMENDED ACTION

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

BACKGROUND AND DISCUSSION

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

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

The CMAC met on 12/03/2025 and were given a presentation on the recently completed Maintenance Needs and Guinn Center studies. Members and RTC staff discussed the studies' findings, and questions specifically regarding different funding mechanisms available to RTC. Members were interested in EV registration fees, roadway funding sources, and transit improvements as mitigations to ever-increasing roadway maintenance concerns.

The TAC met on 12/04/2025 and was presented with one primary item: The Northeast Connector Feasibility Study, which analyzed a new road connection between the Tahoe Regional Industrial Center area and Spanish Springs, with the Vista Boulevard connection recommended as the preferred alignment due to lower costs and environmental considerations. Members asked clarifying questions and discussed

several concerns, including cultural resources related to the expansion of the Area of Critical Environmental Concern (ACEC), air quality impacts associated with increased VMT, traffic impacts on the existing network, and the need for tribal consultation. Members also discussed next steps and requested additional opportunities for TAC involvement to provide input and comments.

There has not been a RRIF TAC meeting since the Board previously met.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.2.6**

To: Regional Transportation Commission

From: Josh MacEachern, Public Information Officer

SUBJECT: Community Outreach and Media Activity Report

RECOMMENDED ACTION

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

BACKGROUND AND DISCUSSION

See attached for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

RTC Communications & Outreach Report

November 2025

www.rtcwashoe.com

Outreach Activities

Josh MacEachern, Project Manager

November Overview:

In November 2025, the Regional Transportation Commission (RTC) of Washoe County continued our commitment to enhancing community engagement and advancing transportation initiatives across the region, with focus on:

- Federal Low-No Grant ($21.5M).
- 3000 Bus Pass Donation for SNAP gaps.
- West Fourth Street start of construction.
- Veterans Day free rides.
- Neighborhood Network Plans 3 & 4.
- Neighborhood Advisory Board presentations.
- Sparks Boulevard Project outreach.
- Arlington Bridges Project outreach
- Arrowcreek/Wedge Parkway community updates.
- Veterans Roundabout community updates.
- Mill Street Project community updates.

In addition, RTC saw growth across all social media channels.

November Highlights:

- **47 TV Spots (addendum includes 25 highest viewed).**
- **389,121 Estimated Audience.**
- **$36,733 Local Ad Value.**
- **Low-No Grant.**
- **Veterans Day Free Rides.**
- **West Fourth Street Project.**

> Outreach Activities

Josh MacEachern, Project Manager

Press Releases:

- **11.3.25 – Construction Begins on West Fourth Street Project**
- **11.4.25 – Wedge Parkway Northbound Closure**
- **11.10.25 – Veterans Day Free Rides**
- **11.21.25 – Low-No Grant Award**
- **11.24.25 – RTC Thanksgiving Closure**

Highlights:

> Outreach Activities

Josh MacEachern, Project Manager

Public Outreach:

- **11.3.25 – Channel 4 Fourth Street Interview (Josh)**
- **11.4.25 – UNR Journalism Interview (Graham)**
- **11.5.25 – Northern Nevada Business Weekly (Josh)**
- **11.5.25 – Spanish Springs CAB (Paul)**
- **11.6.25 – Sun Valley/Panther Valley NNP Steering Committee Meeting (Marquis)**
- **11.6.25 – Meadowood/Hidden Valley NNP Steering Committee (Marquis)**
- **11.12.25 – Neighborhood Network Plans Popup (Marquis/Graham/Josh)**
- **11.13.25 – Commercial Real Estate Development Association (Paul)**
- **11.14.25 – Reno News & Review Interview (Bill/Josh)**
- **11.18.25 – TMBA Speaker Event (Sara/Tom T.)**
- **11.20.25 – Retired Living Truth Series Seminar (Paul)**
- **11.20.25 – Ward 4 NAB (Paul)**
- **11.22.25 – Grant Award Interview (Paul)**

> Social Media

Josh MacEachern, Project Manager

Facebook

- Viewers: 104.1k
- Content Interactions: 697
- Link Clicks: 3.7k
- Visits: 1.7k
- New Follows: 45
- Followers: 5,203

Instagram

- Reach: 72.2k
- Content Interactions: 542
- Followers: 2,492

X

- Impressions: 2.3k
- Engagements: 140
- Likes: 18
- Followers: 2,268

YouTube

- Views: 1.3k
- Watch time (hours): 72
- Subscribers: 513

Email Marketing

- Subscribers: 3k

> Video Production

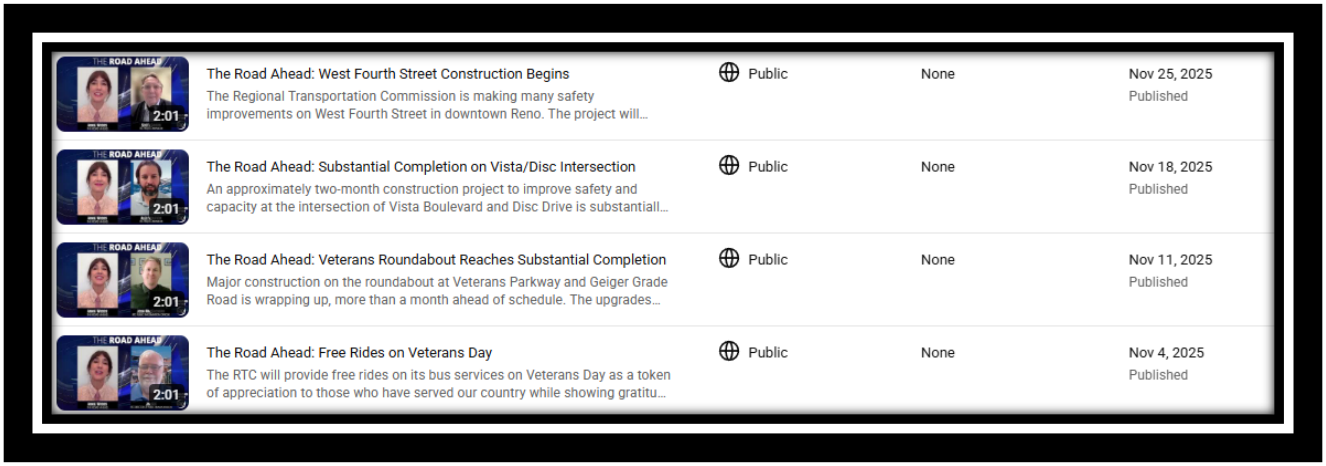
Paul Nelson, Project Manager

The Road Ahead:

- **11.4.25 – Free Rides on Veterans Day**
- **11.11.25 – Substantial Completion on Veterans Roundabout**
- **11.18.25 – Substantial Completion on Vista/Disc**
- **11.25.25 – West Fourth Street Construction Begins**

Other:

- **November Board Meeting**



> Addendum

Nov 1st 2025 - Nov 24th 2025

RTC November 2025 Highlights

25 events

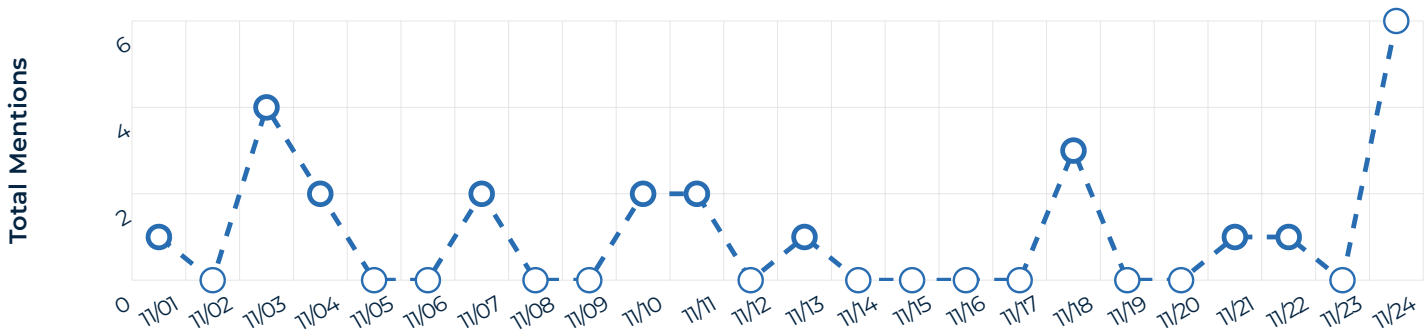
About This Report

This report summarizes media coverage across Television over the Nov 1st 2025 - Nov 24th 2025 . It includes an overview of mention activity, audience reach insights, and a detailed list of 25 events.

You'll find:
- A daily breakdown of mentions.
- Audience analytics per event type (where available).
- A detailed list of 25 events included in the report.

Mentions Over Time

The chart below illustrates how frequently your keywords were mentioned between Nov 1st 2025 - Nov 24th 2025 , across all sources included in this report. Each data point represents the total mentions per day.



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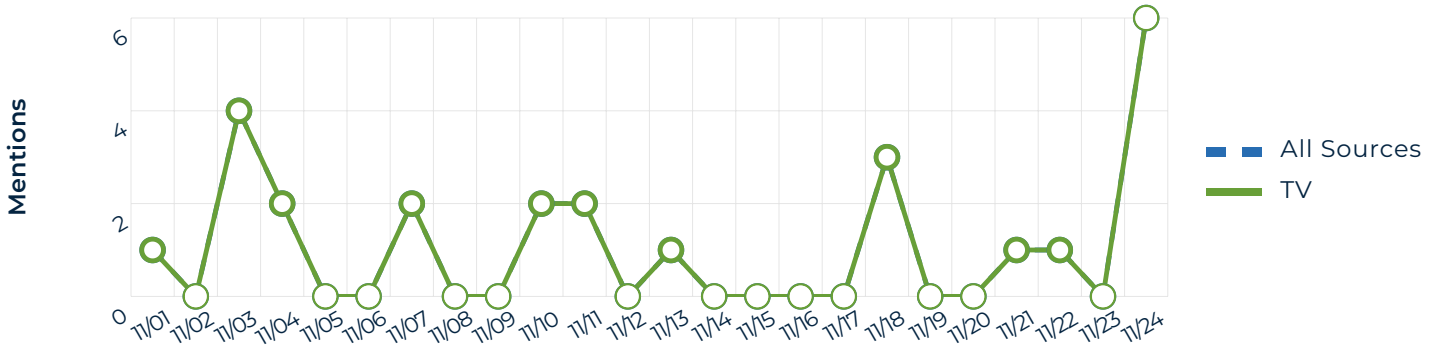
TV Viewership Analytics

Nov 1st 2025 Nov 24th 2025



Syndicated Viewership

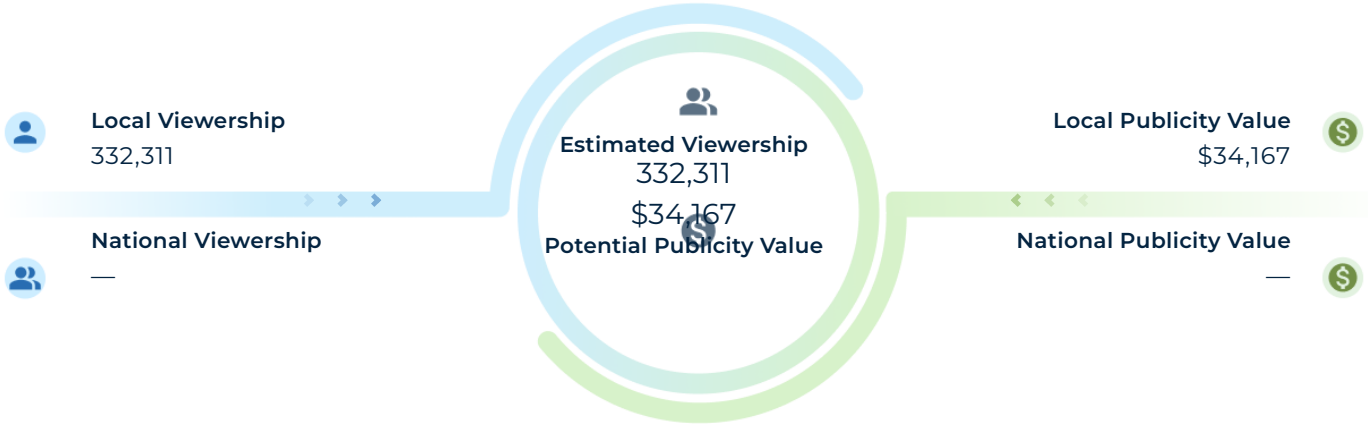
National Viewership	Local Viewership	# of Distinct Airings
—	**332,311**	**3**

Syndicated Publicity Value

National Publicity Value	Local Publicity Value
—	**$34,167**

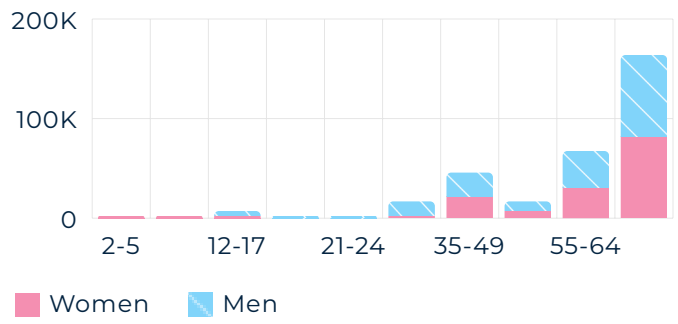
Gender Breakdown

54% **46%**

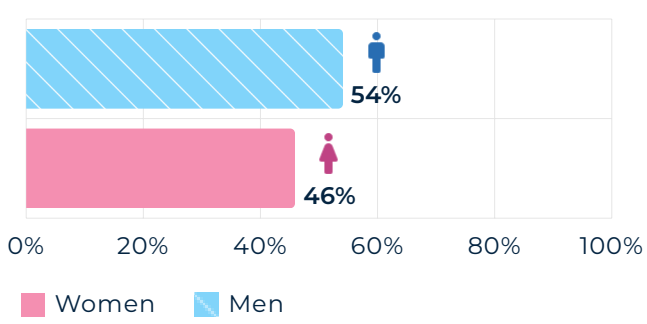


** Broadcast audience measurement only*

Age Distribution



Gender Breakdown



Some events may lack audience data due to their type or region.
Totals reflect only events with available viewership or demographic information.

Fox 11 News at 10

Event Type: **TV**

Nov 24, 2025 10:26:35 PM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **52,300**

Category: **News**

Country: **US**

. $21.5 million will be combined with 5.5 million from **RTC** to fund the production of 19 busses to replace existing fully electric busses. Government Affairs Officer with **RTC** Paul Nelson said these busses, some of which were aging, put constraints on the agency with our electric busses.

Fox 11 News at 10

Event Type: **TV**

Nov 24, 2025 10:10:09 PM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **57,217**

Category: **News**

Country: **US**

The **Regional Transportation Commission of Washoe County** will also be closing its offices for Thanksgiving. Administrative and customer services offices will be closed this Thursday and Friday.

News 4 at Four

Event Type: **TV**

Nov 24, 2025 4:05:15 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **6,172**

Category: **News**

Country: **US**

The **Regional Transportation Commission of Washoe County** announcing some of its office closures for Thanksgiving. Administrative and customer services offices will be closed this Thursday and Friday.

News 4 Today

Event Type: **TV**

Nov 24, 2025 6:54:24 AM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **6,925**

Category: **News**

Country: **US**

. $21.5 million will be combined with 5.5 million from **RTC**. That will be to fund the production of 19 busses to replace existing 100% electric vehicles. They're set to be introduced in early 2027. Hi, Irina. Hi. Good morning. No Monday madness or moodiness with your weather story.

Good Morning Reno 6am

Event Type: **TV**

Nov 24, 2025 6:33:45 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **7,768**

Category: **News**

Country: **US**

But work is limited this week-- due to the thanksgiving holiday **rtc** .. Is being awarded a 21 and a half million dollar grant.. From the*federal transit administration's low or no-emission vehicle program. It will allow **rtc** .. To modernize its fleet.. By purchasing new diesel- electric hybrid busses.

News 4 Today

Event Type: **TV**

Nov 24, 2025 6:23:19 AM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **6,129**

Category: **News**

Country: **US**

That, combined with $5.5 million from the **RTC**, will fund 19 new busses to replace the same amount of electric ones currently in operation. So why the switch with our electric busses? The manufacturer Proterra went bankrupt.

Fox 11 News at 10

Event Type: **TV**

Nov 22, 2025 10:00:05 PM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **9,217**

Category: **News**

Country: **US**

busses are coming to Washoe County **RTC**, explaining why replacing its aging fleet is now a priority. This coming up and new laws could be taking effect in Nevada after the special session wrapped up earlier this week. We'll break down some of the bills that were signed just ahead.

KOLO 8 News Now @ 6:30PM

Event Type: **TV**

Nov 21, 2025 6:35:21 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **11,495**

Category: **News**

Country: **US**

. ### the **rtc** .. Is being awarded a 21-point-five million dollar grant.. From the*federal transit administration's low or no-emission vehicle program. It will allow **rtc** .. To modernize its fleet.. By purchasing new diesel- electric hybrid busses.

KOLO 8 News Now @ 5:30PM

Event Type: **TV**

Nov 18, 2025 5:51:32 PM

Source: **KOLO (ABC)**

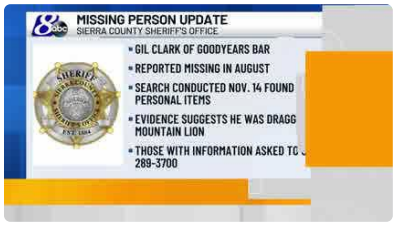
Market: **Reno, NV**

Audience: **11,081**

Category: **News**

Country: **US**

Between 'springland drive' and 'baring.' **rtc** says the recent rain has impacted the construction project in the area. After this week... The closure will return in december. For more information... You can head to sparks b-l-v-d project dot com* after being closed for three full summers...*d- l bliss - state par*....



KOLO 8 Midday @ 11am

Event Type: **TV**

Nov 18, 2025 11:36:37 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **9,083**

Category: **News**

Country: **US**

Rtc says yesterday's rain has impacted the construction project in the area. After this week -- the closure will return in december. For more information -- you can head to*sparks b-l-v-d project dot co*... The city of sparks is celebrating the grand opening of its new fire station...

Good Morning Reno 6am

Event Type: **TV**

Nov 18, 2025 6:31:48 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **8,208**

Category: **News**

Country: **US**

Rtc says yesterday's rain has impacted the construction project in the area. After this week -- the closure will return in december. For more information -- you can head to*sparks b-l-v-d project dot co*... N-dot and nevada state polic* are reminding the public...*to slow down and move ove* for first-responders.

Good Morning Reno 6am

Event Type: **TV**

Nov 13, 2025 6:33:18 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **13,752**

Category: **News**

Country: **US**

For maintaining public roads during a presentation at yesterday's reno city council meeting -- **rtc** said much of the funds for road work come from a fuel tax -- which is now seeing a decline -- as hybrid and electric vehicle ownership increases...

News 4 Nightly at 6pm

Event Type: **TV**

Nov 11, 2025 6:05:02 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **8,032**

Category: **News**

Country: **US**

RTC in Washoe County is offering free bus rides on Tuesday for everyone to celebrate Veterans Day. This includes **RTC** ride Access and Flex ride.

News 4 at Four

Event Type: **TV**

Nov 11, 2025 4:05:26 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **7,713**

Category: **News**

Country: **US**

Well, the **RTC** of Washoe County is offering free bus rides today for everyone to celebrate Veterans Day. This includes **RTC** Ride Access and Flex ride **RTC**. Public Information Officer Josh McKiernan says this is the group's way of showing appreciation for our veterans and their contributions to our country.

News 4 Nightly at 6.30pm

Event Type: **TV**

Nov 10, 2025 6:30:00 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **8,233**

Category: **News**

Country: **US**

In Sunday's Facebook post, Great Basin leaders said they've made contact with the city of Reno and **RTC**, detailing, quote, The Arlington Bridge was structurally unsound and needed repairs, and these guys are doing their jobs to make our biggest little city safe and beautiful.

News 4 at 5

Event Type: **TV**

Nov 10, 2025 5:05:02 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **9,387**

Category: **News**

Country: **US**

In in Sunday's Facebook post, Great Great Basin leaders said they've been in contact with the city of Reno and **RTC**, detailing, quote, the Arlington Bridge was structurally unsound and needed repairs, and these guys are doing their jobs to make our biggest little city safe and beautiful.

News 4 Nightly at 6.30pm

Event Type: **TV**

Nov 07, 2025 6:36:16 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **7,218**

Category: **News**

Country: **US**

To schedule your ride, visit **RTC** washoe.com or download the transit app. All right. Coming up, Nevada Sportsnet's Mike Stephenson is in Logan, Utah ahead of Nevada football's game against Utah State. He'll preview the matchup that's coming

News 4 at 5

Event Type: **TV**

Nov 07, 2025 5:05:02 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **8,846**

Category: **News**

Country: **US**

Well, **RTC** in Washoe County is offering free bus rides on Tuesday for everyone to celebrate Veterans Day. That includes **RTC** Ride access and Flex ride. **RTC** Public Information Officer Josh McEachran says this is the group's way of showing appreciation for veterans and their contributions to our country.

News 4 at 5

Event Type: **TV**

Nov 04, 2025 5:00:02 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **9,207**

Category: **News**

Country: **US**

RTC says updates on lane closures and detours will be posted online and through text alerts. Drivers are encouraged to plan for some extra driving time along that stretch, and we have more information, by the way, posted on our website to help you out at my news 4.com.

News 4 at Four

Event Type: **TV**

Nov 04, 2025 4:10:03 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **7,713**

Category: **News**

Country: **US**

RTC says updates on lane closures and detours will be posted online and through text alerts. Drivers are encouraged to plan for reduced speeds and some extra driving time. We have more information posted at news 4.com.

Brilliant Minds

Event Type: **TV**

Nov 03, 2025 10:53:37 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **7,552**

Category: **Other**

Country: **US**

Coming up on news four at 11, the **RTC** begins construction on the West fourth Street downtown. Project how wider sidewalks, improved lighting, and new traffic signals . -Tom? You made it through the surgery. Dr. Nicholas is very pleased with the result. -I, uh, I don't think we've met.

KOLO 8 News Now Special Edition

Event Type: **TV**

Nov 03, 2025 8:42:24 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **14,586**

Category: **Other**

Country: **US**

The **rtc**... Is starting construction ... On the*west fourth street - downtown project* the community has invested*7.2-million dollar*.... In this project. It includes: wider sidewalks and improved lighting... A-d-a compliant ramps... And - new traffic signals.

News 4 at 5

Event Type: **TV**

Nov 03, 2025 5:05:03 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **9,387**

Category: **News**

Country: **US**

The **Regional transportation Commission of Washoe County** starting work on its West fourth Street project downtown. The project will improve safety, accessibility and overall streetscape within the corridor.

News 4 at Four

Event Type: **TV**

Nov 03, 2025 4:00:01 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **10,383**

Category: **News**

Country: **US**

And Ben Margiotta is live over on fourth Street, where **RTC** is breaking ground this week in that key corridor. Ben. [MUSIC] Hey, George Shelby, drivers should look out as they get started on construction this week.

Investigate TV + Weekend

Event Type: **TV**

Nov 01, 2025 8:48:20 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **24,707**

Category: **News**

Country: **US**

. - it's to ensure -- that families can access*essential resource*-- like food banks and*community meal sites* - **rtc** says -- the donation reflects its commitment.. To providing a lifeline to connect community members .. With stability and vital support.

REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.3.1**

To: Regional Transportation Commission

From: Vanessa Lacer, Director of Planning

SUBJECT: Truckee River Path Implementation Plan

RECOMMENDED ACTION

Approve a contract with DJ&A for planning services to complete the Truckee River Path Implementation Plan, in an amount not-to-exceed $100,000.

BACKGROUND AND DISCUSSION

The objective of the Truckee River Path Implementation Plan is to identify an implementation strategy for existing planning recommendations, through a collaborative engagement process among key stakeholders. The implementation strategy will address a shared governance framework for the Truckee River Path, sustainable funding mechanisms, capital investment, and maintenance responsibilities. The project area is the paved path along the Truckee River from Riverhaven Drive, in the City of Reno, to Larkin Circle in the City of Sparks, an 11.2-mile corridor.

Two proposals were received in response to a Request for Proposals (RFP). A technical evaluation of the proposals was conducted by an Evaluation Committee comprised of three RTC staff members, with one representative from the Planning Department, one from the Administrative Services Department, and one from the Executive Department. All members of the Evaluation Committee evaluated and scored the proposals independently in accordance with the evaluation criteria set forth in the in the RFP. The proposal from DJ&A received the highest score and is recommended for award of the contract.

This item supports Strategic Roadmap Goal #3, "Explore the Truckee River as a Mobility Corridor" and FY2026 RTC Goal, "Complete: Truckee River Path Implementation Plan".

FISCAL IMPACT

Funding for this item has been budgeted in the FY 2026 – FY 2027 UPWP.

PREVIOUS BOARD ACTION

4/18/2025 - Approved the FY 2026 – FY 2027 Unified Planning Work Program (UPWP).

AGREEMENT
FOR
PROFESSIONAL SERVICES

This agreement (this "Agreement") is dated and effective as of December 19, 2025, by and between the Regional Transportation Commission of Washoe County ("RTC") and DJ&A ("CONSULTANT").

WITNESSETH:

WHEREAS, RTC issued a Request for Proposals for interested persons and firms to perform The Truckee River Path Implementation Plan ; and

WHEREAS, CONSULTANT submitted a proposal (the "Proposal") and was selected to perform the work.

NOW, THEREFORE, RTC and CONSULTANT, in consideration of the mutual covenants and other consideration set forth herein, do hereby agree as follows:

ARTICLE 1 – TERM AND ENGAGEMENT

1.1. The term of this Agreement shall be from the date first written above through December 31, 2026 unless terminated at an earlier date, or extended to a later date, pursuant to the provisions herein.

1.2. CONSULTANT will perform the work using the project team identified in the Scope of Services as identified in Exhibit A. Any changes to the project team must be approved by RTC's Project Manager.

1.3. CONSULTANT will promptly, diligently and faithfully execute the work to completion in accordance with applicable professional standards subject to any delays due to strikes, acts of God, act of any government, civil disturbances, or any other cause beyond the reasonable control of CONSULTANT.

1.4. CONSULTANT shall not proceed with work until both parties have executed this Agreement and a purchase order has been issued to CONSULTANT. If CONSULTANT violates that prohibition, CONSULTANT forfeits any and all right to reimbursement and payment for that work and waives any and all claims against RTC, its employees, agents, and affiliates, including but not limited to monetary damages, and any other remedy available at law or in equity arising under the terms of this Agreement. Furthermore, prior to execution and issuance of a purchase order, CONSULTANT shall not rely on the terms of this Agreement in any way, including but not limited to any written or oral representations, assurances or warranties made by RTC or any of its agents, employees or affiliates, or on any dates of performance, deadlines, indemnities, or any term contained in this Agreement or otherwise.

ARTICLE 2 - SERVICES OF CONSULTANT

2.1. SCOPE OF SERVICES

The scope of services consist of the tasks set forth in Exhibit A.

2.2. SCHEDULE OF SERVICES

Tasks and subtasks shall be completed in accordance with the schedule in Exhibit A. Any change(s) to the schedule must be approved by RTC's Project Manager.

2.3. CONTINGENCY

Contingency line items identified in the scope of services are for miscellaneous increases within the scope of work. Prior to the use of any contingency amounts, CONSULTANT shall provide a letter to RTC's Project Manager detailing the need, scope, and not-to-exceed budget for the proposed work. Work to be paid for out of contingency shall proceed only with the RTC Project Manager's written approval.

2.4. OPTIONS

RTC shall have the right to exercise its option(s) for all or any part of the optional tasks or subtasks identified in Exhibit A. CONSULTANT will prepare and submit a detailed scope of services reflecting the specific optional services requested, a schedule for such services, and a cost proposal. RTC will review and approve the scope of services and RTC and CONSULTANT will discuss and agree upon compensation and a schedule. CONSULTANT shall undertake no work on any optional task without written notice to proceed with the performance of said task. RTC, at its sole option and discretion, may select another individual or firm to perform the optional tasks or subtasks identified in Exhibit A.

2.5. ADDITIONAL SERVICES

CONSULTANT will provide additional services when agreed to in writing by RTC and CONSULTANT.

2.6. ERRORS AND OMISSIONS

CONSULTANT shall, without additional compensation, correct or revise any deficiencies, errors, or omissions caused by CONSULTANT in its analysis, reports, and services. CONSULTANT also agrees that if any error or omission is found, CONSULTANT will expeditiously make the necessary correction, at no expense to RTC. If an error or omission was directly caused by RTC, and not by CONSULTANT and RTC requires that such error or omission be corrected, CONSULTANT may be compensated for such additional work.

ARTICLE 3 – COMPENSATION

3.1. CONSULTANT shall be paid for hours worked at the hourly rates in Exhibit B. RTC shall not be responsible for any other costs or expenses except as provided in Exhibit B.

3.2. The maximum amount payable to CONSULTANT to complete each task is equal to the not-to-exceed amounts identified in Exhibit B. CONSULTANT can request in writing that RTC's Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee schedule, and must be approved in writing by RTC's Project Manager prior to performance of the work. In no case shall CONSULTANT be compensated in excess of the not-to exceed amount of One Hundred Thousand Dollars (100,00.00).

3.3. For any work authorized under Section 2.5, "Additional Services," RTC and CONSULTANT will negotiate not-to-exceed amounts based on the standard hourly rates and rates for testing in Exhibit B. Any work authorized under Section 2.5, "Additional Services," when performed by persons who are not employees or individuals employed by affiliates of CONSULTANT, will be billed at a mutually agreed upon rate for such services, but not more than 105% of the amounts billed to CONSULTANT for such services.

3.4. CONSULTANT shall receive compensation for preparing for and/or appearing in any litigation at the request of RTC, except: (1) if such litigation costs are incurred by CONSULTANT in defending its work or services or those of any of its sub-consultants; or (2) as may be required by CONSULTANT's indemnification obligations. Compensation for litigation services requested by RTC shall be paid at a mutually agreed upon rate and/or at a reasonable rate for such services.

ARTICLE 4 - INVOICING

4.1. CONSULTANT shall submit monthly invoices in the format specified by RTC. Invoices must be submitted to accountspayable@rtcwashoe.com and copied to the RTC Project Manager. RTC's payment terms are 30 days after the receipt of the invoice. Simple interest will be paid at the rate of half a percent (0.5%) per month on all invoices approved by RTC that are not paid within thirty (30) days of receipt of the invoice.

4.2. RTC shall notify CONSULTANT of any disagreement with any submitted invoice for consulting services within thirty (30) days of receipt of an invoice. Any amounts not in dispute shall be promptly paid by RTC.

4.3. CONSULTANT shall maintain complete records supporting every request for payment that may become due. Upon request, CONSULTANT shall produce all or a portion of its records and RTC shall have the right to inspect and copy such records.

ARTICLE 5 - ACCESS TO INFORMATION AND PROPERTY

5.1. Upon request and without cost to CONSULTANT, RTC will provide all pertinent information that is reasonably available to RTC including surveys, reports and any other data relative to design and construction.

5.2. RTC will provide access to and make all provisions for CONSULTANT to enter upon RTC facilities and public lands, as required for CONSULTANT to perform its work under this Agreement.

ARTICLE 6 - OWNERSHIP OF WORK

6.1. Plans, reports, studies, tracings, maps, software, electronic files, licenses, programs, equipment manuals, and databases and other documents or instruments of service prepared or obtained by CONSULTANT in the course of performing work under this Agreement, shall be delivered to and become the property of RTC. Software already developed and purchased by CONSULTANT prior to the Agreement is excluded from this requirement. CONSULTANT and its sub-consultants shall convey and transfer all copyrightable interests, trademarks, licenses, and other intellectual property rights in such materials to RTC upon completion of all services under this Agreement and upon payment in full of all compensation due to CONSULTANT in accordance with the terms of this Agreement. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by CONSULTANT under this Agreement shall, upon request, also be provided to RTC.

6.2. CONSULTANT represents that it has secured all necessary licenses, consents, or approvals to use the components of any intellectual property, including computer software, used in providing services under this Agreement, that it has full legal title to and the right to reproduce such materials, and that it has the right to convey such title and other necessary rights and interests to RTC.

6.3. CONSULTANT shall bear all costs arising from the use of patented, copyrighted, trade secret, or trademarked materials, equipment, devices, or processes used on or incorporated in the services and materials produced under this Agreement.

6.4. CONSULTANT agrees that all reports, communications, electronic files, databases, documents, and information that it obtains or prepares in connection with performing this Agreement shall be treated as confidential material and shall not be released or published without the prior written consent of RTC; provided, however, that CONSULTANT may refer to this scope of work in connection with its promotional literature in a professional and commercially reasonable manner. The provisions of this subsection shall not apply to information in whatever form that comes into the public domain. The provisions of this paragraph also shall not restrict CONSULTANT from giving notices required by law or complying with an order to provide information or data when such order is issued by a court, administrative agency, or other entity with proper jurisdiction, or if it is reasonably necessary for CONSULTANT to defend itself from any suit or claim.

ARTICLE 7 - TERMINATION

7.1. CONTRACT TERMINATION FOR DEFAULT

If CONSULTANT fails to perform services in the manner called for in this Agreement or if CONSULTANT fails to comply with any other provisions of this Agreement, RTC may terminate this Agreement for default. Termination shall be effected by serving a notice of

termination on CONSULTANT setting forth the manner in which CONSULTANT is in default. CONSULTANT will only be paid the contract price for services delivered and accepted, or services performed in accordance with the manner of performance set forth in this Agreement.

If it is later determined by RTC that CONSULTANT had an excusable reason for not performing, such as a fire, flood, or events which are not the fault of or are beyond the control of CONSULTANT, RTC, after setting up a new performance schedule, may allow CONSULTANT to continue work, or treat the termination as a termination for convenience.

7.2. CONTRACT TERMINATION FOR CONVENIENCE

RTC may terminate this Agreement, in whole or in part, at any time by written notice to CONSULTANT when it is in RTC's best interest. CONSULTANT shall be paid its costs, including contract closeout costs, and profit on work performed up to the time of termination. CONSULTANT shall promptly submit its termination claim to RTC to be paid CONSULTANT. If CONSULTANT has any property in its possession belonging to RTC, CONSULTANT will account for the same, and dispose of it in the manner RTC directs.

ARTICLE 8 - INSURANCE

8.1. CONSULTANT shall not commence any work or permit any employee/agent to commence any work until satisfactory proof has been submitted to RTC that all insurance requirements have been met.

8.2. In conjunction with the performance of the services/work required by the terms of this Agreement, CONSULTANT shall obtain all types and amounts of insurance set forth in Exhibit C and shall comply with all provisions set forth therein.

ARTICLE 9 - HOLD HARMLESS

9.1. CONSULTANT's obligation under this provision is as set forth in Exhibit C. Said obligation would also extend to any liability of RTC resulting from any action to clear any lien and/or to recover for damage to RTC property.

ARTICLE 10 - EQUAL EMPLOYMENT OPPORTUNITY

10.1 During the performance of this Agreement, CONSULTANT agrees not to discriminate against any employee or applicant for employment because of race, color, religion, sex, age, disability, or national origin. CONSULTANT will take affirmative action to ensure that applicants are employed, and that employees are treated fairly during employment, without regard to their race, color, religion, sex, age, disability, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. CONSULTANT agrees to post in conspicuous places, available to employees and

applicants for employment, notices to be provided by RTC setting forth the provisions of this nondiscrimination clause.

10.2 CONSULTANT will, in all solicitations or advertisements for employees placed by or on behalf of CONSULTANT, state that well qualified applicants will receive consideration of employment without regard to race, color, religion, sex, age, disability, or national origin.

10.3 CONSULTANT will cause the foregoing provisions to be inserted in all sub-agreements for any work covered by this Agreement so that such provisions will be binding upon each sub-consultant.

ARTICLE 11 - RESOLUTION OF CLAIMS AND DISPUTES

11.1. NEGOTIATED RESOLUTION

In the event that any dispute or claim arises under this Agreement, the parties shall timely cooperate and negotiate in good faith to resolve any such dispute or claim. Such cooperation shall include providing the other party with all information in order to properly evaluate the dispute or claim and making available the necessary personnel to discuss and make decisions relative to the dispute or claim.

11.2. MEDIATION

If the parties have been unable to reach an informal negotiated resolution to the dispute or claim within thirty (30) days following submission in writing of the dispute or claim to the other party, or such longer period of time as the parties may agree to in writing, either party may then request, in writing, that the dispute or claim be submitted to mediation (the "Mediation Notice"). After the other party's receipt or deemed receipt of the Mediation Notice, the parties shall endeavor to agree upon a mutually acceptable mediator, but if the parties have been unable to agree upon a mediator within ten (10) days following receipt of the Mediation Notice, then each party shall select a mediator and those two selected mediators shall select the mediator. A mediator selected by the parties' designated mediators shall meet the qualification set forth in as provided in Rule 4 of Part C., "Nevada Mediation Rules" of the "Rules Governing Alternative Dispute Resolutions adopted by the Nevada Supreme Court." Unless otherwise agreed to by the parties, in writing, the mediator shall have complete discretion over the conduct of the mediation proceeding. Unless otherwise agreed to by the parties, in writing, the mediation proceeding must take place within thirty (30) days following appointment of the mediator. The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in Washoe County, Nevada, unless otherwise agreed to by the parties, in writing. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

11.3. LITIGATION

In the event that the parties are unable to settle and/or resolve the dispute or claim as provided above, then either party may proceed with litigation in the Second Judicial District Court of the State of Nevada, County of Washoe.

11.4. CONTINUING CONTRACT PERFORMANCE

During the pendency of any dispute or claim the parties shall proceed diligently with performance of this Agreement and such dispute or claim shall not constitute an excuse or defense for a party's nonperformance or delay.

ARTICLE 12 – PROJECT MANAGERS

12.1. RTC's Project Manager is Vanessa Lacer or such other person as is later designated in writing by RTC. RTC's Project Manager has authority to act as RTC's representative with respect to the performance of this Agreement.

12.2. CONSULTANT' Project Manager is Bill Delco or such other person as is later designated in writing by CONSULTANT. CONSULTANT's Project Manager has authority to act as CONSULTANT's representative with respect to the performance of this Agreement.

ARTICLE 13 – NOTICE

13.1. Notices required under this Agreement shall be given as follows:

RTC:
Bill Thomas, AICP
Executive Director
Vanessa Lacer
RTC Project Manager
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502
vlacer@rtcwashoe.com
(775) 335-1901

CONSULTANT:
Bill Delo AICP
Project Manager
DJ&A
1080 Standard Street, Suite A
Reno, NV 89506
bill.delo@djanda.com
(949) 293-0676

ARTICLE 14 - DELAYS IN PERFORMANCE

14.1. TIME IS OF THE ESSENCE

It is understood and agreed that all times stated and referred to herein are of the essence. The period for performance may be extended by RTC's Executive Director pursuant to the process specified herein. No extension of time shall be valid unless reduced to writing and signed by RTC's Executive Director.

14.2. UNAVOIDABLE DELAYS

If the timely completion of the services under this Agreement should be unavoidably delayed, RTC may extend the time for completion of this Agreement for not less than the number of days CONSULTANT was excusably delayed. A delay is unavoidable only if the delay is not reasonably expected to occur in connection with or during CONSULTANT's performance, is not caused directly or substantially by acts, omissions, negligence or mistakes of CONSULTANT, is substantial and in fact causes CONSULTANT to miss specified completion dates, and cannot adequately be guarded against by contractual or legal means.

14.3. NOTIFICATION OF DELAYS

CONSULTANT shall notify RTC as soon as CONSULTANT has knowledge that an event has occurred or otherwise becomes aware that CONSULTANT will be delayed in the completion of the work. Within ten (10) working days thereafter, CONSULTANT shall provide such notice to RTC, in writing, furnishing as much detail on the delay as possible and requesting an extension of time.

14.4. REQUEST FOR EXTENSION

Any request by CONSULTANT for an extension of time to complete the work under this Agreement shall be made in writing to RTC. CONSULTANT shall supply to RTC documentation to substantiate and justify the additional time needed to complete the work and shall provide a revised schedule. RTC shall provide CONSULTANT with notice of its decision within a reasonable time after receipt of a request.

ARTICLE 15 - GENERAL PROVISIONS

15.1. SUCCESSORS AND ASSIGNS

RTC and CONSULTANT bind themselves and their successors and assigns to the other party and to the successors and assigns of such party, with respect to the performance of all covenants of this Agreement. Except as set forth herein, neither RTC nor CONSULTANT shall assign or transfer interest in this Agreement without the written consent of the other. Nothing herein shall be construed as creating a personal liability on the part of any officer or agent or any public body which may be a party hereto, nor shall it be construed as giving any rights or benefits hereunder to anyone other than RTC and CONSULTANT.

15.2. NON TRANSFERABILITY

This Agreement is for CONSULTANT's professional services, and CONSULTANT's rights and obligations hereunder may not be assigned without the prior written consent of RTC.

15.3. SEVERABILITY

If any part, term, article, or provision of this Agreement is, by a court of competent jurisdiction, held to be illegal, void, or unenforceable, or to be in conflict with any law of the State of Nevada, the validity of the remaining provisions or portions of this Agreement are not affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term, or provision held invalid.

15.4. RELATIONSHIP OF PARTIES

CONSULTANT is an independent contractor to RTC under this Agreement. Accordingly, CONSULTANT is not entitled to participate in any retirement, deferred compensation, health insurance plans or other benefits RTC provides to its employees. CONSULTANT shall be free to contract to provide similar services for others while it is under contract to RTC, so long as said services and advocacy are not in direct conflict, as determined by RTC, with services being provided by CONSULTANT to RTC.

15.5. WAIVER/BREACH

Any waiver or breach of a provision in this Agreement shall not be deemed a waiver of any other provision in this Agreement and no waiver is valid unless in writing and executed by the waiving party. An extension of the time for performance of any obligation or act shall not be deemed an extension of time for the performance of any other obligation or act. This Agreement inures to the benefit of and is binding upon the parties to this Agreement and their respective heirs, successors and assigns.

15.6. REGULATORY COMPLIANCE

A. CONSULTANT shall comply with all applicable federal, state and local government laws, regulations and ordinances. CONSULTANT shall be responsible for obtaining all necessary permits and licenses for performance of services under this Agreement. Upon request of RTC, CONSULTANT shall furnish RTC certificates of compliance with all such laws, orders and regulations.

B. CONSULTANT represents and warrants that none of the services to be rendered pursuant to this Agreement constitute the performance of public work, as that term is defined by Section 338.010(17) of the Nevada Revised Statutes. To the extent CONSULTANT does engage in such public work, CONSULTANT shall be responsible for paying the prevailing wage as required by Chapter 338 of the Nevada Revised Statutes.

15.7. EXCLUSIVE AGREEMENT

There are no verbal agreements, representations or understandings affecting this Agreement, and all negotiations, representations and undertakings are set forth herein with the understanding that this Agreement constitutes the entire understanding by and between the parties.

15.8. AMENDMENTS

No alteration, amendment or modification of this Agreement shall be effective unless it is in writing and signed by both parties.

15.9. CONTINUING OBLIGATION

CONSULTANT agrees that if, because of death or any other occurrence it becomes impossible for any principal or employee of CONSULTANT to render the services required under this Agreement, neither CONSULTANT nor the surviving principals shall be relieved of any obligation to render complete performance. However, in such event, RTC may terminate this Agreement if it considers the death or incapacity of such principal or employee to be a loss of such magnitude as to affect CONSULTANT's ability to satisfactorily complete the performance of this Agreement.

15.10. APPLICABLE LAW AND VENUE

The provisions of this Agreement shall be governed and construed in accordance with the laws of the State of Nevada. The exclusive venue and court for all lawsuits concerning this Agreement shall be the Second Judicial District Court of the State of Nevada, County of Washoe, and the parties hereto submit to the jurisdiction of that District Court.

15.11. ATTORNEYS' FEES

In the event of a dispute between the parties result in a proceeding in any Court of Nevada having jurisdiction, the prevailing party shall be entitled to an award of costs and any reasonable attorneys' fees.

15.12. CERTIFICATION REQUIRED BY NEVADA SENATE BILL 27 (2017)

CONSULTANT expressly certifies and agrees, as a material part of this Agreement, that it is not currently engaged in a boycott of Israel. CONSULTANT further agrees, as a material part of this Agreement, it will not engage in a boycott of Israel for the duration of this Agreement. If, at any time during the formation or duration of this Agreement, CONSULTANT is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.

ARTICLE 16 - FEDERAL FORMS AND CLAUSES

16.1. CONSULTANT has completed and signed the following: (1) Affidavit of Non-Collusion;

(2) Certification Regarding Debarment, Suspension, Other Ineligibility and Voluntary Exclusion; (3) Certification Required by 31 U.S.C. § 1352, Restrictions on Lobbying Using Federal Appropriated Funds, and "Instructions for Completion of SF-LLL, Disclosure of Lobbying Activities". CONSULTANT affirms that such certifications remain valid and shall immediately notify RTC if circumstances change that affect the validity of these certifications.

16.2. This Agreement is funded in whole or in part with money administered by the Nevada Department of Transportation on behalf of the Federal Highway Administration. As a condition for receiving payment under this Agreement, CONSULTANT agrees to comply with the federally required clauses set forth in Exhibit D, E and F.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the day and year first above written.

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By: _____
Bill Thomas, AICP, Executive Director

DJ&A

By: _____
Donny Pfeifer, Transportation Group Lead

Exhibit A
Scope of Services

Truckee River Path Implementation Plan
Scope of Work

Introduction
The Truckee River Path Implementation Plan will include three components: 1) a literature review of past planning efforts, 2) stakeholder facilitation and 3) an implementation strategy which identifies shared governance, sustainable funding, and capital investment and maintenance responsibilities. This scope of work includes only the stakeholder facilitation and implementation strategy components. RTC staff will conduct the literature review, which will be completed prior to consultant involvement, and will be used to help inform stakeholder workshop topics and stakeholder interview questions.

Background
The Truckee River Path is a multi-jurisdictional, paved, off-street facility, near the Truckee River, for nonmotorized users, including pedestrians, bicyclists, and people using mobility devices. The RTC Board of Commissioners identified the Truckee River Path as a priority and set a strategic goal for Fiscal Year (FY) 2026 to "Reimagine the Truckee River as a Mobility Corridor." The Truckee River Path Implementation Plan is an initiative of the FY 2026 goal.

Project Area
The project area is the paved path from Riverhaven Drive, in the City of Reno, to Larkin Circle in the City of Sparks. Though the path continues beyond the project area, this plan will focus on the 11.2 mile corridor as shown in Figure 1.

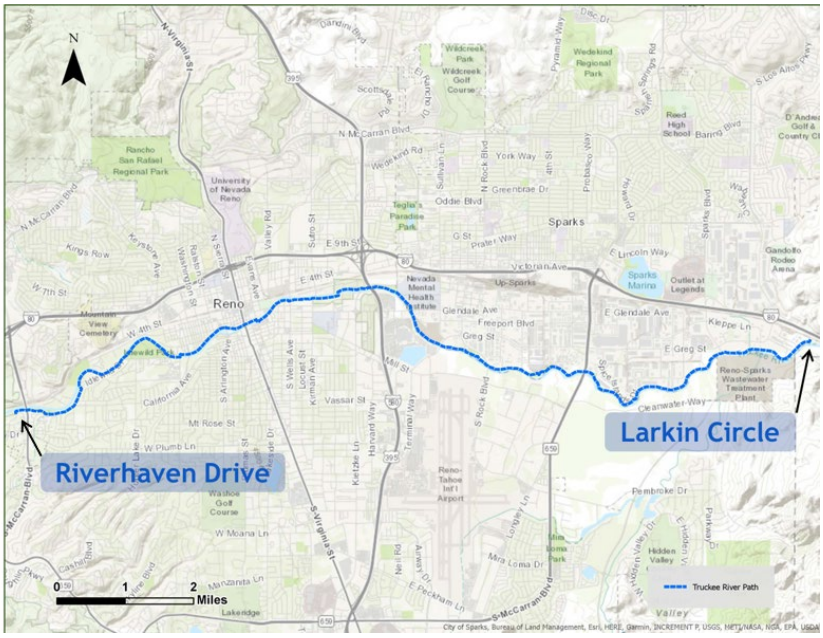


Figure 1. Project Area

Objective
This project is intended to accomplish the following:

- Facilitation of a collaborative engagement process among key stakeholders to develop consensus for an implementation strategy that will include the following:
    - A shared governance framework for the Truckee River Path
    - Sustainable funding mechanisms
    - Capital investment and maintenance responsibilities

Project Tasks

Task 1: Project Management
1.1 Management Plan – Prepare a project management plan, schedule, and budget. Identify key staff roles and outline deliverables for each task.
1.2 Invoicing and Progress Reports – Prepare monthly invoices and progress summaries.
1.3 Coordination – Conduct an initial virtual kickoff meeting with RTC staff to confirm study objectives. Maintain regular communication with the project manager. The consultant will agendize and document regularly scheduled bi-weekly meetings with the project management team. These meetings will be conducted virtually. This task will also involve maintenance of a joint access, web-based repository of project-related documents.

Task 1 Deliverables:

- Staff assignments and budget for each task
- Project schedule
- Monthly invoices
- Monthly progress summaries
- Agendas and minutes for regular bi-weekly project team meetings
- Joint access, web-based repository for project-related documents

Task 2: Stakeholder Facilitation
Stakeholder facilitation should include workshops and interviews with representatives of Washoe County, City of Reno, and City of Sparks as well as other key stakeholders such as the Reno Sparks Indian Colony, the Truckee River Flood Management Authority, Nevada Division of State Lands, and the Carson-Truckee Water Conservancy District. The goal of engagement is to gain feedback and work toward consensus with stakeholders on an implementation strategy for the project area which identifies shared governance, funding, capital needs and maintenance responsibilities.

2.1 Engagement Strategy- Schedule and design the stakeholder facilitation strategy to include up to four (4) stakeholder workshops, and up to (8) stakeholder interviews, with accompanying presentations, materials, and interview questions

2.2 Stakeholder Workshops – Organize and schedule four stakeholder workshops. Expected workshop themes include Key Issues and Needs, Governance and Funding, Coordinated Solutions, and Implementation. The first workshop (Key Issues and Needs) would be conducted virtually. The three remaining workshops would be conducted in person at the RTC Washoe office or other local government office in Washoe County.

2.3 Stakeholder Interviews – Identify and interview up to (4) key stakeholders prior to the workshops to discuss key issues and needs. Conduct up to (4) interviews of key stakeholders following the workshops to supplement and/or confirm workshop feedback. Interviews will be conducted virtually.

Task 2 Deliverables:

- Engagement strategy memo
- Workshop materials such as presentations, maps, and activities
- Interview questions and verbatim transcripts of interviews
- Stakeholder facilitation summary

Task 3: Implementation Strategy Development

The implementation strategy should directly reflect consensus reached during stakeholder engagement. The strategy should include a shared governance framework, sustainable funding options, capital investment and maintenance responsibilities, a timeline for all identified action items, and MOU (or other interlocal agreement) templates. The strategy must be realistic, actionable, fiscally constrained (as possible), and establish metrics for success and a process for regular review and adjustment.

3.1 Develop Implementation Strategy – Prepare an implementation strategy as well as all supporting documents such as MOU templates.

Task 3 Deliverables:

- Implementation strategy
- MOU (or other interlocal agreement) templates

Task 4: Plan Preparation

4.4 Draft Plan – Prepare the draft Truckee River Path Implementation Plan to include the literature review, a summary of all workshops and interviews, the implementation strategy, and all supporting documents such as MOU templates.

4.5 Revised Plan – Revise draft based on comments from RTC staff and stakeholders.

4.6 Final Plan – Produce a final plan for approval. The final plan should be provided in an electronic format in two file sizes: print size and web publishing size.

Task 4 Deliverables:

- Draft Plan
- Final Plan with all associated files, including photos

Project Milestones December 2025 to July 2026 (8-month duration):

- Project Kickoff Meeting – December 2025 (month 1)
- Finalize and schedule stakeholder workshops and interviews- January 2026 (month 2)
- Conduct workshops 1 and 2 of 4, conduct stakeholder interviews – February 2026 (month 3)
- Conduct workshops 3 and 4 of 4, conduct stakeholder interviews – March 2026 (month 4)
- Complete the draft stakeholder facilitation summary, complete the draft implementation strategy- April 2026 (month 5)
- Complete the draft Truckee River Path Implementation Plan, begin internal and external review of draft plan- May 2026 (month 6)
- Complete plan review, revise draft plan based on comments - June 2026 (month 7)
- Final Plan- July 2026 (month 8)

EXHIBIT B

Compensation

Fee Proposal

Truckee River Path Implementation Plan
Washoe RTC
Monday, November 17, 2025

		DJ&A						
		Bill Delo, Project Manager	Jason Rosenblum, Transportation Planner II	Anna Laura Harmjanz, Transportation Planner	Shari Eslinger, Facilitation Support	Dave Bowers, Facilitation Support	Project Coordinator	Totals
	Rate	$254.00	$168.00	$124.00	$180.00	$180.00	$94.00	
Item	Task							
1	Project Management	24.0	12.0	0.0	0.0	0.0	2.0	$8,300.00
2	Stakeholder Facilitation	86.0	56.0	70.0	32.0	16.0	0.0	$48,572.00
3	Implementation Strategy Development	32.0	32.0	48.0	8.0	12.0	0.0	$23,056.00
4	Plan Preparation	20.0	24.0	40.0	2.0	2.0	0.0	$14,792.00
	Total Hours	162.0	124.0	158.0	42.0	30.0	2.0	518
	Total Labor Cost	$41,148.00	$20,832.00	$19,592.00	$7,560.00	$5,400.00	$188.00	**$94,720**

Direct Expenses	Totals
DJ&A Direct Expenses	
Travel/Mileage/Per Diem	$5,000.00
Materials, printing, postage, etc.	$280.00
Total Direct Expenses	**$5,280**
Total	**$100,000**

1526 Cole Boulevard, Suite 370
Lakewood, CO 80401
T 720.768.6385
djanda.com

ENGINEERS
PLANNERS
SURVEYORS

Exhibit C

Indemnification and Insurance Requirements

INDEMNIFICATION AND INSURANCE REQUIREMENTS FOR PROFESSIONAL SERVICE AGREEMENTS [NRS 338 DESIGN PROFESSIONAL]

1. INTRODUCTION

IT IS HIGHLY RECOMMENDED THAT CONSULTANTS CONFER WITH THEIR INSURANCE CARRIERS OR BROKERS TO DETERMINE THE AVAILABILITY OF THESE INSURANCE CERTIFICATES AND ENDORSEMENTS IN ADVANCE OF PROPOSAL SUBMISSION. IF THERE ARE ANY QUESTIONS REGARDING THESE INSURANCE REQUIREMENTS, IT IS RECOMMENDED THAT THE AGENT/BROKER CONTACT RTC'S FINANCE DIRECTOR AT (775) 332-9511.

2. INDEMNIFICATION

CONSULTANT agrees, subject to the limitations in Nevada Revised Statutes Section 338.155, to save and hold harmless and fully indemnify RTC, Washoe County, City of Reno and City of Sparks including their elected officials, officers, employees, and agents (hereafter, "Indemnitees") from and against any and all claims, proceedings, actions, liability and damages, including reasonable attorneys' fees and defense costs incurred in any action or proceeding (collectively "Damages") arising out of the:

A. Negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are based upon or arising out of the professional services of CONSULTANT; and

B. Violation of law or any contractual provisions or any infringement related to trade names, licenses, franchises, patents or other means of protecting interests in products or inventions resulting from the use by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) supplied by CONSULTANT under or as a result of this Agreement, but excluding any violation or infringement resulting from the modification or alteration by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) not consented to by CONSULTANT.

CONSULTANT further agrees to defend, save and hold harmless and fully indemnify the Indemnitees from and against any and all Damages arising out the negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are not based upon or arising out of the professional services of CONSULTANT.

The Damages shall include, but are not limited to, those resulting from personal injury to any person, including bodily injury, sickness, disease or death and injury to real property or personal property, tangible or intangible, and the loss of use of any of that property, whether or not it is physically injured.

If the Indemnitees are involved in defending actions of CONSULTANT or anyone else for whom CONSULTANT is legally responsible, CONSULTANT shall reimburse the Indemnitees for the time spent by such personnel at the rate of the Indemnitees pay or compensation for such services.

If an Indemnitee is found to be liable in the proceeding, then CONSULTANT'S obligation hereunder shall be limited to the proportional share of the liability attributed to CONSULTANT.

In determining whether a claim is subject to indemnification, the incident underlying the claim shall determine the nature of the claim.

In the event of a violation or an infringement under paragraph 2.B above and the use is enjoined, CONSULTANT, at its sole expense, shall either (1) secure for the Indemnitees the right to continue using the materials by suspension of any injunction or by procuring a license or licenses for the Indemnitees; or (2) modify the materials so that they become non-infringing. This covenant shall survive the termination of the Professional Services Agreement.

The provisions of this Agreement are separate and severable and it is the intent of the Parties hereto that in the event any provision of this Agreement should be determined by any court of competent jurisdiction to be void, voidable or too restrictive for any reason whatsoever, the remaining provisions of this Agreement shall remain valid and binding upon said Parties. It is also understood and agreed that in the event any provision should be considered, by any court of competent jurisdiction, to be void because it imposes a greater obligation on CONSULTANT than is permitted by law, such court may reduce and reform such provisions to limitations which are deemed reasonable and enforceable by said court.

3. GENERAL REQUIREMENTS

Prior to the start of any work on a RTC project, CONSULTANT shall purchase and maintain insurance of the types and limits as described below insuring against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by CONSULTANT, its subconsultants, or their employees, agents, or representatives. The cost of all such insurance shall be borne by CONSULTANT.

4. VERIFICATION OF COVERAGE

CONSULTANT shall furnish RTC with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein, on forms acceptable to RTC. All deductibles and self-insured retentions requiring RTC approval shall be shown on the certificate. All certificates and endorsements are to be addressed to RTC's Finance Director and be received by RTC before work commences. Upon request, CONSULTANT agrees that RTC has the right to review CONSULTANT'S and the Sub's insurance policies, or certified copies of the policies. Copies of applicable policy forms or endorsements confirming required additional insured, waiver of subrogation and notice of cancellation provisions are required to be provided with any certificate(s) evidencing the required coverage.

5. NOTICE OF CANCELLATION

CONSULTANT or its insurers shall provide at least thirty (30) days' prior written notice to RTC prior to the cancellation or non-renewal of any insurance required under this Agreement. An exception may be included to provide at least ten (10) days' written notice if cancellation is due to non-payment of premium. CONSULTANT shall be responsible to provide prior written notice to RTC as soon as practicable upon receipt of any notice of cancellation, non-renewal, reduction in required limits or other material change in the insurance required under this Agreement.

6. SUBCONSULTANTS & SUBCONTRACTORS

CONSULTANT shall include all Subcontractors and Subconsultants (referred to collectively as "Subs") as insureds under its liability policies OR shall cause Subs employed by CONSULTANT to purchase and maintain separate liability coverages and limits of the types specified herein. If any Subs maintain separate liability coverages and limits, each shall include the RTC, Washoe County, City of Reno and City of Sparks as additional insureds under its commercial general liability policy, subject to the same requirements stated herein, without requiring a written contract or agreement between each of the additional insureds and any sub-consultant or sub-contractor. Any separate coverage limits of liability maintained by Subs shall be at least **$1,000,000** per occurrence and at least **$2,000,000** for any applicable coverage aggregates or the amount customarily carried by the Sub, whichever is GREATER. If any Subs provide their own insurance with limits less than required of the Contractor, Contractor shall include Subs in their coverage up to the full limits required of the Contractor. When requested by RTC, CONSULTANT shall furnish copies of certificates of insurance evidencing coverage for each subconsultant. CONSULTANT need not require its non-design subcontractors to carry Professional Errors and Omissions Liability insurance.

7. DEDUCTIBLES AND SELF-INSURED RETENTIONS

Any deductibles or self-insured retentions that exceed $25,000 per occurrence or claim must be declared to RTC's Finance Director prior to signing this Agreement. RTC is entitled to request and receive additional documentation, financial or otherwise, prior to giving its approval of the deductibles and self-insured retentions. Any changes to the deductibles or self-insured retentions made during the term of this Agreement or during the term of any policy must be declared to RTC's Finance Director prior to the change taking effect.

8. ACCEPTABILITY OF INSURERS

Required insurance is to be placed with insurers with a Best's rating of no less than A-VII and acceptable to RTC. RTC may accept coverage with carriers having lower Best's ratings upon review of financial information concerning CONSULTANT and the insurance carrier. RTC reserves the right to require that CONSULTANT'S insurer(s) be licensed and admitted in the State of Nevada or meet any applicable state and federal laws and regulations for non-admitted insurance placements.

9. OTHER CONDITIONS

A. Failure to furnish the required certificate(s) or failure to maintain the required insurance may result in termination of this Agreement at RTC's option.

B. If CONSULTANT fails to furnish the required certificate or fails to maintain the required insurance as set forth herein, RTC shall have the right, but not the obligation, to purchase said insurance at CONSULTANT's expense.

C. Any waiver of CONSULTANT's obligation to furnish such certificate or maintain such insurance must be in writing and signed by an authorized representative of RTC. Failure of RTC to demand such certificate or other evidence of full compliance with these insurance requirements or failure of RTC to identify a deficiency from evidence that is provided shall not be construed as a waiver of CONSULTANT's obligation to maintain such insurance, or as a waiver as to the enforcement of any of these provisions at a later date.

D. By requiring insurance herein, RTC does not represent that coverage and limits will necessarily be adequate to protect CONSULTANT, and such coverage and limits shall not be deemed as a limitation on CONSULTANT's liability under the indemnities granted to RTC in this contract.

E. If CONSULTANT'S liability policies do not contain the standard ISO separation of insureds condition, or a substantially similar clause, they shall be endorsed to provide cross-liability coverage.

10. COMMERCIAL GENERAL LIABILITY

CONSULTANT shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than **$2,000,000** each occurrence. If such CGL insurance contains a general aggregate limit, it shall be increased to equal twice the required occurrence limit or revised to apply separately to this project.

CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall cover liability arising from premises, operations, products-completed operations, personal and advertising injury, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

RTC and any other Indemnitees listed in Section 2. INDEMNIFICATION of this Agreement shall be included as an additional insured under the CGL, using ISO additional insured endorsement CG 20 10 07/04 or CG 20 33 07/04 or a substitute providing equivalent coverage, and under the commercial umbrella, if any.

This insurance shall apply as primary insurance with respect to any other insurance or self-insurance programs afforded to RTC or any other Indemnitees under this Agreement.

CONSULTANT waives all rights against RTC and any other Indemnitees listed in section 2. INDEMNIFICATION of this Agreement for recovery of damages to the extent these damages are covered by the commercial general liability or commercial umbrella liability insurance maintained pursuant to this agreement. CONSULTANT's insurer shall endorse CGL policy to waive subrogation against RTC with respect to any loss paid under the policy.

11. COMMERCIAL AUTOMOBILE LIABILITY

CONSULTANT shall maintain automobile liability and, if necessary, commercial umbrella liability insurance with a limit of not less than **$1,000,000** each accident. Such insurance shall cover liability arising out of any auto (including owned, hired, and non-owned autos).

Coverage shall be written on ISO form CA 00 01, CA 00 05, CA 00 25, or a substitute form providing equivalent liability coverage for all owned, leased, hired (rented) and non-owned vehicles (as applicable). RTC may agree to accept auto liability for non-owned and hired (rented) vehicles under the CGL if CONSULTANT does not own or operate any owned or leased vehicles.

CONSULTANT waives all rights against RTC, its officers, employees and volunteers for recovery of damages to the extent these damages are covered by the automobile liability or commercial umbrella liability insurance obtained by CONSULTANT pursuant to this Agreement.

12. INDUSTRIAL (WORKER'S COMPENSATION AND EMPLOYER'S LIABILITY) INSURANCE

It is understood and agreed that there shall be no Industrial (Worker's Compensation and Employer's Liability) Insurance coverage provided for CONSULTANT or any subconsultants by RTC. CONSULTANT, and any subconsultants, shall procure, pay for and maintain the required coverages.

CONSULTANT shall maintain workers' compensation and employer's liability insurance meeting the statutory requirements of the State of Nevada, including but not limited to NRS 616B.627 and NRS 617.210. The employer's liability limits shall not be less than **$1,000,000** each accident for bodily injury by accident or **$1,000,000** each employee for bodily injury by disease.

CONSULTANT shall provide a Final Certificate for itself and each subconsultant evidencing that CONSULTANT and each subconsultant maintained workers' compensation and employer's liability insurance throughout the entire course of the project.

If CONSULTANT, or any subconsultant is a sole proprietor, coverage for the sole proprietor must be purchased and evidence of coverage must appear on the Certificate of Insurance and Final Certificate.

CONSULTANT waives all rights against RTC, its elected officials, officers, employees and agents for recovery of damages to the extent these damages are covered by the workers compensation and employer's liability or commercial umbrella liability insurance obtained by Tenant pursuant to this

agreement. CONSULTANT shall obtain an endorsement equivalent to WC 00 03 13 to affect this waiver.

13. PROFESSIONAL ERRORS AND OMISSIONS LIABILITY

CONSULTANT shall maintain professional liability insurance applying to liability for a professional error, omission, or negligent act arising out of the scope of CONSULTANT'S services provided under this Agreement with a limit of not less than **$1,000,000** each claim and annual aggregate. CONSULTANT shall maintain professional liability insurance during the term of this Agreement and, if coverage is provided on a "claims made" or "claims made and reported" basis, shall maintain coverage or purchase an extended reporting period for a period of at least three (3) years following the termination of this Agreement.

Exhibits D, E and F

Federally Required Clauses

Exhibit D

Federally Required Clauses

1. PROMPT PAYMENT PROVISION

CONSULTANT must pay all subconsultants for satisfactory performance of their contracts no later than thirty (30) days from the receipt of payment made to CONSULTANT by RTC. Prompt return of retainage payments from CONSULTANT to the subconsultants will be made within fifteen (15) days after each subconsultant's work is satisfactorily completed. Any delay or postponement of payment among the parties may take place only for good cause and with RTC's prior written approval. If CONSULTANT determines the work of the subconsultant to be unsatisfactory, it must notify RTC's project manager immediately in writing and state the reasons. The failure by CONSULTANT to comply with this requirement will be construed to be a breach of the Contract and may be subject to sanctions as specified in the Contract or any other options listed in 49 C.F.R. 26.29.

2. NONDISCRIMINATION

During the performance of this Contract, CONSULTANT, for itself, its assignees, and successors in interest, agrees as follows:

A. Compliance with Regulations. CONSULTANT shall comply with the regulations relative to nondiscrimination in DOT-assisted programs, 49 C.F.R. Part 21, as they may be amended from time to time (referred to in this section as the "Regulations"), which are herein incorporated by reference and made a part of this Contract.

B. Nondiscrimination. CONSULTANT shall not discriminate on the grounds of age, race, color, sex, or national origin in the selection and retention of subconsultants, including procurement of materials and leases of equipment. CONSULTANT shall not participate, either directly or indirectly, in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the Contract covers a program set forth in Appendix B of the Regulations.

C. Solicitations for Subcontracts, including Procurement of Materials and Equipment. In all solicitations, whether by competitive proposing or negotiation made by CONSULTANT for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subconsultant or supplier must be notified by CONSULTANT of CONSULTANT's obligations under this Contract and the Regulations relative to nondiscrimination on the grounds of age, race, color, sex, or national origin.

D. Information and Reports. CONSULTANT must provide all information and reports required by the Regulations or directives issued pursuant thereto, and must permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by RTC to be pertinent to ascertain compliance with such Regulations, orders, and instructions.

Where any information is required, or the information is in the exclusive possession of another who fails or refuses to furnish this information, CONSULTANT must so certify to RTC and must set forth what efforts it has made to obtain the information.

E. Sanctions for Noncompliance. In the event of CONSULTANT's noncompliance with the nondiscrimination provisions of this Contract, RTC shall impose such contract sanctions as it may determine to be appropriate, including, but not limited to: (1) withholding of payments to CONSULTANT under the Contract until CONSULTANT complies, and/or (2) cancellation, termination, or suspension of the Contract, in whole or in part.

CONSULTANT shall include the provisions of this clause in every subcontract. CONSULTANT must take such action with respect to any subcontract or procurement as RTC may direct as a means of enforcing those provisions, including sanctions for noncompliance. However, if CONSULTANT becomes involved in or is threatened with litigation with a subconsultant as a result of such direction, CONSULTANT may request RTC to enter into the litigation to protect the interests of RTC.

3. AFFIRMATIVE ACTION IN EMPLOYMENT

CONSULTANT shall comply with the provisions of Section 503 of the Rehabilitation Act of 1973 (the "Rehabilitation Act").

A. CONSULTANT will not discriminate against any employee or applicant for employment because of physical or mental handicap in regard to any position for which the employee or applicant for employment is qualified. CONSULTANT agrees to take affirmative action to employ, advance in employment and otherwise treat qualified handicapped individuals without discrimination based upon their physical or mental handicap in all employment practices such as the following: employment, upgrading, demotion or transfer, recruitment, advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship.

B. CONSULTANT agrees to comply with the rules, regulations, and relevant orders of the Secretary of Labor pursuant to the Rehabilitation Act.

C. In the event of CONSULTANT's noncompliance with the requirements of this clause, actions for noncompliance may be taken in accordance with the rules, regulations, and relevant orders of the Secretary of Labor pursuant to the Rehabilitation Act.

D. CONSULTANT agrees to post in conspicuous places, available to employees and applicants for employment, notices in a form to be prescribed by the director, provided by or through the contracting officer. Such notices shall state CONSULTANT's obligation under the law to take affirmative action to employ and advance in employment qualified handicapped employees and applicants for employment, and the rights of applicants and employees.

E. CONSULTANT shall include the provisions of this clause in every subcontract or purchase order of $2,500 or more unless exempted by rules, regulations, or orders of the

Secretary of Transportation issued pursuant to Section 503 of the Rehabilitation Act, so that such provisions will be binding upon each subconsultant or vendor. CONSULTANT will take such action with respect to any subcontract or purchase order as the director of the Office of Federal Contract Compliance Programs may direct to enforce such provisions, including action for noncompliance (41 C.F.R. 60-741.4.4).

4. INTEREST OF MEMBERS OF, OR DELEGATES TO, CONGRESS

In accordance with 18 U.S.C. 431, no member of, or delegate to, the Congress of the United States shall be admitted to any share or part of this Contract or to any benefit arising therefrom.

5. INTEREST OF PUBLIC OFFICIALS

No member, officer, or employee of any public body, during his tenure, or for one (1) year thereafter, shall have any interest, direct or indirect, in this Contract or the benefits thereof.

6. CIVIL RIGHTS

The following requirements apply to the underlying Contract:

A. Nondiscrimination. In accordance with Title Vl of the Civil Rights Act, as amended, 42 U.S.C. 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. 12132, and Federal transit law at 49 U.S.C. 5332, CONSULTANT agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age or disability.

B. Equal Employment Opportunity. The following equal employment opportunity requirements apply to the underlying contract:

(1) Race, Color, Creed, National Origin, Sex. In accordance with Title Vll of the Civil Rights Act, as amended, 42 U.S.C. 2000e, and Federal transit laws at 49 U.S.C. 5332, CONSULTANT agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor", 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, Equal Employment Opportunity", as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity", 42 U.S.C. 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. CONSULTANT agrees to take affirmative action to ensure that applicants are employed, and that employees are treated equally during employment, without regard to their race, color, creed, national origin, sex, or age. Such action must include, but not be limited to, the

following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

(2) Age. In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. 623 and Federal transit law at 49 U.S.C. 5332, CONSULTANT agrees to refrain from discrimination against present and prospective employees for reason of age.

(3) Disabilities. In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. 12112, CONSULTANT agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act", 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities.

C. CONSULTANT also agrees to include these requirements in each subcontract.

7. INELIGIBLE CONSULTANTS

In the event CONSULTANT is on the Comptroller General's List of Ineligible Consultants for Federally financed or assisted projects, this contract may be canceled, terminated, or suspended by RTC.

8. NOTICE OF FEDERAL REQUIREMENTS

New Federal laws, regulations, policies, and administrative practices may be established after the date of this Contract, which may apply to this Contract. If Federal requirements change, the changed requirements will apply to the Contract or the performance of work under the Contract as required. All standards or limits set forth in this Contract to be observed in the performance of the work are minimum requirements.

9. THIRD-PARTY RIGHTS

Notwithstanding anything herein to the contrary, the services provided under this Agreement shall not give rise to, nor shall be deemed to or construed so as to confer any rights on any other party, as a third-party beneficiary or otherwise.

10. RECORDS RETENTION; AUDIT AND INSPECTION OF RECORDS

A. CONSULTANT shall permit the authorized representatives of RTC, FHWA, the U.S. Department of Transportation's Inspector General, NDOT, and the Comptroller General of the United States, or any of their duly authorized representatives to inspect and audit all data and records of CONSULTANT relating to its performance under the contract until the expiration of three (3) years after final payment under this Contract.

B. CONSULTANT further agrees to include in all subcontracts hereunder a provision to the effect that the subconsultant agrees that RTC, FHWA, the U.S. Department of Transportation's Inspector General, NDOT, and the Comptroller General of the United States, or any of their duly authorized representatives shall, until the expiration of three (3) years after final payment under the subcontract, have access to and the right to examine any books, documents, papers, and records of the subconsultant directly pertinent to this contract. The term "subcontract" as used in this clause excludes (1) purchase orders not exceeding $10,000 and (2) subcontracts or purchase orders for public utility services at rates established for uniform applicability to the general public.

C. The periods of access and examination described above, for records which relate to (1) appeals under the dispute clause of this Contract, (2) litigation or the settlement of claims arising out of the performance of this Contract, or (3) costs and expenses of this Contract to which an exception has been taken by the U.S. Comptroller General or any of his duly authorized representatives, shall continue until such appeals, litigation, claims or exceptions have been disposed of.

11. NO FEDERAL GOVERNMENT OBLIGATION TO THIRD PARTIES

A. RTC and CONSULTANT acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to RTC, Consultant, or any other party (whether or not a party to that Contract) pertaining to any matter resulting from the underlying Contract.

B. CONSULTANT agrees to include the above clause in each subcontract. It is further agreed that the clause shall not be modified, except to identify the subconsultant who will be subject to its provisions.

12. DEBARMENT, SUSPENSION, OTHER INELIGIBILITY AND VOLUNTARY EXCLUSION

A. This Contract is a covered transaction for purposes of 2 C.F.R. Part 1200 and 2 C.F.R. Part 180. As such, CONSULTANT is required to verify that none of CONSULTANT, its principals, as defined at 2 C.F.R. 180.995, or affiliates, as defined at 2 C.F.R. 180.905, are excluded or disqualified as defined at 2 C.F.R. 180.940 and 180.945.

B. CONSULTANT is required to comply with 2 C.F.R. 180, Subpart C, and must include the requirement to comply with 2 C.F.R. 180, Subpart C, in all contracts for lower-tier transactions over $25,000 and in all solicitations for lower tier contracts.

CONSULTANT agrees that it shall not knowingly enter into any lower-tier covered transaction with a person or firm who is debarred, suspended, declared ineligible, or voluntarily excluded from

participation in this contract.

13. COMPLIANCE WITH FEDERAL LOBBYING POLICY

Section 1352 of Title 31, United States Code, provides in part that no appropriated funds may be expended by the recipient of a federal contract, grant, loan, or cooperative agreement to pay any person by influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any of the following covered Federal actions: the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement.

Consultants who apply or bid for an award of $100,000 or more shall file the certification required by 49 C.F.R. Part 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any Federal Agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal Contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-federal funds with respect to that federal Contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient.

CONSULTANT also agrees to include these requirements in each subcontract exceeding $100,000 financed in whole or in part with Federal assistance.

14. REPORTING REQUIREMENTS

CONSULTANT shall provide all information and reports required by the Regulations, or directives issued pursuant shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its facilities as may be determined by RTC or the Federal Highway Administration (FHWA) to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish this information, CONSULTANT shall so certify to RTC, or the FHWA as appropriate, and shall set forth what efforts it has made to obtain the information.

Exhibit E

During the performance of this contract, CONTRACTOR, for itself, its assignees, and successors in interest, agrees as follows:

1. **Compliance with Regulations:** The Consultant (hereinafter includes subconsultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Non-discrimination:** The Consultant, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subconsultants, including procurements of materials and leases of equipment. The Consultant will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 C.F.R. Part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the Consultant for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subconsultant or supplier will be notified by the Consultant of the Consultant's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. **Information and Reports:** The Consultant will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish the information, the Consultant will so certify to the Recipient or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a Consultant's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:

    a. withholding payments to the Consultant under the contract until the Consultant complies; and/or

    b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The Consultant will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The Consultant will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Consultant becomes involved in, or is threatened with litigation by a subconsultant, or supplier because of such direction, the Consultant may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the Consultant may request the United States to enter into the litigation to protect the interests of the United States.

Exhibit F

During the performance of this contract, CONSULTANT, for itself, its assignees, and successors in interest, agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq*., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 C.F.R. Part 21.

- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq*.), (prohibits discrimination on the basis of sex);

- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq*.), as amended, (prohibits discrimination on the basis of disability), and 49 C.F.R. Part 27;

- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq*.), (prohibits discrimination on the basis of age);

- Airport and Airway Improvement Act of 1982, (49 U.S.C. § 471, Section 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);

- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and Consultants, whether such programs or activities are Federally funded or not);

- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 C.F.R. Parts 37 and 38;

- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;

- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);

- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. § 1681 et seq).

REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.4.1**

To: Regional Transportation Commission

From: Alex Wolfson, Project Manager

SUBJECT: Master Services Agreement - ITS Program Support 2026

RECOMMENDED ACTION

Approve a contract with Kimley-Horn and Associates, Inc., to provide engineering services for ITS Program Support 2026 through March 31, 2027, in an amount not-to-exceed $430,000.

BACKGROUND AND DISCUSSION

This is a Master Services Agreement (MSA) with Kimley-Horn and Associates, Inc., to provide on-call professional engineering services to support RTC's ITS Program as needed for calendar year 2026. This MSA contract structure will allow RTC to issue task orders for specific work/projects during that period in a cumulative amount of up to $430,000. The RTC Director of Engineering must approve any task orders.

The RTC and its partners are continuing to enhance the regional traffic network through management of the regional ITS and traffic signal program. The ITS program allows for improved operations and safety by proactively managing the network and responding to unexpected incidents. This is a technology based initiative that requires on-call resources to ensure proper operations.

Possible tasks to be carried out through this MSA include:

- On-call maintenance of the Center-to-Center system (This is the system that allows for network communications between RTC and the local agencies)
- Design and review of fiber optic splices and other network infrastructure
- Update of regional standard details and specifications for ITS and traffic signals
- ITS and traffic signal inventory and asset management update, including health of existing infrastructure
- Continued development and expansion of "Intelligent" corridors

Kimley-Horn and Associates, Inc., was selected from the qualified Traffic Engineering Design and Construction Management Services list to perform these services. This will be a one-year agreement with services projected to start in January 2026 and conclude in December 2026.

FISCAL IMPACT

Fuel tax appropriations for this item are included in the FY 2026 budget.

PREVIOUS BOARD ACTION

2/21/2025 - Approved the qualified list of consultants to provide civil engineering, design, and construction management services for the Traffic Engineering Program and the Intelligent Transportation Systems (ITS) Program.

MASTER SERVICES AGREEMENT

This agreement (this "Agreement") is dated and effective as of _____, 2025, by and between the Regional Transportation Commission of Washoe County ("RTC") and Kimley-Horn and Associates, Inc. ("CONSULTANT").

WITNESSETH:

WHEREAS, RTC has selected CONSULTANT from the 25-02 Traffic Engineering Design and Construction Management Services shortlist to perform ITS engineering design and support services with RTC ITS Program Support 2026 (the "Project"); and

WHEREAS, CONSULTANT will perform services on an as-needed basis, subject to annual funding availability, as specified in separate task orders (each a "Task Order") to be agreed upon and executed by CONSULTANT and RTC.

NOW, THEREFORE, RTC and CONSULTANT, in consideration of the mutual covenants and other consideration set forth herein, do hereby agree as follows:

ARTICLE 1 - ENGAGEMENT AND TERM

1.1. CONSULTANT will perform the work using the project team identified in the Proposal. Any changes to the project team must be approved by RTC's Project Manager.

1.2. CONSULTANT will promptly, diligently and faithfully execute the work to completion in accordance with applicable professional standards subject to any delays due to strikes, acts of God, act of any government, civil disturbances, or any other cause beyond the reasonable control of CONSULTANT.

1.3. CONSULTANT shall not proceed with work under a Task Order until both parties have executed the Task Order and a purchase order has been issued to CONSULTANT. If CONSULTANT violates that prohibition, CONSULTANT forfeits any and all right to reimbursement and payment for that work and waives any and all claims against RTC, its employees, agents, and affiliates, including but not limited to monetary damages, and any other remedy available at law or in equity arising under the terms of this Agreement. Furthermore, prior to execution and issuance of a purchase order, CONSULTANT shall not rely on the terms of this Agreement in any way, including but not limited to any written or oral representations, assurances or warranties made by RTC or any of its agents, employees or affiliates, or on any dates of performance, deadlines, indemnities, or any term contained in this Agreement or the Task Order.

1.4. Task Orders must be approved and executed by RTC's Director of Engineering.

1.5. The term of this Agreement shall be from the date first written above through March 31, 2027, unless terminated at an earlier date, or extended to a later date, pursuant to the provisions herein. A new Task Order cannot be issued subsequent to that expiration date;

however, the period of performance of a Task Order may extend beyond that expiration date for the term specified in the Task Order. The provisions of this Agreement will remain in full force and effect during the term of the Task Order.

ARTICLE 2 - SERVICES OF CONSULTANT

2.1. SCOPE OF SERVICES

Tasks and subtasks shall be completed in accordance with the scope of services in the Task Order. Any change(s) to the schedule must be approved by RTC's Project Manager.

2.2. SCHEDULE OF SERVICES

Tasks and subtasks shall be completed in accordance with the schedule in the Task Order. Any change(s) to the schedule must be approved by RTC's Project Manager.

2.3. TASK ORDERS

Task Orders shall be prepared using the templates in Exhibit B. Task Orders shall address the scope of services, deliverables, costs, schedule of performance, term, and any other material items for performance of the specified work. A budget and not-to-exceed costs for tasks and subtasks shall be negotiated and specified in the Task Order. In the event of a conflict between the terms and conditions of this Agreement and a Task Order, the terms and conditions of this Agreement will control.

2.4. CONTINGENCY

Contingency line items identified in a Task Order are for miscellaneous increases within the scope of work. Prior to the use of any contingency amounts, CONSULTANT shall provide a letter to RTC's Project Manager detailing the need, scope, and not-to-exceed budget for the proposed work. Work to be paid out of contingency shall proceed only with the RTC Project Manager's written approval.

2.5. OPTIONS

RTC shall have the right to exercise its option(s) for all or any part of the optional tasks or subtasks identified in a Task Order. CONSULTANT will prepare and submit a detailed scope of services reflecting the specific optional services requested, a schedule for such services, and a cost proposal. RTC will review and approve the scope of services and RTC and CONSULTANT will discuss and agree upon compensation and a schedule. CONSULTANT shall undertake no work on any optional task without written notice to proceed with the performance of said task. RTC, at its sole option and discretion, may select another individual or firm to perform the optional tasks or subtasks identified in a Task Order.

2.6. PERFORMANCE REQUIREMENTS

Any and all design and engineering work furnished by CONSULTANT shall be performed by or under the supervision of persons licensed to practice architecture, engineering, or surveying (as applicable) in the State of Nevada, by personnel who are careful, skilled, experienced and competent in their respective trades or professions, who are professionally qualified to perform the work, and who shall assume professional responsibility for the accuracy and completeness of documents prepared or checked by them, in accordance with appropriate prevailing professional standards. Notwithstanding the provision of any drawings, technical specifications, or other data by RTC, CONSULTANT shall have the responsibility of supplying all items and details required for the deliverables required hereunder.

All sampling and materials testing shall be performed by an approved testing laboratory accredited by AASHTO or other ASTM recognized accrediting organization in the applicable test methods. If any geotechnical or materials testing is performed by a sub-consultant, that laboratory shall maintain the required certification. Proof of certification shall be provided to RTC with this Agreement. If certification expires or is removed during the term of this Agreement, CONSULTANT shall notify RTC immediately, and propose a remedy. If an acceptable remedy cannot be agreed upon by both parties, RTC may terminate this Agreement for default.

CONSULTANT shall provide only Nevada Alliance for Quality Transportation Construction (NAQTC) qualified personnel to perform field and laboratory sampling and testing during the term of this Agreement. All test reports shall be signed by a licensed NAQTC tester and notated with his/her license number.

2.7. ERRORS AND OMISSIONS

CONSULTANT shall, without additional compensation, correct or revise any deficiencies, errors, or omissions caused by CONSULTANT in its analysis, reports, and services. CONSULTANT also agrees that if any error or omission is found, CONSULTANT will expeditiously make the necessary correction, at no expense to RTC. If an error or omission was directly caused by RTC, and not by CONSULTANT and RTC requires that such error or omission be corrected, CONSULTANT may be compensated for such additional work.

ARTICLE 3 - COMPENSATION

3.1. CONSULTANT shall be paid for hours worked at the hourly rates and rates for testing in Exhibit C. RTC shall not be responsible for any other costs or expenses except as provided in Exhibit C.

3.2. The maximum amount payable to CONSULTANT to complete tasks in a Task Order shall be specified as a not-to-exceed amount in the Task Order. CONSULTANT can request in writing that RTC's Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee

schedule, and must be approved in writing by RTC's Project Manager prior to performance of the work.

3.3. The maximum amount payable to CONSULTANT for all Task Orders resulting from this Agreement shall not exceed $430,000.

3.4. RTC may issue Task Orders for CONSULTANT to provide services in connection with preparing for and/or appearing in any litigation. CONSULTANT shall not receive compensation for preparing for and/or appearing in the litigation: (1) if such litigation costs are incurred by CONSULTANT in defending its work or services or those of any of its sub-consultants; or (2) as may be required by CONSULTANT's indemnification obligations. Compensation for litigation services requested by RTC shall be paid at a mutually agreed upon rate and/or at a reasonable rate for such services.

ARTICLE 4 - INVOICING

4.1. CONSULTANT shall submit monthly invoices in the format specified by RTC. Invoices must be submitted to accountspayable@rtcwashoe.com within 15 days of the end of the billing month. RTC's payment terms are 30 days after the receipt of the invoice. Simple interest will be paid at the rate of half a percent (0.5%) per month on all invoices approved by RTC that are not paid within thirty (30) days of receipt of the invoice.

4.2. RTC shall notify CONSULTANT of any disagreement with any submitted invoice for consulting services within thirty (30) days of receipt of an invoice. Any amounts not in dispute shall be promptly paid by RTC.

4.3. CONSULTANT shall maintain complete records supporting every request for payment that may become due. Upon request, CONSULTANT shall produce all or a portion of its records and RTC shall have the right to inspect and copy such records.

ARTICLE 5 - ACCESS TO INFORMATION AND PROPERTY

5.1. Upon request and without cost to CONSULTANT, RTC will provide all information that is reasonably available to RTC and pertinent to the Project including surveys, reports and any other data relative to design and construction of the Project.

5.2. RTC will provide access to and make all provisions for CONSULTANT to enter upon RTC facilities and public lands, as required for CONSULTANT to perform its work under this Agreement.

ARTICLE 6 - OWNERSHIP OF WORK

6.1. Plans, reports, studies, tracings, maps, software, electronic files, licenses, programs, equipment manuals, and databases and other documents or instruments of service prepared or obtained by CONSULTANT in the course of performing work under this Agreement, shall be delivered to and become the property of RTC. Software already developed and

purchased by CONSULTANT prior to the execution of the Project that will be used in the Project and services rendered under this Agreement, is excluded from this requirement. CONSULTANT and its sub-consultants shall convey and transfer all copyrightable interests, trademarks, licenses, and other intellectual property rights in such materials to RTC upon completion of all services under this Agreement and upon payment in full of all compensation due to CONSULTANT in accordance with the terms of this Agreement. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by CONSULTANT under this Agreement shall, upon request, also be provided to RTC.

6.2. CONSULTANT represents that it has secured all necessary licenses, consents, or approvals to use the components of any intellectual property, including computer software, used in providing services under this Agreement, that it has full legal title to and the right to reproduce such materials, and that it has the right to convey such title and other necessary rights and interests to RTC.

6.3. CONSULTANT shall bear all costs arising from the use of patented, copyrighted, trade secret, or trademarked materials, equipment, devices, or processes used on or incorporated in the services and materials produced under this Agreement.

6.4. CONSULTANT agrees that all reports, communications, electronic files, databases, documents, and information that it obtains or prepares in connection with performing this Agreement shall be treated as confidential material and shall not be released or published without the prior written consent of RTC; provided, however, that CONSULTANT may refer to this Project in connection with its promotional literature in a professional and commercially reasonable manner. The provisions of this subsection shall not apply to information in whatever form that comes into the public domain. The provisions of this paragraph also shall not restrict CONSULTANT from giving notices required by law or complying with an order to provide information or data when such order is issued by a court, administrative agency, or other entity with proper jurisdiction, or if it is reasonably necessary for CONSULTANT to defend itself from any suit or claim.

ARTICLE 7 - TERMINATION

7.1. CONTRACT TERMINATION FOR DEFAULT

If CONSULTANT fails to perform services in the manner called for in this Agreement or a Task Order or if CONSULTANT fails to comply with any other provisions of this Agreement or Task Order, RTC may terminate this Agreement for default. Termination shall be effected by serving a notice of termination on CONSULTANT setting forth the manner in which CONSULTANT is in default. CONSULTANT will only be paid the contract price for services delivered and accepted, or services performed in accordance with the manner of performance set forth in this Agreement.

If it is later determined by RTC that CONSULTANT had an excusable reason for not performing, such as a fire, flood, or events which are not the fault of or are beyond the control of CONSULTANT, RTC, after setting up a new performance schedule, may allow

CONSULTANT to continue work, or treat the termination as a termination for convenience.

7.2. CONTRACT TERMINATION FOR CONVENIENCE

RTC may terminate this Agreement or any Task Order, in whole or in part, at any time by written notice to CONSULTANT when it is in RTC's best interest. CONSULTANT shall be paid its costs, including contract closeout costs, and profit on work performed up to the time of termination. CONSULTANT shall promptly submit its termination claim to RTC to be paid CONSULTANT. If CONSULTANT has any property in its possession belonging to RTC, CONSULTANT will account for the same, and dispose of it in the manner RTC directs.

ARTICLE 8 - INSURANCE

8.1. CONSULTANT shall not commence any work or permit any employee/agent to commence any work until satisfactory proof has been submitted to RTC that all insurance requirements have been met.

8.2. In conjunction with the performance of the services/work required by the terms of this Agreement, CONSULTANT shall obtain all types and amounts of insurance set forth in Exhibit D, and shall comply with all provisions set forth therein.

ARTICLE 9 - HOLD HARMLESS

9.1. CONSULTANT's obligation under this provision is as set forth in Exhibit D. Said obligation would also extend to any liability of RTC resulting from any action to clear any lien and/or to recover for damage to RTC property.

ARTICLE 10 - EQUAL EMPLOYMENT OPPORTUNITY

10.1. During the performance of this Agreement, CONSULTANT agrees not to discriminate against any employee or applicant for employment because of race, color, religion, sex, age, disability, or national origin. CONSULTANT will take affirmative action to ensure that applicants are employed, and that employees are treated fairly during employment, without regard to their race, color, religion, sex, age, disability, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. CONSULTANT agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by RTC setting forth the provisions of this nondiscrimination clause.

10.2. CONSULTANT will, in all solicitations or advertisements for employees placed by or on behalf of CONSULTANT, state that well qualified applicants will receive consideration of employment without regard to race, color, religion, sex, age, disability, or national origin.

10.3. CONSULTANT will cause the foregoing provisions to be inserted in all sub-agreements for any work covered by this Agreement so that such provisions will be binding upon each sub-consultant.

ARTICLE 11 - RESOLUTION OF CLAIMS AND DISPUTES

11.1. NEGOTIATED RESOLUTION

In the event that any dispute or claim arises under this Agreement, the parties shall timely cooperate and negotiate in good faith to resolve any such dispute or claim. Such cooperation shall include providing the other party with all information in order to properly evaluate the dispute or claim and making available the necessary personnel to discuss and make decisions relative to the dispute or claim.

11.2. MEDIATION

If the parties have been unable to reach an informal negotiated resolution to the dispute or claim within thirty (30) days following submission in writing of the dispute or claim to the other party, or such longer period of time as the parties may agree to in writing, either party may then request, in writing, that the dispute or claim be submitted to mediation (the "Mediation Notice"). After the other party's receipt or deemed receipt of the Mediation Notice, the parties shall endeavor to agree upon a mutually acceptable mediator, but if the parties have been unable to agree upon a mediator within ten (10) days following receipt of the Mediation Notice, then each party shall select a mediator and those two selected mediators shall select the mediator. A mediator selected by the parties' designated mediators shall meet the qualification set forth in as provided in Rule 4 of Part C., "Nevada Mediation Rules" of the "Rules Governing Alternative Dispute Resolutions adopted by the Nevada Supreme Court." Unless otherwise agreed to by the parties, in writing, the mediator shall have complete discretion over the conduct of the mediation proceeding. Unless otherwise agreed to by the parties, in writing, the mediation proceeding must take place within thirty (30) days following appointment of the mediator. The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in Washoe County, Nevada, unless otherwise agreed to by the parties, in writing. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

11.3. LITIGATION

In the event that the parties are unable to settle and/or resolve the dispute or claim as provided above, then either party may proceed with litigation in the Second Judicial District Court of the State of Nevada, County of Washoe.

11.4. CONTINUING CONTRACT PERFORMANCE

During the pendency of any dispute or claim the parties shall proceed diligently with performance of this Agreement and such dispute or claim shall not constitute an excuse or defense for a party's nonperformance or delay.

ARTICLE 12 – PROJECT MANAGERS

12.1. RTC's Project Manager is Alex Wolfson, P.E., or such other person as is later designated in writing by RTC. RTC's Project Manager has authority to act as RTC's representative with respect to the performance of this Agreement.

12.2. CONSULTANT' Project Manager is Michael Mosley, P.E., or such other person as is later designated in writing by CONSULTANT. CONSULTANT's Project Manager has authority to act as CONSULTANT's representative with respect to the performance of this Agreement.

ARTICLE 13 - NOTICE

13.1. Notices required under this Agreement shall be given as follows:

RTC:
Bill Thomas, AICP
Executive Director
Alex Wolfson, P.E.
RTC Project Manager
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502
(775) 335-1880

CONSULTANT:
Michael Mosley, P.E., PTOE
Vice President
Kimley-Horn and Associates
6671 Las Vegas Blvd South, Suite 320
Las Vegas, Nevada 89119
(702) 862-3626

ARTICLE 14 - DELAYS IN PERFORMANCE

14.1. TIME IS OF THE ESSENCE

It is understood and agreed that all times stated and referred to herein are of the essence. The period for performance may be extended by RTC's Executive Director pursuant to the process specified herein. No extension of time shall be valid unless reduced to writing and signed by RTC's Executive Director.

14.2. UNAVOIDABLE DELAYS

If the timely completion of the services under this Agreement should be unavoidably delayed, RTC may extend the time for completion of this Agreement for not less than the number of days CONSULTANT was excusably delayed. A delay is unavoidable only if the delay is not reasonably expected to occur in connection with or during CONSULTANT's performance, is not caused directly or substantially by acts, omissions, negligence or mistakes of CONSULTANT, is substantial and in fact causes CONSULTANT to miss specified completion dates, and cannot adequately be guarded against by contractual or legal means.

14.3. NOTIFICATION OF DELAYS

CONSULTANT shall notify RTC as soon as CONSULTANT has knowledge that an event has occurred or otherwise becomes aware that CONSULTANT will be delayed in the completion of the work. Within ten (10) working days thereafter, CONSULTANT shall provide such notice to RTC, in writing, furnishing as much detail on the delay as possible and requesting an extension of time.

14.4. REQUEST FOR EXTENSION

Any request by CONSULTANT for an extension of time to complete the work under this Agreement shall be made in writing to RTC. CONSULTANT shall supply to RTC documentation to substantiate and justify the additional time needed to complete the work and shall provide a revised schedule. RTC shall provide CONSULTANT with notice of its decision within a reasonable time after receipt of a request.

ARTICLE 15 - GENERAL PROVISIONS

15.1. SUCCESSORS AND ASSIGNS

RTC and CONSULTANT bind themselves and their successors and assigns to the other party and to the successors and assigns of such party, with respect to the performance of all covenants of this Agreement. Except as set forth herein, neither RTC nor CONSULTANT shall assign or transfer interest in this Agreement without the written consent of the other. Nothing herein shall be construed as creating a personal liability on the part of any officer or agent or any public body which may be a party hereto, nor shall it be construed as giving any rights or benefits hereunder to anyone other than RTC and CONSULTANT.

15.2. NON TRANSFERABILITY

This Agreement is for CONSULTANT's professional services, and CONSULTANT's rights and obligations hereunder may not be assigned without the prior written consent of RTC.

15.3. SEVERABILITY

If any part, term, article, or provision of this Agreement is, by a court of competent jurisdiction, held to be illegal, void, or unenforceable, or to be in conflict with any law of the State of Nevada, the validity of the remaining provisions or portions of this Agreement are not affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term, or provision held invalid.

15.4. RELATIONSHIP OF PARTIES

CONSULTANT is an independent contractor to RTC under this Agreement. Accordingly, CONSULTANT is not entitled to participate in any retirement, deferred compensation, health insurance plans or other benefits RTC provides to its employees. CONSULTANT shall be free to contract to provide similar services for others while it is under contract to RTC, so long as said services and advocacy are not in direct conflict, as determined by RTC, with services being provided by CONSULTANT to RTC.

15.5. WAIVER/BREACH

Any waiver or breach of a provision in this Agreement or a Task Order shall not be deemed a waiver of any other provision and no waiver is valid unless in writing and executed by the waiving party. An extension of the time for performance of any obligation or act shall not be deemed an extension of time for the performance of any other obligation or act. This Agreement inures to the benefit of and is binding upon the parties to this Agreement and their respective heirs, successors and assigns.

15.6. REGULATORY COMPLIANCE

A. CONSULTANT shall comply with all applicable federal, state and local government laws, regulations and ordinances. CONSULTANT shall be responsible for obtaining all necessary permits and licenses for performance of services under this Agreement. Upon request of RTC, CONSULTANT shall furnish RTC certificates of compliance with all such laws, orders and regulations.

B. CONSULTANT represents and warrants that none of the services to be rendered pursuant to this Agreement constitute the performance of public work, as that term is defined by Section 338.010(17) of the Nevada Revised Statutes. To the extent CONSULTANT does engage in such public work, CONSULTANT shall be responsible for paying the prevailing wage as required by Chapter 338 of the Nevada Revised Statutes.

15.7. EXCLUSIVE AGREEMENT

There are no verbal agreements, representations or understandings affecting this Agreement, and all negotiations, representations and undertakings are set forth herein with

the understanding that this Agreement constitutes the entire understanding by and between the parties.

15.8. AMENDMENTS

No alteration, amendment or modification of this Agreement or any Task Order shall be effective unless it is in writing and signed by both parties.

15.9. CONTINUING OBLIGATION

CONSULTANT agrees that if, because of death or any other occurrence it becomes impossible for any principal or employee of CONSULTANT to render the services required under this Agreement, neither CONSULTANT nor the surviving principals shall be relieved of any obligation to render complete performance. However, in such event, RTC may terminate this Agreement if it considers the death or incapacity of such principal or employee to be a loss of such magnitude as to affect CONSULTANT's ability to satisfactorily complete the performance of this Agreement.

15.10. APPLICABLE LAW AND VENUE

The provisions of this Agreement shall be governed and construed in accordance with the laws of the State of Nevada. The exclusive venue and court for all lawsuits concerning this Agreement shall be the Second Judicial District Court of the State of Nevada, County of Washoe, and the parties hereto submit to the jurisdiction of that District Court.

15.11. ATTORNEYS' FEES

In the event of a dispute between the parties result in a proceeding in any Court of Nevada having jurisdiction, the prevailing party shall be entitled to an award of costs and any reasonable attorneys' fees.

15.12. CERTIFICATION REQUIRED BY NEVADA SENATE BILL 27 (2017)

CONSULTANT expressly certifies and agrees, as a material part of this Agreement, that it is not currently engaged in a boycott of Israel. CONSULTANT further agrees, as a material part of this Agreement, it will not engage in a boycott of Israel for the duration of this Agreement. If, at any time during the formation or duration of this Agreement, CONSULTANT is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the day and year first above written.

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By: _____
Bill Thomas, AICP, Executive Director

KIMLEY-HORN AND ASSOCIATES, INC.

By: _____
Michael Mosley, P.E., PTOE, Vice President

Exhibit A

Scope of Services

EXHIBIT A

SCOPE OF SERVICES
FOR
RTC ITS PROGRAM SUPPORT

This scope of services includes planning, design, and construction support of the Intelligent Transportation System (ITS) infrastructure within in the City of Reno, City of Sparks, Washoe County, and NDOT. All work that is performed will be based on scope of services and schedule as part of approved Task Orders.

Services that could be provided by the CONSULTANT through Task Orders include, but are not limited to:

1. Fiber optic splice planning, design, and review
2. Standard details and specifications design and updates
3. ITS network master planning
4. ITS and traffic signal asset management
    a. Includes operation of the 3-GIS system
5. Network maintenance including the C2C system
6. Staff augmentation
7. On-call fiber repair and training
8. ITS systems engineering
9. Traffic engineering services
    a. Intersection capacity and safety analysis
    b. Traffic counting
    c. Roadway design
10. Other services as requested

Exhibit B

Task Order Templates

EXHIBIT B
TASK ORDER TEMPLATE

Task Order No. #
Master Services Agreement dated _____, 2025

This Task Order No. # (this "Task Order") is dated and effective as of _____, 2026, in accordance with the terms and conditions of the Master Services Agreement dated _____, 2025 (the "Agreement"), by and between the Regional Transportation Commission of Washoe County ("RTC") and Kimley-Horn and Associates, Inc. ("CONSULTANT").

WHEREAS, the parties entered into the Agreement for CONSULTANT to perform design and engineering design and construction management services in connection with RTC ITS Program Implementation support through June 2026; and

NOW, THEREFORE, RTC and CONSULTANT agree as follows:

1. TERM

The term of this Task Order shall be from the date first written above through ***, 20**, unless terminated at an earlier date, or extended to a later date, pursuant to the provisions of the Agreement.

2. SCOPE OF SERVICES

The scope of services consist of the tasks and deliverables set forth in Exhibit A.

3. SCHEDULE OF PERFORMANCE

Tasks shall be completed in accordance with the schedule agreed to by the RTC Project Manager. Any change(s) to the schedule must be approved by RTC's Project Manager.

4. COSTS

CONSULTANT shall be paid for hours worked at the hourly rates in Exhibit B. RTC shall not be responsible for any other costs or expenses except as provided in Exhibit B.

5. MAXIMUM COMPENSATION

The maximum amount payable to CONSULTANT to complete each task is equal to the not-to-exceed amounts identified in the Master Service Agreement. CONSULTANT can request in writing that RTC's Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee schedule, and must be approved in writing by RTC's Project Manager prior to performance of the work. In no case shall CONSULTANT be compensated in excess of the following not-to exceed amount for this Task Order: $[_____].

6. OTHER PROVISIONS

All other provisions of the Agreement shall remain in full force and effect during the term of this Task Order, as if fully set forth herein.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the day and year first above written.

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By: _____
Bill Thomas, AICP, Executive Director

KIMLEY-HORN AND ASSOCIATES, INC.

By: _____
Michael Mosley, P.E., PTOE, Vice President

Exhibit C

Hourly Rates

Kimley»Horn

Kimley-Horn and Associates, Inc.

Hourly Labor Rate Schedule

Classification	*Rate*
Analyst I	$165
Analyst II	$210
Professional	$245
Senior Professional I	$315
Senior Professional II	$355
Senior Technical Support	$220
Technical Support	$145
Support Staff	$129

Effective through end of 2026

Exhibit D

Indemnification and Insurance Requirements

INDEMNIFICATION AND INSURANCE REQUIREMENTS FOR PROFESSIONAL SERVICE AGREEMENTS [NRS 338 DESIGN PROFESSIONAL]

1. INTRODUCTION

IT IS HIGHLY RECOMMENDED THAT CONSULTANTS CONFER WITH THEIR INSURANCE CARRIERS OR BROKERS TO DETERMINE THE AVAILABILITY OF THESE INSURANCE CERTIFICATES AND ENDORSEMENTS IN ADVANCE OF PROPOSAL SUBMISSION. IF THERE ARE ANY QUESTIONS REGARDING THESE INSURANCE REQUIREMENTS, IT IS RECOMMENDED THAT THE AGENT/BROKER CONTACT RTC'S FINANCE DIRECTOR AT (775) 335-1845.

2. INDEMNIFICATION

CONSULTANT agrees, subject to the limitations in Nevada Revised Statutes Section 338.155, to save and hold harmless and fully indemnify RTC, Nevada Department of Transportation, Washoe County, City of Reno and City of Sparks including their elected officials, officers, employees, and agents (hereafter, "Indemnitees") from and against any and all claims, proceedings, actions, liability and damages, including reasonable attorneys' fees and defense costs incurred in any action or proceeding (collectively "Damages") arising out of the:

A. Negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are based upon or arising out of the professional services of CONSULTANT; and

B. Violation of law or any contractual provisions or any infringement related to trade names, licenses, franchises, patents or other means of protecting interests in products or inventions resulting from the use by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) supplied by CONSULTANT under or as a result of this Agreement, but excluding any violation or infringement resulting from the modification or alteration by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) not consented to by CONSULTANT.

CONSULTANT further agrees to defend, save and hold harmless and fully indemnify the Indemnitees from and against any and all Damages arising out the negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are not based upon or arising out of the professional services of CONSULTANT.

The Damages shall include, but are not limited to, those resulting from personal injury to any person, including bodily injury, sickness, disease or death and injury to real property or personal property, tangible or intangible, and the loss of use of any of that property, whether or not it is physically injured.

If the Indemnitees are involved in defending actions of CONSULTANT or anyone else for whom CONSULTANT is legally responsible, CONSULTANT shall reimburse the Indemnitees for the time spent by such personnel at the rate of the Indemnitees pay or compensation for such services.

If an Indemnitee is found to be liable in the proceeding, then CONSULTANT'S obligation hereunder shall be limited to the proportional share of the liability attributed to CONSULTANT.

In determining whether a claim is subject to indemnification, the incident underlying the claim shall determine the nature of the claim.

In the event of a violation or an infringement under paragraph 2.B above and the use is enjoined, CONSULTANT, at its sole expense, shall either (1) secure for the Indemnitees the right to continue using the materials by suspension of any injunction or by procuring a license or licenses for the Indemnitees; or (2) modify the materials so that they become non-infringing. This covenant shall survive the termination of the Professional Services Agreement.

The provisions of this Agreement are separate and severable and it is the intent of the Parties hereto that in the event any provision of this Agreement should be determined by any court of competent jurisdiction to be void, voidable or too restrictive for any reason whatsoever, the remaining provisions of this Agreement shall remain valid and binding upon said Parties. It is also understood and agreed that in the event any provision should be considered, by any court of competent jurisdiction, to be void because it imposes a greater obligation on CONSULTANT than is permitted by law, such court may reduce and reform such provisions to limitations which are deemed reasonable and enforceable by said court.

3. GENERAL REQUIREMENTS

Prior to the start of any work on a RTC project, CONSULTANT shall purchase and maintain insurance of the types and limits as described below insuring against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by CONSULTANT, its subconsultants, or their employees, agents, or representatives. The cost of all such insurance shall be borne by CONSULTANT.

4. VERIFICATION OF COVERAGE

CONSULTANT shall furnish RTC with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein, on forms acceptable to RTC. All deductibles and self-insured retentions requiring RTC approval shall be shown on the certificate. All certificates and endorsements are to be addressed to RTC's Finance Director and be received by RTC before work commences. Upon request, CONSULTANT agrees that RTC has the right to review CONSULTANT'S and the Sub's insurance policies, or certified copies of the policies. Copies of applicable policy forms or endorsements confirming required additional insured, waiver of subrogation and notice of cancellation provisions are required to be provided with any certificate(s) evidencing the required coverage.

5. NOTICE OF CANCELLATION

CONSULTANT or its insurers shall provide at least thirty (30) days' prior written notice to RTC prior to the cancellation or non-renewal of any insurance required under this Agreement. An exception may be included to provide at least ten (10) days' written notice if cancellation is due to non-payment of premium. CONSULTANT shall be responsible to provide prior written notice to RTC as soon as practicable upon receipt of any notice of cancellation, non-renewal, reduction in required limits or other material change in the insurance required under this Agreement.

6. SUBCONSULTANTS & SUBCONTRACTORS

CONSULTANT shall include all Subcontractors and Subconsultants (referred to collectively as "Subs") as insureds under its liability policies OR shall cause Subs employed by CONSULTANT to purchase and maintain separate liability coverages and limits of the types specified herein. If any Subs maintain separate liability coverages and limits, each shall include the RTC, Washoe County, City of Reno and City of Sparks as additional insureds under its commercial general liability policy, subject to the same requirements stated herein, without requiring a written contract or agreement between each of the additional insureds and any sub-consultant or sub-contractor. Any separate coverage limits of liability maintained by Subs shall be at least **$1,000,000** per occurrence and at least **$2,000,000** for any applicable coverage aggregates or the amount customarily carried by the Sub, whichever is GREATER. If any Subs provide their own insurance with limits less than required of the Contractor, Contractor shall include Subs in their coverage up to the full limits required of the Contractor. When requested by RTC, CONSULTANT shall furnish copies of certificates of insurance evidencing coverage for each subconsultant. CONSULTANT need not require its non-design subcontractors to carry Professional Errors and Omissions Liability insurance.

7. DEDUCTIBLES AND SELF-INSURED RETENTIONS

Any deductibles or self-insured retentions that exceed $25,000 per occurrence or claim must be declared to RTC's Finance Director prior to signing this Agreement. RTC is entitled to request and receive additional documentation, financial or otherwise, prior to giving its approval of the deductibles and self-insured retentions. Any changes to the deductibles or self-insured retentions made during the term of this Agreement or during the term of any policy must be declared to RTC's Finance Director prior to the change taking effect.

8. ACCEPTABILITY OF INSURERS

Required insurance is to be placed with insurers with a Best's rating of no less than A-VII and acceptable to RTC. RTC may accept coverage with carriers having lower Best's ratings upon review of financial information concerning CONSULTANT and the insurance carrier. RTC reserves the right to require that CONSULTANT'S insurer(s) be licensed and admitted in the State of Nevada or meet any applicable state and federal laws and regulations for non-admitted insurance placements.

9. OTHER CONDITIONS

A. Failure to furnish the required certificate(s) or failure to maintain the required insurance may result in termination of this Agreement at RTC's option.

B. If CONSULTANT fails to furnish the required certificate or fails to maintain the required insurance as set forth herein, RTC shall have the right, but not the obligation, to purchase said insurance at CONSULTANT's expense.

C. Any waiver of CONSULTANT's obligation to furnish such certificate or maintain such insurance must be in writing and signed by an authorized representative of RTC. Failure of RTC to demand such certificate or other evidence of full compliance with these insurance requirements or failure of RTC to identify a deficiency from evidence that is provided shall not be construed as a waiver of CONSULTANT's obligation to maintain such insurance, or as a waiver as to the enforcement of any of these provisions at a later date.

D. By requiring insurance herein, RTC does not represent that coverage and limits will necessarily be adequate to protect CONSULTANT, and such coverage and limits shall not be deemed as a limitation on CONSULTANT's liability under the indemnities granted to RTC in this contract.

E. If CONSULTANT'S liability policies do not contain the standard ISO separation of insureds condition, or a substantially similar clause, they shall be endorsed to provide cross-liability coverage.

10. COMMERCIAL GENERAL LIABILITY

CONSULTANT shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than **$2,000,000** each occurrence. If such CGL insurance contains a general aggregate limit, it shall be increased to equal twice the required occurrence limit or revised to apply separately to this project.

CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall cover liability arising from premises, operations, products-completed operations, personal and advertising injury, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

RTC and any other Indemnitees listed in Section 2. INDEMNIFICATION of this Agreement shall be included as an additional insured under the CGL, using ISO additional insured endorsement CG 20 10 07/04 or CG 20 33 07/04 or a substitute providing equivalent coverage, and under the commercial umbrella, if any.

This insurance shall apply as primary insurance with respect to any other insurance or self-insurance programs afforded to RTC or any other Indemnitees under this Agreement.

CONSULTANT waives all rights against RTC and any other Indemnitees listed in section 2. INDEMNIFICATION of this Agreement for recovery of damages to the extent these damages are covered by the commercial general liability or commercial umbrella liability insurance maintained pursuant to this agreement. CONSULTANT's insurer shall endorse CGL policy to waive subrogation against RTC with respect to any loss paid under the policy.

11. COMMERCIAL AUTOMOBILE LIABILITY

CONSULTANT shall maintain automobile liability and, if necessary, commercial umbrella liability insurance with a limit of not less than **$1,000,000** each accident. Such insurance shall cover liability arising out of any auto (including owned, hired, and non-owned autos).

Coverage shall be written on ISO form CA 00 01, CA 00 05, CA 00 25, or a substitute form providing equivalent liability coverage for all owned, leased, hired (rented) and non-owned vehicles (as applicable). RTC may agree to accept auto liability for non-owned and hired (rented) vehicles under the CGL if CONSULTANT does not own or operate any owned or leased vehicles.

CONSULTANT waives all rights against RTC, its officers, employees and volunteers for recovery of damages to the extent these damages are covered by the automobile liability or commercial umbrella liability insurance obtained by CONSULTANT pursuant to this Agreement.

12. INDUSTRIAL (WORKER'S COMPENSATION AND EMPLOYER'S LIABILITY) INSURANCE

It is understood and agreed that there shall be no Industrial (Worker's Compensation and Employer's Liability) Insurance coverage provided for CONSULTANT or any subconsultants by RTC. CONSULTANT, and any subconsultants, shall procure, pay for and maintain the required coverages.

CONSULTANT shall maintain workers' compensation and employer's liability insurance meeting the statutory requirements of the State of Nevada, including but not limited to NRS 616B.627 and NRS 617.210. The employer's liability limits shall not be less than **$1,000,000** each accident for bodily injury by accident or **$1,000,000** each employee for bodily injury by disease.

CONSULTANT shall provide a Final Certificate for itself and each subconsultant evidencing that CONSULTANT and each subconsultant maintained workers' compensation and employer's liability insurance throughout the entire course of the project.

If CONSULTANT, or any subconsultant is a sole proprietor, coverage for the sole proprietor must be purchased and evidence of coverage must appear on the Certificate of Insurance and Final Certificate.

CONSULTANT waives all rights against RTC, its elected officials, officers, employees and agents for recovery of damages to the extent these damages are covered by the workers compensation and employer's liability or commercial umbrella liability insurance obtained by Tenant pursuant to this

agreement. CONSULTANT shall obtain an endorsement equivalent to WC 00 03 13 to affect this waiver.

REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.4.2**

To: Regional Transportation Commission

From: Alex Wolfson, Project Manager

SUBJECT: Master Services Agreement - Traffic Design Standards

RECOMMENDED ACTION

Approve a contract with Avenue Consultants, Inc., for design and engineering services for the Traffic Design Standards Project through March 31, 2027, in an amount not-to-exceed $200,000.

BACKGROUND AND DISCUSSION

This is a Master Services Agreement (MSA) with Avenue Consultants to provide professional design and engineering services on Traffic Design Standard projects as needed. This MSA contract structure will allow RTC to issue task orders for specific work/projects during that period in a cumulative amount of up to $200,000. The RTC Director of Engineering must approve any task orders.

One recommendation that came out of the RTC's Intelligent Transportation Systems (ITS) Strategic Master Plan is standardizing traffic related designs region-wide especially for traffic signals. In addition, there are new initiatives being carried out such as the RTC's Active Transportation Program which doesn't have many established design standards.

Possible tasks to be carried out through this MSA include:

- Research and evaluation of all existing design standards from all relevant public agencies. This will include identifying differences and similarities amongst existing standards.
- Developing standard design drawings for traffic related infrastructure such as signals, lighting, signs, striping, and active transportation.
- Soliciting feedback from stakeholders and achieving consensus.
- Developing written implementation specifications to support the standard drawings.

Avenue Consultants was selected from the qualified Traffic Engineering Design and Construction Management Services list to perform these services. This will be a 15-month agreement with services projected to start in January 2026 and conclude in March 2027.

FISCAL IMPACT

Fuel tax appropriations are included in the FY 2026 budget.

PREVIOUS BOARD ACTION

2/21/2025 - Approved the qualified list of consultants to provide civil engineering, design, and construction management services for the Traffic Engineering Program and the Intelligent Transportation Systems (ITS) Program.

MASTER SERVICES AGREEMENT

This agreement (this "Agreement") is dated and effective as of _____, 2025, by and between the Regional Transportation Commission of Washoe County ("RTC") and Avenue Consultants Inc. ("CONSULTANT").

WITNESSETH:

WHEREAS, RTC has selected CONSULTANT from the 25-02 Traffic Engineering Design and Construction Management Services shortlist to perform traffic engineering design and support services in connection with RTC Traffic Standard Details (the "Project"); and

WHEREAS, CONSULTANT will perform services on an as-needed basis, subject to annual funding availability, as specified in separate task orders (each a "Task Order") to be agreed upon and executed by CONSULTANT and RTC.

NOW, THEREFORE, RTC and CONSULTANT, in consideration of the mutual covenants and other considerations set forth herein, do hereby agree as follows:

ARTICLE 1 - ENGAGEMENT AND TERM

1.1. CONSULTANT will perform the work using the project team identified in the Proposal. Any changes to the project team must be approved by RTC's Project Manager.

1.2. CONSULTANT will promptly, diligently and faithfully execute the work to completion in accordance with applicable professional standards subject to any delays due to strikes, acts of God, act of any government, civil disturbances, or any other cause beyond the reasonable control of CONSULTANT.

1.3. CONSULTANT shall not proceed with work under a Task Order until both parties have executed the Task Order and a purchase order has been issued to CONSULTANT. If CONSULTANT violates that prohibition, CONSULTANT forfeits any and all right to reimbursement and payment for that work and waives any and all claims against RTC, its employees, agents, and affiliates, including but not limited to monetary damages, and any other remedy available at law or in equity arising under the terms of this Agreement. Furthermore, prior to execution and issuance of a purchase order, CONSULTANT shall not rely on the terms of this Agreement in any way, including but not limited to any written or oral representations, assurances or warranties made by RTC or any of its agents, employees or affiliates, or on any dates of performance, deadlines, indemnities, or any term contained in this Agreement or the Task Order.

1.4. Task Orders must be approved and executed by RTC's Director of Engineering.

1.5. The term of this Agreement shall be from the date first written above through March 31, 2027, unless terminated at an earlier date, or extended to a later date, pursuant to the provisions herein. A new Task Order cannot be issued subsequent to that expiration date;

however, the period of performance of a Task Order may extend beyond that expiration date for the term specified in the Task Order. The provisions of this Agreement will remain in full force and effect during the term of the Task Order.

ARTICLE 2 - SERVICES OF CONSULTANT

2.1. SCOPE OF SERVICES

Tasks and subtasks shall be completed in accordance with the scope of services in the Task Order. Any change(s) to the schedule must be approved by RTC's Project Manager.

2.2. SCHEDULE OF SERVICES

Tasks and subtasks shall be completed in accordance with the schedule in the Task Order. Any change(s) to the schedule must be approved by RTC's Project Manager.

2.3. TASK ORDERS

Task Orders shall be prepared using the templates in Exhibit B. Task Orders shall address the scope of services, deliverables, costs, schedule of performance, term, and any other material items for performance of the specified work. A budget and not-to-exceed costs for tasks and subtasks shall be negotiated and specified in the Task Order. In the event of a conflict between the terms and conditions of this Agreement and a Task Order, the terms and conditions of this Agreement will control.

2.4. CONTINGENCY

Contingency line items identified in a Task Order are for miscellaneous increases within the scope of work. Prior to the use of any contingency amounts, CONSULTANT shall provide a letter to RTC's Project Manager detailing the need, scope, and not-to-exceed budget for the proposed work. Work to be paid out of contingency shall proceed only with the RTC Project Manager's written approval.

2.5. OPTIONS

RTC shall have the right to exercise its option(s) for all or any part of the optional tasks or subtasks identified in a Task Order. CONSULTANT will prepare and submit a detailed scope of services reflecting the specific optional services requested, a schedule for such services, and a cost proposal. RTC will review and approve the scope of services and RTC and CONSULTANT will discuss and agree upon compensation and a schedule. CONSULTANT shall undertake no work on any optional task without written notice to proceed with the performance of said task. RTC, at its sole option and discretion, may select another individual or firm to perform the optional tasks or subtasks identified in a Task Order.

2.6. PERFORMANCE REQUIREMENTS

Any and all design and engineering work furnished by CONSULTANT shall be performed by or under the supervision of persons licensed to practice architecture, engineering, or surveying (as applicable) in the State of Nevada, by personnel who are careful, skilled, experienced and competent in their respective trades or professions, who are professionally qualified to perform the work, and who shall assume professional responsibility for the accuracy and completeness of documents prepared or checked by them, in accordance with appropriate prevailing professional standards. Notwithstanding the provision of any drawings, technical specifications, or other data by RTC, CONSULTANT shall have the responsibility of supplying all items and details required for the deliverables required hereunder.

All sampling and materials testing shall be performed by an approved testing laboratory accredited by AASHTO or other ASTM recognized accrediting organization in the applicable test methods. If any geotechnical or materials testing is performed by a sub-consultant, that laboratory shall maintain the required certification. Proof of certification shall be provided to RTC with this Agreement. If certification expires or is removed during the term of this Agreement, CONSULTANT shall notify RTC immediately, and propose a remedy. If an acceptable remedy cannot be agreed upon by both parties, RTC may terminate this Agreement for default.

CONSULTANT shall provide only Nevada Alliance for Quality Transportation Construction (NAQTC) qualified personnel to perform field and laboratory sampling and testing during the term of this Agreement. All test reports shall be signed by a licensed NAQTC tester and notated with his/her license number.

2.7. ERRORS AND OMISSIONS

CONSULTANT shall, without additional compensation, correct or revise any deficiencies, errors, or omissions caused by CONSULTANT in its analysis, reports, and services. CONSULTANT also agrees that if any error or omission is found, CONSULTANT will expeditiously make the necessary correction, at no expense to RTC. If an error or omission was directly caused by RTC, and not by CONSULTANT and RTC requires that such error or omission be corrected, CONSULTANT may be compensated for such additional work.

ARTICLE 3 - COMPENSATION

3.1. CONSULTANT shall be paid for hours worked at the hourly rates and rates for testing in Exhibit C. RTC shall not be responsible for any other costs or expenses except as provided in Exhibit C.

3.2. The maximum amount payable to CONSULTANT to complete tasks in a Task Order shall be specified as a not-to-exceed amount in the Task Order. CONSULTANT can request in writing that RTC's Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee

schedule and must be approved in writing by RTC's Project Manager prior to performance of the work.

3.3. The maximum amount payable to CONSULTANT for all Task Orders resulting from this Agreement shall not exceed $200,000.

3.4. RTC may issue Task Orders for CONSULTANT to provide services in connection with preparing for and/or appearing in any litigation. CONSULTANT shall not receive compensation for preparing for and/or appearing in the litigation: (1) if such litigation costs are incurred by CONSULTANT in defending its work or services or those of any of its sub-consultants; or (2) as may be required by CONSULTANT's indemnification obligations. Compensation for litigation services requested by RTC shall be paid at a mutually agreed upon rate and/or at a reasonable rate for such services.

ARTICLE 4 - INVOICING

4.1. CONSULTANT shall submit monthly invoices in the format specified by RTC. Invoices must be submitted to accountspayable@rtcwashoe.com within 15 days of the end of the billing month. RTC's payment terms are 30 days after the receipt of the invoice. Simple interest will be paid at the rate of half a percent (0.5%) per month on all invoices approved by RTC that are not paid within thirty (30) days of receipt of the invoice.

4.2. RTC shall notify CONSULTANT of any disagreement with any submitted invoice for consulting services within thirty (30) days of receipt of an invoice. Any amounts not in dispute shall be promptly paid by RTC.

4.3. CONSULTANT shall maintain complete records supporting every request for payment that may become due. Upon request, CONSULTANT shall produce all or a portion of its records and RTC shall have the right to inspect and copy such records.

ARTICLE 5 - ACCESS TO INFORMATION AND PROPERTY

5.1. Upon request and without cost to CONSULTANT, RTC will provide all information that is reasonably available to RTC and pertinent to the Project including surveys, reports and any other data relative to design and construction of the Project.

5.2. RTC will provide access to and make all provisions for CONSULTANT to enter upon RTC facilities and public lands, as required for CONSULTANT to perform its work under this Agreement.

ARTICLE 6 - OWNERSHIP OF WORK

6.1. Plans, reports, studies, tracings, maps, software, electronic files, licenses, programs, equipment manuals, and databases and other documents or instruments of service prepared or obtained by CONSULTANT in the course of performing work under this Agreement, shall be delivered to and become the property of RTC. Software already developed and

purchased by CONSULTANT prior to the execution of the Project that will be used in the Project and services rendered under this Agreement, is excluded from this requirement. CONSULTANT and its sub-consultants shall convey and transfer all copyrightable interests, trademarks, licenses, and other intellectual property rights in such materials to RTC upon completion of all services under this Agreement and upon payment in full of all compensation due to CONSULTANT in accordance with the terms of this Agreement. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by CONSULTANT under this Agreement shall, upon request, also be provided to RTC.

6.2. CONSULTANT represents that it has secured all necessary licenses, consents, or approvals to use the components of any intellectual property, including computer software, used in providing services under this Agreement, that it has full legal title to and the right to reproduce such materials, and that it has the right to convey such title and other necessary rights and interests to RTC.

6.3. CONSULTANT shall bear all costs arising from the use of patented, copyrighted, trade secret, or trademarked materials, equipment, devices, or processes used on or incorporated in the services and materials produced under this Agreement.

6.4. CONSULTANT agrees that all reports, communications, electronic files, databases, documents, and information that it obtains or prepares in connection with performing this Agreement shall be treated as confidential material and shall not be released or published without the prior written consent of RTC; provided, however, that CONSULTANT may refer to this Project in connection with its promotional literature in a professional and commercially reasonable manner. The provisions of this subsection shall not apply to information in whatever form that comes into the public domain. The provisions of this paragraph also shall not restrict CONSULTANT from giving notices required by law or complying with an order to provide information or data when such order is issued by a court, administrative agency, or other entity with proper jurisdiction, or if it is reasonably necessary for CONSULTANT to defend itself from any suit or claim.

ARTICLE 7 - TERMINATION

7.1. CONTRACT TERMINATION FOR DEFAULT

If CONSULTANT fails to perform services in the manner called for in this Agreement or a Task Order or if CONSULTANT fails to comply with any other provisions of this Agreement or Task Order, RTC may terminate this Agreement for default. Termination shall be effected by serving a notice of termination on CONSULTANT setting forth the manner in which CONSULTANT is in default. CONSULTANT will only be paid the contract price for services delivered and accepted, or services performed in accordance with the manner of performance set forth in this Agreement.

If it is later determined by RTC that CONSULTANT had an excusable reason for not performing, such as a fire, flood, or events which are not the fault of or are beyond the control of CONSULTANT, RTC, after setting up a new performance schedule, may allow

CONSULTANT to continue work, or treat the termination as a termination for convenience.

7.2. CONTRACT TERMINATION FOR CONVENIENCE

RTC may terminate this Agreement or any Task Order, in whole or in part, at any time by written notice to CONSULTANT when it is in RTC's best interest. CONSULTANT shall be paid its costs, including contract closeout costs, and profit on work performed up to the time of termination. CONSULTANT shall promptly submit its termination claim to RTC to be paid CONSULTANT. If CONSULTANT has any property in its possession belonging to RTC, CONSULTANT will account for the same and dispose of it in the manner RTC directs.

ARTICLE 8 - INSURANCE

8.1. CONSULTANT shall not commence any work or permit any employee/agent to commence any work until satisfactory proof has been submitted to RTC that all insurance requirements have been met.

8.2. In conjunction with the performance of the services/work required by the terms of this Agreement, CONSULTANT shall obtain all types and amounts of insurance set forth in Exhibit D and shall comply with all provisions set forth therein.

ARTICLE 9 - HOLD HARMLESS

9.1. CONSULTANT's obligation under this provision is as set forth in Exhibit D. Said obligation would also extend to any liability of RTC resulting from any action to clear any lien and/or to recover for damage to RTC property.

ARTICLE 10 - EQUAL EMPLOYMENT OPPORTUNITY

10.1. During the performance of this Agreement, CONSULTANT agrees not to discriminate against any employee or applicant for employment because of race, color, religion, sex, age, disability, or national origin. CONSULTANT will take affirmative action to ensure that applicants are employed, and that employees are treated fairly during employment, without regard to their race, color, religion, sex, age, disability, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. CONSULTANT agrees to post in conspicuous places available to employees and applicants for employment, notices to be provided by RTC setting forth the provisions of this nondiscrimination clause.

10.2. CONSULTANT will, in all solicitations or advertisements for employees placed by or on behalf of CONSULTANT, state that well qualified applicants will receive consideration of employment without regard to race, color, religion, sex, age, disability, or national origin.

10.3. CONSULTANT will cause the foregoing provisions to be inserted in all sub-agreements for any work covered by this Agreement so that such provisions will be binding upon each sub-consultant.

ARTICLE 11 - RESOLUTION OF CLAIMS AND DISPUTES

11.1. NEGOTIATED RESOLUTION

In the event that any dispute or claim arises under this Agreement, the parties shall timely cooperate and negotiate in good faith to resolve any such dispute or claim. Such cooperation shall include providing the other party with all information in order to properly evaluate the dispute or claim and making available the necessary personnel to discuss and make decisions relative to the dispute or claim.

11.2. MEDIATION

If the parties have been unable to reach an informal negotiated resolution to the dispute or claim within thirty (30) days following submission in writing of the dispute or claim to the other party, or such longer period of time as the parties may agree to in writing, either party may then request, in writing, that the dispute or claim be submitted to mediation (the "Mediation Notice"). After the other party's receipt or deemed receipt of the Mediation Notice, the parties shall endeavor to agree upon a mutually acceptable mediator, but if the parties have been unable to agree upon a mediator within ten (10) days following receipt of the Mediation Notice, then each party shall select a mediator and those two selected mediators shall select the mediator. A mediator selected by the parties' designated mediators shall meet the qualification set forth in as provided in Rule 4 of Part C., "Nevada Mediation Rules" of the "Rules Governing Alternative Dispute Resolutions adopted by the Nevada Supreme Court." Unless otherwise agreed to by the parties, in writing, the mediator shall have complete discretion over the conduct of the mediation proceeding. Unless otherwise agreed to by the parties, in writing, the mediation proceeding must take place within thirty (30) days following appointment of the mediator. The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in Washoe County, Nevada, unless otherwise agreed to by the parties, in writing. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

11.3. LITIGATION

In the event that the parties are unable to settle and/or resolve the dispute or claim as provided above, then either party may proceed with litigation in the Second Judicial District Court of the State of Nevada, County of Washoe.

11.4. CONTINUING CONTRACT PERFORMANCE

During the pendency of any dispute or claim the parties shall proceed diligently with performance of this Agreement and such dispute or claim shall not constitute an excuse or defense for a party's nonperformance or delay.

ARTICLE 12 – PROJECT MANAGERS

12.1. RTC's Project Manager is Alex Wolfson, P.E., or such other person as is later designated in writing by RTC. RTC's Project Manager has authority to act as RTC's representative with respect to the performance of this Agreement.

12.2. CONSULTANT's Project Manager is Jeff Lerud, P.E., or such other person as is later designated in writing by CONSULTANT. CONSULTANT's Project Manager has authority to act as CONSULTANT's representative with respect to the performance of this Agreement.

ARTICLE 13 - NOTICE

13.1. Notices required under this Agreement shall be given as follows:

RTC:
Bill Thomas, AICP
Executive Director
Alex Wolfson, P.E.
RTC Project Manager
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502
(775) 335-1880

CONSULTANT:
Jeff Lerud, P.E.
Project Manager
Avenue Consultants Inc.
6605 S Redwood Rd.
Taylorsville, UT 84123
(775) 443-7665

ARTICLE 14 - DELAYS IN PERFORMANCE

14.1. TIME IS OF THE ESSENCE

It is understood and agreed that all times stated and referred to herein are of the essence. The period for performance may be extended by RTC's Executive Director pursuant to the process specified herein. No extension of time shall be valid unless reduced to writing and signed by RTC's Executive Director.

14.2. UNAVOIDABLE DELAYS

If the timely completion of the services under this Agreement should be unavoidably delayed, RTC may extend the time for completion of this Agreement for not less than the number of days CONSULTANT was excusably delayed. A delay is unavoidable only if the delay is not reasonably expected to occur in connection with or during CONSULTANT's performance, is not caused directly or substantially by acts, omissions, negligence or mistakes of CONSULTANT, is substantial and in fact causes CONSULTANT to miss specified completion dates, and cannot adequately be guarded against by contractual or legal means.

14.3. NOTIFICATION OF DELAYS

CONSULTANT shall notify RTC as soon as CONSULTANT has knowledge that an event has occurred or otherwise becomes aware that CONSULTANT will be delayed in the completion of the work. Within ten (10) working days thereafter, CONSULTANT shall provide such notice to RTC, in writing, furnishing as much detail on the delay as possible and requesting an extension of time.

14.4. REQUEST FOR EXTENSION

Any request by CONSULTANT for an extension of time to complete the work under this Agreement shall be made in writing to RTC. CONSULTANT shall supply to RTC documentation to substantiate and justify the additional time needed to complete the work and shall provide a revised schedule. RTC shall provide CONSULTANT with notice of its decision within a reasonable time after receipt of a request.

ARTICLE 15 - GENERAL PROVISIONS

15.1. SUCCESSORS AND ASSIGNS

RTC and CONSULTANT bind themselves and their successors and assigns to the other party and to the successors and assigns of such party, with respect to the performance of all covenants of this Agreement. Except as set forth herein, neither RTC nor CONSULTANT shall assign or transfer interest in this Agreement without the written consent of the other. Nothing herein shall be construed as creating a personal liability on the part of any officer or agent or any public body which may be a party hereto, nor shall it be construed as giving any rights or benefits hereunder to anyone other than RTC and CONSULTANT.

15.2. NON TRANSFERABILITY

This Agreement is for CONSULTANT's professional services, and CONSULTANT's rights and obligations hereunder may not be assigned without the prior written consent of RTC.

15.3. SEVERABILITY

If any part, term, article, or provision of this Agreement is, by a court of competent jurisdiction, held to be illegal, void, or unenforceable, or to be in conflict with any law of the State of Nevada, the validity of the remaining provisions or portions of this Agreement are not affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term, or provision held invalid.

15.4. RELATIONSHIP OF PARTIES

CONSULTANT is an independent contractor to RTC under this Agreement. Accordingly, CONSULTANT is not entitled to participate in any retirement, deferred compensation, health insurance plans or other benefits RTC provides to its employees. CONSULTANT shall be free to contract to provide similar services for others while it is under contract to RTC, so long as said services and advocacy are not in direct conflict, as determined by RTC, with services being provided by CONSULTANT to RTC.

15.5. WAIVER/BREACH

Any waiver or breach of a provision in this Agreement or a Task Order shall not be deemed a waiver of any other provision and no waiver is valid unless in writing and executed by the waiving party. An extension of the time for performance of any obligation or act shall not be deemed an extension of time for the performance of any other obligation or act. This Agreement inures to the benefit of and is binding upon the parties to this Agreement and their respective heirs, successors and assigns.

15.6. REGULATORY COMPLIANCE

A. CONSULTANT shall comply with all applicable federal, state and local government laws, regulations and ordinances. CONSULTANT shall be responsible for obtaining all necessary permits and licenses for performance of services under this Agreement. Upon request of RTC, CONSULTANT shall furnish RTC certificates of compliance with all such laws, orders and regulations.

B. CONSULTANT represents and warrants that none of the services to be rendered pursuant to this Agreement constitute the performance of public work, as that term is defined by Section 338.010(17) of the Nevada Revised Statutes. To the extent CONSULTANT does engage in such public work, CONSULTANT shall be responsible for paying the prevailing wage as required by Chapter 338 of the Nevada Revised Statutes.

15.7. EXCLUSIVE AGREEMENT

There are no verbal agreements, representations or understandings affecting this Agreement, and all negotiations, representations and undertakings are set forth herein with the understanding that this Agreement constitutes the entire understanding by and between the parties.

15.8. AMENDMENTS

No alteration, amendment or modification of this Agreement or any Task Order shall be effective unless it is in writing and signed by both parties.

15.9. CONTINUING OBLIGATION

CONSULTANT agrees that if, because of death or any other occurrence it becomes impossible for any principal or employee of CONSULTANT to render the services required under this Agreement, neither CONSULTANT nor the surviving principals shall be relieved of any obligation to render complete performance. However, in such event, RTC may terminate this Agreement if it considers the death or incapacity of such principal or employee to be a loss of such magnitude as to affect CONSULTANT's ability to satisfactorily complete the performance of this Agreement.

15.10. APPLICABLE LAW AND VENUE

The provisions of this Agreement shall be governed and construed in accordance with the laws of the State of Nevada. The exclusive venue and court for all lawsuits concerning this Agreement shall be the Second Judicial District Court of the State of Nevada, County of Washoe, and the parties hereto submit to the jurisdiction of that District Court.

15.11. ATTORNEYS' FEES

In the event of a dispute between the parties result in a proceeding in any Court of Nevada having jurisdiction, the prevailing party shall be entitled to an award of costs and any reasonable attorneys' fees.

15.12. CERTIFICATION REQUIRED BY NEVADA SENATE BILL 27 (2017)

CONSULTANT expressly certifies and agrees, as a material part of this Agreement, that it is not currently engaged in a boycott of Israel. CONSULTANT further agrees, as a material part of this Agreement, it will not engage in a boycott of Israel for the duration of this Agreement. If, at any time during the formation or duration of this Agreement, CONSULTANT is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.

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IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the day and year first above written.

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By: _____
Bill Thomas, AICP, Executive Director

AVENUE CONSULTANTS INC.

By: _____
Blake Unguren, P.E.
Executive Vice President

Exhibit A

Scope of Services

EXHIBIT A

SCOPE OF SERVICES
FOR
RTC TRAFFIC DESIGN STANDARDS

Background

The purpose of this Master Services Agreement is to support RTC's Engineering Department in the development and implementation of standardized engineering design practices across the regional agencies of Reno, Sparks, Washoe County, and NDOT including harmonization of signal and lighting standards among the agencies. All services will be delivered through task orders in close coordination with RTC.

Scope of Services

The Scope of Services for this RFP includes, but may not be limited to, the following:

- Project Management Tasks and Support Services.
- Participate in project kickoff and stakeholder meetings, including the TOMS (Traffic Operations and Management Subcommittee) group.
- Review and inventory existing standard details and specifications from RTC, Reno, Sparks, Washoe County, and NDOT.
- Support RTC through coordinating participation and technical input from Reno, Sparks, Washoe County, and NDOT.
- Identify opportunities for harmonization and modernization of existing standards, including documentation of differences, redundancies, or gaps.
- Prioritize standard development based on agency needs, construction impacts, and implementation feasibility.
- Determine where new or supplemental standards and specifications may be required.
- Coordinate with ongoing and related efforts led by other consultants or agencies.
- Support prioritization of standard development based on agency needs, construction impact, and implementation feasibility.
- Develop, format, and deliver standard details, specifications, and supporting materials in required formats (i.e., AutoCAD and PDF)

- Develop and deliver formal presentations to stakeholder groups, including the TOMS subcommittee.
- Lead and execute efforts for internal and external stakeholder engagement.
- Conduct performance evaluations of adaptive signal systems.
- Develop active transportation design standards such as on street bikeways, shared use paths, traffic control drawings, and specifications.
- Support RTC to identify and scope future task orders as needed.

Exhibit B

Task Order Template

Task Order No. #
Master Services Agreement dated _____, 2026

This Task Order No. # (this "Task Order") is dated and effective as of _____, 2026, in accordance with the terms and conditions of the Master Services Agreement dated _____, 2025 (the "Agreement"), by and between the Regional Transportation Commission of Washoe County ("RTC") and Avenue Consultants, Inc. ("CONSULTANT").

WHEREAS, the parties entered into the Agreement for CONSULTANT to perform design and traffic engineering services in connection with RTC ITS Program Implementation support through March 2027; and

NOW, THEREFORE, RTC and CONSULTANT agree as follows:

1. TERM

The term of this Task Order shall be from the date first written above through _____, 20**, unless terminated at an earlier date, or extended to a later date, pursuant to the provisions of the Agreement.

2. SCOPE OF SERVICES

The scope of services consist of the tasks and deliverables set forth in Exhibit A.

3. SCHEDULE OF PERFORMANCE

Tasks shall be completed in accordance with the schedule agreed to by the RTC Project Manager. Any change(s) to the schedule must be approved by RTC's Project Manager.

4. COSTS

CONSULTANT shall be paid for hours worked at the hourly rates in Exhibit B. RTC shall not be responsible for any other costs or expenses except as provided in Exhibit B.

5. MAXIMUM COMPENSATION

The maximum amount payable to CONSULTANT to complete each task is equal to the not-to-exceed amounts identified in the Master Service Agreement. CONSULTANT can request in writing that RTC's Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee schedule and must be approved in writing by RTC's Project Manager prior to performance of the work. In no case shall CONSULTANT be compensated in excess of the following not-to exceed amount for this Task Order: $[_____].

6. OTHER PROVISIONS

All other provisions of the Agreement shall remain in full force and effect during the term of this Task Order, as if fully set forth herein.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the day and year first above written.

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By: _____
Dale Keller, P.E., Deputy Executive Director

AVENUE CONSULTANTS INC.

By: _____
Blake Unguren, P.E.
Executive Vice President

Exhibit C

Hourly Rates and Rates for Testing

Category	2026 Rates
Principal Engineering Manager	$433
Engineering Manager	$420
Project Manager	$368
Construction Manager	$331
Sr Contract Manager	$326
Project Controls Specialist	$179
Sr Design Engineer	$263
Traffic Designer	$205
Training Specialist	$173
Sr Techincal Editor	$210
Technical Editor	$142
Sr Graphic Designer	$152
Graphic Designer	$105
Admin Assist	$100

Exhibit D

Indemnification and Insurance Requirements

INDEMNIFICATION AND INSURANCE REQUIREMENTS FOR PROFESSIONAL SERVICE AGREEMENTS [NRS 338 DESIGN PROFESSIONAL]

1. INTRODUCTION

IT IS HIGHLY RECOMMENDED THAT CONSULTANTS CONFER WITH THEIR INSURANCE CARRIERS OR BROKERS TO DETERMINE THE AVAILABILITY OF THESE INSURANCE CERTIFICATES AND ENDORSEMENTS IN ADVANCE OF PROPOSAL SUBMISSION. IF THERE ARE ANY QUESTIONS REGARDING THESE INSURANCE REQUIREMENTS, IT IS RECOMMENDED THAT THE AGENT/BROKER CONTACT RTC'S FINANCE DIRECTOR AT (775) 335-1845.

2. INDEMNIFICATION

CONSULTANT agrees, subject to the limitations in Nevada Revised Statutes Section 338.155, to save and hold harmless and fully indemnify RTC, Nevada Department of Transportation, Washoe County, City of Reno and City of Sparks including their elected officials, officers, employees, and agents (hereafter, "Indemnitees") from and against any and all claims, proceedings, actions, liability and damages, including reasonable attorneys' fees and defense costs incurred in any action or proceeding (collectively "Damages") arising out of the:

A. Negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are based upon or arising out of the professional services of CONSULTANT; and

B. Violation of law or any contractual provisions or any infringement related to trade names, licenses, franchises, patents or other means of protecting interests in products or inventions resulting from the use by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) supplied by CONSULTANT under or as a result of this Agreement, but excluding any violation or infringement resulting from the modification or alteration by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) not consented to by CONSULTANT.

CONSULTANT further agrees to defend, save and hold harmless and fully indemnify the Indemnitees from and against any and all Damages arising out the negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are not based upon or arising out of the professional services of CONSULTANT.

The Damages shall include, but are not limited to, those resulting from personal injury to any person, including bodily injury, sickness, disease or death and injury to real property or personal property, tangible or intangible, and the loss of use of any of that property, whether or not it is physically injured.

If the Indemnitees are involved in defending actions of CONSULTANT or anyone else for whom CONSULTANT is legally responsible, CONSULTANT shall reimburse the Indemnitees for the time spent by such personnel at the rate of the Indemnitees pay or compensation for such services.

If an Indemnitee is found to be liable in the proceeding, then CONSULTANT'S obligation hereunder shall be limited to the proportional share of the liability attributed to CONSULTANT.

In determining whether a claim is subject to indemnification, the incident underlying the claim shall determine the nature of the claim.

In the event of a violation or an infringement under paragraph 2.B above and the use is enjoined, CONSULTANT, at its sole expense, shall either (1) secure for the Indemnitees the right to continue using the materials by suspension of any injunction or by procuring a license or licenses for the Indemnitees; or (2) modify the materials so that they become non-infringing. This covenant shall survive the termination of the Professional Services Agreement.

The provisions of this Agreement are separate and severable and it is the intent of the Parties hereto that in the event any provision of this Agreement should be determined by any court of competent jurisdiction to be void, voidable or too restrictive for any reason whatsoever, the remaining provisions of this Agreement shall remain valid and binding upon said Parties. It is also understood and agreed that in the event any provision should be considered, by any court of competent jurisdiction, to be void because it imposes a greater obligation on CONSULTANT than is permitted by law, such court may reduce and reform such provisions to limitations which are deemed reasonable and enforceable by said court.

3. GENERAL REQUIREMENTS

Prior to the start of any work on a RTC project, CONSULTANT shall purchase and maintain insurance of the types and limits as described below insuring against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by CONSULTANT, its subconsultants, or their employees, agents, or representatives. The cost of all such insurance shall be borne by CONSULTANT.

4. VERIFICATION OF COVERAGE

CONSULTANT shall furnish RTC with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein, on forms acceptable to RTC. All deductibles and self-insured retentions requiring RTC approval shall be shown on the certificate. All certificates and endorsements are to be addressed to RTC's Finance Director and be received by RTC before work commences. Upon request, CONSULTANT agrees that RTC has the right to review CONSULTANT'S and the Sub's insurance policies, or certified copies of the policies. Copies of applicable policy forms or endorsements confirming required additional insured, waiver of subrogation and notice of cancellation provisions are required to be provided with any certificate(s) evidencing the required coverage.

5. NOTICE OF CANCELLATION

CONSULTANT or its insurers shall provide at least thirty (30) days' prior written notice to RTC prior to the cancellation or non-renewal of any insurance required under this Agreement. An exception may be included to provide at least ten (10) days' written notice if cancellation is due to non-payment of premium. CONSULTANT shall be responsible to provide prior written notice to RTC as soon as practicable upon receipt of any notice of cancellation, non-renewal, reduction in required limits or other material change in the insurance required under this Agreement.

6. SUBCONSULTANTS & SUBCONTRACTORS

CONSULTANT shall include all Subcontractors and Subconsultants (referred to collectively as "Subs") as insureds under its liability policies OR shall cause Subs employed by CONSULTANT to purchase and maintain separate liability coverages and limits of the types specified herein. If any Subs maintain separate liability coverages and limits, each shall include the RTC, Washoe County, City of Reno and City of Sparks as additional insureds under its commercial general liability policy, subject to the same requirements stated herein, without requiring a written contract or agreement between each of the additional insureds and any sub-consultant or sub-contractor. Any separate coverage limits of liability maintained by Subs shall be at least **$1,000,000** per occurrence and at least **$2,000,000** for any applicable coverage aggregates or the amount customarily carried by the Sub, whichever is GREATER. If any Subs provide their own insurance with limits less than required of the Contractor, Contractor shall include Subs in their coverage up to the full limits required of the Contractor. When requested by RTC, CONSULTANT shall furnish copies of certificates of insurance evidencing coverage for each subconsultant. CONSULTANT need not require its non-design subcontractors to carry Professional Errors and Omissions Liability insurance.

7. DEDUCTIBLES AND SELF-INSURED RETENTIONS

Any deductibles or self-insured retentions that exceed $25,000 per occurrence or claim must be declared to RTC's Finance Director prior to signing this Agreement. RTC is entitled to request and receive additional documentation, financial or otherwise, prior to giving its approval of the deductibles and self-insured retentions. Any changes to the deductibles or self-insured retentions made during the term of this Agreement or during the term of any policy must be declared to RTC's Finance Director prior to the change taking effect.

8. ACCEPTABILITY OF INSURERS

Required insurance is to be placed with insurers with a Best's rating of no less than A-VII and acceptable to RTC. RTC may accept coverage with carriers having lower Best's ratings upon review of financial information concerning CONSULTANT and the insurance carrier. RTC reserves the right to require that CONSULTANT'S insurer(s) be licensed and admitted in the State of Nevada or meet any applicable state and federal laws and regulations for non-admitted insurance placements.

9. OTHER CONDITIONS

A. Failure to furnish the required certificate(s) or failure to maintain the required insurance may result in termination of this Agreement at RTC's option.

B. If CONSULTANT fails to furnish the required certificate or fails to maintain the required insurance as set forth herein, RTC shall have the right, but not the obligation, to purchase said insurance at CONSULTANT's expense.

C. Any waiver of CONSULTANT's obligation to furnish such certificate or maintain such insurance must be in writing and signed by an authorized representative of RTC. Failure of RTC to demand such certificate or other evidence of full compliance with these insurance requirements or failure of RTC to identify a deficiency from evidence that is provided shall not be construed as a waiver of CONSULTANT's obligation to maintain such insurance, or as a waiver as to the enforcement of any of these provisions at a later date.

D. By requiring insurance herein, RTC does not represent that coverage and limits will necessarily be adequate to protect CONSULTANT, and such coverage and limits shall not be deemed as a limitation on CONSULTANT's liability under the indemnities granted to RTC in this contract.

E. If CONSULTANT'S liability policies do not contain the standard ISO separation of insureds condition, or a substantially similar clause, they shall be endorsed to provide cross-liability coverage.

10. COMMERCIAL GENERAL LIABILITY

CONSULTANT shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than **$2,000,000** each occurrence. If such CGL insurance contains a general aggregate limit, it shall be increased to equal twice the required occurrence limit or revised to apply separately to this project.

CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall cover liability arising from premises, operations, products-completed operations, personal and advertising injury, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

RTC and any other Indemnitees listed in Section 2. INDEMNIFICATION of this Agreement shall be included as an additional insured under the CGL, using ISO additional insured endorsement CG 20 10 07/04 or CG 20 33 07/04 or a substitute providing equivalent coverage, and under the commercial umbrella, if any.

This insurance shall apply as primary insurance with respect to any other insurance or self-insurance programs afforded to RTC or any other Indemnitees under this Agreement.

CONSULTANT waives all rights against RTC and any other Indemnitees listed in section 2. INDEMNIFICATION of this Agreement for recovery of damages to the extent these damages are covered by the commercial general liability or commercial umbrella liability insurance maintained pursuant to this agreement. CONSULTANT's insurer shall endorse CGL policy to waive subrogation against RTC with respect to any loss paid under the policy.

11. COMMERCIAL AUTOMOBILE LIABILITY

CONSULTANT shall maintain automobile liability and, if necessary, commercial umbrella liability insurance with a limit of not less than **$1,000,000** each accident. Such insurance shall cover liability arising out of any auto (including owned, hired, and non-owned autos).

Coverage shall be written on ISO form CA 00 01, CA 00 05, CA 00 25, or a substitute form providing equivalent liability coverage for all owned, leased, hired (rented) and non-owned vehicles (as applicable). RTC may agree to accept auto liability for non-owned and hired (rented) vehicles under the CGL if CONSULTANT does not own or operate any owned or leased vehicles.

CONSULTANT waives all rights against RTC, its officers, employees and volunteers for recovery of damages to the extent these damages are covered by the automobile liability or commercial umbrella liability insurance obtained by CONSULTANT pursuant to this Agreement.

12. INDUSTRIAL (WORKER'S COMPENSATION AND EMPLOYER'S LIABILITY) INSURANCE

It is understood and agreed that there shall be no Industrial (Worker's Compensation and Employer's Liability) Insurance coverage provided for CONSULTANT or any subconsultants by RTC. CONSULTANT, and any subconsultants, shall procure, pay for and maintain the required coverages.

CONSULTANT shall maintain workers' compensation and employer's liability insurance meeting the statutory requirements of the State of Nevada, including but not limited to NRS 616B.627 and NRS 617.210. The employer's liability limits shall not be less than **$1,000,000** each accident for bodily injury by accident or **$1,000,000** each employee for bodily injury by disease.

CONSULTANT shall provide a Final Certificate for itself and each subconsultant evidencing that CONSULTANT and each subconsultant maintained workers' compensation and employer's liability insurance throughout the entire course of the project.

If CONSULTANT, or any subconsultant is a sole proprietor, coverage for the sole proprietor must be purchased and evidence of coverage must appear on the Certificate of Insurance and Final Certificate.

CONSULTANT waives all rights against RTC, its elected officials, officers, employees and agents for recovery of damages to the extent these damages are covered by the workers compensation and employer's liability or commercial umbrella liability insurance obtained by Tenant pursuant to this

agreement. CONSULTANT shall obtain an endorsement equivalent to WC 00 03 13 to affect this waiver.

13. PROFESSIONAL ERRORS AND OMISSIONS LIABILITY

CONSULTANT shall maintain professional liability insurance applying to liability for a professional error, omission, or negligent act arising out of the scope of CONSULTANT'S services provided under this Agreement with a limit of not less than **$1,000,000** each claim and annual aggregate. CONSULTANT shall maintain professional liability insurance during the term of this Agreement and, if coverage is provided on a "claims made" or "claims made and reported" basis, shall maintain coverage or purchase an extended reporting period for a period of at least three (3) years following the termination of this Agreement.

REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.4.3**

To: Regional Transportation Commission

From: Austin McCoy, Project Manager

SUBJECT: Military Road Capacity & Safety Project PSA Amendment No. 2

RECOMMENDED ACTION

Approve Amendment No. 2 to the contract with Lumos and Associates, Inc., for additional engineering support services during construction of the Military Road Capacity & Safety Project, in an amount of $75,200, for a new total not-to-exceed amount of $2,829,944.

BACKGROUND AND DISCUSSION

The Military Road Capacity and Safety Project ("Project") will increase safety, add roadway capacity, and improve bicycle and pedestrian facilities on Military Road between Lemmon Drive and Lear Boulevard. Other improvements will include intersection modifications, access control, and drainage improvements.

The RTC and Lumos and Associates, Inc. ("Lumos") entered into a Professional Services Agreement (PSA) dated April 21, 2023, to complete preliminary traffic and engineering services related to the Project, in the amount of $628,205. On January 19, 2024, the parties entered into Amendment No. 1 to complete final design and bidding services related to the Project, in the amount of $2,754,744. The original PSA and Amendment No. 1 did not include engineering support services during construction for the Project.

This Amendment No. 2 extends the PSA timeline and provides additional funding to perform engineering support services during construction. These services are based on reasonable expectations of the issues to be addressed and associated effort required to address each issue. The issues addressed and associated level of effort could vary based on actual conditions encountered in the field, means and methods employed by the Contractor, and the level of support requested or required by the RTC and Construction Management team. Lumos will also produce as-built record drawings for the completed project.

While the schedule may fluctuate, the targeted schedule for these final design and construction is as follows:

- Final Design: February 2026
- Begin Construction: Summer 2026
- Project Completion: Fall 2027

FISCAL IMPACT

RRIF appropriations are included in the FY 2026 Budget for this item.

PREVIOUS BOARD ACTION

1/19/2024 - Approved Amendment No. 1 to the contract with Lumos and Associates, Inc., for additional engineering services to complete design services through final design and construction bidding in an amount of $2,126,539, for a new total not-to-exceed amount of $2,754,744.

AMENDMENT NO. 2

The Regional Transportation Commission of Washoe County ("RTC") and Lumos and Associates, Inc. ("CONSULTANT") entered into an agreement dated April 21, 2023, as previously amended by Amendment No. 1 dated January 19, 2024, (the "Agreement"). This Amendment No. 2 is dated and effective as of _____.

RECITALS

WHEREAS, the parties entered into the Agreement in order for the CONSULTANT to perform design services in connection with the final design for the Project; and

WHEREAS, CONSULTANT completed a final bid set of plans and specifications and RTC desires to have the CONSULTANT perform engineering support services during construction.

NOW, THEREFORE, in consideration of the mutual promises of the parties and other good and valuable consideration, the parties do agree as follows:

1. Section 1.1 shall be replaced in its entirety with the following:

   The term of this Agreement shall be from the date first written above through December 31. 2027, unless terminated at an earlier date, or extended to a later date, pursuant to the provisions herein.

2. Section 3.1 Shall be replaced in its entirety with the following:

   CONSULTANT shall be paid for hours worked at the hourly rates and rates for testing in Exhibit B. Billing for tasks 1-15 shall use the 2024 rates. Billing for Task 16 shall use the 2026 rates. RTC shall not be responsible for any other costs or expenses except as provided in Exhibit B.

3. Section 3.2 shall be replaced in its entirety with the following:

   The maximum amount payable to the CONSULTANT to complete each task is equal to the not-to-exceed amounts identified in Exhibit B. CONSULTANT can request in writing the RTC's Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee schedule and must be approved in writing by RTC's Project Manager prior to performance of the work. In no case shall CONSULTANT be compensated in excess of the following not-to-exceed amounts:

Total Services (Tasks 1 to 16 excluding Task 9)	$2,674,864.00
Design Contingency	$155,080.00
Total Not-to-Exceed Amount	$2,829,944.00

4. Exhibit A – Scope of Services of the Agreement is replaced in its entirety with the version of Exhibit A attached hereto.

5. Exhibit B- Compensation of the Agreement is replaced in its entirety with the version of Exhibit B attached hereto.

6. All other provisions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have made and executed this amendment.

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By:_____
Bill Thomas, AICP, Executive Director

LUMOS AND ASSOCIATES, INC.

By:_____
Tim Russell, PE, Engineering Director

Exhibit A

Scope of Services

EXHIBIT A

SCOPE OF SERVICES
FOR THE
MILITARY ROAD CAPACITY PROJECT

The Regional Transportation Commission (RTC) has requested engineering services to determine alternatives for widening Military Road between Lemmon Drive and Echo Avenue, as well as design services through 100% design.

The scope of this project will include traffic analysis of the roadway between Lemmon Drive and Echo Avenue, topographic survey and right-of-way determination, geotechnical investigation, an alternatives analysis of the project area, noise study, right-of-way engineering, 30%, 50%, 90%, 100% design of the chosen alternative, and engineering support services during construction.

TASK 1 - PROJECT MANAGEMENT

CONSULTANT's Project Manager will serve as RTC's single point of contact on the contract and will have primary responsibility for coordinating the efforts of the project team and subconsultants. Management of the overall project will include scheduling of CONSULTANT staff resources, RTC design review meetings, coordinating with agencies, quality assurance reviews, invoicing, scheduling, subconsultant invoicing, and general project administration. It is assumed the project design duration will be 24 months. The project manager will schedule and facilitate a project kickoff meeting. Meetings to review the traffic studies, alternatives analysis, preliminary design, 50% design, ROW setting, 90%, and 100% design are anticipated. Detailed monthly invoices will be prepared to document all work performed and status reports will be provided to the RTC upon request. This task also includes bi-weekly design project manager meetings, as well as technical meetings and utility coordination meetings for the life of the project. CONSULTANT will prepare and distribute all meeting minutes.

TASK 2 – EXISTING CONDITIONS INVESTIGATION

2.1 - Topographic Survey and Right-Of-Way Determination

A project basemap will be created using a combination of aerial photogrammetry and ground collected survey field shots. The project will be flown at an appropriate elevation to obtain a horizontal scale of 1"=40' with a 1' contour interval accuracy. Field shots will be obtained at critical locations such as edge of roadways, utilities, drainage and storm drain features to be combined with the aerial provided digital terrain model to supplement the basemap. Utility as-built information will be provided to include pipe invert elevations, type, size and direction for sewer and storm drain manholes. Surface evidence of underground electric, communication, water and gas will be located and combined with any information provided from the utility purveyors and shown on the base map.

A digital terrain model, topographic basemap, and color orthophoto will be generated using the combination of ground and aerial collected data.

Control for the project will be referenced to the Nevada Coordinate System, West Zone, NAD83 using a local combined scale factor to establish ground values for the basemap. The vertical datum for the project will be reference to NAVD88 with reference to City of Reno Benchmarks.

CONSULTANT will conduct a records search of the adjacent properties to calculate the record right-of-way information. Record right-of-way lines will be included in the basemap. This task will include all necessary fieldwork as to search, locate and tie any survey monuments referenced in the recorded

documents. Right of Way limits will be determined from deed and record mapping information together with field evidence gathered during the survey.

2.2 - Subsurface Utilities
Utilities within the project area will be located and assessed for possible conflict with the proposed project.

CONSULTANT will investigate and locate subsurface utilities within the roadway R/W, and areas reasonably effected, in accordance with the American Society of Civil Engineers Standard guideline for the Collection and Depiction of Existing Subsurface Utility Data, Quality Level C. Additionally, CONSULTANT will coordinate with Utility Owners to remove lids of surface features and document depth of utility device, or invert of pipe, within such surface features.

Based on field investigation, CONSULTANT will provide the RTC a list of utility companies whose utilities are likely to be within the project limits or reasonably affected by the project and prepare the initial notification for placement on RTC letterhead and for RTC signature. CONSULTANT will distribute to the utility agencies on the list and coordinate with the utility agencies for upcoming work, facility relocation and new installation, and to insure utilities likely affected by the project are drawn on the plan and profile, evaluate potential conflicts through field investigation, investigate conflict resolution strategies.

CONSULTANT will coordinate any utility relocations necessary to accommodate the project with the utility companies. The design and technical specifications required to
relocate impacted facilities will be provided by others. CONSULTANT will include the approved utility design(s) and unique technical provision requirements for each utility in the contract documents if provided by the affected utility agency in a timely manner that meets the CONSULTANT design schedule. CONSULTANT will assist the RTC in preparation of applications necessary for submission to utility companies for facility relocations, as required.

No upgrading or expanding of facilities shall be included.

CONSULTANT will distribute design review submittals to utility agencies for review and comment and provide the RTC a list of utility agencies provided design review submittals and Utility Agency review comments.

Deliverables - Depiction of Subsurface Utilities on Design Plans, Subsurface Utility Inventory, Utility conflict matrix

2.3 - Utility Potholing
Should insufficient information be available from existing records to determine if conflicts between the proposed work and existing utilities will occur, CONSULTANT shall request approval from the RTC to pothole a sufficient number of locations to make such a determination. CONSULTANT will hire a potholing subconsultant to investigate and locate specific subsurface utilities within the roadway R/W, and areas reasonably effected by the project that are deemed to have potential conflicts with construction. This is estimated up to a total of thirty (30) potholes will be conducted to locate facilities within the project limits.

TASK 3 - GEOTECHNICAL INVESTIGATION

3.1 – Geotechnical Report
CONSULTANT will perform a field investigation that will consist of test pit explorations at approximately thirteen (13) locations and core hole explorations at approximately twelve (12) to thirteen (13) locations along the proposed project. Exploration depth will range from one (1) to five (5) feet below ground surface,

or practical refusal, whichever comes first. Field investigation will occur in both the existing pavement section, and in the location of the future widened areas and future multi use path. CONSULTANT will complete the USA Dig clearance, and will provide the excavation/backfill/hot mix (PG 64-22) patching services, and the traffic control. Encroachment permit application for the geotechnical investigation will be completed and submitted by CONSULTANT as required.

Additionally, CONSULTANT will provide up to four (4) core hole explorations at each of the three (3) future intersections identified in the alternatives analysis for siting of future signal pole locations.

CONSULTANT will provide sampling of each exploration, classify the encountered soils in accordance with the Unified Soil Classification System (USCS), and conduct laboratory testing on the samples collected. Additionally, CONSULTANT will perform engineering analysis and calculations and develop a Geotechnical Investigation Report that will discuss the geologic setting, exploration and site condition, field and laboratory test data, and conclusions and recommendations from a Geotechnical perspective. Geotechnical Evaluation will specifically include the following services:

Field Investigation will include:

- USA Dig Clearance
- Location of Exploration Test Pits and Core Holes
- Logging of all Soil Profiles Based on USCS
- Water Table Measurement, if encountered

Laboratory analysis may include:

- Atterberg Limits
- Moisture Density Curve
- Grain Size Analysis (including fines content)
- R-Value
- Soluble Sulfates Content
- Cement Treatment Soil Mix Design
- Expansion Index

Report, Recommendations, and Conclusions

- Exploration Logs
- Soil Types and Classification
- Site Geology
- Laboratory Test Results
- Geotechnical Discussion
- Grading Recommendations
- Existing Pavement Section Analysis and Visual Inspection
- Existing Roadway Reconstruction/Rehabilitation Recommendations (including considerations of most cost-effective utilization of existing pavement for widening efforts)
- Final pavement design recommendations
- Construction Procedures
- Groundwater Level, if encountered

This scope of work does not include noise barrier locations.

CONSULTANT will review the preliminary Geotechnical report with the RTC and City of Reno once the draft report is completed to discuss potential alternative roadway sections. Once consultation with RTC and the City of Reno is complete, CONSULTANT will produce a Final Geotechnical Report with final recommendations for pavement design and signal pole recommendations.

Deliverables – Draft and Final Geotechnical Report

3.2 – Percolation Testing

Once locations are determined for potential future detention basins for the project, CONSULTANT will observe a field investigation that will consist of up to five (5) subsurface test pits on the property near proposed detention basins. Exploration depth will extend thirteen (13) feet below ground surface, or practical refusal, whichever comes first. CONSULTANT will perform two (2) percolation tests in each of the test pits at depths of approximately two (2) and four (4) feet. CONSULTANT will provide the USA Dig clearance and excavation services.

CONSULTANT will field-classify the encountered soils in accordance with the Unified Soil Classification System (USCS). Additionally, CONSULTANT will provide calculations and develop a final Percolation Testing Report that will include exploration logs, and test data. The Percolation Test Report will be prepared by a Nevada Registered Civil Engineer and will specifically include the following services:

Field Investigation will include:

Logging of all Soil Profiles Based on USCS
Water Table Measurement, if encountered
Percolation Testing

Report, Recommendations, and Conclusions:

Site Map with Test Pit Locations
Exploration Logs with Soil Types and Classifications
Percolation Test Results
Groundwater Level, if encountered

This scope does not include any soil and/or groundwater contamination evaluation at the site.

Deliverables – Percolation Test Report

TASK 4 – TRAFFIC STUDY

4.1 - Data Collection & Existing Conditions

CONSULTANT will collect current condition traffic data to serve as a baseline for existing traffic volumes and for review of travel demand model outputs compared to actual existing traffic. New AM and PM peak period (7 to 9 AM and 4 to 6 PM) turning movement counts will be conducted at the five following locations (to be confirmed with RTC staff): 1) Military Road / Echo Avenue; 2) Military Road / Lear Boulevard; 3) Military Road / Finnsech Drive; 4) Military Road / Tulear Street; 5) Military Road / Tholl Drive. Seventy-two (72) hour duration bi-directional road segment counts using pneumatic tube counters will be conducted at the following locations: 1) Military Road between Echo Avenue and Lear Boulevard; 2) Military Road between Lear Boulevard and Lemmon Drive. CONSULTANT will review and document existing lane configurations and controls at the study intersections, perform observations during the typical weekday AM and PM peak hours, and obtain 5-year NDOT crash history data and create a basic summary

identifying any crash hot spots in the corridor.

CONSULTANT will then use the collected turning movement counts to develop AM and PM peak hour existing conditions traffic volumes for the study intersections, review existing condition daily traffic volumes (ADTs) on key roadway segments, and conduct traffic operations analysis and level of service calculations for the existing AM and PM peak hours for up to five study intersections using Synchro/SimTraffic software.

4.2 - Traffic Forecasting & Operations Analysis

This task will be utilized to perform detailed traffic analysis, informing the selection of traffic controls and identifying necessary long-term lane configurations in the Military Road corridor. CONSULTANT will review Washoe County RTC's current travel demand model for the corridor, and review and confirm model loading levels and appropriate TAZ centroid connector locations with RTC staff. Recommendations will be made for travel demand modelling adjustments if needed (travel demand modelling is excluded from this task).

Future Daily traffic volumes for the corridor will be forecast (20-year horizon or later based on available travel demand model scenarios). Traffic growth rates will be determined on the study segments based on the model, and consultant will incorporate any agreed manual adjustments. Resulting growth rates will be applied to the existing turning movement counts to develop 20+ year horizon turning movement volumes. A traffic operations analysis will be conducted and perform intersection level of service calculations for the future AM and PM peak hours for up to five study intersections using Synchro/SimTraffic software. Preliminary intersection control evaluations will be performed for up to five study intersections and present the necessary intersection controls and lane configurations to achieve policy level of service. High-T or R-Cut intersection configurations will be considered at Tee intersections within the above list of five study locations (no additional intersections). The operations analysis will consider bicycle and pedestrian movements and include any multimodal recommendations/new features.

4.3 - Corridor Study Executive Summary Report

This task will document the study process, traffic forecasting, analysis findings, recommendations, reasoning for selection of various intersection controls, and presentation of the preferred corridor configuration. The "executive summary" style report will include:

- Introduction, Purpose, & Goals
- Data Collection & Existing Conditions
- Traffic Forecasting & Operations Analysis
- Basic comparison of traffic signal versus roundabout, High-T or /R-Cut for the five study intersections
- Summary of intersection control type selection and recommendations
- Summary of bicycle, pedestrian, and transit facilities and resulting multimodal recommendations
- Summary of recommended facilities including addressing shared use path locations and connectivity to path(s), pedestrian access, crossing locations, and needs for advance warning devices (RRFBs or other treatments)
- Include recommendations for safety improvements if notable trends or significant issues are identified based on the crash history
- Evaluate access management (RTC regional road standards) at a planning level and make recommendations. This scope of work excludes data collection, reassigning traffic volumes to other intersections, iterations to the traffic operations analysis associated with access control changes, property owner outreach, and preparing a detailed analysis or concepts for significant access control changes. These services can be provided for an additional fee. The purpose of this task is to identify any significant access safety issues and present simple/easily implemented access management improvements at a few key locations. Evaluation of every access point and driveway

is not included.
Evaluate and recommend speed limit(s) associated with the widening design
Right-of-Way acquisition needs summary (planning level only)

CONSULTANT will provide a draft executive summary style report, incorporate one round of RTC and City review comments, and provide a final executive summary style report (20 pages or less, not including appendices).

TASK 5 – ALTERNATIVES ANALYSIS

CONSULTANT will develop alternatives illustrating how conventional signalized or stop-controlled intersections, or roundabouts, will fit at the traffic study intersections. Alternatives will also be shown of various lane configurations and right of way configurations to achieve the additional capacity for future growth estimated in the traffic studies, as well as for a multi-use pathway or incorporation of bicycle lanes within the right-of-way. Standard cross-section alternatives (up to four) will be developed to be applied for various roadway segments throughout the corridor. Preliminary intersection layouts will be developed for up to five intersections to illustrate the intersection footprints with signalized, roundabout, or tee (High-T or R-Cut) intersections. An alternatives analysis summary report will be prepared and submitted to the RTC. Included in the report will be a description of the alternatives analyzed, opportunities and constraints of each alternative, deviations needed, if any from the desired standard roadway cross sections, utility relocation considerations, drainage considerations, right-of-way and easement considerations, and preliminary construction cost estimates for each alternative. It will also consider advantages of potential project phasing, as well as concurrent private development design considerations. The analysis report will include roll plot exhibits of each alternative showing roadway, drainage concepts, striping, major utility conflicts, preliminary finished grade contours, and existing right-of-way. An internal QA/QC review will be performed on each alternative design. The alternatives analysis will be reviewed by the RTC and the City of Reno to establish the preferred alternative. The CONSULTANT will assist in the presentation of alternatives to both agencies to develop a final preferred alternative.

TASK 6 – PRELIMINARY DESIGN

6.1 – 30% Design

Based upon the selected alternative, CONSULTANT will prepare a preliminary Roadway and Intersection roll plot at a 30% level suitable for RTC and Local Government review. The intent of this task is to determine preliminary assumptions and refine the project improvement limits. Preliminary vertical design and grading details to determining the feasibility of the selected alternative will be provided with the preliminary roll plot submittal. The 30% roll plot will provide sufficient detail on plan and profile design elements to allow for a check point review by RTC staff, clear understanding of the project by the stakeholders and updating the cost estimate for the proposed alternative as shown in the alternatives analysis. Consultant will distribute 30% roll plot to RTC, City of Reno, and Utility Companies electronically, including review comment instructions and comment resolution template.

Consultant will provide electronic CADD files of the 30% design including proposed and existing linework to the RTC.

Deliverables – 30% Roll Plot and associated CAD files

6.2 - Design Criteria

CONSULTANT will develop design criteria for Military Road. Design standards will be established based on:

Standard Specifications for Public Works Construction (Orange Book), Revision 8 of the 2012

Edition
AASHTO Policy for Geometric Design of Highways and Streets (Green Book), 2018
Manual on Uniform Traffic Control Devices, 2023
AASHTO Roadside Design Guide, 2011
Guide for the Planning, Design, and Operation of Pedestrian Facilities, AASHTO, 2004
RTC 2050 Regional Transportation Plans
Truckee Meadows Regional Drainage Manual, latest version
City of Reno Design Manual
City of Reno Standard Details

If any structural design is needed beyond what is included in the Orange Book, The NDOT Structures Manual, 2008, and subsequent revisions, shall be used for design criteria.

CONSULTANT will prepare draft design criteria, consisting of a tabular format document of critical criteria and a summarized listing of the governing standards and references, for review by the RTC and other agencies for review and approval. A meeting will be held with the RTC and agencies to reconcile any outstanding review comments and prepare and submit the Final Design Criteria. CONSULTANT will review existing geometry for Stage 2 Design plans for consistency with the agreed upon standards.

Should the RTC direct the use of future releases of these references that would significantly alter the scope of work or increase the level of effort required to complete the work, incorporating these changes will be negotiated as additional services before additional work is initiated.

Deliverables - Draft Design Criteria for Agency Review and Final Design Criteria

TASK 7 – DRAINAGE STUDY

7.1 - Preliminary Drainage Analysis

Based on the preferred alternative, CONSULTANT will prepare a preliminary drainage analysis to determine the impacts associated with the changes to the locations of the curb and gutter associated with the capacity improvements and possible multi-use path construction as well as any modifications that may be necessary to existing channel or drainage culverts. Drainage will be reviewed and recommendations made to improve any drainage deficiencies and identify areas where mitigation can be placed. A drainage report meeting City of Reno standards will be provided as a deliverable with 50% design to help determine any areas where right of way will need to be acquired for existing drainage and detention mitigation.

Deliverables – Preliminary Drainage Report

7.2 - Final Drainage Report

CONSULTANT will prepare a drainage analysis to determine the impacts associated with the changes to or addition of travel lanes, curb and gutter, sidewalk, and any raised medians within the Project limits. Existing drainage conditions will be reviewed using site visits and Washoe County's HEC-HMS offsite hydrologic model. The drainage analysis will generally consist of an onsite roadway analysis, local offsite analysis, and volumetric mitigation analysis. The volumetric mitigation analysis will include fill placed in the revised floodplain and added impervious area and will be mitigated at the standard 1.3:1 ratio.

The April 30, 2009 version of the Truckee Meadows Regional Drainage Manual (TMRDM) will be used to guide the onsite analysis and drainage design.

An analysis of local offsite drainage will be performed to address drainage conditions at the Project limits

and at the edge of right-of-way. The County's HEC-HMS model will be reviewed and used to identify areas of concern.

A portion of the project improvements fall within Federal Emergency Management Agency's (FEMA's) Special Flood Hazard Area (SFHA) associated with Swan Lake. The SFHA is designated as a Zone AE and AO between Kelly Lane and Lear Blvd. The majority of the project is located in Unshaded Zone X.

A Final Drainage Report meeting City of Reno standards will be provided as a deliverable with 90% design, and a Drainage Report Addendum at 100% design if necessary.

Deliverables – Final Drainage Report

7.3 - Wetlands and Waters of the US

Utilize the project drainage/hydrology report to determine potential water quality, storm water, NDEP permitting and permitting (USACE) issues for affected waters of the U.S. Existing conditions and project impacts will be analyzed. CONSULTANT will evaluate project area for presence of waters of the United States (WOTUS) by conducting an aquatic resources delineation and assessing the field conditions against the applicable federal regulations for jurisdictions waters that are current as of the date of assessment. CONSULTANT will make a recommendation of applicable permitting needs for any impacts to aquatic features located within the project footprint. If necessary, CONSULTANT will describe the type of permitting that may be required (i.e., nationwide or individual) and any related mitigation measures. Permit documentation will be prepared, permit application(s) will be filed, and mitigation commitments will be made as a separate part of this scope of work (see Task 7.2).

7.4. - US Army Corps of Engineers (USACE) Permitting and Coordination (OPTIONAL)

This task encompasses preparation of application materials and coordination needed to obtain a permit from the USACE to disturb WOTUS. It is assumed that the project will proceed under an Individual Permit for the Project, representing the worst-case scenario. CONSULANT will coordinate with the Nevada Department of Environmental Protection (NDEP) Water Quality Section and the USACE as appropriate regarding permitting requirements under Sections 401 and 404 of the Clean Water Act. This scope of work does not include the development of a detailed compensatory mitigation plan, work to complete a Section 408 clearance, nor other NDEP permitting requirements (e.g., Working in Waterways, Temporary Discharge Permits, or Construction Stormwater permitting).

Should the aquatic resources delineation survey and report find that any aquatic resources located within the project area are not federally jurisdictional, this scope would cover the submission of an approved jurisdictional determination to the USACE for their concurrence of these findings. If the USACE were to concur with these findings, then no permits would be required under Sections 401 or 404 of the Clean Water Act.

CONSULTANT will perform field surveys to identify and qualify all aquatic resources within the study area that could be affected by the project and prepare reports, plans, and graphics for submittal to the USACE. This report is required to support either an approved jurisdictional determination or any permit request from the USACE. This task will be paid for under the Contingency Task upon approval by the RTC PM.

Deliverables – Aquatic Resources Delineation Report

TASK 8 – PUBLIC AND AGENCY INVOLVEMENT

CONSULTANT will provide public and stakeholder involvement and outreach services to support the

RTC's efforts to engage and solicit feedback from project stakeholders and the public through alternatives analysis and final design.

8.1 - Public Outreach and Involvement Plan
CONSULTANT will develop a Public Outreach and Involvement Plan that outlines specific objectives, organization and roles of stakeholders, and a schedule of target activities to accomplish the objectives of the Project. The Plan shall include a proactive public involvement process for all stages of project development. The objectives of the proactive public involvement processes should include early and continuous involvement; reasonable public availability of technical and other information; collaborative input on design, mitigation needs; open public meetings; and open access to the decision-making process prior to closure. CONSULTANT will provide a draft and final copy of the Plan.

Deliverables - Public Outreach and Involvement Plan

8.2 - Stakeholder Database
CONSULTANT will develop and maintain a stakeholder contact database. The stakeholder database will include Project team members, elected officials, businesses, agencies, residents, and neighborhood and community organizations. The database will be a single master database and will be updated as needed. Contacts obtained from meetings shall be added to the database. The database will also include a comprehensive list of all comments/questions received and the responses returned. Comments will be responded to by the public involvement team with approval from the RTC or by RTC staff directly.

Deliverables - Stakeholder contact database

8.3 - Website and Digital Outreach
CONSULTANT will provide content and updates for the existing project website: northvalleysimprovements.com/. It is assumed the RTC will be responsible for managing the website. CONSULTANT will create and manage a project-specific email used for two-way communication with the public. At the conclusion of the Project, CONSULTANT shall transfer ownership of the email address and mailbox to the RTC.

Deliverables - Project email

8.4 - Stakeholder Meetings
CONSULTANT will arrange and participate in individual stakeholder meetings as required. Individual meetings may take place with stakeholders including, but not limited to, Neighborhood Advisory Boards (City of Reno), Citizen Advisory Boards (Washoe County), property owners, businesses, and community groups/organizations. These efforts shall be coordinated with the RTC Communications Team. Stakeholder Meetings shall be documented and include the person(s)/group(s) met with, time and location, summary of topic, and issues, comments and questions raised.

Deliverables - Stakeholder meeting documentation

8.5 - Project Briefings
CONSULTANT will assist in the development of PowerPoint presentations for Project briefings to RTC and Transportation Boards, County Commissioners, City Councils, and other elected officials, as well as State and Local agencies as needed.

Deliverables - PowerPoint presentation

8.6 - Collateral Materials

CONSULTANT will design and prepare collateral materials as needed for the Project to effectively communicate information to stakeholders and the public. Collaterals may include fact sheets, maps, FAQs, and infographics.

8.7 - Public Information Meetings

CONSULTANT will arrange and conduct two (2) Public Information Meetings with residents, property owners adjacent to the project, stakeholders, and other members of the public to discuss project limits, scope, tentative schedule, access, public notification requirements, and concerns of adjacent properties. The first public meeting will occur following NTP to present the Project's selected alternative. The second public meeting should occur upon completion of 90% design with the purpose of soliciting feedback from the community for final design and contain a two-week (14-day) comment period.

Public involvement and outreach tasks, activities and deliverables for Meetings include:

- Developing a public meeting planning schedule
- Hosting and attending weekly planning meetings for a month leading up to the event
- Establishing meeting dates, times and locations
- Designing and preparing bilingual mailers (for a minimum distance of ¼ mile from the project area), notices and advertisements. The RTC will be responsible for distributing and payment for such notifications
- Designing and preparing newspaper advertisements. Advertisements should run two (2) times prior to each Meeting and include both English and Spanish publications. The RTC is responsible for payment of advertisements
- Coordinating with the RTC's Communications Team for drafting and distributing press releases
- Preparing a sign-in sheet and comment form and documenting participation
- Documenting and responding to public comments
- Assisting in preparing PowerPoint presentations, displays, exhibits and graphics
- Preparing a meeting summary
- Accommodating a virtual public meeting option for each Meeting in addition to in-person

TASK 9 – PROJECT DESIGN CONTINGENCY (OPTIONAL)

This is a contingency for miscellaneous increases to the scope of this contract in the performance of services under Tasks 1-8 and Tasks 10 - 15. If CONSULTANT determines that it is necessary to perform work to be paid out of contingency, CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's prior written approval.

TASK 10 - RIGHT-OF-WAY ENGINEERING SERVICES

CONSULTANT will provide the following services for this project:

- Obtain and review current preliminary title reports (PTR) for all properties adjacent to Military Road. For budgetary purposes, it is estimated that fifty-one (51) property ownerships are adjacent to the project area. Final determination of affected properties will occur with the 50% design task (Task 13) below.
- Review title reports to determine if any easements of record exist that will affect the proposed route design – if any easements exist, copies of the easement documents will be obtained, and they will be delineated on the base mapping.
- Visually inspect each property (aerial and street-level views) and note the effects of all proposed

acquisitions; work with design engineers to ensure proposed acquisitions are minimal.
Develop temporary and/or permanent easement documents including legal descriptions and sketch maps for use by the RTC per the RTC standards.
Develop fee acquisition documents including legal descriptions and sketch maps for use by the RTC per the RTC standards.
Develop legal descriptions and sketch maps for use by RTC, per the RTC standards, for transfers of right-of-way to the City of Reno, as applicable.
Develop legal descriptions and sketch maps for use by RTC, per the RTC standards, for disposal of remnant parcel not needed for the project.
Develop Permission to Construct (PTC) sketch maps for use by the RTC per the RTC standards.
Develop and distribute Right of Entry letters/agreements as necessary to support the noise study in Task 11, as well as any survey and geotechnical services.
Assumptions from the Alternatives Analysis completed with Task 5 includes 21 parcels affected by right-of-way acquisition.

Exclusions

CONSULTANT will not prepare an estimate of the total services and incidental costs associated with each real estate acquisition (appraisals, acquisition and title/escrow, legal services, etc.).
CONSULTANT will not include easement, acquisition, or relocation costs in the Engineer's Probable Cost Option.

Deliverables – Legal Descriptions and Exhibits, PTC Sketch Maps, Right of Entry Letters/Agreements

TASK 11 – NOISE STUDY

CONSULTANT will perform a traffic noise analysis to identify potential noise impacts on sensitive areas of frequent human use that could potentially be impacted by the Project. The Project is determined to meet the definition of a Type 1 noise study, an area estimated to be within approximately 500 feet of the two-and-a-half-mile long Project corridor footprint. The analysis will be conducted in accordance with the Federal Highway Administration (FHWA) 23 CFR 772 – Procedures for Abatement of Highway Traffic Noise and Construction Noise as well as the Nevada Department of Transportation (NDOT) Traffic and Construction Noise Abatement Policy (Updated October 22, 2022).

11.1 Noise Measurements

Existing traffic noise levels will be measured implementing the procedures outlined in FHWA's guidance document "Measurement of Highway-Related Noise" and the measurements will be used to validate the existing conditions noise model. CONSULTANT will also perform short term noise measurements to determine existing ambient conditions in the entire project corridor.

CONSULTANT will send a staff member to the Project area to conduct the measurement effort. Based on the desktop review of the Project area CONSULTANT has identified up to six (6) measurement locations for the traffic noise model validation measurement effort. CONSULTANT assumes that no additional permits or authorizations will be needed to conduct the fieldwork. Measurements will be conducted from outdoor areas of frequent human use such as yards or decks at residential properties, and outdoor dining areas at restaurants. CONSULTANT assumes that access to these locations will be obtained by requesting permission from property owners while in the field or via right-of-entry agreements that RTC and/or the local agency will obtain prior to the field effort.

11.2 Existing Conditions Model

CONSULTANT will develop an existing conditions model based on as-built design data, aerial photography, field observations, existing geographic information systems (GIS) data, or some combination

of these. Traffic data will be applied to the model consistent with the procedures identified in the NDOT Noise Policy.

11.3 Build Alternative Model
CONSULTANT will develop one build alternative noise model that will be based on the preferred corridor alignment. If additional corridor alignments require noise analysis they will be added on in separate scope and budgeting efforts. Three-dimensional design data provided by the Project's engineers will be used as input to the traffic noise model including design items such as roadways, bridge structures, retaining walls, and safety barriers for the build alternative.

Predicted traffic noise levels will be compared to applicable impact thresholds provided in the NDOT noise policy.

11.4 Mitigation Analysis
CONSULTANT will evaluate potential impacts and evaluate these impacts using barrier evaluation and analysis methods as described in the NDOT Noise policy using feasible, reasonable, and latest cost criteria to determine barrier effectiveness. If there are existing barriers in the project area, those will be included in the analysis. The barrier effectiveness will be determined by inclusion in the traffic noise model and reviewed in the field to determine material type and heights.

If barriers are found to be feasible and reasonable, Final Barrier locations will be determined working with RTC, and the City and be within the City right-of-way.

Deliverables:

CONSULTANT will prepare the following deliverables:

Draft Noise Study Report (NSR) 1: This report will be prepared per NDOT noise protocol and summarize the measurement effort, modeling methodology, summary of impact conditions, and discuss noise abatement measures as appropriate. This report will be submitted with the 50% plans submittal for comment to RTC and City of Reno.

NSR 2: NSR 1 will be revised to address comments from RTC and the local agency. Upon resolution of comments CONSULTANT will submit NSR 2, the Final NSR to RTC and the local agencies.

11.5 Final Barrier Design (OPTIONAL)
If barriers are proposed for this project that are found to be feasible and reasonable, then this Contingency Final Barrier Design task would be initiated. This will be paid for under the Contingency Task upon approval by the RTC PM. This does not include structural design of the noise barrier walls. This typically involves working closely with the engineering design team to determine very specific elevations and station numbers as grading can change barrier top and bottom wall elevations. CONSULTANT will work with the design team at the Final Design phase of the project when these details are known.

CONSULTANT will prepare one Final Barrier Design Memo as a supplement to the noise study.

TASK 12 – ELECTRICAL DESIGN

12.1 – Lighting Study
CONSULTANT will conduct a lighting study for the new shared use path from Lemmon Drive to Lear Boulevard, the buffered bike lanes, and intersection lighting as needed. The lighting study does not include an analysis of the existing lighting locations; however, the existing fixtures will be considered during the study. The study will include photometric calculations and a suggested/proposed layout for new pedestrian

level and street lighting to meet the standards as necessary.

Deliverables – Lighting Study Report

12.2 – Electrical Design

Electrical design will include any required new street and pathway lighting; relocating, and/or removing the existing street lighting; irrigation control power; miscellaneous electrical connections (if any); electrical service points for lighting and signalized intersections; and coordination with NV Energy for any electrical utility relocations and any new service requirements. CONSULTANT will provide electrical load and voltage drop calculations. The electrical design will include all necessary power locations, conduit, wiring, boxes, electrical requirements for the lighting system and power distribution services for all the items listed above.

Deliverables - 50%, 90%, 100% and Final Construction Documents/Permit Drawings, specifications, and calculations

TASK 13 – 50% DESIGN

CONSULTANT will prepare 50% preliminary Roadway and Intersection Plans and a preliminary cost estimate suitable for RTC and Local Government review. The intent of this task is to provide finalized limits of Right-Of-Way acquisition and design. The 50% plans will provide sufficient detail on all design elements to allow for a thorough review by RTC staff, clear understanding of the project by the stakeholders and development of a realistic engineer's estimate of probable cost for the construction of the project.

Sheets to be included are:
Title Sheet, Index of Sheets, General Notes, Legend, Abbreviations, Key Maps, Typical Section Sheets, Survey Control/Right-of-Way Sheets, Removals and Utility Sheets, Roadway Plan Sheets (including preliminary retaining wall locations), Roadway Profile Sheets, Drainage Plan and Profile Sheets, Signing and Striping Sheets, Traffic Signal and Interconnect Sheets, Electrical/Lighting Sheets, as discussed in their respective sections.

Landscape analysis will include identifying where gaps in the streetscape currently exist, and where mitigation measures will need to be taken to maintain visual consistency throughout the corridor. This task will include an assessment of the existing, and any proposed, plant material for its functional use along the multi-use path. These plans will include the development of a preliminary plant palette to be used on the project. These graphics will be provided as electronic files suitable to be used for either print or electronic presentation.

50% Roadway and intersection plans will include new traffic signal systems and signal interconnect design at three (3) intersections: Lear Blvd/Military Road, Finnsech Drive/Military Road, and Tulear Street/Military Road. Traffic signal systems will include right of way impacts associated with signalization, utility conflicts, establishing new equipment locations, design of signalization equipment, and coordinating the ADA accessible design. Traffic signal interconnect design will include conduit and fiber optic interconnect system from Lear Blvd to Tulear Street and from Tulear Street to Lemmon Drive (option to utilize radio interconnect from Tulear Street to Lemmon Drive). An optional task of design for installation of a Rectangular Rapid Flashing Beacon system (RRFB) at one (1) location will be paid for under the Contingency Task upon approval by the RTC PM.

An independent quality review will be performed on the 50% design.

Deliverables - CONSULTANT will submit the 50% Design as summarized:

RTC/City of Reno/Washoe County:

1 Electronic Distribution 11" x 17" 90 Percent Design plans, Design Exception Summary (if necessary)
Electronic CAD files of proposed and existing linework (to RTC only)
1 Electronic Distribution Engineer's opinion of probable construction cost estimate (to RTC only)
1 Electronic Distribution of Draft Hydraulic Report; Draft Geotechnical Report, and Draft Noise Study
1 Electronic Distribution of Review and Comment Form and previous submittal responses

Utility Agencies:

1 Electronic Distribution 11" x 17" 90 Percent Design plans, Design Exception Summary (if necessary)
1 Electronic Distribution of Review and Comment Form and previous submittal responses (if applicable)

TASK 14 – FINAL DESIGN

14.1 - 90% Design

90% Design incorporating agency comments from the 50% Design review, CONSULTANT will advance the design and prepare 90% Design plans, a corresponding 90% preliminary engineer's estimate, and 90% technical specifications. The Preliminary Drainage Analysis, traffic signal systems, and signal interconnect design will be updated as the design progresses. If necessary, CONSULTANT can prepare one RRFB Design review comments received from the 50% Design will be incorporated and a Final Technical Drainage Report will be prepared for the 90% Design submittal. Plan sheets included in the 50% Design submittal will be advanced to the 90% Design level of detail.

Planting Design: Landscape Planting Plan indicating the location of all trees, shrubs and groundcovers. A plant schedule will be prepared listing all plant material with botanical and common names as well as size and quantity. Protection of existing trees during construction. Schedule of rock fines and mulches to include size, areas, depth, and color. This task will also include the preparation of construction details and technical specifications necessary to properly implement construction. CONSULTANT will coordinate with HOA's for HOA planting requirements where necessary.

Irrigation Design: Consultant shall prepare irrigation plans indicating location and type of all valves, heads, lines, sleeves, and anti-siphon device. An irrigation schedule will be prepared specifying recommended manufacturers as well as equipment. This task will also include the preparation of construction details and technical specifications necessary to properly implement construction.

Sheets to be included are:
Title Sheet, Index of Sheets, General Notes, Legend, Abbreviations, Key Maps, Typical Section Sheets, Survey Control/Right-of-Way Sheets, Removals and Utility Sheets, Roadway Plan Sheets, Roadway Profile Sheets, Drainage Plan and Profile Sheets, Signing and Striping Sheets, Retaining Wall Sheets – if needed, Geometric Control and Grading Sheets, Signal Sheets, Lighting and Electrical Sheets, Landscape and Aesthetic and Irrigation Sheets, Misc Detail Sheets.

An independent quality review will be performed on the 90% design.

Exclusions from the 90 Percent Design:
Utility specific generated design (water, gas, etc.), as necessary resulting from utility conflicts, will not be prepared, site reconstruction plans for adjacent properties will not be prepared, cross sections will not be

prepared. Privacy wall design is not included in this scope.

14.2 - 90% Cost Estimate and Technical Specifications
CONSULTANT will advance the detailed unit price engineer's estimate of probable construction cost to the 90% design level. CONSULTANT will provide detailed technical specifications for the outline created at the 50% submittal, and any additional item as determined during the 90% design. Technical provisions will reference the latest edition of Standard Specifications for Public Works Construction (Orange Book) for standard construction items. CONSULTANT will develop a proposed construction schedule to support the development of the technical specifications.

14.3. 90% Design Submittal
CONSULTANT will submit the 90 Percent Design as summarized:

RTC/City of Reno/Washoe County:

1 Electronic Distribution 11" x 17" 90 Percent Design plans, Design Exception Summary (if necessary)
1 Electronic Distribution of the Technical Specifications
1 Electronic Distribution Engineer's opinion of probable construction cost estimate (to RTC only)
1 Electronic Distribution of full version of Final Hydraulic Report; full version of Final Geotechnical Report, and Final Noise Study
1 Electronic Distribution of Review and Comment Form and previous submittal responses

Utility Agencies:

1 Electronic Distribution 11" x 17" 90 Percent Design plans, Design Exception Summary (if necessary)
1 Electronic Distribution of the Technical Specifications
1 Electronic Distribution of Review and Comment Form and previous submittal responses (if applicable)

14.4 - 90% Design Review Comment Resolution
CONSULTANT will prepare for and attend one in-person meeting with RTC, City of Reno, and Washoe County staff to discuss the 90% Design. CONSULTANT will consolidate and provide responses to the 90% Design plan review comments with the 100% Design deliverables.

14.5 - 100% Design
Incorporating agency comments from the 90% Design review, CONSULTANT will advance the design and prepare 100% Design plans, engineer’s estimate, and technical specifications. CONSULTANT will submit 100% Design plans, specifications and engineer's estimate to RTC, City of Reno, Washoe County, and utility companies with facilities in the project limits to verify all comments have been responded to, reconciled, and incorporated into the plans.

An independent quality review will be performed on the 100% design.

14.6 - 100% Cost Estimate and Technical Specifications
CONSULTANT will advance the detailed unit price engineer's estimate of probable construction cost and detailed technical specifications to the 100% design level.

14.7 - 100 Percent Design Submittal
CONSULTANT will submit the 100% Design as summarized:

RTC/City of Reno/Washoe County:

1 Electronic Distribution 11" x 17" 100% Design plans, Design Exception Summary (if necessary)
1 Electronic Distribution of the Technical Specifications
1 Electronic Distribution Engineer's opinion of probable construction cost estimate
1 Electronic Distribution of Review and Comment Form and previous submittal responses

Utility Agencies:

1 Electronic Distribution 11" x 17" 100 Percent Design plans, Design Exception Summary (if necessary)
1 Electronic Distribution of the Technical Specifications
1 Electronic Distribution of Review and Comment Form and previous submittal responses (if applicable)

14.8 - 100% Design Review Comment Resolution

CONSULTANT will prepare for and attend one in-person meeting with RTC, City of Reno, and Washoe County staff to discuss the 100% Design. CONSULTANT will consolidate and provide responses to the 90% Design plan review comments with the 100% Design deliverables.

14.9 - Final Design

Once the agencies verify that all review comments have been addressed and no additional changes are required, CONSULTANT will sign and stamp the design plans and technical specifications for use as an advertised project.

15. BIDDING SERVICES

15.1 - Plan Set and Specification Distribution

CONSULTANT will provide RTC with final plans and specifications, including addenda, in Portable Document Format (PDF), for use in the ProcureWare system. CONSULTANT will issue and distribute the Conformed Set of Plans once the Contract for Construction has been awarded to the successful bidder.

15.2 - Pre-bid Meeting

CONSULTANT will be available during the bidding process to answer technical questions and will hold the pre-bid meeting. All questions and responses will be documented and provided to RTC. CONSULTANT will prepare and provide PDF addenda, if required. All questions regarding legal aspects of the contract documents will be referred directly to RTC. CONSULTANT will prepare and provide a PDF Summary of the pre-bid meeting, as directed by the RTC.

15.3 - Bid Opening

CONSULTANT will attend and participate in the bid opening and review the bids received for irregularities. CONSULTANT will provide a recommendation for award. CONSULTANT will tabulate bid results into an Excel spreadsheet and check multiplication and addition of bid items.

16. DESIGN SERVICES DURING CONSTRUCTION (DSDC)

16.1 - Design Services During Construction

These services are based on reasonable expectations of the issues to be addressed and associated effort required to address each issue. The issues addressed and associated level of effort could vary based on actual conditions encountered in the field, means and methods employed by the Contractor, and the level of support requested or required by the RTC and Construction Management team. The CONSULTANT will keep the RTC informed of expenditures versus budgets so that the work effort and/or budget can be adjusted, if

necessary. Scope items are briefly described in the following paragraphs along with their relevance to this amendment.

Deliverables - Contract document revisions as necessary

16.2 - As-Built Drawings

CONSULTANT will produce as-built record drawings for the completed project based on redlines provided by the RTC and the Construction Manager in single file .pdf format will be provided to the RTC for its files and distribution to the City of Reno.

Deliverables - Completed as-built drawings

PROJECT TEAM

The project team assigned to this project include the following:

Principal in Charge – Steven G. Moon, P.E.
Group Manager/Project Manager – Camille Buehler, P.E., P.L.S.
Geotechnical Engineer – Mitch Burns, P.E., CEM
Survey Project Manager – Greg Phillips, P.L.S.
Quality Assurance/Quality Control – Alex Greenblat, P.E. and Brian Harer

Exhibit B

Compensation

PROJECT BUDGET BREAKDOWN

MILITARY ROAD CAPACITY PROJECT

Revised 12/1/25

NOTES: BILLING FOR TASKS 16.1 AND 16.2 WILL USE 2026 BILLING RATES.

DATE: 12/1/2025

TASK DESCRIPTION	MANAGEMENT					DESIGN						CONSTRUCTION	GEOTECH				SURVEY						GCW	LAGE	PK	HMMH	TITLE	UES	MJT	SUB	
FEE (2026)	$315	$295	$265	$265	$205	$215	$200	$200	$175	$165	$155	$265	$295	$135	$180	$115	$315	$245	$215	$195	$295	$145									
FEE (2024)	$285	$270	$240	$240	$185	$195	$180	$180	$165	$145	$135	$240	$250	$125	$160	$115	$285	$225	$180	$180	$270	$135									
FEE (2023)	$265	$250	$229	$220	$180	$180	$170	$170	$145	$115	115	$220	$220	$120	$150	$110	$265	$216	$165	$170	$250	$125									
	TIM	GROUP	SENIOR	SENIOR	SENIOR PROJ	PROJECT	STAFF	STAFF	ENG	ENG	ENGINEERING	SENIOR	MATERIAL ENG.	LAB	GEO	FIELD	SURVEY	SURVEY PROJ.	PHOTO	1 MAN	2 MAN	SURVEY									
	DIRECTOR	MANAGER	PROJ. MAN.	PROJ. MAN	COORDINATOR	ENGINEER	ENGINEER	ENGINEER	TECH V	TECH IV	TECH II	PROJ. MAN	MANAGER	TECHNICIAN	TECHNICIAN	TECHNICIAN	DIRECTOR	MANAGER	MANAGER	CREW	CREW	TECH II	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	TOTAL
BASE SCOPE OF SERVICES																															
Task 1 - Project Management																															**$206,800**
Project Management (2023)	14		110		80		10																$9,500								$53,510
Project Meetings/Coordination (2023)		10	52		16		30																								$21,920
Quality Assurance/Quality Control (2023)		10		10																											$4,700
(2023) Sub Total Hrs.	14	20	162	10	96		40																$9,500								342
(2023) Sub Total $	$3,710	$5,000	$35,640	$2,200	$17,280		$6,800																$9,500								$80,130
Project Management (2024)	14		210		40																										$81,790
Project Meetings/Coordination (2024)			60		40		60	60																							$43,400
Quality Assurance/Quality Control (2024)	8		40	40																											$21,480
(2024) Sub Total Hrs.	22		310	40	80		60	60																							572
(2024) Sub Total $	$6,270		$74,400	$9,600	$14,800		$10,800	$10,800																							$126,670
Task 2 - Topographic Survey and Right-Of-Way Determination																															**$173,505**
Research and office prep (2023)			4															8				44									$8,060
Field Work (2023)																		8		8	104										$29,040
Aerial (2023)																			157											$2,000	$27,905
Mapping (2023)			8				8											24	72			32									$24,040
(2023) Sub Total Hrs.			12				8											40	229	8	104	76								$2,000	477
(2023) Sub Total $			$2,640				$1,360											$8,400	$37,785	$1,360	$26,000	$9,500								$2,000	$89,045
2.2 - Subsurface Utilities (2024)																					40	16									$12,960
2.3 - Utility Potholing (Up to 30) (2024)													10		50					50										$52,000	$71,500
(2024) Sub Total Hrs.													10		50					50	40	16								$52,000	166
(2024) Sub Total $													$2,500		$8,000					$9,000	$10,800	$2,160								$52,000	$84,460
Task 3 - Geotechnical Investigation																															**$102,150**
Geotechnical Investigation (2023)															20															$22,440	$24,640
Geotechnical Report (2023)													8		70																$12,260
Lab Work (2023)														210																	$25,200
(2023) Sub Total Hrs.													8	210	70	20														$22,440	308
(2023) Sub Total $													$1,760	$25,200	$10,500	$2,200														$22,440	$62,100
Additional geotechnical investigation (2024)																20														$23,000	$25,300
Final Geotechnical Report (2024)													10		10																$4,100
3.2 Percolation Testing (2024)													4		20	40														$1,850	$10,650
(2024) Sub Total Hrs.													14		30	60														$24,850	104
(2024) Sub Total $													$3,500		$4,800	$6,900														$24,850	$40,050
Task 4 Traffic Study																															**$83,740**
4.1 - Data Collection & Existing Conditions (2023)																							$19,000								$19,000
4.2 - Traffic Forecasting & Operations Analysis (2023)			16																				$25,000								$29,520
4.3 - Corridor Study Executive Summary Report (2023)			16				10																$30,000								$35,220
(2023) Sub Total Hrs.			32				10																								42
(2023) Sub Total $			$7,040				$1,700																$75,000								$83,740
Task 5 - Alternatives Analysis																															**$105,110**
Alternatives Analysis (2023)		8	50		8	40	150	40		110													$35,000								$101,590
Quality Assurance/Quality Control (2023)												16																			$3,520
(2023) Sub Total Hrs.		8	50		8	40	150	40		110		16																			422
(2023) Sub Total $		$2,000	$11,000		$1,440	$7,200	$25,500	$6,800		$12,650		$3,520											$35,000								$105,110
Task 6 - Preliminary Design - 30% Submittal																															**$78,020**
Horizontal Design and Linework (2023)			20			10	160			60																					$40,300
Plan Sheets (2023)			4				20	10		20																					$9,280
Right of Way Exhibit (2023)			20				20			40								24													$17,440
Cost Estimate (2023)		4	8			8	20																								$7,600
Quality Assurance/Quality Control (2023)				10								10																			$4,400
(2023) Sub Total Hrs.		4	52	10		18	220	10		120		10						24													468
(2023) Sub Total $		$1,000	$11,440	$2,200		$3,240	$37,400	$1,700		$13,800		$2,200						$5,040													$78,020
Task 7 - Drainage Study																															**$118,130**
7.1 Preliminary Drainage Analysis (2023)		4	8			90		20		20																					$24,660
(2023) Sub Total Hrs.		4	8			90		20		20																					142
(2023) Sub Total $		$1,000	$1,760			$16,200		$3,400		$2,300																					$24,660
7.2 Final Drainage Study (2024)			20			150			140		100																				$70,650
7.3 Wetlands and Waters of the US (2024)			8			20																						$17,000			$22,820
(2024) Sub Total Hrs.			28			170			140		100																	$17,000			438
(2024) Sub Total $			$6,720			$33,150			$23,100		$13,500																	$17,000			$93,470
Task 8 - Public Outreach/Coordination																															**$107,340**
Public and Agency Involvement (2023)			20		20																										$8,000
(2023) Sub Total Hrs.			20		20																										40
(2023) Sub Total $			$4,400		$3,600																										$8,000
8.1 Public Outreach and Involvement Plan (2024)																													$4,500		$4,500
8.2 Stakeholder Database (2024)																													$3,000		$3,000
8.3 Website and Digital Outreach (2024)																													$9,000		$9,000
8.4 Stakeholder Meetings, 8.7 Public Information Meetings (2024)			16				16	16																					$53,500		$63,100
8.5 Project Briefings (2024)			8				12	12																					$6,000		$12,240
8.6 Collateral Materials (2024)																													$7,500		$7,500
(2024) Sub Total Hrs.			24				28	28																					$83,500		80
(2024) Sub Total $			$5,760				$5,040	$5,040																					$83,500		$99,340
Task 9 - Project Design Contingency																															**$155,080**
Contingency - Optional Lump Sum (2023)																															$50,000
(2023) Sub Total Hrs.																															
(2023) Sub Total $																															$50,000
Contingency - Optional Lump Sum (2024)																															$50,000
Final Barrier Design (Optional) (2024)			4				8	8			8																				$14,920
RRFB Design (Optional) (2024)							8	8	8	8													$14,800								$20,160
USACE Permitting and Coordination (Optional) (2024)																												$20,000			$20,000
(2024) Sub Total Hrs.			4				16	16	8	8	8												$14,800			$10,000		$20,000			$105,080
(2024) Sub Total $			$960				$2,880	$2,880	$1,320	$1,160	$1,080												$14,800			$10,000		$20,000			$105,080
Task 10 - Right-Of-Way Engineering Services																															**$228,345**
Title Reports			12		60													20	60								$30,600				$63,760
Legal Descriptions and sketch maps			8		70													10	100			525									$111,095
Parcel review and analysis			8															10	40	80		120									$44,370
Right of entry coordination					20																	40									$9,100
(2024) Sub Total Hrs.			28		150													40	200	80		685									1183
(2024) Sub Total $			$6,720		$27,750													$11,400	$45,000	$14,400		$92,475					$30,600				$228,345
Task 11 - Noise Study																															**$45,464**
Noise Study			8				8	8																		$40,664					$45,464
(2024) Sub Total Hrs.			8				8	8																							24
(2024) Sub Total $			$1,920				$1,440	$1,440																		$40,664					$45,464
Task 12 - Electrical Design																															**$93,970**
Lighting Study and Electrical Design			4				8			16												40				$89,250					$93,970
(2024) Sub Total Hrs.			4				8			16																					28
(2024) Sub Total $			$960				$1,440			$2,320																$89,250					$93,970
Task 13 - 50% Design																															**$386,190**
50% Plans and Estimate	10		40	20	200		420	420	160	300	300	40											$42,000	$18,740							$386,190
(2024) Sub Total Hrs.	10		40	20	200		420	420	160	300	300	40																			1910
(2024) Sub Total $	$2,850		$9,600	$4,800	$37,000		$75,600	$75,600	$26,400	$43,500	$40,500	$9,600											$42,000	$18,740							$386,190
Task 14 - Final Design																															**$860,760**
14.1 - 90% Improvement Plans & Specs			60		200		700	700	380	380	500												$60,500	$32,700							$581,900
14.5 - 100% Improvement Plans & Specs			20		20		200	200	150	150	160												$13,900	$22,860							$185,360
Final Bid Documents			20	20	80		40	40	60																						$48,700
Quality Assurance/Quality Control/Constructability Review	20		40	40	20		20	20	30		30																				$44,800
(2024) Sub Total Hrs.	20		140	60	320		100	960	620	530	690																				4300
(2024) Sub Total $	$5,700		$33,600	$14,400	$59,200		$172,800	$172,800	$102,300	$76,850	$93,150												$74,400	$55,560							$860,760
Task 15 - Bidding Services																															**$10,140**
RFIs/Addendums/Bid Tabs/Attendance in Pre-bid and opening			24		12		12																								$10,140
(2024) Sub Total Hrs.			24		12		12																								48
(2024) Sub Total $			$5,760		$2,220		$2,160																								$10,140
Task 16.1 - Design Services During Construction (NEW TASK)																															**$52,600**
Design Services During Construction						80																	$12,000	$8,400	$15,000						$52,600
(2026) Sub Total Hrs.						80																									80
(2026) Sub Total $						$17,200																	$12,000	$8,400	$15,000						$52,600
Task 16.2 - As-Built Drawings (NEW TASK)																															**$22,600**
As Built Drawings						20				40													$5,000	$4,200	$2,500						$22,600
(2026) Sub Total Hrs.						20				40																					60
(2026) Sub Total $						$4,300				$6,600													$5,000	$4,200	$2,500						$22,600
Subtotal 2023 Hrs.	14	36	336	20	124	148	428	70		250		26	8	210	70	20		64	229	8	104	76									2241
Subtotal 2024 Hrs.	52		610	120	762	170	1512	1492	928	854	1098	40	24		80	60	40	200	80	50	40	701									8913
Subtotal 2026 Hrs.						100				40																					
SUBTOTAL BASE SCOPE DESIGN SERVICES	$18,530	$9,000	$220,320	$33,200	$163,290	$81,290	$344,920	$280,460	$153,120	$159,180	$148,230	$15,320	$7,760	$25,200	$23,300	$9,100	$11,400	$58,440	$52,185	$10,360	$36,800	$104,135	$267,700.00	$86,900.00	$106,750.00	$50,664.00	$30,600.00	$37,000.00	$83,500.00	$101,290.00	**$2,829,944**

LUMOS & ASSOCIATES

Standard Fee Schedule

January 1, 2026

Engineering	Per Hour
Director	$315
Group Manager	295
Senior Project Manager – Special Projects	265
Project / Senior Project Manager	245/265
Staff / Project / Senior Hydrogeologist	195/210/220
Staff / Project / Senior Engineer	200/215/225
Project / Senior / Lead Project Coordinator	190/205/215
Engineering Technician I / II / III / IV / V	115/145/155/165/175
Construction	**Per Hour**
Director	$315
Group Manager	295
Assistant / Project / Senior Project Manager	220/245/265
Project / Senior Geotechnical Engineer	215/225
Construction Services Supervisor / Engineer	180/195
Project / Senior Project Coordinator	190/200
Geotechnician	180
Inspector / Senior Inspector (includes nuclear gauge)	165/175
Construction Technician I / II / III / IV	125/135/145/155
Materials Technician I / II / III / IV (includes nuclear gauge)	115/125/135/145
Surveying	**Per Hour**
Director	$315
Group Manager	295
Assistant / Project / Senior Project Manager	220/245/265
Associate / Staff / Project / Senior Surveyor	185/200/215/225
Project / Senior Project Coordinator	190/200
Photogrammetrist / Photogrammetry Manager	175/215
GIS Analyst	145
Surveying Technician I / II / III / IV/ V	100/145/155/165/175
Party Chief / Sr. Party Chief	195/225
Administrative & Other Services	**Per Hour**
Administrative Support	$135
Copy & Print Services	Cost + 15%
Mileage (per mile)	0.90

- Fees for prevailing wage rate projects are available upon request.
- Map filing, checking, consulting, and other fees paid on behalf of the client shall be billed at cost plus fifteen percent (15%).
- Overtime hours will be billed at 1.5 times the standard rate where applicable.
- Survey and Field crew billing rates include standard field survey equipment and truck up to 30 mile radius, after which mileage rates apply
- Fees for depositions and testimony will be billed at two (2) times the standard billing rates

These rates apply to services rendered through December 31, 2026. Services provided after this date will be invoiced according to the Standard Fee Schedule in effect at that time.

REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.4.4**

To: Regional Transportation Commission

From: Michele Payne, Property Agent

SUBJECT: Resolution of Condemnation- Richard Pelter, Military Road Capacity and Safety Project

RECOMMENDED ACTION

Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire a permanent easement, a permanent utility easement, and a temporary construction easement on portions of APN 086-421-05 from Richard Pelter, which are needed to construct the Military Road Capacity and Safety project.

BACKGROUND AND DISCUSSION

The purpose of the project is to construct capacity roadways, multi-use path, drainage improvements and safety improvements along Military Road between Lemmon Drive and Lear Blvd. The 100% design plans for the project are complete. The project is currently scheduled to begin construction in Spring 2026.

Through an Interlocal Cooperative Agreement with the City of Reno and Washoe County dated May 24, 2023, the RTC has been authorized to negotiate and/or initiate eminent domain proceedings to acquire property when necessary for the project. RTC needs to acquire these specific property interests from Richard Pelter in order to construct the Military Road roadway improvements.

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

FISCAL IMPACT

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

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

RESOLUTION OF CONDEMNATION 25-21

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

WHEREAS, the RTC approved the FY 2026 Program of Projects for the Regional Street & Highway Program, which included the Military Road Capacity & Safety Project (the "Project"); and

WHEREAS, pursuant to an Interlocal Cooperative Agreement ("ICA") between the RTC and the City of Reno dated May 24, 2023, the City of Reno authorized the RTC to initiate such eminent domain proceedings as may be necessary for the Project; and

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

WHEREAS, the current owner of record of the property interests to be acquired, as listed in the records of the Washoe County Recorder's Office and insofar as is known to the RTC, is Richard Pelter.

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

1. That RTC needs the following property interests to construct the Project: (1) a permanent easement interest in a portion of APN 086-421-05; (2) a permanent utility easement: and (3) a temporary construction easement on a portion of APN 086-421-05 (collectively, the "Property Rights"). The Property Rights are depicted in the metes and bounds descriptions and design drawings attached hereto.

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

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

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

5. By certified mail sent on December 3, 2025, proper notice of the RTC's intent to consider eminent domain action to acquire the Property Rights of the above referenced owner(s) has been given as required by NRS 241.034.

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

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

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

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

PASSED, ADOPTED AND APPROVED on December 19, 2025.

_____

Devon Reese, Vice Chair
Regional Transportation Commission of Washoe County

Attachments

1. Exhibit “A” and “A-1” for Ptn. of APN 086-421-05 – Permanent Easement
2. Exhibit “A” and “A-1” for Ptn. of APN 086-421-05 – Permanent Utility Easement
3. Exhibit “A” and “A-1” for Ptn. of APN 086-421-05 – Temporary Construction Easement

A portion of APN 086-421-05
PE

EXHIBIT "A"

JN 11026.000

All that certain real property situate within a portion of the Southwest 1/4 of Section 33, Township 21 North, Range 19 East, M.D.M., County of Washoe, State of Nevada, being the lands of Richard Pelter as described in the Beneficiary Deed recorded on May 09, 2023, Document No. 5378148, Official Records of the County of Washoe, State of Nevada, being more particularly described as follows:

COMMENCING at the southwesterly corner of Section 33, Township 21 North, Range 19 East, M.D.M.;

THENCE South 89°11'49" East, 2415.47 feet to the southeasterly corner of said lands, said corner also being on the westerly right-of-way of Military Road, said point also being the **POINT OF BEGINNING**;

THENCE westerly along said southerly line of said lands, North 89°11'49" West, 14.11 feet to the beginning of a non-tangent curve, concave northeasterly, having a radius of 126.00 feet, the radius point of said curve bears North 59°17'59" East;

THENCE leaving said southerly line of said lands, northerly along said curve a distance of 18.66 feet, through a central angle of 08°29'07" to a point being the beginning of a reverse curve, concave southwesterly, having a radius of 114.00 feet, the radius point of said curve bears South 67°47'07" West;

THENCE northerly along said curve a distance of 21.05 feet, through a central angle of 10°34'52";

THENCE North 32°47'45" West, 133.18 feet;

THENCE South 55°46'22" West, 3.00 feet;

THENCE North 35°39'30" West, 20.02 feet;

THENCE North 32°47'45" West, 6.22 feet;

THENCE North 57°12'15" East, 3.00 feet;

THENCE North 32°47'45" West, 38.02 feet to the beginning of a tangent curve, concave northeasterly, having a radius of 507.00 feet;

THENCE along said curve a distance of 28.73 feet, through a central angle of 03°14'48", to the beginning of a reverse curve, concave southwesterly, with a radius of 493.00 feet;

THENCE along said curve a distance of 32.16 feet, through a central angle of 03°44'14";

THENCE North 33°17'11" West, 19.00 feet to the beginning of a non-tangent curve, concave southerly, having a radius of 20.00 feet, the radius point of said curve bears South 17°17'25"

West;

THENCE along said curve a distance of 13.76 feet, through a central angle of 39°25’24” to a point on the westerly right-of-way of Military Road;

THENCE southeasterly along said right-of-way, South 33°17’11” East, 311.82 feet, to the **POINT OF BEGINNING** and the **END OF THIS DESCRIPTION.**

Containing 2,237 square feet, more or less.

The Basis of Bearings for this description is based on Nevada Coordinate System of 1983, West Zone, NAD 83/94. Distances shown are ground distances using a project combined grid to ground scale factor of 1.000197939.

Refer to Exhibit “B” attached hereto and by this reference made a part of.

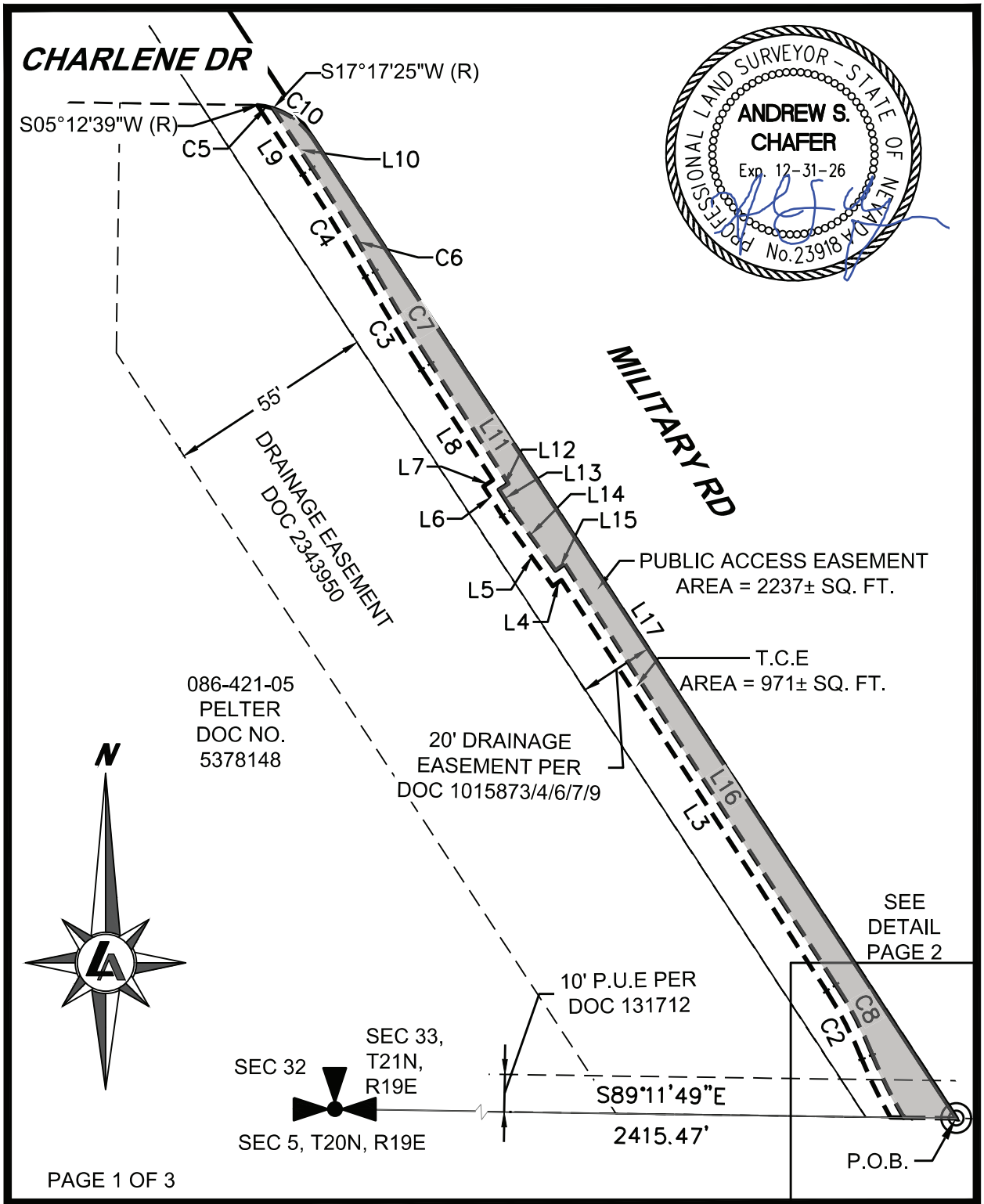
Prepared by:

Andrew Chafer

Digitally signed by Andrew Chafer
DN: C=US, E=achafer@lumosinc.com, O=Lumos & Associates, CN=Andrew Chafer
Reason: I am the author of this document
Date: 2024.11.26 15:39:50-08'00'

PROFESSIONAL LAND SURVEYOR - STATE OF NEVADA
ANDREW S. CHAFER
Exp. 12-31-26
No. 23918

Lumos & Associates, Inc.
Andrew Chafer, PLS 23918
3840 El Dorado Hills Blvd., Suite 301
El Dorado Hills, CA 95762



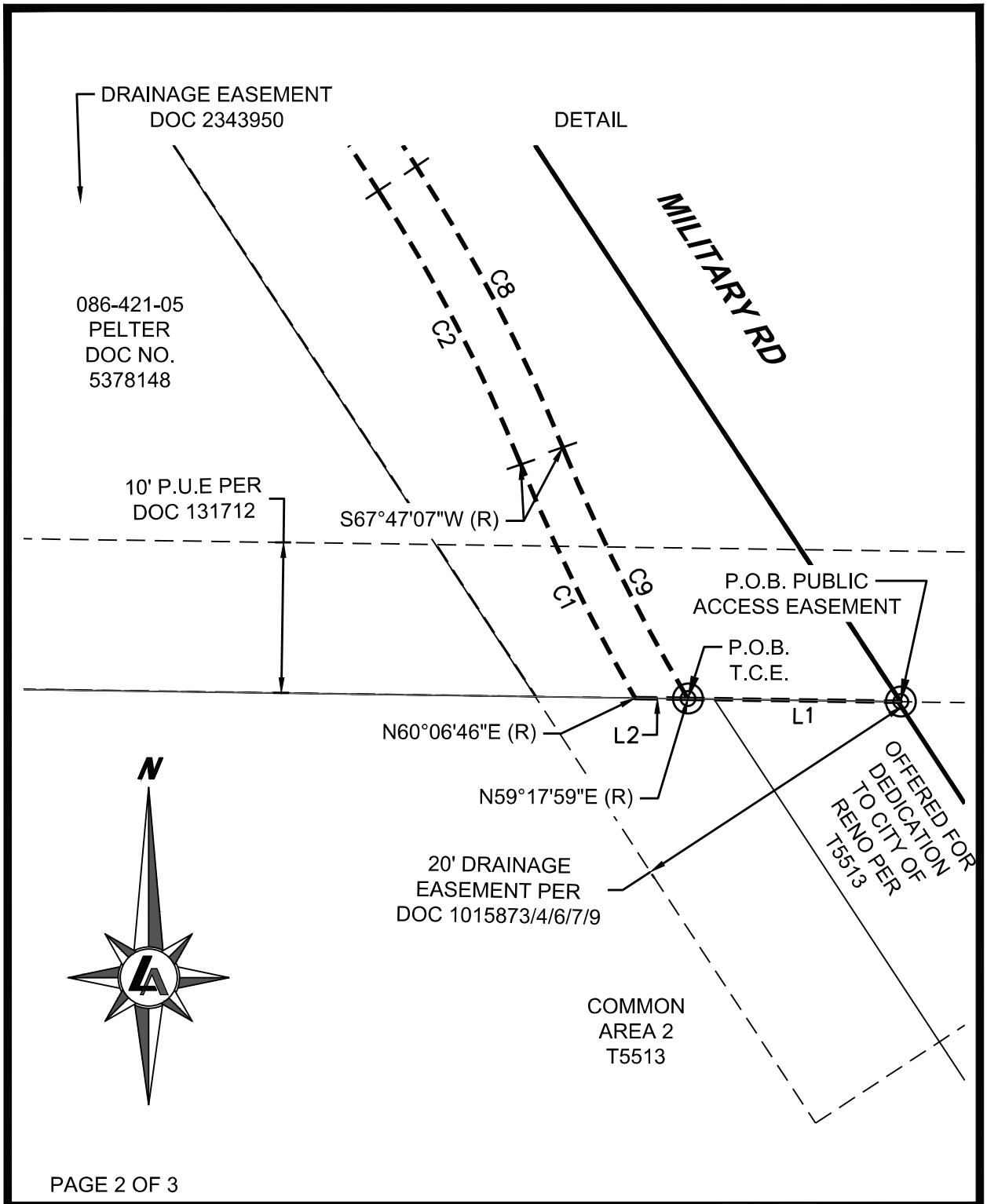
PAGE 1 OF 3

LUMOS & ASSOCIATES
3840 EL DORADO HILLS BLVD., STE. 301
EL DORADO HILLS, CA 95762
TEL: 916.980.8228

EXHIBIT "B"
A.P.N. 086-421-05
PORTION OF SEC. 33, T21N, R19E, MDM

WASHOE COUNTY **NEVADA**

DATE: 11/26/2024
SCALE: 1" = 40'
JOB NO: 11026.000



LUMOS & ASSOCIATES
3840 EL DORADO HILLS BLVD., STE. 301
EL DORADO HILLS, CA 95762
TEL: 916.980.8228

EXHIBIT "B"
A.P.N. 086-421-05
PORTION OF SEC. 33, T21N, R19E, MDM

WASHOE COUNTY **NEVADA**

DATE: 11/26/2024
SCALE: 1" = 10'
JOB NO: 11026.000

CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH
C1	7°40'20"	129.00'	17.27'
C2	10°34'52"	111.00'	20.50'
C3	3°14'48"	510.00'	28.90'
C4	3°44'14"	490.00'	31.96'
C5	12°04'46"	20.00'	4.22'
C6	3°44'14"	493.00'	32.16'
C7	3°14'48"	507.00'	28.73'
C8	10°34'52"	114.00'	21.05'
C9	8°29'07"	126.00'	18.66'
C10	39°25'24"	20.00'	13.76'

LINE TABLE

LINE	BEARING	LENGTH
L1	N89°11'49"W	14.11'
L2	N89°11'49"W	3.50'
L3	N32°47'45"W	130.10'
L4	S55°46'22"W	2.85'
L5	N35°39'30"W	23.03'
L6	N32°47'45"W	9.30'
L7	N57°12'15"E	3.00'
L8	N32°47'45"W	35.02'
L9	N33°17'11"W	21.95'
L10	S33°17'11"E	19.00'
L11	S32°47'45"E	38.02'
L12	S57°12'15"W	3.00'
L13	S32°47'45"E	6.22'
L14	S35°39'30"E	20.02'
L15	N55°46'22"E	3.00'
L16	S32°47'45"E	133.18'
L17	S33°17'11"E	311.82'

LUMOS & ASSOCIATES
3840 EL DORADO HILLS BLVD., STE. 301
EL DORADO HILLS, CA 95762
TEL: 916.980.8228

EXHIBIT "B"
A.P.N. 086-421-05
PORTION OF SEC. 33, T21N, R19E, MDM

WASHOE COUNTY **NEVADA**

DATE: 11/26/2024
SCALE: N/A
JOB NO: 11026.000

W.O. 3012243387
PELTER, RICHARD
APN: 086-421-05

EXHIBIT "A"
EASEMENT

A portion of the Southwest quarter of Section 33, Township 21 North, Range 19 East, M.D.M., Washoe County, Nevada; situated within that Parcel of land described in a Beneficiary Deed, recorded as File Number 5378148 on May 9, 2023, Official Records of Washoe County, Nevada.

COMMENCING at the Southeast Corner of said parcel;

THENCE North 84°03'38" West, 99.63 feet to the **POINT OF BEGINNING**;

THENCE North 89°49'15" West, 32.35 feet;

THENCE North 0°10'45" East, 9.73 feet;

THENCE South 89°49'15" West, 22.35 feet;

THENCE North 0°10'45" East, 3.71 feet;

THENCE South 89°49'15" East, 10.00 feet;

THENCE South 0°10'45" West, 13.44 feet to the **POINT OF BEGINNING** and the **TERMINUS OF THIS DESCRIPTION.**

Said Easement contains 352 square feet of land, more or less.

See Exhibit "A-1" attached hereto and made a part thereof.

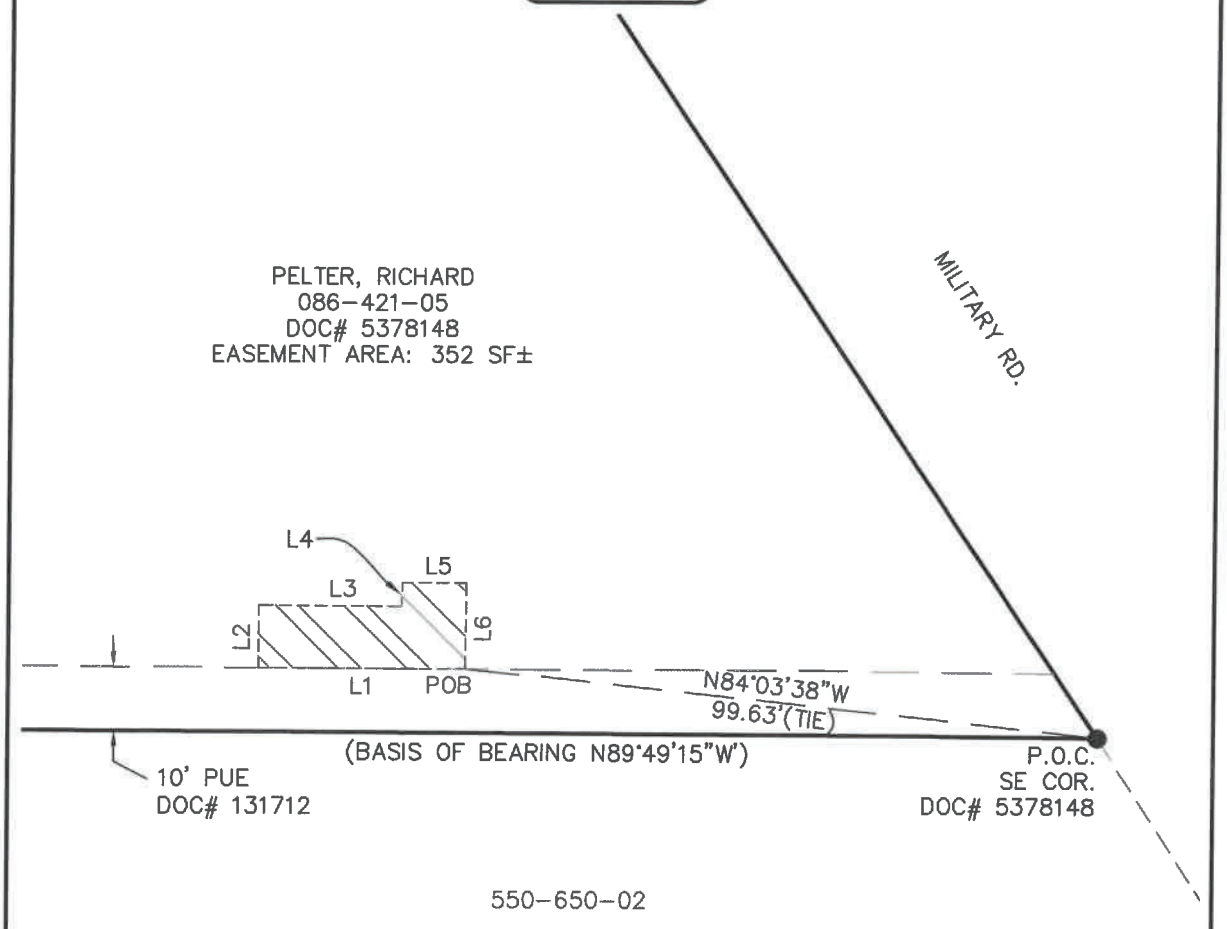
The Basis of Bearings for this Exhibit is said Beneficiary Deed.

Prepared by Kenneth J. Mandryk, P.L.S. 21256

PROFESSIONAL LAND SURVEYOR-STATE OF NEVADA
KENNETH J. MANDRYK
Exp. 12-31-25
No. 21256
6/24/25

P.O. BOX 98910, LAS VEGAS, NEVADA 89151-0001 6226 WEST SAHARA AVENUE, LAS VEGAS, NEVADA 89146
P.O. BOX 10100, RENO, NEVADA 89520-0024 6100 NEIL ROAD, RENO, NEVADA 89511 nvenergy.com

EXHIBIT A-1



N

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N89°49'15"W	32.35'
L2	N0°10'45"E	9.73'
L3	S89°49'15"E	22.35'
L4	N0°10'45"E	3.71'
L5	S89°49'15"E	10.00'
L6	S0°10'45"W	13.44'

SCALE: 1" = 30'

S:\Survey\LAND PROJECTS\606 Line Replacement-3012243387\dwg\3012243387 606 Relocation PELTER.dwg <KM36231> 24Jun25-09:18

NVEnergy®

6100 NEIL RD.
RENO, NV 89511
www.nvenergy.com

EXHIBIT MAP
EASEMENT
PELTER, RICHARD
086-421-05

T.21N R.19E SEC.33 M.D.M.
RENO WASHOE COUNTY NEVADA

06/19/25

1 OF 1

A portion of APN 086-421-05
TCE

EXHIBIT "A"

JN 11026.000

All that certain real property situate within a portion of the Southwest 1/4 of Section 33, Township 21 North, Range 19 East, M.D.M., County of Washoe, State of Nevada, being the lands of Richard Pelter, as described in the Beneficiary Deed recorded on May 09, 2023, as Document No. 5378148, Official Records of the County of Washoe, State of Nevada, being more particularly described as follows:

COMMENCING at the southwesterly corner of Section 33, Township 21 North, Range 19 East, M.D.M.;

THENCE South 89°11'49" East, 2415.47 feet to the southeasterly corner of said lands, said point also being on the westerly right of-of-way of Military Road;

THENCE westerly along the southerly line of said lands, North 89°11'49" West, 14.11 feet, to the **POINT OF BEGINNING**;

THENCE North 89°11'49" West, 3.50 feet, to the beginning of a non-tangent curve, concave northeasterly, having a radius of 129.00 feet, the radius point of said curve bears North 60°06'46" East;

THENCE leaving said southerly line, northerly along said curve a distance of 17.27 feet, through a central angle of 07°40'20" to the beginning of a reverse curve, concave southwesterly, having a radius of 111.00 feet, the radius point of said curve bears South 67°47'07" West;

THENCE northerly along said curve a distance of 20.50 feet, through a central angle of 10°34'52";

THENCE North 32°47'45" West, 130.10 feet;

THENCE South 55°46'22" West, 2.85 feet;

THENCE North 35°39'30" West, 23.03 feet;

THENCE North 32°47'45" West, 9.30 feet;

THENCE North 57°12'15" East, 3.00 feet;

THENCE North 32°47'45" West, 35.02 feet to the beginning of a tangent curve, concave northeasterly, having a radius of 510.00 feet;

THENCE along said curve a distance of 28.90 feet, through a central angle of 03°14'48", to the beginning of a reverse curve, concave southwesterly, with a radius of 490.00 feet;

THENCE along said curve a distance of 31.96 feet, through a central angle of 03°44'14";

THENCE North 33°17'11" West, 21.95 feet to the southerly line of a 60-foot public roadway

easement as described in Doc. No. 291796, Official Records of Washoe County and the beginning of a non-tangent curve, concave southerly, having a radius of 20.00 feet, the radius point of said curve bears South 05°12'39" West;

THENCE along said curve a distance of 4.22 feet, through a central angle of 12°04'46";

THENCE South 33°17'11" East, 19.00 feet to the beginning of a tangent curve, concave southwesterly, with a radius of 493.00 feet;

THENCE along said curve a distance of 32.16 feet, through a central angle of 03°44'14", to the beginning of a reverse curve, concave northeasterly, having a radius of 507.00 feet;

THENCE along said curve a distance of 28.73 feet, through a central angle of 03°14'48";

THENCE South 32°47'45" East, 38.02 feet;

THENCE South 57°12'15" West, 3.00 feet;

THENCE South 32°47'45" East, 6.22 feet;

THENCE South 35°39'30" East, 20.02 feet;

THENCE North 55°46'22" East, 3.00 feet;

THENCE South 32°47'45" East, 133.18 feet, to the beginning of a tangent curve, concave southwesterly, with a radius of 114.00 feet;

THENCE along said curve a distance of 21.05 feet, through a central angle of 10°34'52", to the beginning of a reverse curve, concave northeasterly, having a radius of 126.00 feet;

THENCE along said curve a distance of 18.66 feet, through a central angle of 08°29'07" to a point on the southerly line of said lands and the **POINT OF BEGINNING** and the **END OF THIS DESCRIPTION.**

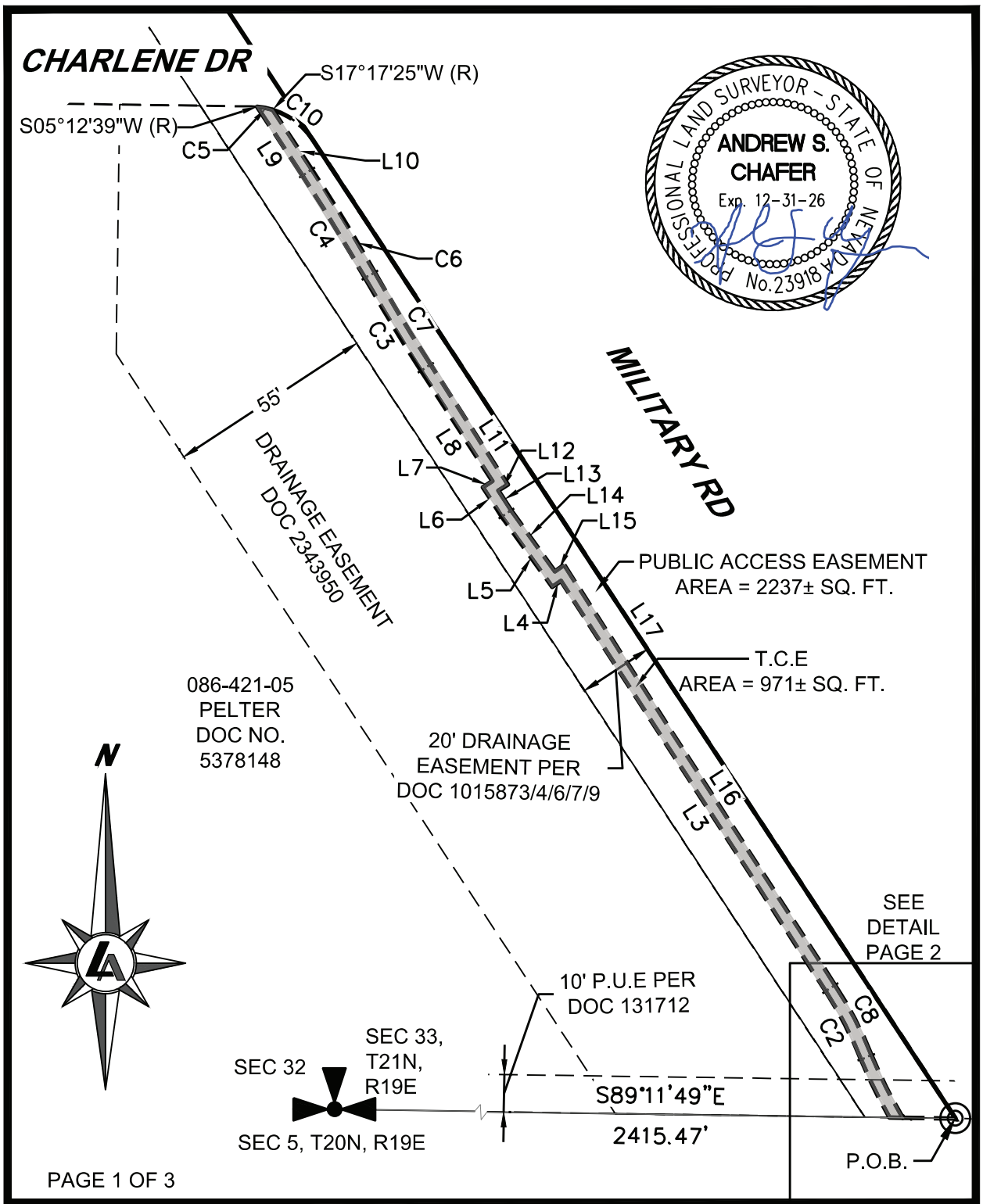
Containing 971 square feet, more or less.

The Basis of Bearings for this description is based on Nevada Coordinate System of 1983, West Zone, NAD 83/94. Distances shown are ground distances using a project combined grid to ground scale factor of 1.000197939.

Refer to Exhibit "B" attached hereto and by this reference made a part of.

Prepared by:
Lumos & Associates, Inc.
Andrew Chafer, PLS 23918
3840 El Dorado Hills Blvd., Suite 301
El Dorado Hills, CA 95762

Andrew Chafer
Digitally signed by Andrew Chafer
DN: C=US, E=achafer@lumosinc.com, O=Lumos & Associates, CN=Andrew Chafer
Reason: I am the author of this document
Date: 2024.12.13 10:05:43-08'00'



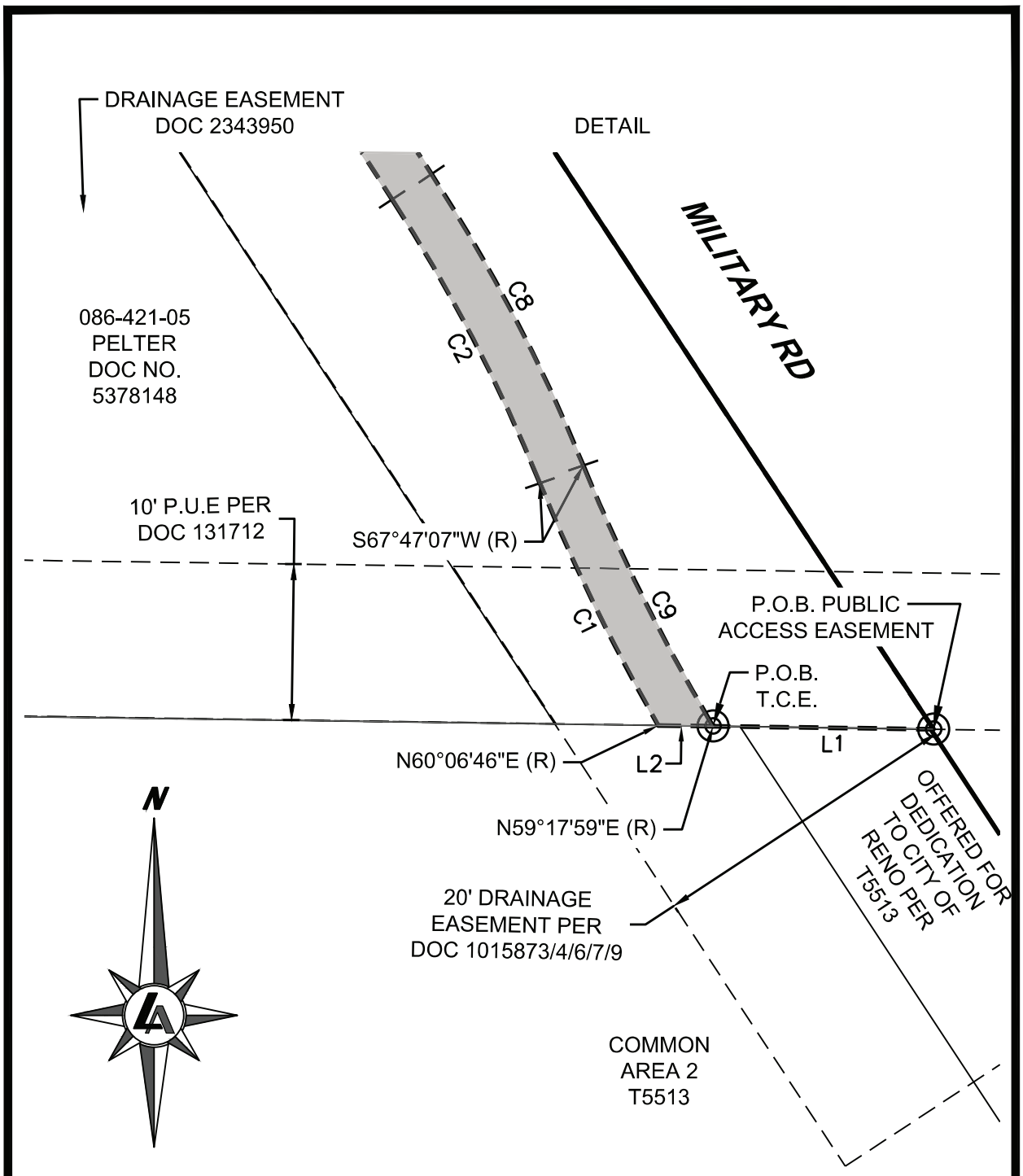
PAGE 1 OF 3

LUMOS & ASSOCIATES
3840 EL DORADO HILLS BLVD., STE. 301
EL DORADO HILLS, CA 95762
TEL: 916.980.8228

EXHIBIT "B"
A.P.N. 086-421-05
PORTION OF SEC. 33, T21N, R19E, MDM

WASHOE COUNTY **NEVADA**

DATE: 11/26/2024
SCALE: 1" = 40'
JOB NO: 11026.000



LUMOS & ASSOCIATES
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EL DORADO HILLS, CA 95762
TEL: 916.980.8228

EXHIBIT "B"
A.P.N. 086-421-05
PORTION OF SEC. 33, T21N, R19E, MDM

WASHOE COUNTY **NEVADA**

DATE: 11/26/2024
SCALE: 1" = 10'
JOB NO: 11026.000

CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH
C1	7°40'20"	129.00'	17.27'
C2	10°34'52"	111.00'	20.50'
C3	3°14'48"	510.00'	28.90'
C4	3°44'14"	490.00'	31.96'
C5	12°04'46"	20.00'	4.22'
C6	3°44'14"	493.00'	32.16'
C7	3°14'48"	507.00'	28.73'
C8	10°34'52"	114.00'	21.05'
C9	8°29'07"	126.00'	18.66'
C10	39°25'24"	20.00'	13.76'

LINE TABLE

LINE	BEARING	LENGTH
L1	N89°11'49"W	14.11'
L2	N89°11'49"W	3.50'
L3	N32°47'45"W	130.10'
L4	S55°46'22"W	2.85'
L5	N35°39'30"W	23.03'
L6	N32°47'45"W	9.30'
L7	N57°12'15"E	3.00'
L8	N32°47'45"W	35.02'
L9	N33°17'11"W	21.95'
L10	S33°17'11"E	19.00'
L11	S32°47'45"E	38.02'
L12	S57°12'15"W	3.00'
L13	S32°47'45"E	6.22'
L14	S35°39'30"E	20.02'
L15	N55°46'22"E	3.00'
L16	S32°47'45"E	133.18'
L17	S33°17'11"E	311.82'

LUMOS & ASSOCIATES
3840 EL DORADO HILLS BLVD., STE. 301
EL DORADO HILLS, CA 95762
TEL: 916.980.8228

EXHIBIT "B"
A.P.N. 086-421-05
PORTION OF SEC. 33, T21N, R19E, MDM

WASHOE COUNTY **NEVADA**

DATE: 11/26/2024
SCALE: N/A
JOB NO: 11026.000

REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.4.5**

To: Regional Transportation Commission

From: Alex Wolfson, Project Manager

SUBJECT: Sparks Intelligent Corridors Final Report

RECOMMENDED ACTION

Acknowledge receipt of the RTC's Sparks Intelligent Corridors Final Report.

BACKGROUND AND DISCUSSION

The final report of the RTC's Sparks Intelligent Corridors Project is the culmination of a multi-year Intelligent Transportation Systems (ITS) demonstration project that focused on improving incident and congestion management utilizing cloud-based vehicle trajectory data.

The system created by Sparks Intelligent Corridors takes live travel time data from sensors on vehicles and uses it to change signal timing on a corridor to improve operations and provide virtual alerts to drivers in the network based on their location. Once configured, the system runs automatically minimizing the need for ongoing staff intervention.

The system was tested along Sparks Boulevard northbound between Interstate 80 and Pyramid Way and immediately generated travel time and reliability improvements. The benefits generated by this system have led to the project being recognized on an international level by receiving the 2025 Transportation Achievement Award from the Institute of Transportation Engineers (ITE) in the Transportation Systems Management and Operations (TSMO) category.

The final report provides a detailed overview on how the system works, the testing process, project performance results, benefits provided, lessons learned, and opportunities for future system enhancements and expansion.

Enclosed with this staff report is the executive summary of the Sparks Intelligent Corridors Final Report. The full report can be accessed from the RTC website at this link - https://rtcwashoe.com/wp-content/uploads/2025/11/Sparks_Intelligent_Corridors_Final_Report_-_Full-1.pdf.

FISCAL IMPACT

There is no fiscal impact with this specific action. Additional funding needs for system maintenance and expansion will be included in future fiscal budgets when presented to the Board for approval.

PREVIOUS BOARD ACTION

8/15/2025 - Received a presentation on the Sparks Intelligent Corridors Project (information only).

OCTOBER 2025 | FINAL REPORT

RTC WASHOE SPARKS INTELLIGENT CORRIDORS

University of Nevada, Reno

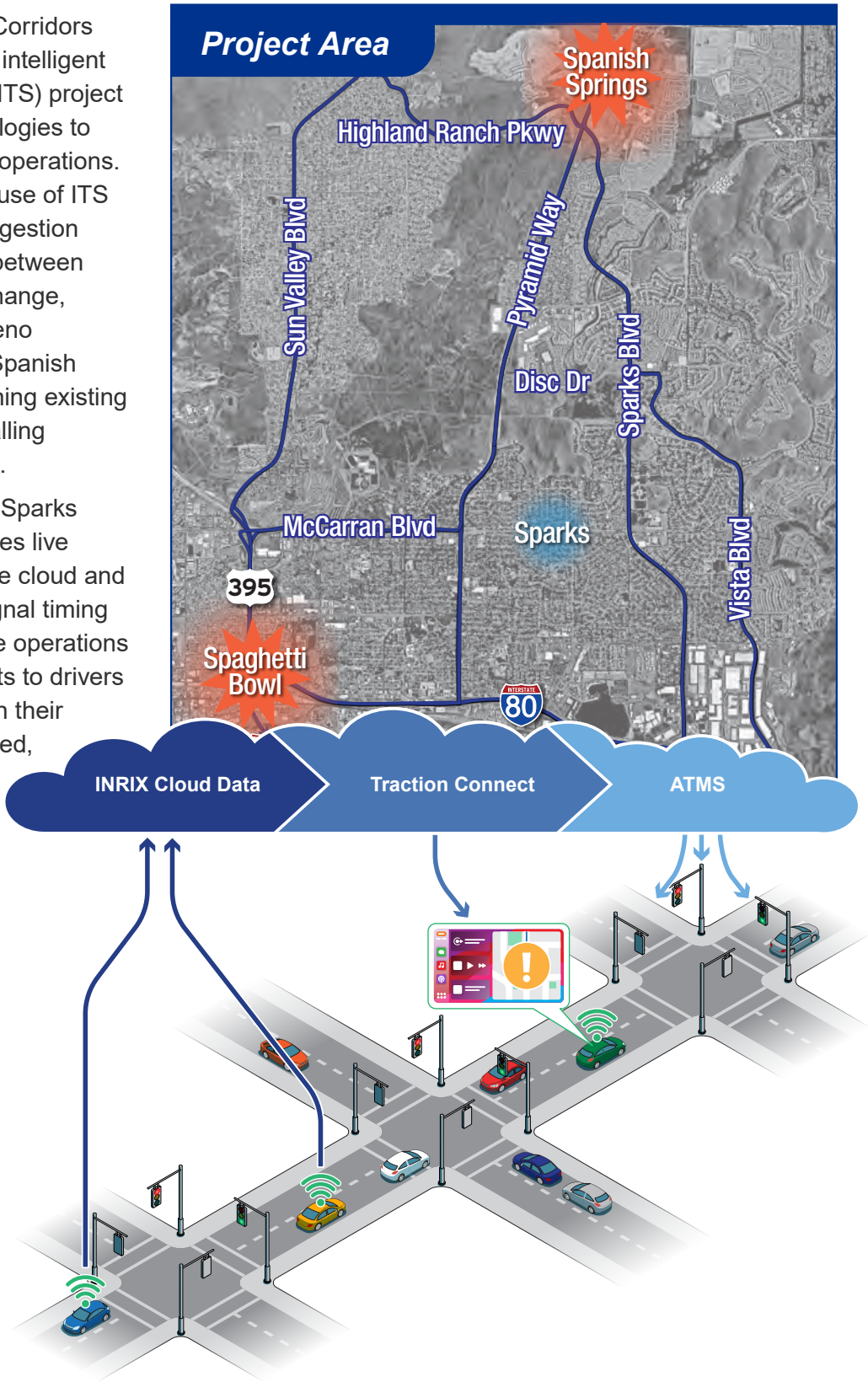
City of Sparks

Kimley»Horn
Expect More. Experience Better.

EXECUTIVE SUMMARY

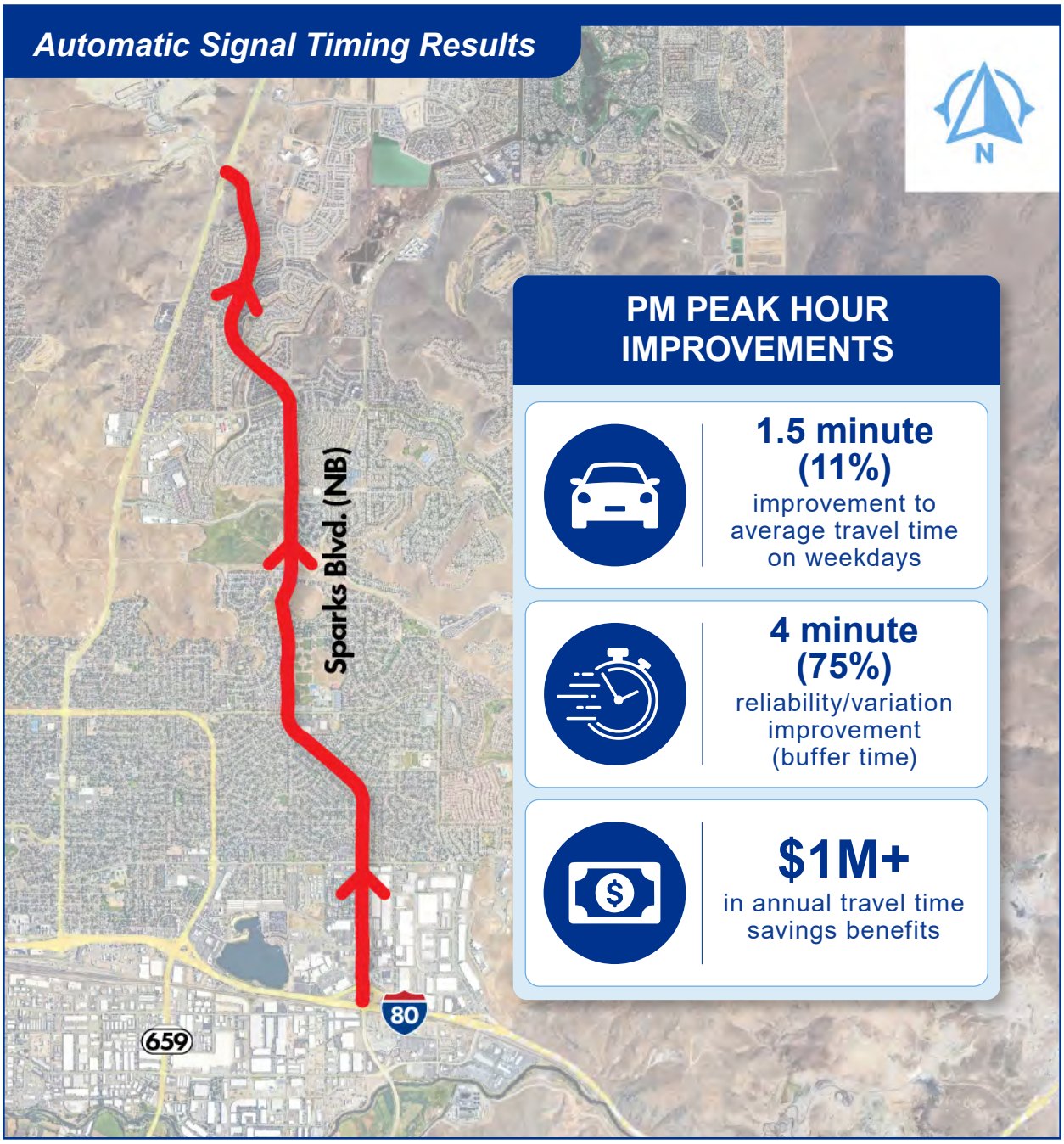
The Sparks Intelligent Corridors project is an innovative intelligent transportation system (ITS) project that piloted new technologies to improve transportation operations. The project piloted the use of ITS to improve incident/congestion management of traffic between the I-80/US-395 interchange, known locally as the Reno "Spaghetti Bowl," and Spanish Springs, without burdening existing operations staff or installing extensive infrastructure.

The system created by Sparks Intelligent Corridors takes live travel time data from the cloud and uses it to implement signal timing on a corridor to improve operations and provide virtual alerts to drivers in the network based on their location. Once configured, the system runs automatically minimizing the need for ongoing staff intervention.



The automatic signal timing changes along northbound Sparks Boulevard during the PM peak conditions improved the average travel time on weekdays by 1.5 minutes, representing an 11% average improvement. The buffer time (a metric that helps describe the travel time reliability of a route) was improved by approximately 4 minutes, an improvement of over 75%. Impacts to side street travel times, speeds, and buffer times were minimal.

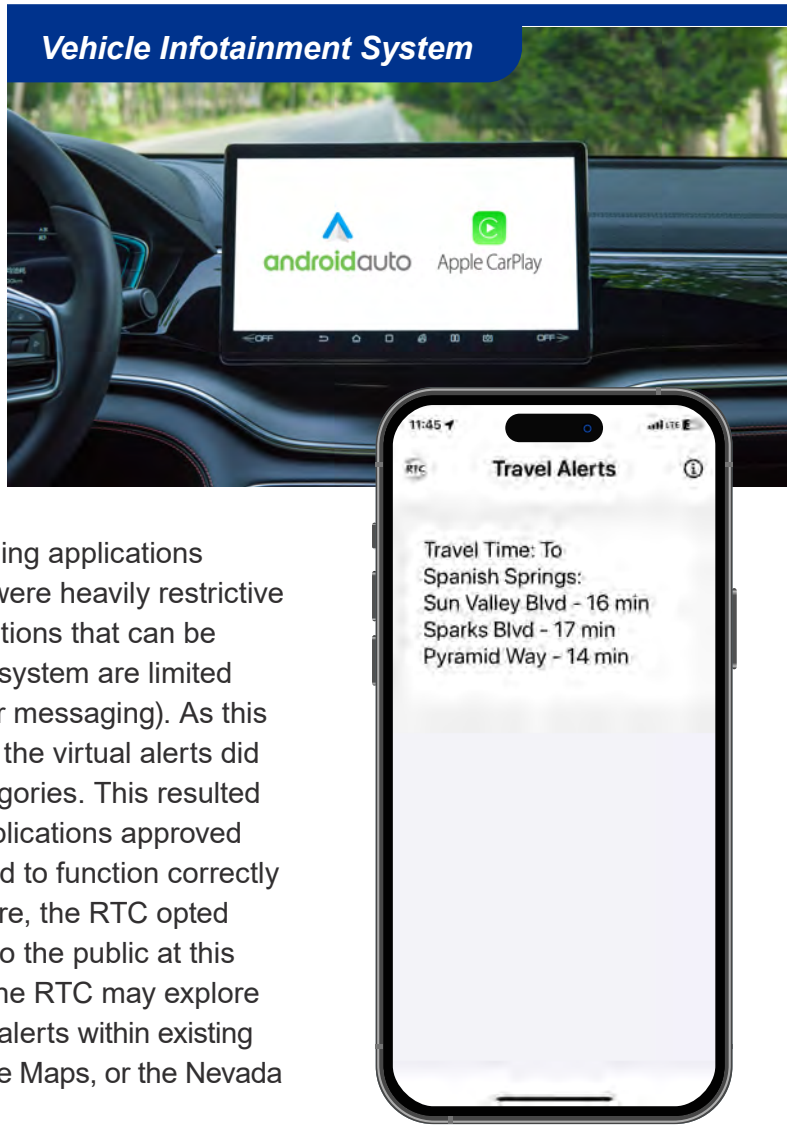
The automatic signal timing changes along northbound Sparks Boulevard resulted in more than $1 million in annual travel time savings benefits with a cost-benefit ratio of 13.8, indicating a high annual rate of return.



This project demonstrates that using cloud data offers significant flexibility and scalability benefits as well as cost savings. The expected cost of constructing infrastructure that would provide similar real-time travel-time data for the same number of centerline miles (60 miles) is expected to cost $2.1 million. Maintenance of that infrastructure is expected to cost $120,000 annually. Current annual costs for the cloud data is less than $30,000, providing nearly $100,000 in cost savings annually, and $2.1 million in upfront savings.

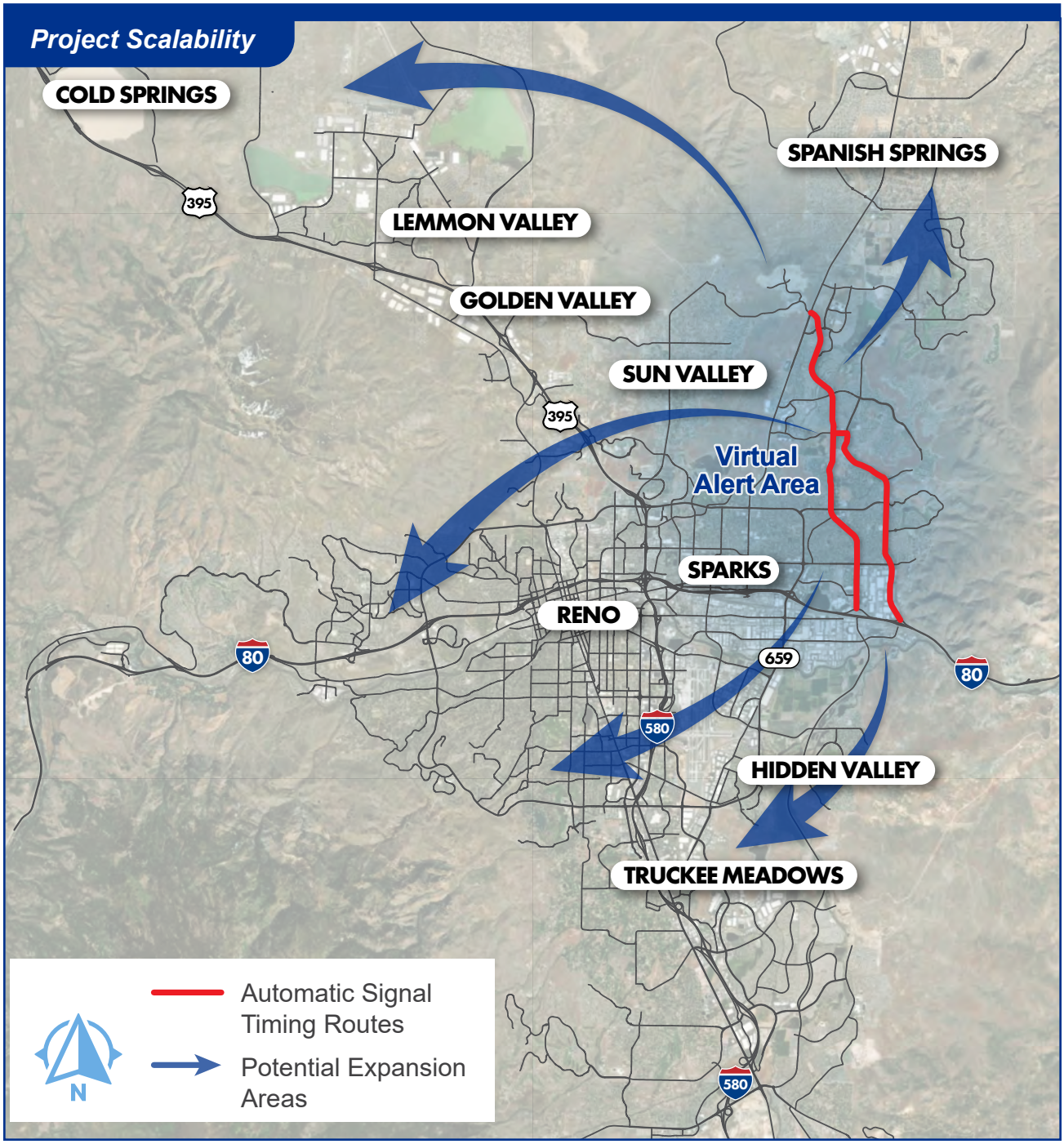
Data Type	Cloud Data	Field Infrastructure
Initial Cost	$0	$2.1 Million
Annual Maintenance Cost	$30,000	$120,000

Vehicle Infotainment System



A virtual alert system was developed as part of this project. Currently, virtual alerts are provided through the Traction Connect mobile application. While one of the goals of the project was to integrate those virtual alerts into the vehicle infotainment systems (such as Android Auto and Apple CarPlay), the regulations associated with developing applications within the vehicle infotainment system were heavily restrictive due to safety. The categories of applications that can be integrated into the vehicle infotainment system are limited (such as music, maps and directions, or messaging). As this technology is one of the first of its kind, the virtual alerts did not fit well into any of the standard categories. This resulted in challenges getting the developed applications approved by Android Auto and Apple Car Play and to function correctly within the infotainment system. Therefore, the RTC opted not to advertise the mobile application to the public at this time. For future phases of the project, the RTC may explore resolving these issues or providing the alerts within existing apps such as Waze, Google Maps, Apple Maps, or the Nevada 511 mobile application.

The developed system is easily scalable and could be applied to the entire Truckee Meadows region with little additional effort. The system can reduce congestion along arterials by implementing special signal timing during peak congestion. The cloud-based solution allows for additional corridors and timing to be configured with no additional infrastructure installed in the field, provided that communication is in place for signals along the corridor. This technology has the potential to revolutionize the method that determines which signal timing plan is run when improving operations along the arterials within the network.



REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.4.6**

To: Regional Transportation Commission

From: Michele Payne, Property Agent

SUBJECT: Administrative Settlement – The Eng & Shirley Chen Family Trust

RECOMMENDED ACTION

Approve an administrative settlement in the amount of $86,556 authorizing RTC to acquire a fee simple interest in the entirety of APN: 086-422-01 from Eng Ming Chen and Shirley Chen, co-trustees of the Eng & Shirley Chen Family Trust, for the Military Road Capacity and Safety Project.

BACKGROUND AND DISCUSSION

RTC is in the process of acquiring property needed for the Military Road Capacity and Safety Project. RTC and the property owner have negotiated an agreement to purchase a fee simple interest in the entirety of APN 086-422-01 contingent upon Board approval. The RTC originally offered to purchase a portion of the parcel at its appraised value of $363,434. The owner offered to settle if RTC would also purchase the remainder parcel for an additional $86,556. The proposed purchase price for the entire parcel is $450,000, which represents an administrative settlement of $86,556. RTC Management Policy P-55 requires Board approval of administrative settlements in excess of $50,000.

Staff recommends approval of the settlement. If the Board approves the settlement, the Executive Director will execute an agreement in substantially the form attached hereto and RTC will acquire the parcel. If the Board does not approve the settlement, staff will continue to attempt to negotiate for the purchase of the property interests it needs for the project until it becomes necessary to file a complaint in eminent domain.

FISCAL IMPACT

The costs to acquire the subject property interests have been budgeted.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

Project: Military Road Capacity & Safety Project
Project #: 0512019
Parcel: 086-422-01
Situs: 8705 Military Road

PURCHASE AGREEMENT

This Purchase Agreement (this "AGREEMENT") is made and entered into this _____ day of _____, 20____, by and between ENG MING CHEN and SHIRLEY CHEN, as Co-Trustees of THE ENG AND SHIRLEY CHEN FAMILY TRUST ("OWNER") and the REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY ("RTC").

RECITALS

WHEREAS, RTC and its construction contractor will be constructing the Military Road Capacity & Safety Project (the "PROJECT"); and

WHEREAS, OWNER owns fee title to that certain real property located in Washoe County, Nevada, described as Assessor's Parcel Number 086-422-01 (the "OWNER PROPERTY"); and

WHEREAS, RTC is acquiring the property interests described herein from OWNER for the PROJECT pursuant to RTC's exercise of its powers of eminent domain and under the threat of exercise of the power of eminent domain.

WITNESSETH

NOW THEREFORE, for an in consideration of the covenants to be performed and payments to be made as herein provided, OWNER and RTC agree as follows:

1. OWNER agrees:

(a) To sell and convey the OWNER PROPERTY (the "LAND") to the RTC, by way of a grant, bargain and sale deed in substantially the form attached hereto as Schedule 1; the LAND is described on Exhibit "A" of Schedule 1.

(b) If not already obtained and provided to RTC, to obtain and provide written approval from any holder(s) of a deed of trust or mortgage on OWNER PROPERTY, evidencing the holder's consent to the sale of the LAND.

(c) To deposit into escrow with Ticor Title, 5441 Kietzke Lane, Suite 100, Reno, Nevada 89511 (Attn: LuAnn Barnes), hereinafter called (the "TITLE COMPANY"), all the aforementioned documents, fully executed and notarized where required, on or prior to the close of escrow (the "ESCROW CLOSING DATE").

(d) To pay through escrow any accrued, due or delinquent property taxes, utility use fees or assessments, together with penalties, if any, up to the ESCROW CLOSING DATE.

(e) To deliver to the TITLE COMPANY such other documentation as the TITLE COMPANY may reasonably require to close escrow and consummate the real property transfers in accordance with the terms of this AGREEMENT, including those documents required by the TITLE COMPANY to issue the TITLE POLICY (as defined below).

2. Upon execution of this agreement, OWNER agrees to permit the RTC, and its authorized agents and contractors, to enter in and upon the OWNER PROPERTY that is described within this AGREEMENT. RTC's right of entry and access under this paragraph includes the right to occupy the LAND and to do such work thereon as may be required to construct the PROJECT as contemplated by NRS 37.100. OWNER hereby waives its rights to oppose a motion for immediate occupancy filed by RTC pursuant to NRS 37.100 in any condemnation proceedings that RTC may need to initiate to clear title, close escrow and consummate the real property transfers in accordance with the terms of this AGREEMENT.

3. RTC agrees:

(a) To pay to OWNER, through deposit with the TITLE COMPANY, the sum of FOUR HUNDRED FIFTY THOUSAND AND NO/100 DOLLARS ($450,000.00).

(b) To pay all escrow and conveyance fees due and owing to the TITLE COMPANY and the premium associated with any owner's policy of title insurance desired by the RTC, including any endorsements thereto (the "TITLE POLICY").

(c) To deliver escrow instructions to TITLE COMPANY with such modifications, additions, or supplemental escrow instructions required by TITLE COMPANY to close the escrow and consummate the real property transfers in accordance with the terms of this AGREEMENT.

(d) To deliver to TITLE COMPANY such other documentation as TITLE COMPANY may reasonably require to close the escrow and consummate the real property transfers in accordance with the terms of this AGREEMENT.

4. It is mutually agreed and understood by RTC and OWNER as follows:

(a) The laws of the State of Nevada shall be applied in interpreting and construing this AGREEMENT. The parties consent to the exclusive jurisdiction and venue of the Second Judicial District Court in and for the State of Nevada, located in Washoe County, Nevada, for the enforcement of this AGREEMENT.

(b) This AGREEMENT shall constitute the entire contract between the parties, and no modification hereof shall be binding upon the parties unless the same is in writing and signed by the respective parties.

(c) All covenants and agreements herein contained shall extend to and be obligatory upon the heirs, executors, administrators, successors, and assigns, as the case may be, of the respective parties.

(d) As used herein, the term OWNER shall include the plural as well as the singular, and the feminine as well as the masculine and the neuter.

(e) The covenants and agreements expressed in the AGREEMENT shall survive the consummation of the property transfers.

(f) The regulations pertaining to nondiscrimination and Title VI of the Civil Rights Act of 1964, as contained in Title 23, Code of Federal Regulations Part 200, and Title 49, Code of Federal Regulations Part 21, are hereby incorporated by reference and made a part of this AGREEMENT.

(g) Except as otherwise provided for by law or this AGREEMENT, the rights and remedies of the parties hereto shall not be exclusive and are in addition to any other rights and remedies provided by law or equity.

(h) That the persons signing this AGREEMENT and all related documents on behalf of RTC and OWNER are duly authorized to do so and have the full power and authority to bind them.

(i) That this AGREEMENT may be executed in counterparts.

5. Except as otherwise expressly specified in this AGREEMENT, all notices, requests, consents, approvals, agreements, authorizations, acknowledgments, waivers and other communications required or permitted hereunder shall be in writing to the addresses and persons set forth below and shall be deemed given: (i) immediately when delivered by hand; (ii) the next business day when sent by overnight delivery by internationally recognized express courier such as Federal Express or UPS; or (iii) three (3) days after deposit in the United States mail postage prepaid, registered or certified mail, return receipt requested:

To RTC:

Regional Transportation Commission
of Washoe County
Attn: Property Agent
1105 Terminal Way, Suite 108
Reno, NV 89502

To OWNER:

The Eng and Shirley Chen Family Trust
ATTN: Eng Ming & Shirley Chen,
Co-Trustees
2592 Starr Meadows Loop
Reno, NV 89519

Signature Pages Follow

IN WITNESS WHEREOF the parties hereto have executed this AGREEMENT the day and year first above written.

OWNER: THE ENG AND SHIRLEY CHEN FAMILY TRUST

By: Eng Ming Chen
Eng Ming Chen, Co-Trustee

By: Shirley Chen
Shirley Chen, Co-Trustee

STATE OF NEVADA)
) ss.
COUNTY OF WASHOE)

This instrument was acknowledged before me on November 26, 2025 by Eng Ming Chen as Co-Trustee of THE ENG AND SHIRLEY CHEN FAMILY TRUST.

RAY M. LUCIANI
Notary Public - State of Nevada
APPT. NO. 07-1227-2
My Appt. Expires January 12, 2027

Notary Public

SEAL

My commission expires: January 12, 2027

This instrument was acknowledged before me on November 26, 2025 by Shirley Chen as Co-Trustee of THE ENG AND SHIRLEY CHEN FAMILY TRUST.

RAY M. LUCIANI
Notary Public - State of Nevada
APPT. NO. 07-1227-2
My Appt. Expires January 12, 2027

Notary Public

SEAL

My commission expires: January 12, 2027

RTC Signature Page Follows

RTC:

Regional Transportation Commission of Washoe County

_____
William Thomas, Executive Director

STATE OF NEVADA)
) ss.
COUNTY OF WASHOE)

This instrument was acknowledged before me on _____ by William Thomas as Executive Director of the Regional Transportation Commission of Washoe County.

_____
Notary Public

S
E
A
L

My commission expires: _____

SCHEDULE 1

FORM OF GRANT, BARGAIN AND SALE DEED

APN: 086-422-01

WHEN RECORDED RETURN TO:
Regional Transportation Commission of Washoe County
Attn: Michele Payne
1105 Terminal Way, Suite 108
Reno, NV 89502

MAIL TAX STATEMENTS TO:
Exempt

LEGAL DESCRIPTION PREPARED BY:
Andrew Chafer, PLS 23918
Lumos & Associates, Inc.
3840 El Dorado Hills Blvd., Suite 301
El Dorado Hills, CA 95762

Project: Military Road Capacity & Safety Project
Project #: 0512019
Parcel: APN: 086-422-01

GRANT BARGAIN AND SALE DEED

This GRANT BARGAIN AND SALE DEED is made this 26th day of November, 2025, by ENG MING CHEN and SHIRLEY CHEN, as Co-Trustees of THE ENG AND SHIRLEY CHEN FAMILY TRUST ("GRANTOR") to the REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY ("GRANTEE").

WITNESSETH:

That the GRANTOR, for and in consideration of the sum of ONE DOLLAR ($1.00), lawful money of the United States of America, and other good and valuable consideration, the receipt whereof is hereby acknowledged, does by this presents grant, bargain, sell and convey unto the GRANTEE and to its assigns forever, the real property described in Exhibit "A", attached hereto and made a part hereof (the "Property").

TOGETHER WITH all and singular the tenements, hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof.

TO HAVE AND TO HOLD all and singular the Property, together with the appurtenances, unto the said GRANTEE and to any of its heirs, successors and assigns forever; and GRANTOR does hereby bind GRANTOR, and GRANTOR's successors and assigns, to WARRANT and FOREVER DEFEND, all and singular, the Property, unto GRANTEE, and GRANTEE's successors and assigns, against every person whomsoever lawfully claiming or to claim the same or any part thereof, by, through or under GRANTOR, but not otherwise.

IN WITNESS WHEREOF said GRANTOR has hereunto signed on the day and year first above written.

GRANTOR: THE ENG AND SHIRLEY CHEN FAMILY TRUST

By: Eng Ming Chen
Eng Ming Chen, Co-Trustee

By: Shirley Chen
Shirley Chen, Co-Trustee

STATE OF NEVADA)
) ss.
COUNTY OF WASHOE)

This instrument was acknowledged before me on November 26, 2025 by Eng Ming Chen, as Co-Trustee of THE ENG AND SHIRLEY CHEN FAMILY TRUST.

SEAL

RAY M. LUCIANI
Notary Public - State of Nevada
APPT. NO. 07-1227-2
My Appt. Expires January 12, 2027

Signature of notarial officer

Ray M. Luciani
Print name

My commission expires: January 12, 2027

STATE OF NEVADA)
) ss.
COUNTY OF WASHOE)

This instrument was acknowledged before me on November 26, 2025 by Shirley Chen, as Co-Trustee of THE ENG AND SHIRLEY CHEN FAMILY TRUST.

SEAL

RAY M. LUCIANI
Notary Public - State of Nevada
APPT. NO. 07-1227-2
My Appt. Expires January 12, 2027

Signature of notarial officer

Ray M. Luciani
Print name

My commission expires: January 12, 2027

EXHIBIT A

All that certain real property situate in the County of Washoe, State of Nevada, described as follows:

BEING a portion of the Southwest quarter of the Northeast quarter of Section 4, Township 20 North, Range 19 East, M.D.B. &M., described as follows:

BEGINNING at the center of said Section 4, from which the North 1/4 corner of Section 4 bears North 0°18'30" East 2574.20 feet distant; thence North 0°18'30" East 1021.71 feet to the South line of Tholl Drive; thence along said line South 89°34' East 217.87 feet; thence on a curve to the right, with a central angle of 61°32'34" and a radius of 40 feet, an arc distance of 42.96 feet, to a point on the west line of Military Road as shown on plat of same by Washoe County Engineers, dated October 1966; thence along said west line on a curve to the right with a central angle of 7°00'56" and a radius of 8470 feet, and arc distance of 1037.10 feet; thence South 21°00'06" East 57.32 feet, more or less, to a point which bears North 89°49' East from the point of beginning; thence South 89°49' West 708.88 feet, to the Point of Beginning.

APN: 086-422-01

Document No. 2958264 is provided pursuant to the requirements of Section 6. NRS 111.312.

ESCROW INSTRUCTIONS

Regional Transportation Commission

Project: Military Rd. Capacity & Safety Proj.
Owner/Grantor: The Eng and Shirley Chen Family Trust
Parcel: 086-422-01
Grantee: Regional Transportation Commission of Washoe County
Escrow #: 02303154

To: Ticor Title, 5441 Kietzke Lane, Suite 100, Reno, Nevada 89511 (Attn: LuAnn Barnes)

In accordance with the attached agreement between the Grantor and the Regional Transportation Commission please perform the following services:

1. Issue an updated preliminary title report reflecting all easements, encumbrances and liens of record. **(UPDATED TITLE REPORT MUST BE SUBMITTED TO AGENT PRIOR TO CLOSE OF ESCROW)**
2. Obtain partial reconveyances or releases of interest which are necessary to unencumber the property.
3. Disburse the sum of FOUR HUNDRED FIFTY THOUSAND AND NO/100 DOLLARS ($450,000.00), which sum will be furnished from the Regional Transportation Commission due at close of escrow.
4. Grantor pays all accrued, due or delinquent property taxes, public improvement bonds, sewer use fees or assessments, together with penalties, if any, up to and including the date of recording.
5. Record Deed conveying title in the name of Regional Transportation Commission of Washoe County.
6. Furnish a certified copy of the closing statement, acknowledged by Grantor, to both Grantor and Grantee showing the complete breakdown of disbursements at the close of escrow.
7. Full payment of escrow fees to be made upon completion and receipt of all items listed above.
8. The Regional Transportation Commission of Washoe County is not responsible for and will not pay any real estate commissions nor will any real estate commissions be deducted from funds placed in escrow.
9. Escrow Officer shall provide bi-weekly status updates of all Escrow activities before closing to the AtkinsRéalis Right-of-Way Agent listed below.

You are to bill Regional Transportation Commission of Washoe County and provide a closing statement of the escrow any or all of the following costs:

1. Escrow fees
2. Conveyance fees

Escrow Officer (sign & return showing receipt) *Date*

Grantor: THE ENG AND SHIRLEY CHEN FAMILY TRUST

Eng Ming Chen 11/26/2025
Eng Ming Chen, Co-Trustee *Date*

Shirley Chen 11/26/2025
Shirley Chen, Co-Trustee *Date*

Ray M. Luciani for 11/26/25
Blake Walshaw *Date*
Right-of-Way Agent
Phone: 775-789-9820
Email: Blake.Walshaw@atkinsrealis.com

Rev. 3/2011

REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.4.7**

To: Regional Transportation Commission

From: Kimberly Diegle, Project Manager

SUBJECT: University Area Transportation Project I-80 Crossing Study PSA Amendment No. 1

RECOMMENDED ACTION

Approve Amendment No. 1 to the contract with LMN Architects, LLP for additional professional services in connection with the University Area Transportation Project I-80 Crossing Study, in the amount of $57,600, for a new total not-to-exceed amount of $156,600.

BACKGROUND AND DISCUSSION

The RTC and LMN Architects entered into a Professional Services Agreement (PSA) on October 21, 2025, to perform urban design and architectural design services for the University I-80 Crossing Concept Study in connection with the University Area Transportation Project. The goal is to develop and study conceptual alternatives for active transportation crossings of I-80 to the University of Nevada, Reno campus.

This agreement was approved for sole source procurement due to the unique nature of the study for an amount of $99,000. The City of Reno and the University of Nevada, Reno are participating in the study and have each agreed to contribute funds toward completion; the City of Reno Redevelopment Agency has committed to contribute $10,000 and UNR will contribute $46,000, both on a reimbursement basis. This Amendment No. 1 provides additional funding to refine alternative concepts, develop cost estimates, and complete a final report. While the schedule may fluctuate, the targeted schedule to complete the study is Spring 2026.

This item supports Strategic Roadmap Goal #5, "Improve Network Safety" and FY2026 RTC Goal, "Complete the University-Area Implementation Study".

FISCAL IMPACT

Fuel tax appropriations for this item are included in the FY 2026 Budget for this item.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

AMENDMENT NO. 1

The Regional Transportation Commission of Washoe County ("RTC") and LMN Architects, LLP ("Consultant") entered into an agreement dated October 21, 2025 (the "Agreement"). This Amendment No. 1 is dated and effective as of _____.

RECITALS

WHEREAS, the parties have determined that there is a need to amend the Agreement to complete Phase 2 of the work including development of refined alternative concepts and cost estimating in connection with the University I-80 Crossing Concept Study;

WHEREAS, the City of Reno and the University of Nevada, Reno are participating in the study and have each agreed to contribute funds toward completion;

WHEREAS, Phase 2 is identified in Exhibit A - Scope of Service and Exhibit B – Fee Schedule to the Agreement;

NOW, THEREFORE, in consideration of the mutual promises of the parties and other good and valuable consideration, the parties do agree as follows:

1. Section 3.2 shall be replaced in its entirety with the following:

   The maximum amount payable to CONSULTANT to complete each task is equal to the not-to-exceed amounts identified in Exhibit B. CONSULTANT can request in writing that RTC's Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee schedule and must be approved in writing by RTC's Project Manager prior to performance of the work. In no case shall CONSULTANT be compensated in excess of the following not-to-exceed amounts:

Design Services	$156,600
Total Not-to-Exceed Amount	$156,600

2. All other provisions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have made and executed this amendment.

/ / /

/ / /

/ / /

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By:_____
Bill Thomas, AICP, Executive Director

LMN ARCHITECTS, LLP

By:_____
Osama Quotah, AIA, LEED AP, Partner

Docusign Envelope ID: BBBBA563-34C0-4CAD-BC8D-53DE5826D91D

Exhibit A

Scope of Services

Docusign Envelope ID: AE34DCE0-3341-4725-BD2F-B4B1B80467BB

Docusign Envelope ID: BBBBA563-34C0-4CAD-BC8D-53DE5826D91D

Project Approach

LMN is pleased to present this fee proposal to provide architectural and urban design services for I-80 Crossing Concept Study.

PROJECT DESCRIPTION

Interstate 80 is an essential asset for the City of Reno, providing critical regional mobility for people and freight, and intercity connectivity to Salt Lake City, Oakland, Sacramento and beyond. As the University of Nevada, Reno expands south and commercial and entertainment development in downtown Reno pushes north, the synergies between the campus and downtown, pedestrian and bicycle connectivity, and the resulting urban fabric remain hampered by the interstate. The University's historic quad and original structures align with and terminate Lake Street, now truncated by the interstate.

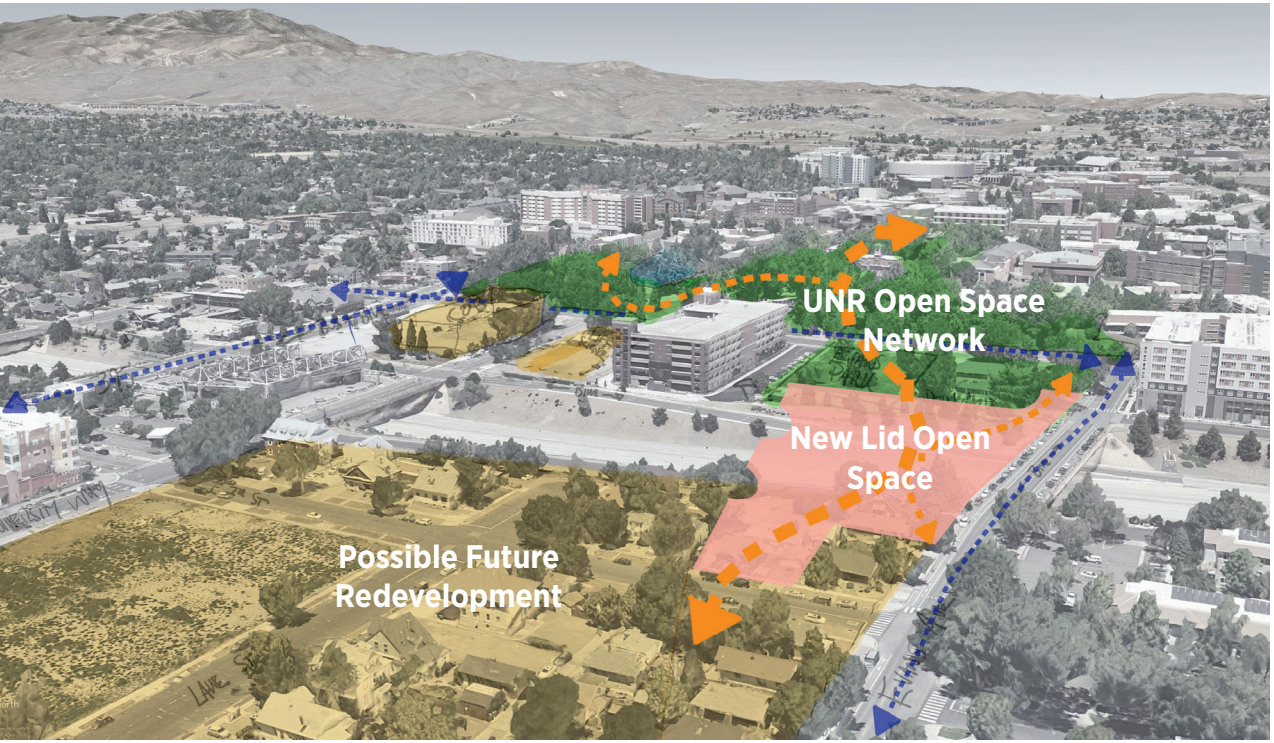
The project includes conceptual design and visualization studies for a new pedestrian and bicycle connection across I-80. Goals for the new connection include:

- Enhancing connectivity between downtown Reno and the UNR campus for bikes and pedestrians.
- Providing a safe accessible pathway that accommodates all ages and abilities.
- Investigating vegetation, landscape elements, lighting and other urban design elements to visually screen the highway from the pedestrian experience.
- Space planning for a more effective use and integration of Evans Park into the campus open space network with the realignment of 9th Street.
- Creating a visual gateway to the UNR campus and gateway district.
- Extending the UNR campus and character across the highway.

The study will ask: *What would a restored connection between the UNR campus and downtown Reno look like? How could the connection provide a seamless experience for those traveling between the two? And what type of development opportunities could such a connection unlock?*

SCOPE

Based on conversations with RTC, design services will include architecture, urban design and cost estimating services. Conceptual engineering is not included and will follow in a future phase once the project vision and an approved direction has been established. The Concept Design work will be broken into the following tasks:



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Docusign Envelope ID: BBBBA563-34C0-4CAD-BC8D-53DE5826D91D

TASK 1: INITIATION AND MANAGEMENT

This task will start with a site visit and in-person kickoff workshop to establish project goals and objectives, and review constraints, previous studies, and existing conditions. The in-person workshop will include the appropriate stakeholders and representatives from RTC, the University of Nevada, Reno, the existing consultant team, and City of Reno. The workshop will result in a high-level vision statement to guide the work.

TASK 2: SITE AND EXISTING CONDITIONS ANALYSIS

We will compile, review, and document site, campus and neighborhood conditions, technical constraints, topography, mobility and open space networks, and site influences. This task will include meeting RTC's existing consultants as needed, and reviewing existing city and UNR documents, studies and master plans.

TASK 3: DEVELOP AND EVALUATE CONCEPT ALTERNATIVES

Task 3 will start with an exploration and diagrammatic development of three distinct crossing alternatives and how these shape opportunities for Evans Park. These may include pedestrian bridges, land bridges, and augmentations to existing vehicular crossings.

- Management Meetings: Online bi-weekly management/ team meetings will be conducted with the RTC management team to review progress.
- Workshop 2 review draft concepts: At the mid-point of Task 3, the work will be presented to stakeholders in an online workshop. Based on stakeholder feedback and RTC direction LMN will refine the alternatives.
- Refined Concept Alternatives Presentation: The refined concepts and opinions of probable cost will be presented to the stakeholders in an online final presentation.

TASK 4: DOCUMENTATION

Feedback from the final presentation will be incorporated into the concepts, and LMN will produce summary collateral in the form of a graphic document that includes visualizations of the alternatives, brief narratives, the opinion of probable costs, background information, and the project vision and goals.

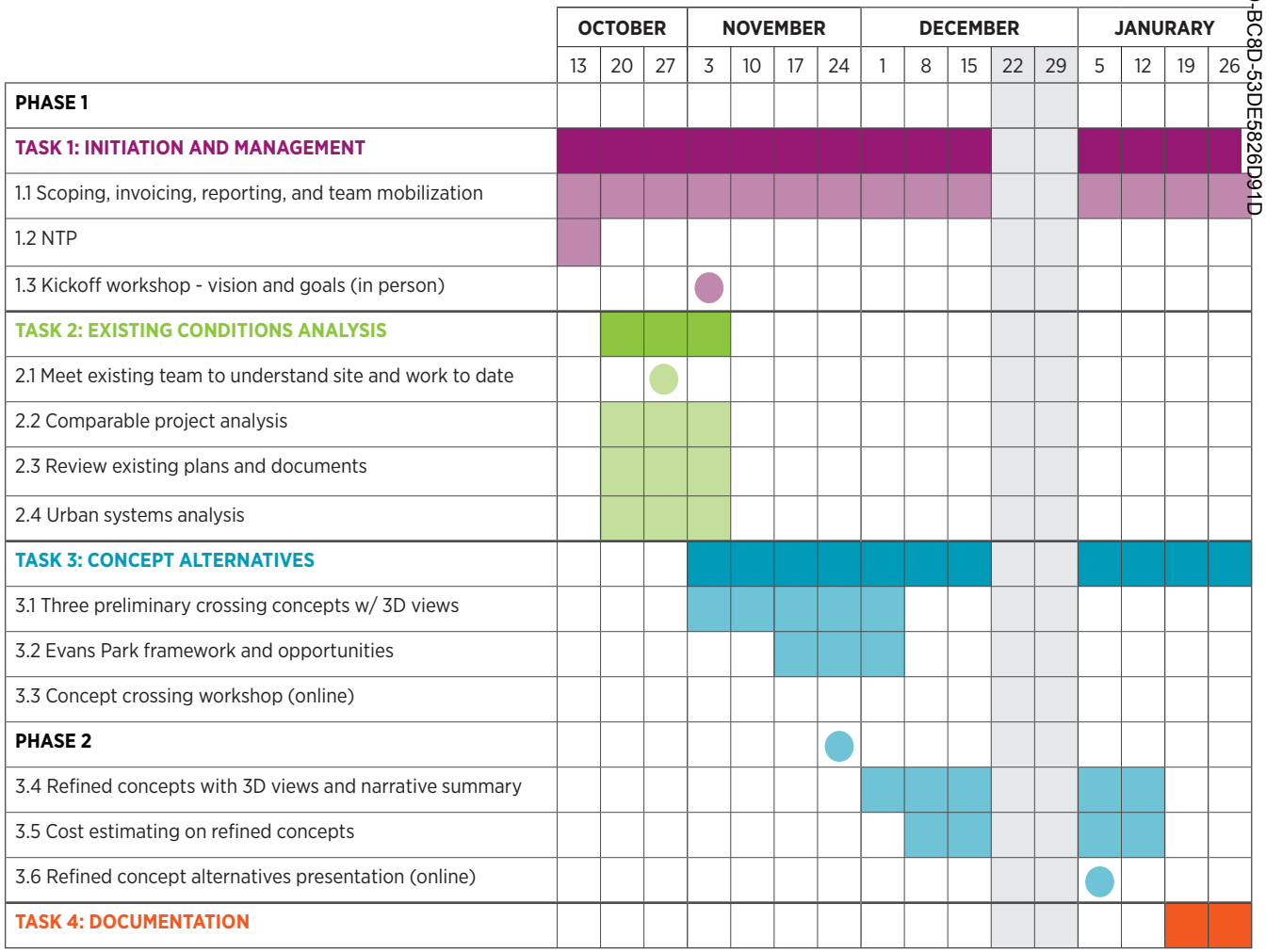
DELIVERABLES

The final report will include:

- an executive summary
- summary of existing conditions analysis
- a conceptual level illustrative context plan, site plan and section for each of the three studies
- 1-2 renderings for each of the 3 studies, to include views that show the integration and adaptation of Evan's Park
- a brief narrative describing each study
- a rough order of magnitude opinion of probable cost for each of the three studies.

Schedule

The study is based on a 3.5 month design and visioning timeline. Additional milestones are outlined in the schedule below, which assumes a "notice to proceed" in early October 2025.



Docusign Envelope ID: BBBBA563-34C0-4CAD-BC8D-53DE5826D91D

Exhibit B

Compensation

Docusign Envelope ID: AE34DCE0-3341-4725-BD2F-B4B1B80467BB

Docusign Envelope ID: BBBBA563-34C0-4CAD-BC8D-53DE5826D91D

Fee

The fee for the concept study has been developed after careful consideration of RTC's project needs and schedule. Fees will be compensated on a lump sum basis, broken into 2 phases as indicated below:

Phase 1

Architecture, Urban Design, Visualization (LMN):	$96,000
General Expenses (Printing and Materials):	$500
Travel Expenses (kick-off workshop)	$2,500
SUBTOTAL PHASE 1 FEE	$99,000

Phase 2

Architecture, Urban Design, Visualization (LMN):	$31,200
Cost Consulting (Ott Sakai):	$24,000
Consultant mark-up @ 10%:	$2,400
SUBTOTAL PHASE 2 FEE	$57,600
TOTAL PROJECT FEE	$156,600

Note: Phase 2 scope and fee anticipated to be included in a forthcoming amendment.

REIMBURSABLE EXPENSES

Reimbursable expenses are billable in addition to fees for professional services and include expenses incurred by LMN and LMN's consultants directly related to the Project, as follows:

- Reprographics: Printing of design documents, presentation drawings, color plots, and other materials produced for the project.
- Courier, postage and shipping costs.
- Transportation and authorized out-of-town travel and subsistence.

RTC will reimburse expenses incurred by LMN and its consultants in the course of providing services under this authorization to proceed at 1.1 times the actual cost.

Contract

This document is intended to be an attachment to the standard contract form provided by RTC.

EXCLUSIONS

- Structural engineering, civil and stormwater engineering, and landscape architectural service.
- Consultants not listed in this proposal.
- Preliminary engineering or final design phase services.
- Environmental engineering.
- Community engagement.
- Shoring design.
- Surveying.
- Geotechnical engineering.
- Value Engineering or cost reduction studies, beyond defined cost estimating scope.
- Physical models and/or mockups.

With great enthusiasm, LMN and Ott-Sakai look forward to working with RTC ion on this exciting project.

REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.4.8**

To: Regional Transportation Commission

From: Sara Going, Project Manager

SUBJECT: Rock & Hymer Intersection Improvements PSA - GCW, Inc.

RECOMMENDED ACTION

Approve a contract with GCW, Inc., for engineering design services and engineering during construction for the Rock Boulevard and Hymer Avenue Intersection Improvement project, in an amount not to exceed $494,620.

BACKGROUND AND DISCUSSION

This Professional Services Agreement (PSA) with GCW, Inc., is for professional services on the Rock Blvd. and Hymer Ave. Intersection Improvement Project (Project) that includes traffic engineering, design, and engineering during construction services.

The Project will reconstruct the traffic signal at Rock Boulevard and Hymer Avenue, construct an RRFB at Rock Boulevard and Greenbrae Drive, implement pedestrian safety and school zone improvements on Sullivan Lane at Byrd Drive, and install new school zone flashers on Los Altos Parkway. While the schedule may fluctuate, the targeted schedule for design and construction is as follows:

- Begin Design: January 2026
- Final Design: January 2027
- Begin Construction: Summer 2027

GCW, Inc., was selected from the Traffic Engineering Design and Construction Management Services List as a qualified firm to perform engineering, construction management and quality assurance. GCW, Inc.'s scope, schedule and budget indicated the amount for design services is within the appropriated budget.

FISCAL IMPACT

Fuel tax appropriations are included in the FY 2026 Budget for this item.

PREVIOUS BOARD ACTION

2/21/2025 - Approved the qualified list of consultants to provide civil engineering, design, and construction management services for the Traffic Engineering Program and the Intelligent Transportation Systems (ITS) Program.

AGREEMENT
FOR
PROFESSIONAL SERVICES

This agreement (this "Agreement") is dated and effective as of _____, 2025, by and between the Regional Transportation Commission of Washoe County ("RTC") and GCW, Inc. ("CONSULTANT").

WITNESSETH:

WHEREAS, RTC has selected the CONSULTANT from the Traffic Engineering and ITS shortlist to perform design and construction management services in connection with the Rock & Hymer Intersection Improvement Project.

NOW, THEREFORE, RTC and CONSULTANT, in consideration of the mutual covenants and other consideration set forth herein, do hereby agree as follows:

ARTICLE 1 – TERM AND ENGAGEMENT

1.1. The term of this Agreement shall be from the date first written above through ***, unless terminated at an earlier date, or extended to a later date, pursuant to the provisions herein.

1.2. CONSULTANT will perform the work using the project team identified in the ****. Any changes to the project team must be approved by RTC's Project Manager.

1.3. CONSULTANT will promptly, diligently and faithfully execute the work to completion in accordance with applicable professional standards subject to any delays due to strikes, acts of God, act of any government, civil disturbances, or any other cause beyond the reasonable control of CONSULTANT.

1.4. CONSULTANT shall not proceed with work until both parties have executed this Agreement and a purchase order has been issued to CONSULTANT. If CONSULTANT violates that prohibition, CONSULTANT forfeits any and all right to reimbursement and payment for that work and waives any and all claims against RTC, its employees, agents, and affiliates, including but not limited to monetary damages, and any other remedy available at law or in equity arising under the terms of this Agreement. Furthermore, prior to execution and issuance of a purchase order, CONSULTANT shall not rely on the terms of this Agreement in any way, including but not limited to any written or oral representations, assurances or warranties made by RTC or any of its agents, employees or affiliates, or on any dates of performance, deadlines, indemnities, or any term contained in this Agreement or otherwise.

ARTICLE 2 - SERVICES OF CONSULTANT

2.1. SCOPE OF SERVICES

The scope of services consists of the tasks set forth in Exhibit A.

2.2. SCHEDULE OF SERVICES

Tasks and subtasks shall be completed in accordance with the schedule in Exhibit A. Any change(s) to the schedule must be approved by RTC's Project Manager.

2.3. CONTINGENCY

Contingency line items identified in the scope of services are for miscellaneous increases within the scope of work. Prior to the use of any contingency amounts, CONSULTANT shall provide a letter to RTC's Project Manager detailing the need, scope, and not-to-exceed budget for the proposed work. Work to be paid for out of contingency shall proceed only with the RTC Project Manager's written approval.

2.4. OPTIONS

RTC shall have the right to exercise its option(s) for all or any part of the optional tasks or subtasks identified in Exhibit A. CONSULTANT will prepare and submit a detailed scope of services reflecting the specific optional services requested, a schedule for such services, and a cost proposal. RTC will review and approve the scope of services and RTC and CONSULTANT will discuss and agree upon compensation and a schedule. CONSULTANT shall undertake no work on any optional task without written notice to proceed with the performance of said task. RTC, at its sole option and discretion, may select another individual or firm to perform the optional tasks or subtasks identified in Exhibit A.

2.5. ADDITIONAL SERVICES

CONSULTANT will provide additional services when agreed to in writing by RTC and CONSULTANT.

2.6. PERFORMANCE REQUIREMENTS

Any and all design and engineering work furnished by CONSULTANT shall be performed by or under the supervision of persons licensed to practice architecture, engineering, or surveying (as applicable) in the State of Nevada, by personnel who are careful, skilled, experienced and competent in their respective trades or professions, who are professionally qualified to perform the work, and who shall assume professional responsibility for the accuracy and completeness of documents prepared or checked by them, in accordance with appropriate prevailing professional standards. Notwithstanding the provision of any drawings, technical specifications, or other data by RTC, CONSULTANT shall have the responsibility of supplying all items and details required for the deliverables required hereunder.

Any sampling and materials testing shall be performed by an approved testing laboratory accredited by AASHTO or other ASTM recognized accrediting organization in the applicable test methods. If any geotechnical or materials testing is performed by a sub-consultant, that laboratory shall maintain the required certification. Proof of certification shall be provided to RTC with this Agreement. If certification expires or is removed during the term of this Agreement, CONSULTANT shall notify RTC immediately, and propose a remedy. If an acceptable remedy cannot be agreed upon by both parties, RTC may terminate this Agreement for default.

CONSULTANT shall provide only Nevada Alliance for Quality Transportation Construction (NAQTC) qualified personnel to perform field and laboratory sampling and testing during the term of this Agreement. All test reports shall be signed by a licensed NAQTC tester and notated with his/her license number.

2.7. ERRORS AND OMISSIONS

CONSULTANT shall, without additional compensation, correct or revise any deficiencies, errors, or omissions caused by CONSULTANT in its analysis, reports, and services. CONSULTANT also agrees that if any error or omission is found, CONSULTANT will expeditiously make the necessary correction, at no expense to RTC. If an error or omission was directly caused by RTC, and not by CONSULTANT and RTC requires that such error or omission be corrected, CONSULTANT may be compensated for such additional work.

ARTICLE 3 - COMPENSATION

3.1. CONSULTANT shall be paid for hours worked at the hourly rates and rates for testing in Exhibit B. RTC shall not be responsible for any other costs or expenses except as provided in Exhibit B.

3.2. The maximum amount payable to CONSULTANT to complete each task is equal to the not-to-exceed amounts identified in Exhibit B. CONSULTANT can request in writing that RTC's Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee schedule, and must be approved in writing by RTC's Project Manager prior to performance of the work. In no case shall CONSULTANT be compensated in excess of the following not-to exceed amounts:

Design Services	$246,000.00
Design Contingency	$25,000.00
Engineering During Construction Services	$203,620.00
Engineering During Construction Services Contingency	$20,000.00
Total Not-to-Exceed Amount	$494,620.00

3.3. For any work authorized under Section 2.5, "Additional Services," RTC and CONSULTANT will negotiate not-to-exceed amounts based on the standard hourly rates

and rates for testing in Exhibit B. Any work authorized under Section 2.5, "Additional Services," when performed by persons who are not employees or individuals employed by affiliates of CONSULTANT, will be billed at a mutually agreed upon rate for such services, but not more than 105% of the amounts billed to CONSULTANT for such services.

3.4. CONSULTANT shall receive compensation for preparing for and/or appearing in any litigation at the request of RTC, except: (1) if such litigation costs are incurred by CONSULTANT in defending its work or services or those of any of its sub-consultants; or (2) as may be required by CONSULTANT's indemnification obligations. Compensation for litigation services requested by RTC shall be paid at a mutually agreed upon rate and/or at a reasonable rate for such services.

ARTICLE 4 - INVOICING

4.1. CONSULTANT shall submit monthly invoices in the format specified by RTC. Invoices must be submitted to accountspayable@rtcwashoe.com. RTC's payment terms are 30 days after the receipt of the invoice. Simple interest will be paid at the rate of half a percent (0.5%) per month on all invoices approved by RTC that are not paid within thirty (30) days of receipt of the invoice.

4.2. RTC shall notify CONSULTANT of any disagreement with any submitted invoice for consulting services within thirty (30) days of receipt of an invoice. Any amounts not in dispute shall be promptly paid by RTC.

4.3. CONSULTANT shall maintain complete records supporting every request for payment that may become due. Upon request, CONSULTANT shall produce all or a portion of its records and RTC shall have the right to inspect and copy such records.

ARTICLE 5 - ACCESS TO INFORMATION AND PROPERTY

5.1. Upon request and without cost to CONSULTANT, RTC will provide all pertinent information that is reasonably available to RTC including surveys, reports and any other data relative to design and construction.

5.2. RTC will provide access to and make all provisions for CONSULTANT to enter upon RTC facilities and public lands, as required for CONSULTANT to perform its work under this Agreement.

ARTICLE 6 - OWNERSHIP OF WORK

6.1. Plans, reports, studies, tracings, maps, software, electronic files, licenses, programs, equipment manuals, and databases and other documents or instruments of service prepared or obtained by CONSULTANT in the course of performing work under this Agreement, shall be delivered to and become the property of RTC. Software already developed and purchased by CONSULTANT prior to the Agreement is excluded from this requirement.

CONSULTANT and its sub-consultants shall convey and transfer all copyrightable interests, trademarks, licenses, and other intellectual property rights in such materials to RTC upon completion of all services under this Agreement and upon payment in full of all compensation due to CONSULTANT in accordance with the terms of this Agreement. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by CONSULTANT under this Agreement shall, upon request, also be provided to RTC.

6.2. CONSULTANT represents that it has secured all necessary licenses, consents, or approvals to use the components of any intellectual property, including computer software, used in providing services under this Agreement, that it has full legal title to and the right to reproduce such materials, and that it has the right to convey such title and other necessary rights and interests to RTC.

6.3. CONSULTANT shall bear all costs arising from the use of patented, copyrighted, trade secret, or trademarked materials, equipment, devices, or processes used on or incorporated in the services and materials produced under this Agreement.

6.4. CONSULTANT agrees that all reports, communications, electronic files, databases, documents, and information that it obtains or prepares in connection with performing this Agreement shall be treated as confidential material and shall not be released or published without the prior written consent of RTC; provided, however, that CONSULTANT may refer to this scope of work in connection with its promotional literature in a professional and commercially reasonable manner. The provisions of this subsection shall not apply to information in whatever form that comes into the public domain. The provisions of this paragraph also shall not restrict CONSULTANT from giving notices required by law or complying with an order to provide information or data when such order is issued by a court, administrative agency, or other entity with proper jurisdiction, or if it is reasonably necessary for CONSULTANT to defend itself from any suit or claim.

ARTICLE 7 - TERMINATION

7.1. CONTRACT TERMINATION FOR DEFAULT

If CONSULTANT fails to perform services in the manner called for in this Agreement or if CONSULTANT fails to comply with any other provisions of this Agreement, RTC may terminate this Agreement for default. Termination shall be effected by serving a notice of termination on CONSULTANT setting forth the manner in which CONSULTANT is in default. CONSULTANT will only be paid the contract price for services delivered and accepted, or services performed in accordance with the manner of performance set forth in this Agreement.

If it is later determined by RTC that CONSULTANT had an excusable reason for not performing, such as a fire, flood, or events which are not the fault of or are beyond the control of CONSULTANT, RTC, after setting up a new performance schedule, may allow CONSULTANT to continue work, or treat the termination as a termination for convenience.

7.2. CONTRACT TERMINATION FOR CONVENIENCE

RTC may terminate this Agreement, in whole or in part, at any time by written notice to CONSULTANT when it is in RTC's best interest. CONSULTANT shall be paid its costs, including contract closeout costs, and profit on work performed up to the time of termination. CONSULTANT shall promptly submit its termination claim to RTC to be paid CONSULTANT. If CONSULTANT has any property in its possession belonging to RTC, CONSULTANT will account for the same, and dispose of it in the manner RTC directs.

ARTICLE 8 - INSURANCE

8.1. CONSULTANT shall not commence any work or permit any employee/agent to commence any work until satisfactory proof has been submitted to RTC that all insurance requirements have been met.

8.2. In conjunction with the performance of the services/work required by the terms of this Agreement, CONSULTANT shall obtain all types and amounts of insurance set forth in Exhibit C, and shall comply with all provisions set forth therein.

ARTICLE 9 - HOLD HARMLESS

9.1. CONSULTANT's obligation under this provision is as set forth in Exhibit C. Said obligation would also extend to any liability of RTC resulting from any action to clear any lien and/or to recover for damage to RTC property.

ARTICLE 10 - EQUAL EMPLOYMENT OPPORTUNITY

10.1. During the performance of this Agreement, CONSULTANT agrees not to discriminate against any employee or applicant for employment because of race, color, religion, sex, age, disability, or national origin. CONSULTANT will take affirmative action to ensure that applicants are employed, and that employees are treated fairly during employment, without regard to their race, color, religion, sex, age, disability, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. CONSULTANT agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by RTC setting forth the provisions of this nondiscrimination clause.

10.2. CONSULTANT will, in all solicitations or advertisements for employees placed by or on behalf of CONSULTANT, state that well qualified applicants will receive consideration of employment without regard to race, color, religion, sex, age, disability, or national origin.

10.3. CONSULTANT will cause the foregoing provisions to be inserted in all sub-agreements for any work covered by this Agreement so that such provisions will be binding upon each sub-consultant.

ARTICLE 11 - RESOLUTION OF CLAIMS AND DISPUTES

11.1. NEGOTIATED RESOLUTION

In the event that any dispute or claim arises under this Agreement, the parties shall timely cooperate and negotiate in good faith to resolve any such dispute or claim. Such cooperation shall include providing the other party with all information in order to properly evaluate the dispute or claim and making available the necessary personnel to discuss and make decisions relative to the dispute or claim.

11.2. MEDIATION

If the parties have been unable to reach an informal negotiated resolution to the dispute or claim within thirty (30) days following submission in writing of the dispute or claim to the other party, or such longer period of time as the parties may agree to in writing, either party may then request, in writing, that the dispute or claim be submitted to mediation (the "Mediation Notice"). After the other party's receipt or deemed receipt of the Mediation Notice, the parties shall endeavor to agree upon a mutually acceptable mediator, but if the parties have been unable to agree upon a mediator within ten (10) days following receipt of the Mediation Notice, then each party shall select a mediator and those two selected mediators shall select the mediator. A mediator selected by the parties' designated mediators shall meet the qualification set forth in as provided in Rule 4 of Part C., "Nevada Mediation Rules" of the "Rules Governing Alternative Dispute Resolutions adopted by the Nevada Supreme Court." Unless otherwise agreed to by the parties, in writing, the mediator shall have complete discretion over the conduct of the mediation proceeding. Unless otherwise agreed to by the parties, in writing, the mediation proceeding must take place within thirty (30) days following appointment of the mediator. The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in Washoe County, Nevada, unless otherwise agreed to by the parties, in writing. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

11.3. LITIGATION

In the event that the parties are unable to settle and/or resolve the dispute or claim as provided above, then either party may proceed with litigation in the Second Judicial District Court of the State of Nevada, County of Washoe.

11.4. CONTINUING CONTRACT PERFORMANCE

During the pendency of any dispute or claim the parties shall proceed diligently with performance of this Agreement and such dispute or claim shall not constitute an excuse or defense for a party's nonperformance or delay.

ARTICLE 12 – PROJECT MANAGERS

12.1. RTC's Project Manager is Sara Going or such other person as is later designated in writing by RTC. RTC's Project Manager has authority to act as RTC's representative with respect to the performance of this Agreement.

12.2. CONSULTANT' Project Manager is Loren Chilson or such other person as is later designated in writing by CONSULTANT. CONSULTANT's Project Manager has authority to act as CONSULTANT's representative with respect to the performance of this Agreement.

ARTICLE 13 - NOTICE

13.1. Notices required under this Agreement shall be given as follows:

RTC:
Bill Thomas, AICP
Executive Director
Sara Going, PE
RTC Project Manager
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502
Email: sgoing@rtcwashoe.com
(775) 335-1897

CONSULTANT:
Loren Chilson, PE
Vice President
GCW, Inc.
5482 Longley Lane, Suite B
Reno, Nevada 89511
Email: lchilson@gcwegnineering.com
Phone: (775) 322-4300

ARTICLE 14 - DELAYS IN PERFORMANCE

14.1. TIME IS OF THE ESSENCE

It is understood and agreed that all times stated and referred to herein are of the essence. The period for performance may be extended by RTC's Executive Director pursuant to the process specified herein. No extension of time shall be valid unless reduced to writing and signed by RTC's Executive Director.

14.2. UNAVOIDABLE DELAYS

If the timely completion of the services under this Agreement should be unavoidably delayed, RTC may extend the time for completion of this Agreement for not less than the number of days CONSULTANT was excusably delayed. A delay is unavoidable only if the delay is not reasonably expected to occur in connection with or during CONSULTANT's performance, is not caused directly or substantially by acts, omissions, negligence or mistakes of CONSULTANT, is substantial and in fact causes CONSULTANT to miss specified completion dates, and cannot adequately be guarded against by contractual or legal means.

14.3. NOTIFICATION OF DELAYS

CONSULTANT shall notify RTC as soon as CONSULTANT has knowledge that an event has occurred or otherwise becomes aware that CONSULTANT will be delayed in the completion of the work. Within ten (10) working days thereafter, CONSULTANT shall provide such notice to RTC, in writing, furnishing as much detail on the delay as possible and requesting an extension of time.

14.4. REQUEST FOR EXTENSION

Any request by CONSULTANT for an extension of time to complete the work under this Agreement shall be made in writing to RTC. CONSULTANT shall supply to RTC documentation to substantiate and justify the additional time needed to complete the work and shall provide a revised schedule. RTC shall provide CONSULTANT with notice of its decision within a reasonable time after receipt of a request.

ARTICLE 15 - GENERAL PROVISIONS

15.1. SUCCESSORS AND ASSIGNS

RTC and CONSULTANT bind themselves and their successors and assigns to the other party and to the successors and assigns of such party, with respect to the performance of all covenants of this Agreement. Except as set forth herein, neither RTC nor CONSULTANT shall assign or transfer interest in this Agreement without the written consent of the other. Nothing herein shall be construed as creating a personal liability on the part of any officer or agent or any public body which may be a party hereto, nor shall it be construed as giving any rights or benefits hereunder to anyone other than RTC and CONSULTANT.

15.2. NON TRANSFERABILITY

This Agreement is for CONSULTANT's professional services, and CONSULTANT's rights and obligations hereunder may not be assigned without the prior written consent of RTC.

15.3. SEVERABILITY

If any part, term, article, or provision of this Agreement is, by a court of competent jurisdiction, held to be illegal, void, or unenforceable, or to be in conflict with any law of the State of Nevada, the validity of the remaining provisions or portions of this Agreement are not affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term, or provision held invalid.

15.4. RELATIONSHIP OF PARTIES

CONSULTANT is an independent contractor to RTC under this Agreement. Accordingly, CONSULTANT is not entitled to participate in any retirement, deferred compensation, health insurance plans or other benefits RTC provides to its employees. CONSULTANT shall be free to contract to provide similar services for others while it is under contract to RTC, so long as said services and advocacy are not in direct conflict, as determined by RTC, with services being provided by CONSULTANT to RTC.

15.5. WAIVER/BREACH

Any waiver or breach of a provision in this Agreement shall not be deemed a waiver of any other provision in this Agreement and no waiver is valid unless in writing and executed by the waiving party. An extension of the time for performance of any obligation or act shall not be deemed an extension of time for the performance of any other obligation or act. This Agreement inures to the benefit of and is binding upon the parties to this Agreement and their respective heirs, successors and assigns.

15.6. REGULATORY COMPLIANCE

A. CONSULTANT shall comply with all applicable federal, state and local government laws, regulations and ordinances. CONSULTANT shall be responsible for obtaining all necessary permits and licenses for performance of services under this Agreement. Upon request of RTC, CONSULTANT shall furnish RTC certificates of compliance with all such laws, orders and regulations.

B. CONSULTANT represents and warrants that none of the services to be rendered pursuant to this Agreement constitute the performance of public work, as that term is defined by Section 338.010(17) of the Nevada Revised Statutes. To the extent CONSULTANT does engage in such public work, CONSULTANT shall be responsible for paying the prevailing wage as required by Chapter 338 of the Nevada Revised Statutes.

15.7. EXCLUSIVE AGREEMENT

There are no verbal agreements, representations or understandings affecting this Agreement, and all negotiations, representations and undertakings are set forth herein with

the understanding that this Agreement constitutes the entire understanding by and between the parties.

15.8. AMENDMENTS

No alteration, amendment or modification of this Agreement shall be effective unless it is in writing and signed by both parties.

15.9. CONTINUING OBLIGATION

CONSULTANT agrees that if, because of death or any other occurrence it becomes impossible for any principal or employee of CONSULTANT to render the services required under this Agreement, neither CONSULTANT nor the surviving principals shall be relieved of any obligation to render complete performance. However, in such event, RTC may terminate this Agreement if it considers the death or incapacity of such principal or employee to be a loss of such magnitude as to affect CONSULTANT's ability to satisfactorily complete the performance of this Agreement.

15.10. APPLICABLE LAW AND VENUE

The provisions of this Agreement shall be governed and construed in accordance with the laws of the State of Nevada. The exclusive venue and court for all lawsuits concerning this Agreement shall be the Second Judicial District Court of the State of Nevada, County of Washoe, and the parties hereto submit to the jurisdiction of that District Court.

15.11. ATTORNEYS' FEES

In the event of a dispute between the parties result in a proceeding in any Court of Nevada having jurisdiction, the prevailing party shall be entitled to an award of costs and any reasonable attorneys' fees.

15.12. CERTIFICATION REQUIRED BY NEVADA SENATE BILL 27 (2017)

CONSULTANT expressly certifies and agrees, as a material part of this Agreement, that it is not currently engaged in a boycott of Israel. CONSULTANT further agrees, as a material part of this Agreement, it will not engage in a boycott of Israel for the duration of this Agreement. If, at any time during the formation or duration of this Agreement, CONSULTANT is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the day and year first above written.

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By: _____
Bill Thomas, AICP, Executive Director

GCW, Inc.

By: _____
Loren Chilson, Executive Vice President

Exhibit A

Scope of Services

EXHIBIT A

SCOPE OF SERVICES
FOR
ROCK BLVD & HYMER AVE INTERSECTION IMPROVEMENT PROJECT

TASKS 1-5: DESIGN SERVICES

CONSULTANT will provide design, plans, specifications, and engineer's estimates for modifications at the following intersections:

- Rock/Hymer (traffic signal reconstruction)
- Rock/Greenbrae (overhead RRFB system)
- Los Altos/Ion (two overhead school zone flasher systems, relocate existing flashers to Ion Drive)
- Sullivan/Byrd (intersection and crosswalk safety improvements)

The specific improvements may be revised through mutual consent of the RTC and CONSULTANT.

Task 1 - Project Management

1. Coordination with RTC project manager and staff will be ongoing throughout the project. Project management and coordination meetings or conference calls will be held with the RTC and other agencies/parties when appropriate. CONSULTANT will coordinate a kick-off meeting and hold monthly thirty (30) minute virtual progress meetings during the course of the project.

2. Coordination with Utilities and appropriate agencies will be ongoing throughout the project. Coordination with property owners will also be performed throughout this project to keep owners apprised of the project and address access to their personal sites.

   CONSULTANT will organize and attend up to four (4) agency plan review or coordination meetings.

   Deliverables:
   Monthly invoicing and progress reports, meeting agendas and minutes for the kick-off meeting and any agency plan review meetings. An action item tracker spreadsheet will be maintained for the monthly progress update meetings. No agendas or minutes will be prepared for the monthly progress update meetings.

Task 2 - Preliminary Design (60% & 90%)

1. Investigate Existing Conditions and Field Inventory

   CONSULTANT will evaluate the existing intersection conditions and determine potential issues associated with constructing signal systems and other contemplated improvements.

2. Topographic Survey and Mapping

   CONSULTANT will perform Topographic Survey locating the physical features in the project area of each intersection / work location for the Rock/Hymer, Rock/ Greenbrae, and Sullivan/Byrd intersections. CONSULTANT will utilize available Washoe County aerial photos for the Los Altos/Ion Drive project location. If field survey is deemed necessary for the Los Altos/Ion Drive project location, that work will be performed under Task 5 – Design Contingency.

3. Subsurface Utility Investigation/Depiction

   CONSULTANT will investigate and locate subsurface utilities within the roadway right-of-way, and areas reasonably affected, in accordance with the American Society of Civil Engineers Standard guideline for the Collection and Depiction of Existing Subsurface Utility Data, Quality Level C. Additionally, CONSULTANT will coordinate with Utility Owners to remove lids of surface features and document depth of utility device, or invert of pipe, within such surface features. Deliverables will include a depiction of subsurface utilities on the plan sheets.

   Potholing is <u>not</u> included in this scope of work, but can be performed under the design contingency task if deemed necessary by RTC and CONSULTANT.

4. Utility Coordination

   Based on field investigation, CONSULTANT will provide the RTC a list of utility companies whose utilities are likely to be within the project limits or reasonably affected by the project. RTC will issue the initial notification to the utility agencies on the list and CONSULTANT will coordinate with the utility agencies for upcoming work, facility relocation and new installation, and to insure utilities likely affected by the project are included in the plans, evaluate potential conflicts through field investigation, and investigate conflict resolution strategies.

5. Right-of-Way and Easements

   CONSULTANT will conduct a Boundary Survey of existing right-of-way and easement information and identify where existing and new equipment may be, or need to be located, outside existing right-of-way/easements. If right-of-way or new easements are to be acquired, CONSULTANT will provide title reports, legal descriptions/exhibits, and supporting items. CONSULTANT will not be required to set

parcel corners or file a Record of Survey, the boundary information will be used and placed on the topographic map.

At all locations, the Washoe County assessor's parcel lines/maps will be used as the first review step. Findings will be reported to the RTC project manager. This task is limited to twenty (20) title reports and twenty (20) legal descriptions. Any additional locations will be included under the Design Contingency task, if needed.

6. Plans, Specifications, and Estimates (60% & 90%)

Prepare preliminary plans, an outline of technical specifications, and a preliminary cost estimate suitable for RTC and Local Agency review. Construction plans shall cover an area sufficient for contractor's later use as a base for traffic control plans, e.g., coverage should include traffic control taper areas across intersections.

CONSULTANT will prepare a 30% design level exhibit for the Sullivan Lane/Byrd Drive intersection and proposed geometric changes, for City of Sparks and Washoe County School District review and input, prior to proceeding beyond the 30% design stage. The first submittal for all other locations will be at the 60% stage.

Submittals of the PS&E package will be made at the 60% (excluding specifications) and 90% design levels.

CONSULTANT will prepare 11" x 17" format plan sheets for each intersection/improvement location.

CONSULTANT will perform a project walk through to evaluate that every aspect of the project scope has been captured.

Develop quantities and opinion of probable costs for major items of work for each intersection / work location.

Upon receipt of comments from the RTC, City of Sparks, NDOT, and Washoe County, CONSULTANT will incorporate comments into the final design. CONSULTANT will provide a comment response matrix with the 90% submittal.

Deliverables:
Electronic copies of the 60% and 90% design packages in PDF format to each reviewing agency and the RTC.

Task 3 - Final Design

1. Prepare Final Plans and Specifications

   a. Prepare Final Construction Plans, Contract Documents, and Technical Specifications suitable for construction bid advertisement for the selected intersection improvements in accordance with RTC standards and requirements. RTC will provide the boilerplate Contract Documents in MS Word format. The RTC, Local Entity, and Quality Control review comments will be incorporated into the Final Plans and Specifications.

   The final construction plans will be on 11" x 17" size sheets and will show all elements of the project construction, including signal modifications, trenching, signing and striping, right-of-way lines, and surface treatments. The final plan set will include, at a minimum:

   - Cover Sheet
   - Location Map
   - Notes & Details Sheets
   - Technical Specifications
   - Intersection Modification Plan Sheets
   - Traffic Signal Plan Sheets
   - Pedestrian Ramp Grading
   - Signing & Striping Plan Sheets

   CONSULTANT will provide a comment response matrix with the 100% and Final submittals.

   The Contract Documents and Technical Specifications will reference the latest edition of Standard Specifications for Public Works Construction (Orange Book) for standard construction items. Technical provisions will be prepared for approved deviations from the Orange Book and unique construction items not adequately covered in the Orange Book. The final plans and specifications will be signed and sealed by a Nevada Registered Professional Civil Engineer in responsible charge of preparation. Plan packages will be submitted to the RTC, City of Sparks, and other affected parties for review at the 60%, 90%, and 100% stages of completion per the following:

   - Electronic (pdf) plans and specifications will be acceptable unless hard copies are specifically requested.
   - 60% & 90% Plans – One 11” x 17” set to RTC, agencies, and other affected parties
   - 90% Specifications – One set each to RTC and the local agency(s)
   - 100% Plans – One 11”x17” set each to RTC and the local agency(s)
   - 100% Specifications – One set each to RTC and the local agency(s)
   - Final Working Plan Set – One 11”x17” set each to RTC and the local agency(s)

- Final Working Specification Document – One set each to RTC and the local agency(s), one copy in MS Word format of the Contract Documents and Technical Specifications to RTC.

b. Independent Checker. An independent reviewer will check each plan sheet. A quality control review of the plans, contract documents and technical specifications will be performed which will focus on technical aspects of the plans and specifications and will ensure that all items of work are adequately covered.

2. Final Engineer's Opinion of Probable Construction Costs and Time

Provide a final Engineer's opinion of probable construction costs for the project based on the final design and any alternatives or options. The cost opinion will be in the same format as the bid proposal form included in the contract documents. A quality control review of the cost opinion will be performed by the CONSULTANT. The CONSULTANT will also estimate the number of working or calendar days, as appropriate, for the construction of the project.

3. NDOT Permit Support – Rock / Hymer Intersection

CONSULTANT will coordinate permit signatures with local agencies, submit required permits to NDOT, monitor review progress, respond to comments, and make plan revisions, throughout the NDOT permitting process.

This scope of work excludes coordination with and permitting through the Union Pacific Railroad and excludes researching and resolving potential underlying fee issues with NDOT.

This scope of work excludes a detailed drainage report. An exemption/no impact drainage letter is assumed to be adequate for the purposes of the scope of work at Rock/Hymer. If NDOT requires a more extensive drainage letter, that work will be performed under Task 5.

Deliverables:
Electronic copies of the Plans for the Rock/Hymer intersection in NDOT color coding format, NDOT permit application, and NDOT permit number(s).

Task 4 - Bidding Services

1. Plan Set and Specification Distribution

   CONSULTANT will provide the RTC with final plans and specifications, including addenda, in Portable Document Format (PDF), for use in the Procureware system.

2. Pre-bid Meeting

   CONSULTANT will be available during the bidding process to answer technical questions and will conduct the pre-bid meeting. RTC will prepare the pre-bid meeting agenda. All questions and responses will be documented and provided to RTC. CONSULTANT will prepare and provide PDF addenda, if required. All questions regarding legal aspects of the contract documents will be referred directly to RTC. CONSULTANT will prepare and provide a PDF summary of the pre-bid meeting, as directed by the RTC.

3. Bid Opening & Award Support

   CONSULTANT will attend the bid opening and review the bids received for irregularities and provide a recommendation for award. CONSULTANT will tabulate bid results into a MS Excel spreadsheet and check multiplication and addition of bid items for mathematical accuracy.

Task 5 - Design Contingency

1. Contingency

   This is a contingency budget for miscellaneous increases within the scope of this contract during the design phase. CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's written approval.

TASKS 6-11: CONSTRUCTION SUPPORT SERVICES (OPTIONAL)

The RTC and CONSULTANT shall review Optional Construction Services following the completion of final design to determine their appropriateness to the project.

Task 6 - Contract Administration (Optional)

1. Provide contract administration services as follows:

    - Attend the preconstruction conference
    - Perform construction coordination
    - Review and provide recommendations on contractor's traffic control plans
    - Review and comment on or approve contractor's submittals for conformance to the contract documents, including plantmix bituminous pavement and Portland Cement concrete mix designs
    - Review and provide recommendations on test results
    - Review and provide recommendations on contractor's construction schedule and work progress
    - Review construction for acceptance and/or mitigation
    - Provide verification and approval of contractor's monthly pay request
    - Supervise the inspection, surveying, and material testing activities
    - Provide recommendations to the RTC for any necessary construction changes due to field conditions
    - Assist in change order review and approval

Task 7 - Construction Surveying (Optional)

1. Provide construction staking services at the project locations.

Task 8 - Inspection (Optional)

1. Provide Inspector

    Provide one full-time inspector during all construction activities. **10-hour workdays and a 70 working day contract period** are anticipated. The inspector will:

    - Attend the preconstruction conference
    - Monitor the work performed by the Contractor and verify that the work is in accordance with the plans and specifications
    - Assist in problem resolution with the RTC, contractor personnel, utility agencies, the public and others
    - Prepare daily inspection reports, submitted weekly to RTC.
    - Provide quantity reports and assist in contractor's monthly progress payments
    - Provide verification of the distribution of public relation notices required to be delivered by the contractor, if applicable

- Assist in preparation of the Punch List
- Maintain a field blueline set of drawings to incorporate contractor record drawing mark-ups

Task 9 - Materials Testing (Optional)

1. Provide Material Testing

   CONSULTANT will provide material testing for compliance with the specifications per the latest edition of the Standard Specifications for Public Works Construction (Orange Book) testing requirements. Materials to be tested will include plantmix bituminous pavement, aggregate base, native subgrade material, structural fill material and Portland Cement Concrete. Test reports, accompanied with CONSULTANT's recommendation regarding acceptance/mitigation of materials, shall be submitted promptly to the RTC.

2. Provide On-site Nuclear Gauge Testing & Sampling

   CONSULTANT will provide on-site nuclear gauge testing and sampling during the placement of aggregate base and fill materials, on-site thin-lift Nuclear Gauge testing & sampling for plantmix bituminous pavement placement, and on-site PCC testing & sampling. Laboratory tests will include moisture density curves, Atterberg limits, and sieve analysis. Test frequency shall comply with the latest edition of the Orange Book.

Task 10 - As-Built Information (Optional)

1. Record Drawings.

   Provide as-built record drawings for the completed project. Three sets of electronic drawings, in single file PDF format (11" x 17" at 300 dpi), on USB Flash Drive will be provided to RTC for its files and distribution to the Local Entities. The PDF file shall include all plan sheets in one file with index/bookmark for easy access to different sheets or sections of the plan set.

   The final record drawings must be identified, dated, and signed as record drawings and must also contain the engineer's stamp and signature. The Consultant may either:

   A. Provide the final revisions on the original engineer-stamped/signed reproducible drawings, which will then also be identified as the record drawings, or

   B. Provide new engineer-stamped/signed reproducible drawings identified as the record drawings.

   The Record Drawings shall include a scan of the original title sheet (including the appropriate signatures by RTC, local government, signed and stamped by the CONSULTANT) and identified as record drawings.

Task 11 - Construction Contingency

1. Contingency

This is a contingency budget for miscellaneous increases within the scope of this contract during the construction phase. CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's written approval.

PROJECT SCHEDULE

Rock Blvd & Hymer Ave Intersection Improvement Project

11/10/2025

TASK	DESCRIPTION	2025		2026												2027											
		NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
	DESIGN SERVICES																										
1	Project Management		K			M			M			M		M													
2	Preliminary Design (60% & 90%)		TS		30%	AR	UM	60%	AR		90%	AR															
	Right-of-Way Acquisition								RS	RWM																	
3	Final Design (100% & Final)												100%			FINAL											
	NDOT Permit												1st Submittal			2nd Submittal			Revisions	Permit							
4	Bidding Services															BID	OPEN										
5	Design Contingency Services																										
	CONSTRUCTION SUPPORT SERVICES															2027											
6	Contract Administration																	Procure Long Lead Items									
7	Construction Surveying																										
8	Inspection																										
9	Materials Testing																										
10	As-Built Information																										
11	Construction Contingency Services																										

K	Kick-off Meeting
M	Coordination Meeting / Plan Review Meetings
TS	Topographic Survey
XX%	Design Package Submittals
AR	Agency Review
UM	Utility Coordination Meeting
RS	Right-of-Way Setting Meeting
RWM	Right-of-Way Memo
FINAL	Final PS&E Package
BID	Advertise for Bids
OPEN	Bid Opening

Exhibit B

Compensation

Exhibit B - Schedule of Services

Rock Blvd & Hymer Ave Intersection Improvement Project

Date: 11/11/2025

Staff	Chilson	C deBaca	Pettinari	Olson	Montoya	Dalton	Adams	Yu	Teal			
Classification	Principal	Supervising Land Surveyor	Sr Project Manager	Land Surveyor	One-Person Survey Crew	Senior Designer	Engineering Intern 2	Engineering Intern 1	Project Assistant 1	Contingency	ODCs/SUBs	
Hourly Billing Rate	**$280**	**$245**	**$215**	**$195**	**$185**	**$175**	**$160**	**$150**	**$85**		**$**	
TASKS 1-5: DESIGN SERVICES						**Hours**						**Task Total**
Task 1 - Project Management												
Project Coordination	8		20									$ 6,540
Utility Coordination			20									$ 4,300
Meetings	8		16			8						$ 7,080
												$ 17,920
Task 2 - Preliminary Design (60% & 90%)												
Investigate Existing Conditions and Field Inventory			8			24		8				$ 7,120
Topographic Survey and Mapping		4	4	40	40		30	20				$ 24,840
Subsurface Utility Investigation/Depiction			4			16		16				$ 6,060
Utility Coordination			4			16		16				$ 6,060
Right-of-Way and Easements		16	8	40		10	10	30			$14,000	$ 35,290
Plans, Specifications, and Estimates (60% & 90%)	16		100			150		160	120			$ 86,430
												$ 165,800
Task 3 - Final Design												
Prepare Final Plans and Specifications	16		40			40	40	90	16			$ 41,340
Final Engineer's Opinion of Probable Construction Costs and Time	2		8			16		8				$ 6,280
NDOT Permitting - Rock / Hymer Intersection			16			12		30				$ 10,040
												$ 57,660
Task 4 - Bidding Services												
Plan Set and Specification Distribution			4			4		2	4			$ 2,200
Pre-bid Meeting			4			2						$ 1,210
Bid Opening & Award Support			4			2						$ 1,210
												$ 4,620
Hours	50	20	260	80	40	300	80	380	140			
Design Services Totals	$14,000	$4,900	$55,900	$15,600	$7,400	$52,500	$12,800	$57,000	$11,900	$0	$14,000	**$ 246,000**
Task 5 - Design Contingency										*$25,000*		***$25,000***

Staff	Chilson	C deBaca	Pettinari	Olson	Montoya	Dalton	Montoya	Yu	Teal			
Classification	Principal	Supervising Land Surveyor	Sr Project Manager	Land Surveyor	One-Person Survey Crew	Senior Designer	Land Surveying Intern	Engineering Intern 1	Project Assistant 1	Contingency	ODCs/SUBs	
Hourly Billing Rate	**$280**	**$245**	**$215**	**$195**	**$185**	**$175**	**$150**	**$150**	**$85**		**$**	
TASK 6-11 - CONSTRUCTION SUPPORT SERVICES												**Task Total**
Task 6 - Contract Administration (Optional)			120			60						$ 36,300
Task 7 - Construction Surveying (Optional)		10			60		40					$ 19,550
Task 8 - Inspection (Optional)											$122,500	$ 122,500
Task 9 - Materials Testing (Optional)											$20,120	$ 20,120
Tasks 10 - As-Built Information (Optional)			10					20				$ 5,150
Hours	0	10	130	0	60	60	40	20	0			
Construction Support Services Totals	$0	$2,450	$27,950	$0	$11,100	$10,500	$6,000	$3,000	$0	$0	$142,620	**$ 203,620**
Task 11 - Construction Contingency										*$20,000*		***$20,000***

Project Total, No Contingency	**$ 449,620**
Project Total with Contingency	**$ 494,620**

GCW
ENGINEERS \ SURVEYORS

Effective through
December 31, 2025

HOURLY RATE SCHEDULE

		Rate Per Hour
Principal		$ 280.00
Associate		$ 260.00
Supervising Project Manager/Supervising Engineer/Supervising Land Surveyor		$ 245.00
Senior Project Manager/Senior Engineer/Senior Land Surveyor		$ 215.00
Project Manager		$ 205.00
Project Engineer/Land Surveyor/Field Survey Manager		$ 195.00
Construction Project Manager		$ 190.00
Construction Inspector		$ 145.00
Construction Document Control Technician		$ 125.00
Supervising Designer		$ 185.00
Senior Designer		$ 175.00
Designer/Survey Office Technician		$ 155.00
GIS Analyst		$ 145.00
Engineering Intern 2		$ 160.00
Engineering Intern 1		$ 150.00
Land Surveying Intern		$ 150.00
Senior CAD Technician		$ 140.00
CAD Technician		$ 130.00
Senior Project Coordinator		$ 155.00
Project Coordinator		$ 135.00
Project Assistant 2		$ 110.00
Processor		$ 105.00
Project Assistant 1		$ 85.00
Administrative Assistant		$ 90.00
Survey:	One-Person Crew	$ 185.00
	Party Chief	$ 140.00
	Instrument Operator	$ 95.00

The individual hourly rates include salary costs, overhead, administration, and profit. Survey rates also include survey equipment amortization, stakes, flagging, supplies, and vehicle mileage. Expert witness services shall be invoiced at 1.5 times the hourly rate per employee category. Rates subject to change based on project role and staffing.

Exhibit C

Indemnification and Insurance Requirements

INDEMNIFICATION AND INSURANCE REQUIREMENTS FOR PROFESSIONAL SERVICE AGREEMENTS [NRS 338 DESIGN PROFESSIONAL]

1. INTRODUCTION

IT IS HIGHLY RECOMMENDED THAT CONSULTANTS CONFER WITH THEIR INSURANCE CARRIERS OR BROKERS TO DETERMINE THE AVAILABILITY OF THESE INSURANCE CERTIFICATES AND ENDORSEMENTS IN ADVANCE OF PROPOSAL SUBMISSION. IF THERE ARE ANY QUESTIONS REGARDING THESE INSURANCE REQUIREMENTS, IT IS RECOMMENDED THAT THE AGENT/BROKER CONTACT RTC'S FINANCE DIRECTOR AT (775) 332-9511.

2. INDEMNIFICATION

CONSULTANT agrees, subject to the limitations in Nevada Revised Statutes Section 338.155, to save and hold harmless and fully indemnify RTC, Washoe County, and City of Sparks including their elected officials, officers, employees, and agents (hereafter, "Indemnitees") from and against any and all claims, proceedings, actions, liability and damages, including reasonable attorneys' fees and defense costs incurred in any action or proceeding (collectively "Damages") arising out of the:

A. Negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are based upon or arising out of the professional services of CONSULTANT; and

B. Violation of law or any contractual provisions or any infringement related to trade names, licenses, franchises, patents or other means of protecting interests in products or inventions resulting from the use by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) supplied by CONSULTANT under or as a result of this Agreement, but excluding any violation or infringement resulting from the modification or alteration by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) not consented to by CONSULTANT.

CONSULTANT further agrees to defend, save and hold harmless and fully indemnify the Indemnitees from and against any and all Damages arising out the negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are not based upon or arising out of the professional services of CONSULTANT.

The Damages shall include, but are not limited to, those resulting from personal injury to any person, including bodily injury, sickness, disease or death and injury to real property or personal property, tangible or intangible, and the loss of use of any of that property, whether or not it is physically injured.

If the Indemnitees are involved in defending actions of CONSULTANT or anyone else for whom CONSULTANT is legally responsible, CONSULTANT shall reimburse the Indemnitees for the time spent by such personnel at the rate of the Indemnitees pay or compensation for such services.

If an Indemnitee is found to be liable in the proceeding, then CONSULTANT'S obligation hereunder shall be limited to the proportional share of the liability attributed to CONSULTANT.

In determining whether a claim is subject to indemnification, the incident underlying the claim shall determine the nature of the claim.

In the event of a violation or an infringement under paragraph 2.B above and the use is enjoined, CONSULTANT, at its sole expense, shall either (1) secure for the Indemnitees the right to continue using the materials by suspension of any injunction or by procuring a license or licenses for the Indemnitees; or (2) modify the materials so that they become non-infringing. This covenant shall survive the termination of the Professional Services Agreement.

The provisions of this Agreement are separate and severable and it is the intent of the Parties hereto that in the event any provision of this Agreement should be determined by any court of competent jurisdiction to be void, voidable or too restrictive for any reason whatsoever, the remaining provisions of this Agreement shall remain valid and binding upon said Parties. It is also understood and agreed that in the event any provision should be considered, by any court of competent jurisdiction, to be void because it imposes a greater obligation on CONSULTANT than is permitted by law, such court may reduce and reform such provisions to limitations which are deemed reasonable and enforceable by said court.

3. GENERAL REQUIREMENTS

Prior to the start of any work on a RTC project, CONSULTANT shall purchase and maintain insurance of the types and limits as described below insuring against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by CONSULTANT, its subconsultants, or their employees, agents, or representatives. The cost of all such insurance shall be borne by CONSULTANT.

4. VERIFICATION OF COVERAGE

CONSULTANT shall furnish RTC with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein, on forms acceptable to RTC. All deductibles and self-insured retentions requiring RTC approval shall be shown on the certificate. All certificates and endorsements are to be addressed to RTC's Finance Director and be received by RTC before work commences. Upon request, CONSULTANT agrees that RTC has the right to review CONSULTANT'S and the Sub's insurance policies, or certified copies of the policies. Copies of applicable policy forms or endorsements confirming required additional insured, waiver of subrogation and notice of cancellation provisions are required to be provided with any certificate(s) evidencing the required coverage.

5. NOTICE OF CANCELLATION

CONSULTANT or its insurers shall provide at least thirty (30) days' prior written notice to RTC prior to the cancellation or non-renewal of any insurance required under this Agreement. An exception may be included to provide at least ten (10) days' written notice if cancellation is due to non-payment of premium. CONSULTANT shall be responsible to provide prior written notice to RTC as soon as practicable upon receipt of any notice of cancellation, non-renewal, reduction in required limits or other material change in the insurance required under this Agreement.

6. SUBCONSULTANTS & SUBCONTRACTORS

CONSULTANT shall include all Subcontractors and Subconsultants (referred to collectively as "Subs") as insureds under its liability policies OR shall cause Subs employed by CONSULTANT to purchase and maintain separate liability coverages and limits of the types specified herein. If any Subs maintain separate liability coverages and limits, each shall include the RTC, Washoe County, and City of Sparks as additional insureds under its commercial general liability policy, subject to the same requirements stated herein, without requiring a written contract or agreement between each of the additional insureds and any sub-consultant or sub-contractor. Any separate coverage limits of liability maintained by Subs shall be at least **$1,000,000** per occurrence and at least **$2,000,000** for any applicable coverage aggregates or the amount customarily carried by the Sub, whichever is GREATER. If any Subs provide their own insurance with limits less than required of the Contractor, Contractor shall include Subs in their coverage up to the full limits required of the Contractor. When requested by RTC, CONSULTANT shall furnish copies of certificates of insurance evidencing coverage for each subconsultant. CONSULTANT need not require its non-design subcontractors to carry Professional Errors and Omissions Liability insurance.

7. DEDUCTIBLES AND SELF-INSURED RETENTIONS

Any deductibles or self-insured retentions that exceed $25,000 per occurrence or claim must be declared to RTC's Finance Director prior to signing this Agreement. RTC is entitled to request and receive additional documentation, financial or otherwise, prior to giving its approval of the deductibles and self-insured retentions. Any changes to the deductibles or self-insured retentions made during the term of this Agreement or during the term of any policy must be declared to RTC's Finance Director prior to the change taking effect.

8. ACCEPTABILITY OF INSURERS

Required insurance is to be placed with insurers with a Best's rating of no less than A-VII and acceptable to RTC. RTC may accept coverage with carriers having lower Best's ratings upon review of financial information concerning CONSULTANT and the insurance carrier. RTC reserves the right to require that CONSULTANT'S insurer(s) be licensed and admitted in the State of Nevada or meet any applicable state and federal laws and regulations for non-admitted insurance placements.

9. OTHER CONDITIONS

A. Failure to furnish the required certificate(s) or failure to maintain the required insurance may result in termination of this Agreement at RTC's option.

B. If CONSULTANT fails to furnish the required certificate or fails to maintain the required insurance as set forth herein, RTC shall have the right, but not the obligation, to purchase said insurance at CONSULTANT's expense.

C. Any waiver of CONSULTANT's obligation to furnish such certificate or maintain such insurance must be in writing and signed by an authorized representative of RTC. Failure of RTC to demand such certificate or other evidence of full compliance with these insurance requirements or failure of RTC to identify a deficiency from evidence that is provided shall not be construed as a waiver of CONSULTANT's obligation to maintain such insurance, or as a waiver as to the enforcement of any of these provisions at a later date.

D. By requiring insurance herein, RTC does not represent that coverage and limits will necessarily be adequate to protect CONSULTANT, and such coverage and limits shall not be deemed as a limitation on CONSULTANT's liability under the indemnities granted to RTC in this contract.

E. If CONSULTANT'S liability policies do not contain the standard ISO separation of insureds condition, or a substantially similar clause, they shall be endorsed to provide cross-liability coverage.

10. COMMERCIAL GENERAL LIABILITY

CONSULTANT shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than **$2,000,000** each occurrence. If such CGL insurance contains a general aggregate limit, it shall be increased to equal twice the required occurrence limit or revised to apply separately to this project.

CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall cover liability arising from premises, operations, products-completed operations, personal and advertising injury, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

RTC and any other Indemnitees listed in Section 2. INDEMNIFICATION of this Agreement shall be included as an additional insured under the CGL, using ISO additional insured endorsement CG 20 10 07/04 or CG 20 33 07/04 or a substitute providing equivalent coverage, and under the commercial umbrella, if any.

This insurance shall apply as primary insurance with respect to any other insurance or self-insurance programs afforded to RTC or any other Indemnitees under this Agreement.

CONSULTANT waives all rights against RTC and any other Indemnitees listed in section 2. INDEMNIFICATION of this Agreement for recovery of damages to the extent these damages are covered by the commercial general liability or commercial umbrella liability insurance maintained pursuant to this agreement. CONSULTANT's insurer shall endorse CGL policy to waive subrogation against RTC with respect to any loss paid under the policy.

11. COMMERCIAL AUTOMOBILE LIABILITY

CONSULTANT shall maintain automobile liability and, if necessary, commercial umbrella liability insurance with a limit of not less than **$1,000,000** each accident. Such insurance shall cover liability arising out of any auto (including owned, hired, and non-owned autos).

Coverage shall be written on ISO form CA 00 01, CA 00 05, CA 00 25, or a substitute form providing equivalent liability coverage for all owned, leased, hired (rented) and non-owned vehicles (as applicable). RTC may agree to accept auto liability for non-owned and hired (rented) vehicles under the CGL if CONSULTANT does not own or operate any owned or leased vehicles.

CONSULTANT waives all rights against RTC, its officers, employees and volunteers for recovery of damages to the extent these damages are covered by the automobile liability or commercial umbrella liability insurance obtained by CONSULTANT pursuant to this Agreement.

12. INDUSTRIAL (WORKER'S COMPENSATION AND EMPLOYER'S LIABILITY) INSURANCE

It is understood and agreed that there shall be no Industrial (Worker's Compensation and Employer's Liability) Insurance coverage provided for CONSULTANT or any subconsultants by RTC. CONSULTANT, and any subconsultants, shall procure, pay for and maintain the required coverages.

CONSULTANT shall maintain workers' compensation and employer's liability insurance meeting the statutory requirements of the State of Nevada, including but not limited to NRS 616B.627 and NRS 617.210. The employer's liability limits shall not be less than **$1,000,000** each accident for bodily injury by accident or **$1,000,000** each employee for bodily injury by disease.

CONSULTANT shall provide a Final Certificate for itself and each subconsultant evidencing that CONSULTANT and each subconsultant maintained workers' compensation and employer's liability insurance throughout the entire course of the project.

If CONSULTANT, or any subconsultant is a sole proprietor, coverage for the sole proprietor must be purchased and evidence of coverage must appear on the Certificate of Insurance and Final Certificate.

CONSULTANT waives all rights against RTC, its elected officials, officers, employees and agents for recovery of damages to the extent these damages are covered by the workers compensation and employer's liability or commercial umbrella liability insurance obtained by Tenant pursuant to this

agreement. CONSULTANT shall obtain an endorsement equivalent to WC 00 03 13 to affect this waiver.

13. PROFESSIONAL ERRORS AND OMISSIONS LIABILITY

CONSULTANT shall maintain professional liability insurance applying to liability for a professional error, omission, or negligent act arising out of the scope of CONSULTANT'S services provided under this Agreement with a limit of not less than **$1,000,000** each claim and annual aggregate. CONSULTANT shall maintain professional liability insurance during the term of this Agreement and, if coverage is provided on a "claims made" or "claims made and reported" basis, shall maintain coverage or purchase an extended reporting period for a period of at least three (3) years following the termination of this Agreement.

REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.4.9**

To: Regional Transportation Commission

From: Michele Payne, Property Agent

SUBJECT: Administrative Settlement - Center Line Group, LLC-Reno Series

RECOMMENDED ACTION

Approve a combined settlement authorizing RTC to acquire certain property interests related to APN: 019-360-15 from Center Line Group LLC-Reno Services, for the Virginia Street Utility Relocation Project and for the Virginia Line Bus Rapid Transit Project.

BACKGROUND AND DISCUSSION

RTC is in the process of acquiring property interests needed for two separate projects on Virginia Street: (1) the Virginia Street Utility Relocation Project (the "Utility Project"), and (2) the Virginia Line Bus Rapid Transit Project (the "BRT Project"). Center Line Group LLC-Reno Services is the owner of APN 012-171-05 ("Owner"). RTC is in the process of acquiring the property interests it needs from Owner for the Utility Project through condemnation proceedings and the matter is pending in Case No. CV25-01060. At its June 20, 2025 meeting, the Board approved a resolution authorizing RTC's legal counsel to commence condemnation proceedings to acquire the property interests RTC needs from Owner for the BRT Project.

RTC and Owner have negotiated a combined settlement related to RTC's purchase of the property interests it needs for both projects, contingent upon Board approval. The proposed settlement amount is $23,666 for a public utility easement needed on the Utility Project, and $67,101 for a partial fee acquisition and temporary construction easement needed on the BRT Project. The total combined payment to Owner would be $90,767. The proposed settlement amount for the Utility Project is $16,929 above RTC's original appraised value of $6,737. The proposed settlement amount for the BRT Project is $55,106 above RTC's original appraised value of $11,995, but that includes $35,000 for landscaping that RTC would have otherwise completed as part of the BRT Project and other work and costs that staff believe are reasonable. RTC Management Policy P-55 requires Board approval of settlements in excess of $50,000.

Staff recommends approval of the settlement. If the Board approves the settlement, the Executive Director will execute agreements in substantially the form attached hereto and RTC will acquire the property interests. If the Board does not approve the settlement, staff will continue with the condemnation proceedings for the property interests on the Utility Project, and, unless further negotiations are successful, will initiate condemnation proceedings for the property interests on the BRT project.

FISCAL IMPACT

The costs to acquire the subject property interests have been budgeted.

PREVIOUS BOARD ACTION

8/20/2025 - Approved a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire a fee simple interest in, and a temporary construction easement interest on, portions of APN 019-360-15 from Center Line Group LLC-Reno Series, which are needed to construct the Virginia Line Bus Rapid Transit Improvement Project.

Project: Virginia Line Bus Rapid Transit Project
Project #: 0211011
Parcel: 019-360-15
Situs: 3255 S. Virginia Street

PUBLIC HIGHWAY AGREEMENT

This PUBLIC HIGHWAY AGREEMENT ("AGREEMENT") made this _____ day of _____, 2025 (the "EFFECTIVE DATE"), by and between, CENTER LINE GROUP LLC-RENO SERIES, an Illinois limited liability company ("OWNER"), and the REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY ("RTC").

RECITALS:

WHEREAS, RTC is acquiring property interests from OWNER for two projects: (1) the Virginia Street Utility Relocation Project, and (2) the Virginia Line Bus Rapid Transit Project; and

WHEREAS, this AGREEMENT is for the property interests needed for the Virginia Street Utility Relocation Project (the "PROJECT"); and

WHEREAS, RTC is acquiring the property interests from OWNER pursuant to RTC's exercise of its powers of eminent domain and under the threat of exercise of the power of eminent domain; and

WHEREAS, RTC filed a complaint in eminent domain to acquire the property interests it needs for the PROJECT and the matter is pending in Case No. CV25-01060 in the Second Judicial District Court of the State of Nevada; and

WHEREAS, RTC and OWNER have reached a settlement to resolve any and all claims related to RTC's acquisition of the property interests on the two projects and have agreed to the terms of this AGREEMENT and the terms of a separate public highway agreement for the property interests on the Virginia Line Bus Rapid Transit Project; and

WHEREAS, upon the execution of the two agreements, performance by the parties, and the closing of the two transactions and consummation of the property transfers, RTC and Owner will file a stipulation to dismiss Case No. CV25-01060 and to allow RTC to withdraw the $6,737.50 it previously deposited with the court to obtain occupancy.

WITNESSETH:

1. OWNER and RTC agree that this AGREEMENT and the closing of this transaction is contingent upon their agreement for the property interests RTC needs for the Virginia Line Bus Rapid Transit Project and the closing of that transaction. RTC's Property Agent will hold the two agreements in escrow, and will close the transactions, consummate the real property transfers, and make payments to OWNER as part of one closing process.

2. OWNER represents and agrees as follows:

(a) OWNER is the owner of that certain real property located in Washoe County, Nevada, described as Assessor's Parcel Number 019-360-15 (the "OWNER PROPERTY").

(b) There are no leases, licenses, conditions, actions or threatened or pending litigation related to the OWNER PROPERTY which will frustrate or interfere with the purposes of this AGREEMENT.

(c) That RTC's acquisition of the property interests herein is for a public use, the PROJECT, and is necessary for that use.

3. OWNER agrees as follows:

(a) To grant a public utility easement upon, over and across a portion of the OWNER PROPERTY, by way of a permanent utility easement document in substantially the form attached hereto as Schedule 1 and made a part hereof (the "PUE EASEMENT AREA").

(b) To deliver a W-9 to RTC's Property Agent.

(c) To deliver the fully executed and notarized easement document to RTC's Property Agent.

(d) To deliver to RTC's Property Agent such other documentation as may reasonably be required you to close the transaction and consummate the real property transfers in accordance with the terms of this AGREEMENT.

(e) To deliver all the aforementioned documents, fully executed and notarized where required, on or prior to January 1, 2026.

(f) To accept the payment specified in Section 4(a), along with the payment specified in the separate public highway agreement for the property interests on the Virginia Line Bus Rapid Transit Project, as a settlement for any and all alleged impacts related to RTC's acquisition of the property interests for the two projects, and to release and discharge RTC from any and all actual or potential claims, complaints, demands, causes of action, damages, costs, expenses or fees relating solely to and arising directly out of the property interests acquired pursuant to this Agreement, including any claim for inverse condemnation.

(g) OWNER waives all claims and rights that OWNER may have to seek consequential, special and/or punitive damages in relation to any breach of the obligations contemplated in this AGREEMENT. Nothing in this waiver shall limit or impair OWNER'S right to enforce the terms of this AGREEMENT, including recovery of actual damages and reasonable attorney's fees for enforcement. OWNER acknowledges that nothing in this AGREEMENT is intended to nor shall it be construed to waive the rights, limitations and immunities of the RTC under Nevada Revised Statutes Chapter 41.

4. RTC agrees as follows:

(a) To pay to the OWNER the sum of $23,666, which shall be the total purchase price for the UTILITY EASEMENT.

(b) To consummate the real property transfers in accordance with the terms of this AGREEMENT, including recording of the easement document, and providing fully executed copes of the recorded easement document and this AGREEMENT along with payment to OWNER within 5 business days of recording the easement document.

(c) To acknowledge, and hereby does acknowledge, that the real property conveyed hereby is transferred and sold "AS IS", "WHERE IS", WITH ALL FAULTS AND CONDITIONS THEREON, and that OWNER has not made and specifically disclaims any representations, warranties, promises, covenants or guaranties of any kind or character whatsoever, whether express or implied, oral or written, past, present or future with respect to the PUE EASEMENT AREA, and hereby waives any right to make any claim against OWNER based on any of the foregoing.

(d) To leave the PUE EASEMENT AREA in as neat and presentable condition as existed prior to RTC's entry. RTC is obligated to use reasonable care to prevent damage to the OWNER PROPERTY. In the event RTC causes damage to the OWNER PROPERTY that did not exist prior to RTC's entry, RTC is

obligated to remedy such damage and return the OWNER PROPERTY to a substantially similar condition to the way it existed prior to RTC's entry.

5. In the event of any default by OWNER under this AGREEMENT, the RTC may, as its sole and exclusive remedy for such default, either: (1) terminate this AGREEMENT in its entirety by delivery of notice of termination to OWNER and receive a refund of all amounts paid by RTC to the OWNER, or (2) continue this AGREEMENT pending the RTC's action for injunctive relief and/or specific performance hereunder provided appropriate proceedings are commenced by the RTC within ninety (90) days following RTC's written notice to OWNER of OWNER's default. Nothing in this Section shall limit or impair the rights of the RTC to condemn or exercise its power of condemnation and eminent domain with respect to real property interests needed for the PROJECT including, but not limited to, the PUE EASEMENT AREA.

6. It is further mutually agreed and understood by the RTC and by the OWNER as follows:

(a) In the event that OWNER does not satisfy the conditions to closing required under this AGREEMENT, RTC may terminate this AGREEMENT and proceed with acquiring the property interests through condemnation proceedings.

(b) The laws of the State of Nevada shall be applied in interpreting and construing this AGREEMENT. The party's consent to the exclusive jurisdiction and venue of the Second Judicial District Court in and for the State of Nevada, located in Washoe County, Nevada, for the enforcement of this AGREEMENT.

(c) This AGREEMENT shall constitute the entire contract between the parties hereto, and no modification hereof shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto.

(d) All covenants and agreements herein contained shall extend to and be obligatory upon the heirs, executors, administrators, successors, and assigns, as the case may be, of the respective parties.

(e) As used herein the term OWNER shall include the plural as well as the singular, and the feminine as well as the masculine and the neuter.

(f) The covenants and agreements expressed in the AGREEMENT shall survive the close of this transaction and the consummation of the real property transfer.

(g) The regulations pertaining to nondiscrimination and Title VI of the Civil Rights Act of 1964, as contained in Title 23, Code of Federal Regulations Part 200, and Title 49, Code of Federal Regulations Part 21, are hereby incorporated by reference and made a part of this AGREEMENT.

(h) Except as otherwise provided for by law or this AGREEMENT, the rights and remedies of the parties hereto shall not be exclusive and are in addition to any other rights and remedies provided by law or equity.

(i) The persons signing this AGREEMENT and all related documents on behalf of the RTC and OWNER are duly authorized to so sign and have the full power and authority to bind them, and to enter into and perform the obligations hereunder.

(j) That this AGREEMENT may be executed in counterparts.

(k) Notices. Except as otherwise expressly specified in this AGREEMENT, all notices, requests, consents, approvals, agreements, authorizations, acknowledgments, waivers and other communications required or permitted hereunder shall be in writing to the addresses set forth below and shall be deemed given: (i) immediately when delivered by hand; (ii) the next business day when sent by overnight delivery by internationally recognized express courier such as Federal Express or UPS; or (iii) three (3) days after deposit in the United States mail postage prepaid, registered or certified mail, return receipt requested:

To RTC:	**To OWNER:**
Regional Transportation Commission of Washoe County	Center Line Group LLC–Reno Series
Attention: Michele Payne, Property Agent	Attention: Grant Westphal
1105 Terminal Way, Suite 108	129 Commercial Drive, Unit 3
Reno, NV 89502	Yorkville, IL 60560

Signature Pages Follow

IN WITNESS WHEREOF the parties hereto have executed this AGREEMENT the day and year first above written.

OWNER: **CENTER LINE GROUP LLC-RENO SERIES**
an Illinois limited liability company

By: _____

Its: President · Sole owner

STATE OF IL)
) ss.
COUNTY OF Kendall)

This instrument was acknowledged before me on 12-10-25 by GRANT WESTPHAL, as President of Center Line Group LLC.

SEAL

OFFICIAL SEAL
TERRI J WEBB
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 08/06/2026

_____
Notary Public

My commission expires:
08/06/2026

RTC Signature Page Follows

RTC:

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

_____
William Thomas, Executive Director

STATE OF NEVADA)
) ss.
COUNTY OF WASHOE)

This instrument was acknowledged before me on _____
by William Thomas as Executive Director of the Regional Transportation Commission of Washoe County.

S
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_____
Notary Public

My commission expires:

_____

SCHEDULE 1

FORM OF PUBLIC UTILITY EASEMENT DOCUMENT

Ptn. of APN: 019-360-15

Recording Requested by and
When Recorded Mail To:
Regional Transportation Commission of Washoe County
Attn: Michele Payne, Property Agent
1105 Terminal Way
Reno, NV 89502

The undersigned hereby affirms that this document submitted for recording does not contain the personal information of any person or persons per N.R.S. 239B.030.

PUBLIC UTILITY EASEMENT

This PUBLIC UTILITY EASEMENT ("Agreement") is made this ___ day of _____ 2025, by CENTER LINE GROUP, LLC-RENO SERIES, an Illinois limited liability company ("Grantor") and SIERRA PACIFIC POWER COMPANY, DBA NV ENERGY ("Grantee").

R E C I T A L S :

WHEREAS, Grantor owns certain property located in the City of Reno, State of Nevada commonly known as APN 019-360-15 (collectively, the "Grantor Property").

WHEREAS, Grantor desires to grant public utility easements through the Grantor Property for the benefit of the development of the Grantor Property and other public utility uses on the terms and conditions set forth herein.

NOW THEREFORE, for good and valuable consideration, the adequacy, receipt and sufficiency of which is hereby acknowledged, the parties hereto do hereby agree as follows:

1. Grant of Public Utility Easement. Grantor hereby grants to Grantee and their respective contractors, invitees and agents, a permanent and non-exclusive public utility easement ("PUE Easement") over, across, upon, under, and through a portion of the Grantor Property described in Exhibit A and depicted in Exhibit A-1 attached hereto and incorporated herein by reference (such area referred to herein as the "PUE Easement Area") for the purposes of:

(a) constructing, erecting, altering, maintaining, inspecting, repairing, reconstructing, using and operating one or more public or private underground electric, cable T.V., communication and other underground utility lines, systems, conduits, pipes, and facilities, together with any appropriate appurtenances, including without limitation circuits, foundations, markers, conduits, pull boxes, vaults, surface-mounted transformers and light pole, switchgear, meters, fixtures, and other necessary or convenient appurtenances connected therewith (hereinafter called "Utility Facilities"), to provide for the provisions, conveyance or transmission of utility service to their customers, including to the Grantor Property; and
(b) all uses incidental to the foregoing.

2. Access. Grantee shall have at all times ingress and egress to the PUE Easement Area for the purposes set forth above. The construction in and the use of the PUE Easement Area shall be in conformity with all applicable laws, statutes, ordinances, rules, and regulations and any orders of all

governmental authorities having jurisdiction.

3. Indemnification. In utilizing the PUE Easement Area for the purposes set forth herein, each Grantee agrees, for itself and its affiliate successors and assigns, to indemnify, defend and hold harmless Grantor, and their respective members, managers, employees, agents, and affiliates (collectively, "Indemnitees") against any and all claims, demands, liabilities, causes of action, costs, and expenses (including attorneys' fees) made against or incurred by the Indemnitees, for injury, damage, or loss to persons or property, resulting from, caused by or in any way connected with or incident to (i) Grantee's use of the PUE Easement Area, or (ii) Grantee's breach of this Agreement. Without limiting the foregoing, Grantee agrees to indemnify, defend, and hold harmless Indemnitees and the Grantor from and against any mechanic's liens or claims arising from work or materials furnished to the PUE Easement Area by or at the request of Grantee or its contractors and Grantee agrees to cause any such liens to be released, within ten (10) days after Grantor notifies Grantee of any such claim, by payment of the claim or issuance of a statutory lien release bond in accordance with NRS Section 108.2413.

4. Miscellaneous:

4.1 Attorneys' Fees. In the event either Party finds it necessary to bring any action, arbitration or other proceeding against the other Party hereto to enforce any of the terms, covenants or conditions hereof, the Party prevailing in any such action, arbitration or other proceeding shall be paid all reasonable costs and reasonable attorneys' fees by the non-prevailing Party, and in the event any judgment is secured by said prevailing Party, all such costs and attorneys' fees shall be included therein, such fees to be set by the arbitrator.

4.2 Governing Law. This easement shall be governed by the laws of the State of Nevada.

THIS GRANT OF EASEMENT and the terms contained herein are granted in gross to Grantee and shall run with the land and shall be binding upon Grantor's Property and shall inure to the benefit of Grantor and Grantee and the successors, agents and assigns of Grantor and Grantee, and all rights herein granted may be assigned.

TO HAVE AND TO HOLD all and singular the said premises unto said grantees, its successors and assigns forever.

/ / /

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IN WITNESS WHEREOF, Grantor and Grantee have caused these presents duly to be executed the day and year first above written.

GRANTOR:

CENTER LINE GROUP, LLC-RENO SERIES

By: _____
Name: Grant Westphal
Its: Manager

STATE OF _____)
) ss.
COUNTY OF _____)

This instrument was acknowledged before me on _____ by _____, as _____ of Center Line Group, LLC–Reno Series.

S
E
A
L

_____
Signature of notarial officer

_____
Print name

[Grantee signature page follows]

GRANTEE:

SIERRA PACIFIC POWER COMPANY, DBA NV ENERGY

By: _____
Name: William Kruger
Its: Manager, Land Resources

STATE OF NEVADA)
) ss.
COUNTY OF WASHOE)

This instrument was acknowledged before me on SEPTEMBER 9, 2025 by WILLIAM KRUGER, as MNGR, LAND RESOURCES of Sierra Pacific Power Company, dba NV Energy.

SEAL

KATHERINE A. PERKINS
Notary Public - State of Nevada
Appointment Recorded in Washoe County
No: 18-1340-2 - Expires December 28, 2025

_____
Signature of notarial officer

KATHERINE A. PERKINS
Print name

EXHIBIT A
PUBLIC UTILITY EASEMENT
APN: 019-360-15

All that certain real property situate within a portion of the South One-Half (S 1/2) of Section Twenty-four (24), Township Nineteen (19) North, Range Nineteen (19) East, Mount Diablo Meridian, City of Reno, County of Washoe, State of Nevada, being a portion of that particular Parcel of land as described in Deed Document No. 5262926, recorded December 28, 2021 in the Official Records of Washoe County, Nevada, being more particularly described as follows:

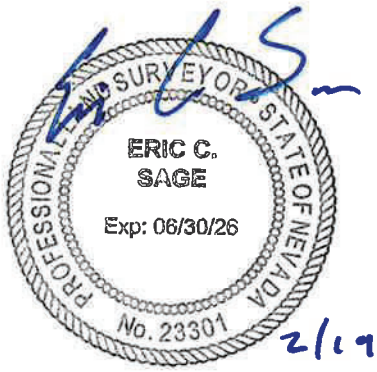
COMMENCING at the northeast corner of said Parcel being the westerly right of way of South Virginia Street;
THENCE along said westerly right of way South 18°38'41" East a distance of 14.39 feet;
THENCE continuing along said right of way 120.76 feet along the arc of a tangent 5043.00 foot radius curve to the left through a central angle of 01°22'19" to the **POINT OF BEGINNING**;
THENCE continuing along said right of way 31.57 feet along the arc of a compound 5043.00 foot radius curve to the left through a central angle of 00°21'31";
THENCE continuing along said right of way 17.98 feet along the arc of a reverse 15.00 foot radius curve to the right through a central angle of 68°41'03";
THENCE departing said right of way following two (2) courses and distances:

1. North 19°33'56" West a distance of 45.68 feet;
2. North 70°26'04" East a distance of 9.00 feet to the **POINT OF BEGINNING**.

Containing 385 square feet of land, more or less.

The Basis of Bearings is Nevada State Plane Coordinates NAD 83/94, West Zone. All dimensions are ground distances, combined Grid-to-Ground Factor = 1.000197939.
See Exhibit A-1 attached hereto and made a part hereof.

Prepared by:
Wood Rodgers, Inc.
1361 Corporate Blvd.
Reno, NV 89502



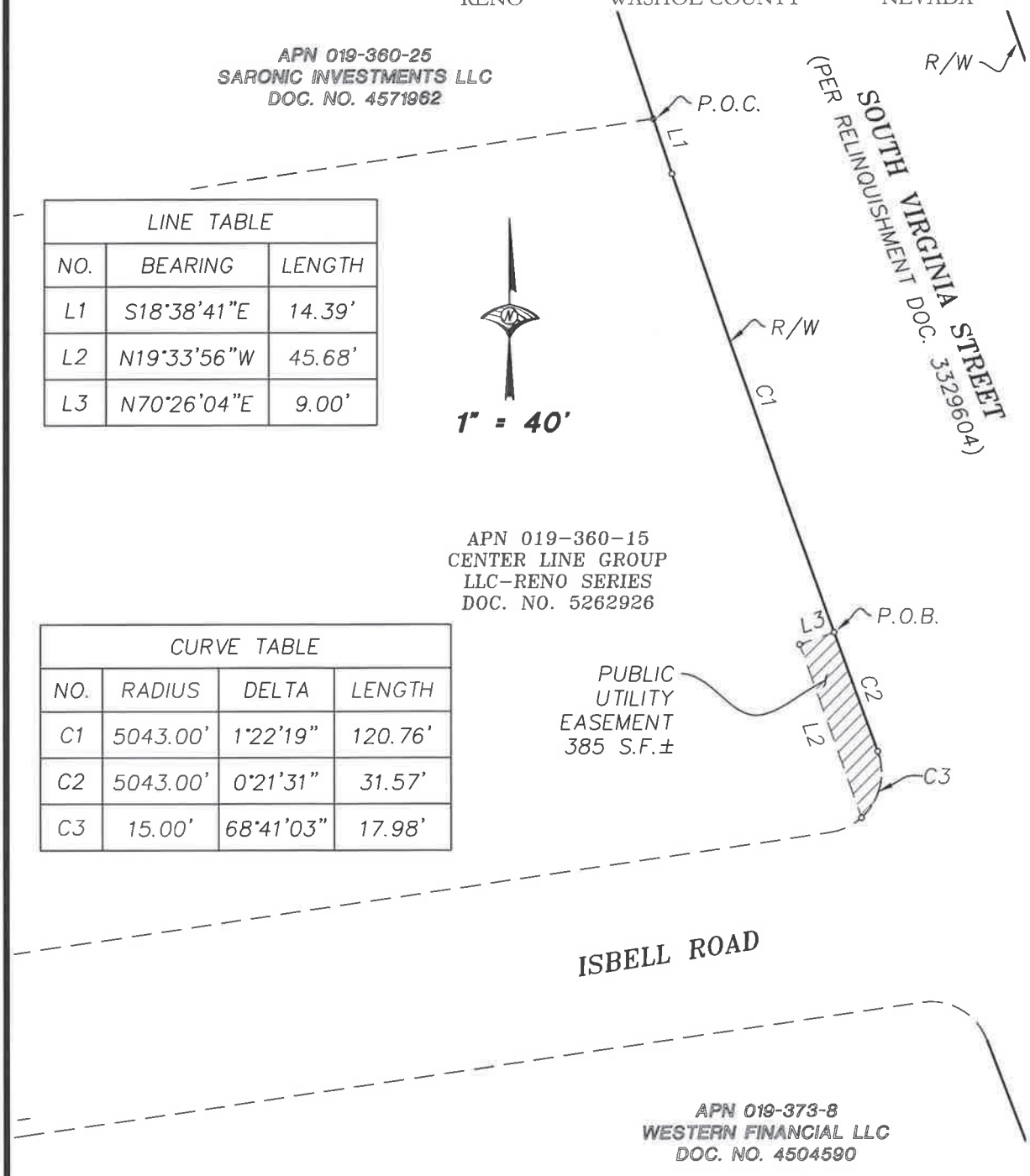
2/19/25

Eric C. Sage, P.L.S.
Nevada Certificate No. 23301

EXHIBIT A-1

PLAT TO ACCOMPANY

PUBLIC UTILITY EASEMENT
(APN: 019-360-15)
BEING A PORTION OF THE S 1/2 OF SECTION 24
TOWNSHIP 19 NORTH, RANGE 19 EAST, M.D.M.
RENO WASHOE COUNTY NEVADA



LINE TABLE		
NO.	BEARING	LENGTH
L1	S18°38'41"E	14.39'
L2	N19°33'56"W	45.68'
L3	N70°26'04"E	9.00'

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	5043.00'	1°22'19"	120.76'
C2	5043.00'	0°21'31"	31.57'
C3	15.00'	68°41'03"	17.98'

JOB NO. 8312044
SHEET 1 OF 1

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1361 Corporate Blvd
Reno, NV 89502
Tel 775.823.4068
Fax 775.823.4066

J:\Jobs\8312_RTC Of Washoe County\8312044_Virginia Line BRT\Geomatics\legals_exhibits\3-APN019-360-15\019-360-15_PUE_EX-A1.dwg 2/19/2025 1:34 PM Eric Sage

Project: Virginia Line Bus Rapid Transit Project
Project #: 0611003
Parcel: 019-360-15
Situs: 3255 S. Virginia Street

PUBLIC HIGHWAY AGREEMENT

This PUBLIC HIGHWAY AGREEMENT ("AGREEMENT"), made this _____ day of _____, 2025 (the "EFFECTIVE DATE"), by and between, CENTER LINE GROUP, LLC- RENO SERIES, an Illinois limited liability company ("OWNER"), and the REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY ("RTC").

RECITALS:

WHEREAS, RTC is acquiring property interests from OWNER for two projects: (1) the Virginia Street Utility Relocation Project, and (2) the Virginia Line Bus Rapid Transit Project; and

WHEREAS, this AGREEMENT is for the property interests needed for the Virginia Line Bus Rapid Transit Project (the "PROJECT"); and

WHEREAS, RTC is acquiring the property interests from OWNER pursuant to RTC's exercise of its powers of eminent domain and under the threat of exercise of the power of eminent domain; and

WHEREAS, RTC filed a complaint in eminent domain to acquire the property interests it needs for the Virginia Street Utility Relocation Project and the matter is pending in Case No. CV25-01060 in the Second Judicial District Court of the State of Nevada; and

WHEREAS, RTC and OWNER have reached a settlement to resolve any and all claims related to RTC's acquisition of the property interests on the two projects and have agreed to the terms of this AGREEMENT and the terms of a separate public highway agreement for the property interests on the Virginia Street Utility Relocation Project; and

WHEREAS, upon the execution of the two agreements, performance by the parties, and the closing of the two transactions and consummation of the property transfers, RTC and Owner will file a stipulation to dismiss Case No. CV25-01060 and to allow RTC to withdraw the $6,737.50 it previously deposited with the court to obtain occupancy.

WITNESSETH:

1. OWNER and RTC agree that this AGREEMENT and the closing of this transaction is contingent upon their agreement for the property interests RTC needs for the Virginia Street Utility Relocation Project and the closing of that transaction. RTC's Property Agent will hold the two agreements in escrow, and will close the transactions, consummate the real property transfers, and make payments to OWNER as part of one closing process.

2. OWNER represents and agrees as follows:

(a) OWNER is the owner of that certain real property located in Washoe County, Nevada, described as Assessor's Parcel Number 019-360-15 (the "OWNER PROPERTY").

(b) There are no leases, licenses, conditions, actions or threatened or pending litigation related to the OWNER PROPERTY which will frustrate or interfere with the purposes of this AGREEMENT.

(c) There is a Deed of Trust on record in favor of Old Second National Bank securing an indebtedness of $2,480,000 recorded with the Washoe County Recorder on December 28, 2021 as Document No. 5262927. As a condition of closing, OWNER shall secure written consent from Old Second National Bank to OWNER's sale of the property interests herein to RTC and provide it to RTC's Property Agent prior to closing.

(d) There is a Deed of Trust of record in favor of Michael Guidara securing an indebtedness of $400,000 recorded with the Washoe County Recorder on April 22, 2015 as Document No. 4461015. OWNER has represented that this Deed of Trust was supposed to be extinguished upon OWNER's acquisition of the OWNER PROPERTY. On June 13, 2025, Michael Guidara recorded a Substitution of Trustee and Deed of Reconveyance as Document No. 5546503. As a condition of closing, OWNER shall confirm that there is no longer any encumbrance on title of OWNER PROPERTY related to Document No. 4461015 and will forever indemnify, defend and hold harmless RTC, the City of Reno, and their representatives and successors and assigns for any and all claims related to Document No. 4461015.

(e) That RTC's acquisition of the property interests herein is for a public use, the PROJECT, and is necessary for that use.

3. OWNER agrees as follows:

(a) To sell and convey a portion of the OWNER PROPERTY to the RTC, free and clear of any liens or encumbrances created by OWNER, by way of a grant, bargain and sale deed in substantially the form attached hereto as Schedule 1; this real property is described on Exhibit "A" to Schedule 1 and depicted on Exhibit "A-1" to Schedule 1 attached hereto and made a part hereof (the "LAND").

(b) To grant a temporary construction easement to the RTC upon, over and across a portion of the OWNER PROPERTY by way of a temporary construction easement deed in substantially the form attached hereto as Schedule 2 and made a part hereof (the "TCE EASEMENT AREA").

(c) To deliver a W-9 to RTC's Property Agent.

(d) To deliver the written consent described in Section 1(d) above to RTC's Property Agent.

(e) To deliver fully executed and notarized deeds to RTC's Property Agent.

(f) To deliver to RTC's Property Agent such other documentation as may reasonably be required to close the transaction and consummate the real property transfers in accordance with the terms of this AGREEMENT.

(g) To deliver all of the aforementioned documents, fully executed and notarized where required, on or prior to January 1, 2026.

(h) To complete the landscaping work and fence removal and replacement work reflected in the estimates and quotes described on Schedule 3, in its sole discretion and at its sole cost, in consideration for the payment specified in Section 4(a). RTC will have no responsibility to complete any landscaping work or fence removal and replacement work for OWNER, and OWNER will not be entitled to compensation for any other landscaping work or fence removal and replacement work that OWNER decides to complete.

(i) To accept the payment specified in Section 4(a), along with the payment specified in the separate public highway agreement for the property interests on the Virginia Street Utility Relocation Project, as a settlement for any and all alleged impacts related to RTC's acquisition of the property interests for the two projects, and to release and discharge RTC from any and all actual or potential claims, complaints, demands, causes of action, damages, costs, expenses or fees solely to and arising directly out of the property interests acquired pursuant to this Agreement , including any claim for inverse condemnation.

(j) OWNER waives all claims and rights that OWNER may have to seek consequential, special and/or punitive damages in relation to any breach of the obligations contemplated in this AGREEMENT. Nothing in this waiver shall limit or impair OWNER'S right to enforce the terms of this AGREEMENT, including recovery of actual damages and reasonable attorney's fees for enforcement. OWNER acknowledges that nothing in this AGREEMENT is intended to nor shall it be construed to waive the rights, limitations and immunities of the RTC under Nevada Revised Statutes Chapter 41.

4. RTC agrees as follows:

(a) To pay OWNER a total sum of $67,101 based on the following:

TCE EASEMENT AREA	$13,665
LAND	$4,488
Landscaping	$35,000
Fence Removal and Replacement	$13,448
Appraiser Fees	$500
Total	$67,101

(b) RTC will notify OWNER when work has been completed on the PROJECT such that OWNER can start the landscaping work described in Section 3(h) above. In the event that delays in the PROJECT prevent OWNER from starting the landscaping work by August 31, 2027, RTC shall pay owner an amount equal to 10% of the "Landscaping" amount reflected in Section 4(a) above (i.e., $3,500). RTC is obligated to notify OWNER in writing of any project delays that RTC has reason to believe will prevent OWNER from starting the landscaping work by August 31, 2027. RTC shall provide such notice as soon as it knows of such delay, and at least sixty days in advance of August 31, 2027 at the latest. Such notification will explain the reason for the delay and the new anticipated date on and after which OWNER will be able to start the landscaping work.

(c) To consummate the real property transfers in accordance with the terms of this AGREEMENT, including recording of the deeds, and providing fully executed copies of the recorded deeds and this AGREEMENT along with payment of the total sum above to OWNER within 5 business days of recording the deeds.

(d) To acknowledge, and hereby does acknowledge, that the real property conveyed hereby is transferred and sold "AS IS", "WHERE IS", WITH ALL FAULTS AND CONDITIONS THEREON, and that OWNER has not made and specifically disclaims any representations, warranties, promises, covenants or guaranties of any kind or character whatsoever, whether express or implied, oral or written, past, present or future with respect to the LAND and/or TCE EASEMENT AREA, and hereby waives any right to make any claim against OWNER based on any of the foregoing.

(e) To leave the TCE EASEMENT AREA in as neat and presentable condition as existed prior to RTC's entry. RTC is obligated to use reasonable care to prevent damage to the OWNER PROPERTY. In the event RTC causes damage to the OWNER PROPERTY that did not exist prior to RTC's entry (other than the damage necessitating the work to be performed by OWNER under Section 3(h) above), RTC is obligated to remedy such damage and return the OWNER PROPERTY to a substantially similar condition to the way it existed prior to RTC's entry.

5. In the event of any default by OWNER under this AGREEMENT, the RTC may, as its sole and exclusive remedy for such default, either: (1) terminate this AGREEMENT in its entirety by delivery of notice of termination to OWNER and receive a refund of all amounts paid by RTC to the OWNER, or (2) continue this AGREEMENT pending the RTC's action for injunctive relief and/or specific performance hereunder provided appropriate proceedings are commenced by the RTC within ninety (90) days following RTC's written notice to OWNER of OWNER's default. Nothing in this Section shall limit or impair the rights of the RTC to condemn or exercise its power of condemnation and eminent domain with respect to real property interests needed for the PROJECT including, but not limited to, the LAND and/or TCE EASEMENT AREA.

6. With respect to the PROJECT, it is mutually agreed and understood by the RTC and by the OWNER as follows:

(a) The term of the TCE EASEMENT shall commence on January 1, 2026, and shall continue through and including December 31, 2027.

(b) That as soon as reasonably practicable following the EFFECTIVE DATE hereof, the RTC shall commence and thereafter shall use its commercially reasonable best efforts to complete the PROJECT within the timeline previously provided to OWNER and as provided for by all applicable laws and standards. However, OWNER acknowledges that construction delays are possible and that the projected construction schedule may be extended for a variety of reasons.

7. It is further mutually agreed and understood by the RTC and by the OWNER as follows:

(a) In the event that OWNER does not satisfy the conditions to closing required under this AGREEMENT, RTC may terminate this AGREEMENT and proceed with acquiring the property interests through condemnation proceedings.

(b) The laws of the State of Nevada shall be applied in interpreting and construing this AGREEMENT. The party's consent to the exclusive jurisdiction and venue of the Second Judicial District Court in and for the State of Nevada, located in Washoe County, Nevada, for the enforcement of this AGREEMENT.

(c) This AGREEMENT shall constitute the entire contract between the parties hereto, and no modification hereof shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto.

(d) All covenants and agreements herein contained shall extend to and be obligatory upon the heirs, executors, administrators, successors, and assigns, as the case may be, of the respective parties.

(e) As used herein the term OWNER shall include the plural as well as the singular, and the feminine as well as the masculine and the neuter.

(f) The covenants and agreements expressed in the AGREEMENT shall survive the close of this transaction and consummation of the real property transfers.

(g) The regulations pertaining to nondiscrimination and Title VI of the Civil Rights Act of 1964, as contained in Title 23, Code of Federal Regulations Part 200, and Title 49, Code of Federal Regulations Part 21, are hereby incorporated by reference and made a part of this AGREEMENT.

(h) Except as otherwise provided for by law or this AGREEMENT, the rights and remedies of the parties hereto shall not be exclusive and are in addition to any other rights and remedies provided by law or equity.

(i) The persons signing this AGREEMENT and all related documents on behalf of the RTC and OWNER are duly authorized to so sign and have the full power and authority to bind them, and to enter into and perform the obligations hereunder.

(j) That this AGREEMENT may be executed in counterparts.

(k) Notices. Except as otherwise expressly specified in this AGREEMENT, all notices, requests, consents, approvals, agreements, authorizations, acknowledgments, waivers and other communications required or permitted hereunder shall be in writing to the addresses set forth below and shall be deemed given: (i) immediately when delivered by hand; (ii) the next business day when sent by overnight delivery by internationally recognized express courier such as Federal Express or UPS; or (iii) three (3) days after deposit in the United States mail postage prepaid, registered or certified mail, return receipt requested:

To RTC:	**To OWNER:**
Regional Transportation Commission of Washoe County	Center Line Group, LLC - Reno Series
Attention: Michele Payne, Property Agent	Attention: Grant Westphal
1105 Terminal Way, Suite 108	129 Commercial Drive, Unit 3
Reno, NV 89502	Yorkville, IL 60560

Signature Pages Follow

IN WITNESS WHEREOF the parties hereto have executed this AGREEMENT the day and year first above written.

OWNER: **CENTER LINE GROUP, LLC – RENO SERIES**
an Illinois limited liability company

By: _____

Its: President Sole Owner

STATE OF IL)
) ss.
COUNTY OF Kendall)

This instrument was acknowledged before me on 12-10-25 by Grant Westphal, as President of Center Line Group.

SEAL

OFFICIAL SEAL
TERRI J WEBB
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 08/06/2026

_____
Notary Public

My commission expires:
08/06/2026

RTC Signature Page Follows

RTC:

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

_____
William Thomas, Executive Director

STATE OF NEVADA)
) ss.
COUNTY OF WASHOE)

This instrument was acknowledged before me on _____
by William Thomas as Executive Director of the Regional Transportation Commission of Washoe County.

S
E
A
L

_____
Notary Public

My commission expires:

_____

SCHEDULE 1

FORM OF GRANT, BARGAIN AND SALE DEED

Ptn of APN: 019-360-15

WHEN RECORDED RETURN TO:
Regional Transportation Commission of Washoe County
Attn: Michele Payne
1105 Terminal Way, Suite 108
Reno, NV 89502

MAIL TAX STATEMENTS TO:
Exempt

LEGAL DESCRIPTION PREPARED BY:
Eric C. Sage, P.L.S.
Wood Rodgers, Inc.
1361 Corporate Boulevard
Reno, NV 89502

Project: Virginia Line Bus Rapid Transit Project
Project #: 0611003
Parcel: Ptn. of APN: 019-360-15

GRANT BARGAIN AND SALE DEED

This GRANT BARGAIN AND SALE DEED is made this _____ day of _____, 2025, between CENTER LINE GROUP LLC-RENO SERIES, an Illinois limited liability company, hereinafter called GRANTOR, and the REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY, hereafter called GRANTEE.

WITNESSETH:

That the GRANTOR, for and in consideration of the sum of ONE DOLLAR ($1.00), lawful money of the United States of America, and other good and valuable consideration, the receipt whereof is hereby acknowledged, does by this presents grant, bargain, sell and convey unto the GRANTEE and to its assigns forever, the real property described in Exhibit “A” and depicted on Exhibit “A-1”, attached hereto and made a part hereof (the “Property”).

TOGETHER with all and singular the tenements, hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof.

TO HAVE AND TO HOLD all and singular the Property, together with the appurtenances, unto the said GRANTEE and to any of its heirs, successors and assigns forever; and GRANTOR does hereby bind GRANTOR, and GRANTOR’s successors and assigns, to WARRANT and FOREVER DEFEND, all and singular, the Property, unto GRANTEE, and GRANTEE’s successors and assigns, against every person whomsoever lawfully claiming or to claim the same or any part thereof, by, through or under GRANTOR, but not otherwise.

IN WITNESS WHEREOF said GRANTOR has hereunto signed on the day and year first above written.

CENTER LINE GROUP LLC-RENO SERIES

By: _____
Name: Grant Westphal
Its: Manager

STATE OF _____)
) ss.
COUNTY OF _____)

This instrument was acknowledged before me on _____ by _____, as _____ of Center Line Group, LLC–Reno Series.

S
E
A
L

_____
Signature of notarial officer

_____
Print name

EXHIBIT A
RIGHT OF WAY ACQUISITION
APN: 019-360-15

All that certain real property situate within a portion of the South One-Half (SE 1/2) of Section Twenty-four (24), Township Nineteen (19) North, Range Nineteen (19) East, Mount Diablo Meridian, City of Reno, County of Washoe, State of Nevada, being a portion of the that particular Parcel of land as described in Deed Document No. 5262926, recorded December 28, 2021 in the Official Records of Washoe County, Nevada, being more particularly described as follows:

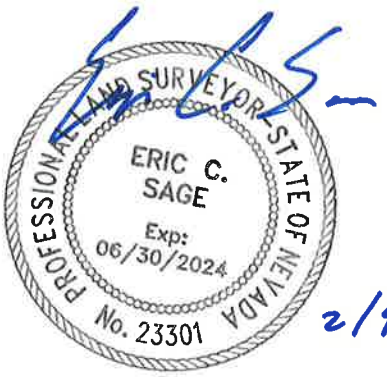
COMMENCING at the northeast corner of said Parcel being the westerly right of way of South Virginia Street;
THENCE along westerly right of way South 18°38'41" East a distance of 14.39 feet;
THENCE continuing along said right of way 152.33 feet along the arc of a tangent 5043.00 foot radius curve to the left through a central angle of 01°43'51" to the **POINT OF BEGINNING**;
THENCE continuing along said right of way and the northerly right of way of Isbell Road 26.70 feet along the arc of a reverse 15.00 foot radius curve to the right through a central angle of 101°59'41";
THENCE continuing along said right of way South 81°37'08" West a distance of 6.18 feet:
THENCE departing said northerly right of way the following Three (3) arcs, courses and distances:

1. North 08°12'18" West a distance of 1.87 feet;
2. North 68°13'15" East a distance of 10.19 feet;
3. 19.06 feet along the arc of a tangent 14.23 foot radius curve to the left through a central angle of 76°44'09" to the **POINT OF BEGINNING**.

Containing 73 square feet of land, more or less.

The Basis of Bearings is Nevada State Plane Coordinates NAD 83/94, West Zone. All dimensions are ground distances, combined Grid-to-Ground Factor = 1.000197939.
See Exhibit A-1 attached hereto and made a part hereof.

Prepared by:
Wood Rodgers, Inc.
1361 Corporate Blvd.
Reno, NV 89502



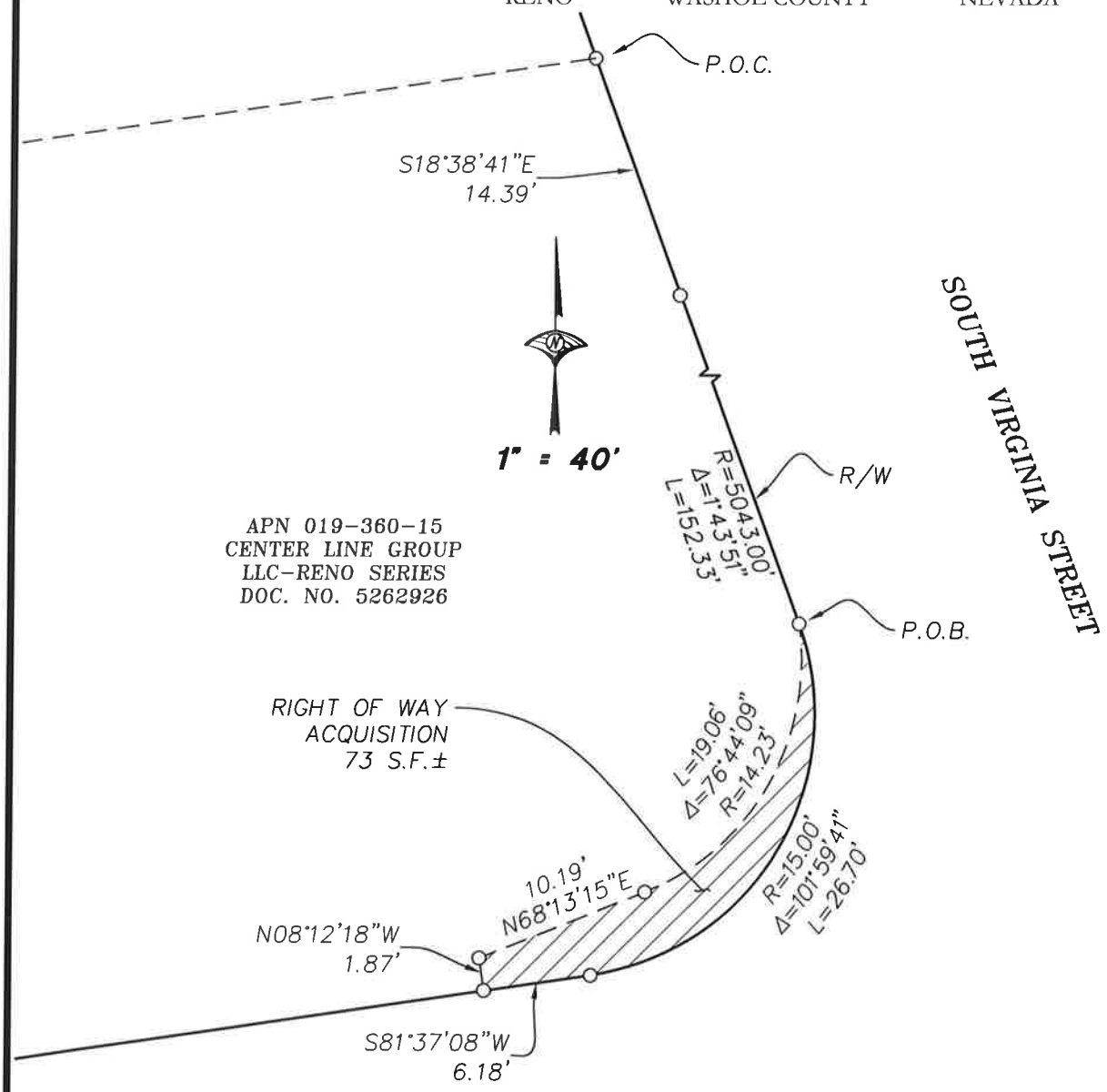
2/9/24

Eric C. Sage, P.L.S.
Nevada Certificate No. 23301

EXHIBIT A-1

PLAT TO ACCOMPANY

RIGHT OF WAY ACQUISITION
(APN: 019-360-15)
BEING A PORTION OF THE S 1/2 OF SECTION 24
TOWNSHIP 19 NORTH, RANGE 19 EAST, M.D.M.
RENO WASHOE COUNTY NEVADA



JOB NO. 8312044
SHEET 1 OF 1

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1361 Corporate Blvd
Reno, NV 89502
Tel 775.823.4068
Fax 775.823.4066

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SCHEDULE 2

FORM OF TEMPORARY CONSTRUCTION EASEMENT DEED

Ptn. of APN: 019-360-15

WHEN RECORDED RETURN TO:
Regional Transportation Commission of Washoe County
Attn: Michele Payne
1105 Terminal Way, Suite 108
Reno, NV 89502

MAIL TAX STATEMENTS TO:
Exempt

LEGAL DESCRIPTION PREPARED BY:
Eric C. Sage, P.L.S.
Wood Rodgers, Inc.
1361 Corporate Boulevard
Reno, NV 89502

Project: Virginia Line Bus Rapid Transit Project
Project #: 0611003
Parcels: Ptn. of APN: 019-360-15

TEMPORARY CONSTRUCTION EASEMENT DEED

This TEMPORARY CONSTRUCTION EASEMENT DEED is made this _____ day of _____, 2025 between, CENTER LINE GROUP, LLC - RENO SERIES, an Illinois limited liability company, hereinafter called GRANTOR, and the REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY, hereinafter called GRANTEE.

WITNESSETH:

That the GRANTOR, for and in consideration of the sum of ONE DOLLAR ($1.00), lawful money of the United States of America, and other good and valuable consideration, the receipt whereof is hereby acknowledged, does by these presents grant unto the GRANTEE and to its assigns a temporary easement upon, over and across the real property described on Exhibit “A” and depicted on Exhibit “A-1” attached hereto and made a part hereof by reference (the “Temporary Easement), for the purposes of providing bus-only lanes on South Virginia Street from Peckham Lane to Plumb Lane. The project includes a variety of improvements, including roadway reconfiguration, and a new bus-only lane, modification to eight existing transit stations, modification to existing bus stops, restriping, modified signage, utility relocations and street lighting relocations.

The Temporary Easement shall commence on January 1, 2026, and shall continue through and including the termination date of December 31, 2027.

TO HAVE AND TO HOLD all and singular the said real property, together with the appurtenances, unto the said GRANTEE and to any heirs, successors and assigns for the term of this Temporary Easement.

IN WITNESS WHEREOF, GRANTOR has hereunto signed on the day and year first above written.

CENTER LINE GROUP, LLC-RENO SERIES

By: _____
Name: Grant Westphal
Its: Manager

STATE OF _____)
) ss.
COUNTY OF _____)

This instrument was acknowledged before me on _____ by _____, as _____ of Center Line Group, LLC–Reno Series.

S
E
A
L

_____
Signature of notarial officer

_____
Print name

EXHIBIT A
TEMPORARY CONSTRUCTION EASEMENT
APN: 019-360-15

All that certain real property situate within a portion of the South One-Half (S 1/2) of Section Twenty-four (24), Township Nineteen (19) North, Range Nineteen (19) East, Mount Diablo Meridian, City of Reno, County of Washoe, State of Nevada, being a portion of that particular Parcel of land as described in Deed Document No. 5262926, recorded December 28, 2021 in the Official Records of Washoe County, Nevada, being more particularly described as follows:

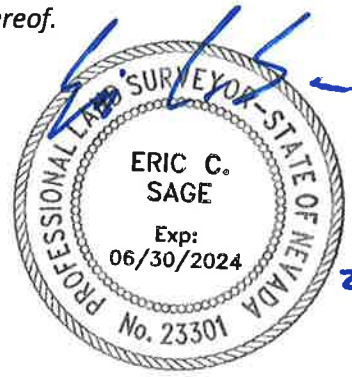
BEGINNING at the northeast corner of said Parcel being the westerly right of way of South Virginia Street;
THENCE along said westerly right of way South 18°38'41" East a distance of 14.39 feet;
THENCE continuing along said right of way 152.33 feet along the arc of a tangent 5043.00 foot radius curve to the left through a central angle of 01°43'51";
THENCE departing said right of way from a radial line which bears South 81°29'06" West, 19.06 feet along the arc of a non-tangent 14.23 foot radius curve to the right through a central angle of 76°44'09";
THENCE South 68°13'15" West a distance of 10.19 feet;
THENCE South 08°12'18" East a distance of 1.87 feet to the northerly right of way of Isbell Road;
THENCE along said northerly right of way South 81°37'08" West a distance of 4.50 feet;
THENCE departing said northerly right of way the following nine (9) arcs, courses and distances:

1. North 07°27'33" West a distance of 5.00 feet;
2. North 81°37'08" East a distance of 10.64 feet;
3. 16.44 feet along the arc of a tangent 10.00 foot radius curve to the left through a central angle of 94°10'28";
4. South 70°26'04" West a distance of 4.32 feet;
5. North 19°33'56" West a distance of 33.00 feet;
6. North 70°26'04" East a distance of 4.00 feet;
7. from a radial line which bears North 69°59'01" East, 109.56 feet along the arc of a non-tangent 5048.00 foot radius curve to the right through a central angle of 1°14'37";
8. South 71°21'19" West a distance of 6.26 feet;
9. North 18°38'41" West a distance of 27.69 feet to the northerly line of said Parcel;

THENCE along said northerly line North 81°30'46" East a distance of 11.43 feet to the **POINT OF BEGINNING**.
Containing 1,235 square feet of land, more or less.

The Basis of Bearings is Nevada State Plane Coordinates NAD 83/94, West Zone. All dimensions are ground distances, combined Grid-to-Ground Factor = 1.000197939.
See Exhibit A-1 attached hereto and made a part hereof.

Prepared by:
Wood Rodgers, Inc.
1361 Corporate Blvd.
Reno, NV 89502



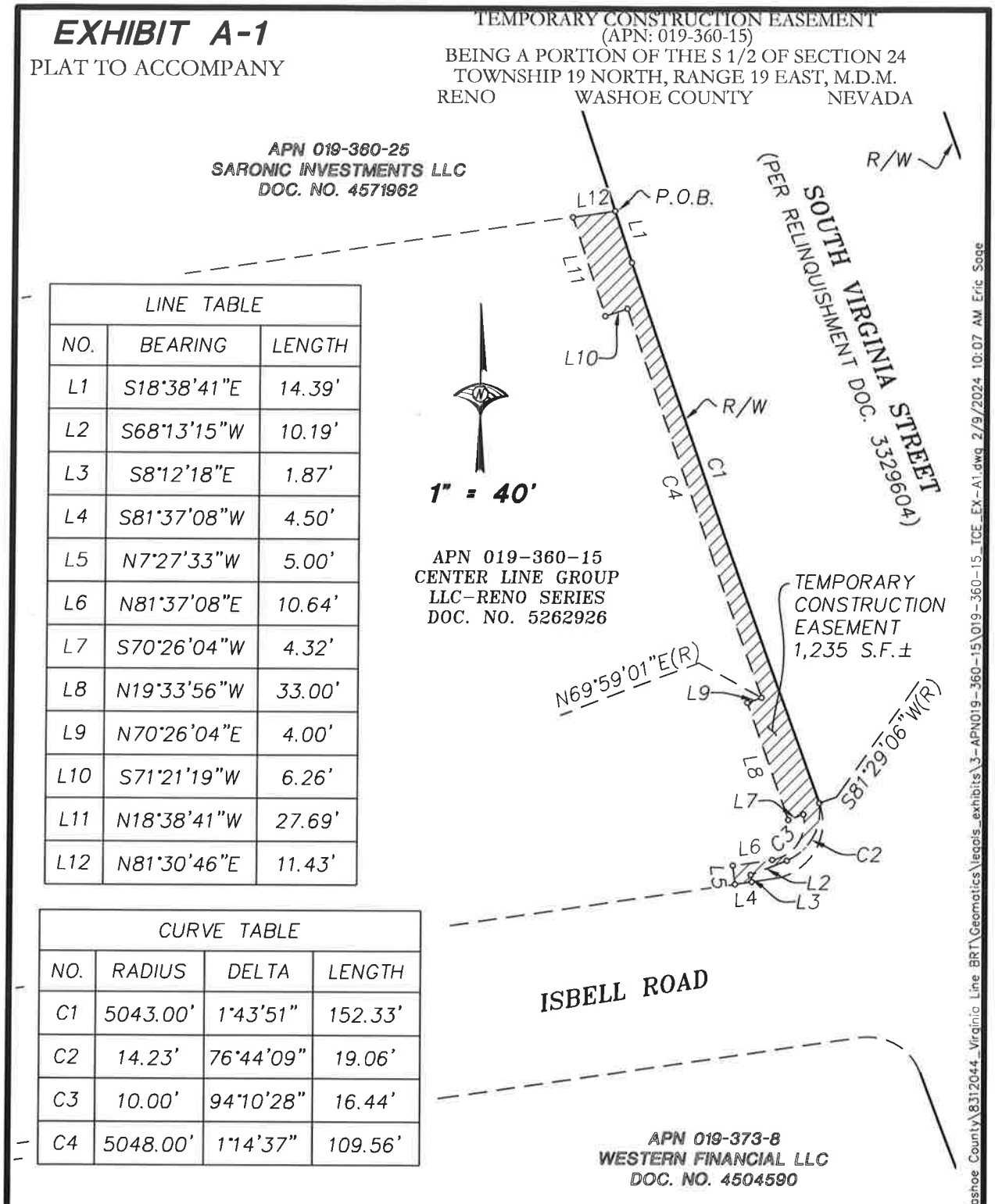
2/9/24

Eric C. Sage, P.L.S.
Nevada Certificate No. 23301

EXHIBIT A-1

PLAT TO ACCOMPANY

TEMPORARY CONSTRUCTION EASEMENT
(APN: 019-360-15)
BEING A PORTION OF THE S 1/2 OF SECTION 24
TOWNSHIP 19 NORTH, RANGE 19 EAST, M.D.M.
RENO WASHOE COUNTY NEVADA



LINE TABLE		
NO.	BEARING	LENGTH
L1	S18°38'41"E	14.39'
L2	S68°13'15"W	10.19'
L3	S8°12'18"E	1.87'
L4	S81°37'08"W	4.50'
L5	N7°27'33"W	5.00'
L6	N81°37'08"E	10.64'
L7	S70°26'04"W	4.32'
L8	N19°33'56"W	33.00'
L9	N70°26'04"E	4.00'
L10	S71°21'19"W	6.26'
L11	N18°38'41"W	27.69'
L12	N81°30'46"E	11.43'

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	5043.00'	1°43'51"	152.33'
C2	14.23'	76°44'09"	19.06'
C3	10.00'	94°10'28"	16.44'
C4	5048.00'	1°14'37"	109.56'

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BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1361 Corporate Blvd
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JOB NO. 8312044
SHEET 1 OF 1

J:\Jobs\8312_RTC Of Washoe County\8312044_Virginia Line BRT\Geomatics\legals_exhibits\3-APN019-360-15\019-360-15_TCE_EX-A1.dwg 2/9/2024 10:07 AM Eric Sage

SCHEDULE 3

DESCRIPTION OF LANDSCAPING WORK AND FENCE REMOVAL AND REPLACEMENT WORK

NEVADA STATE CONTRACTORS' LICENSE #53275
$100,000.00 LIMIT
5200 W. 4TH STREET * P.O. BOX 33848
RENO, NEVADA 89533

(775) 746-2888 FAX # (775) 746-8651

NAME: CENTER LINE GROUP -GRANT WESTPAHL **DATE:** 7/1/2025

ADDRESS: 3255 S. VIRGINIA ST **CELL #:** 630-742-6100 **APN #** **019-360-15**

CITY/STATE: RENO, NV 89502 **E-MAIL:** WESTPHAL.GRANT@GMAIL.COM

DESCRIPTION OF WORK- COMMERCIAL LOT	
REMOVE AND DISPOSE OF APPROX 30 SHURBS, APPROX 10 YARDS OF ROCK, APPROX 300 LINEAR FEET OF BLACK DIVIDER, AND APPROX 1,600 SQ FEET OF SOD FOR CITY EXPANSION.	
RELOCATE SPRIKNLER HEADS ALONG FENCE LINE APPROX 10' IN FOR NEW CONSTRUCTION. APPROX 20 HEADS. SO EXISTING GRASS DOES NOT DIE AND IRRIGATION ISNT DESTROYED	
INSTALL FLAG WALL BORDER AROUND EXISTING SOD APPROX 300 LINEAR FEET.	
INSTALL APPROX 40 - 5 GALLON SHURBS	
INSTALL NEW 3/4" DRIP TUBBING FROM EXISTING VALVE TO ALL NEW AND EXISTING PLANTS APPROX 350 LINEAR FEET AND PUT 2GPH EDMITTERS ON ALL PLANTS.	
INTALL APPROX 25 YARDS OF 3/4" MOCHA LAVA OR 3/4" SALT & PEPPER OVER POLY FABRIC	
INSTALL APPROX 500 SQ FEET OF SOD OVER TOPSOIL	
BID DOES NOT INCLUDE ANY NEW VALVES FOR DRIP OR LAWN OR VACCUMN BREAKER. ALSO DOES NOT INCLUDED ANY NEW LATERAL LINES OR NEW MAIN LINE FOR LAWN IRRIGATION.	
BID GOOD FOR 30 DAYS.	**TOTAL** $ 35,000.00

50% DOWN; 50% BALANCE DUE UPON COMPLETION

A 3% SERVICE CHARGE WILL BE ADDED TO THE PROJECT TOTAL IF A CREDIT CARDIS USED FOR PAYMENT.

TRUCKEE RIVER LANDSCAPE HAS NO CONTROLL OVER THE WEATHER. JOB COULD BE DELAYED DAYS, WEEKS, OR MONTHS.

SIGNATURE:_____ **DATE:**_____

ALL SALES FINAL!

ALL MATERIALS & WORKMANSHIP IS GUARANTEED FOR 1 YEAR - EXCLUDING PLANTS & SOD

Customer to provide: Power & water at jobsite.

TRUCKEE RIVER LANDSCAPE DOES NOT RECOMMEND SEALING PAVERS UNTIL 1 YEAR AFTER INSTALLATION

TRUCKEE RIVER LANDSCAPE DOES NOT SEAL PAVERS AND WARRANTY IS VOID IF SEALER IS USED.

1. **PLANT WARRANTY:** All nursery stock is guaranteed to be alive and healthy at the time of sale. All nursery stock installed by Truckee River Landscape Co., provided there is on a automatic sprinkler system, the plant only is guaranteed-#1 -30days; #5-90days; #15 and bigger -6months; provided proper watering & maintenance is practiced by customer. Plants that are not maintained or have been damaged by animals (eaten, trampled, ect.) or acts of nature (high winds, fire, floods, and earth movement) the warranty is void. Warranty does not cover or include the following; damage caused by third party's lack of or improper maintenance, including, but not limited to: under or over irrigation or fertilization, improper mowing or pruning, or failure to take prompt, corrective action when the need has been discovered. This is not a maintenance contract. Dead plants must be verified at customers job site for a 1 time only replacement. Customer must have receipt- replacement installation is an additional cost

SOD WARRANTY: Truckee River Landscape does not guarantee sod once job is completed. We guarantee sod to be alive and healthily at time of installation. It is customers responsibility to maintain and water new sod regardless if there is an automatic sprinkler system. Year round watering must be practiced for sod to thrive.

2.) LAWN EDGING: DARKENING OR LIGHTENING IN NO WAY AFFECTS THE STRENGTH OR LONGEVITY OF THE PRODUCT. CONCRETE IS A MASONRY PRODUCT AND AS SUCH IS SUBJECT TO RANDOM CRACKING, COLOR VARIATIONS, AND SURFACE IMPERFECTIONS.

3.) CHANGE ORDERS: Changes to the Scope of Work shall be made by written change order only, signed by both parties and the price and/or delivery schedule of TRUCKEE RIVER LANDSCAPE CO's. contract shall be adjusted accordingly as set forth in such change orders. Change order fee may apply up to $200.00 for each occurrence.

4.) DELAYS: TRUCKEE RIVER LANDSCAPE CO. is not responsible for delays caused by PURCHASER, its agents, employees, or subcontractors, acts of nature, any labor work stoppages, and delays over which TRUCKEE RIVER LANDSCAPE CO. has no control.

5.) EXCLUSIONS: TRUCKEE RIVER LANDSCAPE CO. shall not be responsible for the following: 1.) All permits and costs of performance or payment bonds. 2.) Any and all testing and continuous inspection. 3.) Alkali / surface reactive concrete or related materials.

6.) ORAL STATEMENTS: Oral statements or commitments to alter the terms of this contract are not enforceable and are not binding. In case of a conflict between this contract and any other contract between the parties, this contract controls, unless otherwise specified in writing.

7.) ENTITY CLAUSE: This document contains the entire agreement between the parties and no other agreement, representation or understanding will be binding on the parties unless made in writing by mutual consent of both parties

8.) RECOMMENDATIONS: Any recommendation given or advice offered by a TRUCKEE RIVER LANDSCAPE CO. representative is strictly for purposes of assisting the PURCHASER

in making a decision and in no way constitutes a representative or warranty.

9). NON- PAYMENT ACTION: In every case, Truckee River Landscape Co. shall maintain the right to file mechanic's lien against job address, if this agreement is breached due to non-payment on a timely bases. TRUCKEE RIVER LANDSCAPE CO. will still be entitled to the value of this contract whether or not work is completed if these terms are breached.

10.) COLLECTION FEES/ATTORNEY FEES/CHOICE OF LAW/CHOICE OF VENUE: TRUCKEE RIVER LANDSCAPE CO. may retain an attorney or collection agency to collect amounts that are past due hereunder. PURCHASER shall pay all collection agency feels all collection costs, all attorney fees, and court costs incurred by TRUCKEE RIVER LANDSCAPE CO., whether or not suit is brought, to collect any money due hereunder, including post-judgment costs and attorney fees. The laws of the State of Nevada shall govern any or all aspects of this contract. TRUCKEE RIVER LANDSCAPE CO. shall designate the venue of any suit. This contract made and executed in Reno, Washoe County, Nevada.

*License C-18 Contractor included in paver installation. ~ Subcontractor Battle Born Pavers #0080984 $10,000.00 Limit

COMPANY AUTHORIZED SIGNATURE_____Date:_____

RESIDENTIAL CONSTRUCTION RECOVERY FUND

Payment may be available from the Recovery Fund if your are damaged financially by a project performed on your residence pursuant to a contract, including construction, remodeling, repair or other improvements, and the damage resulted from certain specified violations of Nevada law by a contractor licensed in this State. To obtain information relating to the recovery Fund and filing a claim for recovery from Recovery Fund, you may contact the State Contractors' Board at the following locations:

State Contractors' Board ~ 9670 Gateway Drive, Suite 100 ~ Reno, No 89521 ~ (775) 688-1141

State Contactors' Board ~2310 Corporate Circle, Suite 200 ~Henderson, Nevada 89074 ~ (702) 486-1100

ESTABLISHED
1912

NEVADA LICENSE 5493 A
CALIFORNIA LICENSE 199672

800 Glendale Avenue • P.O. Box 855 • Sparks, Nevada 89432 • Telephone 775.358.8680 • Fax 775.358.7197

March 11th, 2025

G and S Beauty Institute
3255 S. Virginia Street
Reno, Nevada 89502
Grant
630-742-6100
Westphal.grant@gmail.com

Tholl Fence is pleased to quote the following: PROPOSAL EXPIRES 3/30/2025

Install of 240LF of 4' tall black iron fencing with 2 gates.

Demo and Removal of the 240LF of existing 4' tall white wood picket fence. Layout, Furnish and install 240LF of 4' tall black iron fence with 2 gates including hardware.

Exclusions

- Fence line must be cleared of damaged tree debris and overgrowth cut out.
  - Grading, grubbing and clearing of fence and gate lines if needed.
  - Damage to underground.
  - Permits, fees and bonds.
  - **Painting**
  - **Landscaping must be cleared away from fence line.**
  - **Quote based on Equipment to dig holes**
  - **Damage to unground utilities that go unmarked by surveyor. Any private line damage that is not listed on survey.**
  - **Damage to retaining wall or any existing landscaping.**
  - **Damage to existing concrete floor**
  - **This bid does not have any equipment such as scissor lifts or man lifts.**
  - **Quote based on us having access to tie into existing fence lines.**

Proposed Price = $13,488.00

If excepted please email back signed copy to get scheduled

Signature: _____

Date: _____

Quality through Experience

If I can be of any further assistance, please don't hesitate to call.
Yours truly,

Philip C. Velasquez
Tholl Fence, Inc.
800 Glendale Avenue
PO Box 855
Sparks, NV 89432
775.250-6713
775.358.7197 fax
Philip@thollfence.com
www.thollfence.com

REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.5.1**

To: Regional Transportation Commission

From: John Ponzo, IT Manager

SUBJECT: Fixed-Route Security Camera System Upgrade

RECOMMENDED ACTION

Approve a contract with Pavion Corp to replace the existing antiquated security camera system on 53 fixed-route buses with a cloud-based Verkada security camera system, in an amount not-to-exceed $1,452,947.99.

BACKGROUND AND DISCUSSION

This is a sole source procurement with Pavion Corp for replacement of the existing security camera system that is up to 10 years old, depending upon when the bus was delivered, and is a mix of different product models and technology levels. The new system is cloud-based and AI-enabled, allowing users to pull video on demand over the internet rather than having to wait for the bus to return to the yard to physically remove the camera DVR to review footage. An additional feature is that it also allows RTC to send the police departments a 'live' link enabling them to view camera footage in real-time while the bus is on a route. In addition to now being cloud-based, old cameras will be replaced with new high-definition cameras to improve the video quality. This purchase includes a 5-year camera license and integrates into RTC's current facility security system.

FISCAL IMPACT

Federal funding (80%) and Local Sales Tax match (20%) appropriations for this purchase are included in the FY26 capital budget for this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

PAVION™
CONNECT AND PROTECT

FIRE SECURITY INTEGRATION

Proposal for

Regional Transportation Commission

RTC - Fixed Route Bus CCTV System
December 4, 2025

Confidentiality and Proprietary Statement: By receiving and accepting review of this confidential proposal (the Proposal), you hereby agree that Pavion is and shall remain the exclusive owner of the information contained in the Proposal, including all patent, copyright, trade secret, trademark, domain name and other intellectual property rights herein. Unless otherwise expressly agreed to in writing signed by you and Pavion, there is no license or conveyance of any such rights or any portions thereof to you created by the Proposal. The Proposal contains proprietary, commercial, and financial information, and trade secrets of Pavion that are privileged and confidential. Contractor license # CA CL# 1123347.

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Executive Summary

Regional Transportation Commission
John Ponzo
1105 Terminal Way, Suite 108
Reno, NV 89502

RE: QUO-44526-K4C1R5 RTC - Fixed Route Bus CCTV System

At Pavion, we bring clarity and transformation to safety, security, and communication through technology and radical service. By uniting fire, security, and communications integration experts, we offer a breadth of solutions for Physical Security System installations and integrations for customers across the world. We are well-positioned to meet Regional Transportation Commission requirements for installation and integration services on a global scale. With a strong presence in major regions, Pavion offers comprehensive solutions for new installations, retrofits, replacements, migrations/conversions, and integrations at Regional Transportation Commission locations worldwide.

Expertise in Physical Security Installation and Integration Projects:

Pavion has extensive experience in designing, installing, integrating, and supporting video surveillance, access control, perimeter monitoring, motion detection, and intrusion alarm systems security systems at various locations throughout the world. We offer a variety of solutions that are tailored to fit your unique security needs, including access control, video surveillance, and perimeter defense. Pavion's track record includes serving renowned industry leaders such as **IBM, Digital Realty, QTS, Sabey, and Internap.**

Dedicated Field Technical Resources:

Pavion boasts a workforce of more than 1350+ field technical resources across the United States, providing a deep bench of engineering, installation, technicians, project management, remote and onsite technical support, and best-in-class maintenance resources. These experts understand the unique security requirements of physical security systems and are well-versed in managing low voltage and security integration throughout the construction project lifecycle.

Center of Excellence:

Pavion's Center of Excellence further enhances our capabilities with top-notch design, engineering, technician, programming, and support services. We have a team of qualified and certified technicians and engineers equipped with comprehensive expertise in **Honeywell, Motorola, Lenel, Milestone, Axis, Mercury hardware, LifeSafety, Hanwha, Securithings, Morpho Manager, and associated systems and network infrastructure.** From understanding user requirements to solution design, training, change management, and ongoing managed services, Pavion ensures exceptional security solutions and support.

Committed Partnership:

Pavion is dedicated to fostering a strong partnership with Regional Transportation Commission and providing solutions that drive the organization forward. With expertise across various industries, including enterprise, healthcare, education, government, physical security, data centers, and retail, Pavion ensures the use of cutting-edge technology and high-quality components for long-term reliability and customer satisfaction. The Pavion Experience encompasses the full lifecycle of services, from design to ongoing support, delivering operational efficiency and cost savings.

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Conclusion:

Pavion is eager to collaborate with Regional Transportation Commission and fulfill its requirements for physical security systems installation and integration services. Pavion's proven track record, extensive expertise, and commitment to customer satisfaction make Pavion an ideal choice for ensuring the safety and security of Regional Transportation Commission facilities.

We're excited about the opportunity to create solutions that connect and protect your people and your business. We hope you'll choose us as your trusted partner and look forward to the opportunities ahead.

Thank you for the opportunity to provide the services required for this project.

Sincerely,

Hyong Cho
Sr. Account Executive
hcho@rfi.com
775-852-3555
Reno, NV 89502

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Company Overview

At A Glance

Pavion protects life and accelerates connection for the clients we serve. We provide unmatched, personalized service to deliver innovative, integrated technologies that make buildings smarter, safer, and more connected. Our footprint includes 23 countries and over 70 United States locations, so no matter where you are, we are ready to meet your needs.

From day one, we problem solve with customers through the design, engineering, implementation, integration, testing, and training phases. But our work does not stop there. We also offer ongoing maintenance, management, test & inspect, monitoring, and subscription services.

While we have experience in integration, fire, and security, we provide solutions that protect your people and your assets while maintaining compliance. Here are our offerings:

- Critical Communications
- Fire Alarm Systems
- Security, Access Control & Video Surveillance
- Audiovisual Systems
- Infrastructure, IoT and IT Managed Services
- Central Station Monitoring
- Maintenance, Management and Subscription Agreements

We’ve Got You Covered

Pavion brings best-in-class fire, security, and integration solutions together. Through the entire project lifecycle, we collaborate with our customers to solve their problems and help them overcome their challenges. So, no matter your project, we meet your needs with a partner you can trust. We call it the Pavion Experience.

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Statement of Work

RTC - Fixed Route Bus CCTV System

Quote # QUO-44526-K4C1R5

24 November, 2025

4060 S. McCarran Blvd.

Reno, NV 89502

Hyong Cho 775-850-0402

Contact:

John Ponzo

Business / Owner:

Regional Transportation Commission (RTC) - Administration-1105 Terminal Way, Reno, NV (1002228-B1)

Phone:

7758702336.00

Email:

jponzo@rtcwashoe.com

Summary of: Regional Transportation Commission (RTC) - Administration-RTC Administration, Reno, NV (1002228-S11)	Totals
Equipment	**$1,208,549.63**
Professional Services	**$244,398.36**
Project Subtotal, Excl Tax	**$1,452,947.99**
Freight Amount	
Tax	**$0.00**
Project Total	**$1,452,947.99**

*sales tax is an estimation. actual tax will be calculated at time of invoice

Client Signature: _____

Name: _____

Title: _____

Date: _____

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SCOPE OF WORK

The labor rate used for this proposal is based on 2025 – 2026 Federal Davis Bacon and State of Nevada Prevailing Wage rates

Pavion will provide and install following equipment and services:
Fixed Route Buses (New Flier / HYD) - 53 Buses Total

1. 106 - 12 Port Industrial POE switches (2 - per bus)
2. 106 - 9VDC-36VDC Voltage regulators
3. 106 - Time delay relay switches
4. 371 - CM42 Verkada indoor cameras
5. 159 - CM41-E Verkada outdoor cameras
6. Removal of existing cameras
7. Program, test and commission of new system

SPECIAL SERVICES

The customer to provide technical resources to identify power sources and ignition trigger for shutting down the camera system

Project Proposal

Fixed Route Buese					**$1,418,054.99**
Qty	**Manufacturer**	**Model**	**Description**	**Price Each**	**Price Ext.**
371	Verkada Inc	CM42-512-HW	CM42 Verkada Indoor Camera	$1,041.51	$386,400.21
159	Verkada Inc	CM41-60E-HW	CM41-E Verkada Outdoor Camera	$1,325.82	$210,805.38
530	Verkada Inc	LIC-CAM-5Y-CAP	LIC-CAM-5Y-CAP 5-Year Camera License, Capacity Increase	$946.74	$501,772.20
106	DROK	K97KR	DROK Boost Buck Converter 9V-36V to 12V 20A 240W Aluminum Shell Waterproof	$79.25	$8,400.50
106	LNKWEL	M2	LNKWEL M2 Multifunction Time Relay with 10 Function Choices	$44.78	$4,746.68
106	Linovision	R9J4J	LINOVISION Industrial 12 Ports L2+ Cloud Managed PoE Switch	$411.82	$43,652.92
6	Linovision	WD67L	T&G 10 Pieces DIN Rail Slotted Aluminum RoHS 8" Inches Long 35mm Wide 7.5mm High	$29.28	$175.68
1544	Pavion	PAV-INST	Installation Labor	$135.69	$209,505.36
1	Pavion	PAV-MCP	Miscellaneous & Consumable Project Materials	$52,596.06	$52,596.06

Project Expenses					**$34,893.00**
Qty	**Manufacturer**	**Model**	**Description**	**Price Each**	**Price Ext.**
16	Pavion	PAV-TRN	Training Labor	$193.85	$3,101.60
80	Pavion	PAV-PM	Project Management Labor	$193.85	$15,508.00

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60	Pavion	PAV-PRG	Programming Labor	$193.85	$11,631.00
24	Pavion	PAV-ENG	Engineering Labor	$193.85	$4,652.40

CLARIFICATIONS & EXCLUSIONS

1. All work shall be performed during normal business hours Mon-Fri (7:00am to 4:00 pm) and normal working conditions. (Unless specifically addressed otherwise in this proposal)
2. Pavion shall provide qualified supervisory labor at the job site. Idle time incurred by Pavion employees due to absence of required buses, a heated bay, escorts, clearances, inability to enter the workspace, or other factors beyond our control, shall be considered a change to the contract.
3. Customer will provide access to all areas, including escorted areas such as computer, telephone, equipment and fabrication rooms.
4. Pavion assumes no responsibility or warranty for equipment supplied and or installed by others.
5. Patching and / or painting to be provided by others.
6. Bond provisions are not applicable.
7. Pavion requires written notification of any existing environmental hazard (i.e. asbestos, lead, etc) that Pavion personnel could be exposed to while providing this system. Each area of concern will require separate notification. Pavion is not responsible for any abatement, disposal or handling of any hazardous material (i.e. asbestos, lead, etc). All responsibility and cost associated with handling of any hazardous materials will be the responsibility of others.
8. All permits, licenses, and fees if required shall be obtained and paid for by others.
9. Cellular router or adequate communication services to be provided by customer.
10. The customer will be responsible for providing the IP addresses, subnet, gateway information and identifying the ports on the customer network for connection of equipment provided for this scope of work.
11. If applicable, Customer must provide adequate mounting space for all system equipment, panels, terminal interfaces, Communication devices.
12. The customer is responsible for providing a heated bus bay for installation during the winter months.

Payment Terms:

Purchase Order #	**Date of Acceptance**

Tax Exempt ID #	**Print Name & Title**

Options Selected	**Authorized Signature**

Email Signed Proposal to: hcho@rfi.com

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TERMS AND CONDITIONS

This Proposal is valid and open for thirty (30) days from the date first listed above on this Proposal. Prior to Customer's execution, Pavion may withdraw this Proposal at any time by written notice to Customer.

Pavion's terms and conditions for this Proposal are available at https://www.pavion.com/legal and are incorporated into this Proposal.

Please review Pavion's terms and conditions for the proposed services and location and sign below confirming Customer's acceptance of this Proposal. By accepting this Proposal, you certify you are authorized to bind Customer to this Proposal and Pavion's terms and conditions, Customer has reviewed Pavion's applicable terms and conditions, and Customer agrees to this Proposal and such terms and conditions.

Customer's contract, purchase order, or master agreement documents, including scope of work and terms and conditions, may be submitted for Pavion's review. Pavion may only be bound to Customer contract documents, including flow down contract documents from property owner, tenant, end user or upper-tier contractors to the extent such documents have been provided to and agreed upon by Pavion prior to submission of this Proposal. This Proposal shall supersede all other contract documents.

Pavion does not agree to any amendments to the terms and conditions of Pavion's Master Monitoring Contract or Master Fire Contract.

Pavion's Subscription Agreement or Managed Services Agreements with accompanying documents including this Proposal and scope of work require a separate execution in addition to executing this Proposal.

LABOR

Labor will be progress invoiced based on percent complete milestones. For projects less than $50k USD a 50% deposit will be required. Any projects greater than $50k will follow the below schedule of values. Unless specifically set forth in this written proposal or within the project specifications, project milestones are as follows:

Design Approval, Project Kickoff and Site Walkthrough	30%
Rough Installation	30%
Testing and Training	40%
Substantial Completion	100%

PAYMENT TERMS

Pavion's preferred method of payment is ACH/EFT. All price quotes reflect payments by cash, check or wire transfer. Payment by credit card or other similar methods may incur additional fees. Cancellation following execution of this Proposal will result in charges for labor incurred, material restocking fees, and freight. Customer assumes all liability associated with imposed taxes. Any work requested that is an alteration or deviation from the scope provided herein is subject to pricing change.

Unless otherwise indicated in this Proposal, Pavion's payment terms are strictly Net 30 from the date of invoice. In the case of progress payments, payment is expected within thirty (30) days after completion of the work performed during the payment period. All payment terms greater than Net 30 will require prior written approval from a Pavion Corp. Finance Manager or Credit Manager.

Failure to make payments within sixty (60) days after the completion of the Scope of Work or after the completion of a progress period shall provide Pavion Corp. an option to terminate this agreement per the terms set forth without prior notice. In addition, any late payments may be subject to a 1.5% late fee.

For Monitoring and Subscription Services, Service Plans, Preventative Services or Test and Inspection Plans, Subscriber will be invoiced in advance, quarterly or annually at Pavion's option. Pavion will make all reasonable efforts to honor our pricing for thirty (30) days.

If Pavion's costs increase, whether due to threatened or imposed tariffs or for any other reason, Pavion reserves the right, and the Customer agrees should Pavion exercise such right, for Customer to pay price increases due to such cost increases. Except in the case of threatened or imposed tariffs, Pavion agrees it shall not charge more than a 15% price increase after the Agreement is executed.

We look forward to maintaining a trusted, long-term business relationship. If you have any questions regarding this proposal or any other matter, please feel free to contact your Pavion Account Executive.

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REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 4.5.2**

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: Purchase of Nineteen (19) Hybrid Diesel-Electric Buses, State of Washington Transit Buses Master Contract No. 06719-0110

RECOMMENDED ACTION

Approve a contract with New Flyer to purchase nineteen (19) hybrid diesel-electric buses utilizing the State of Washington's Cooperative Purchasing Agreement for Transit Buses Master Contract No. 06719-0110, in an amount not-to-exceed $23,425,495.77.

BACKGROUND AND DISCUSSION

In late November, RTC was awarded a $21.5 million grant from the Federal Transit Administration (FTA) through the Low or No-Emission Vehicle Program (Low-No), advancing the organization's commitment to a cleaner, more reliable public transit system. This funding allows RTC to replace a portion of its fleet with modern diesel-electric hybrid buses to improve service reliability, reduce emissions, and lower long-term maintenance costs.

RTC currently has a mixed fixed route fleet of battery electric, hybrid electric, and hydrogen fuel cell vehicles. This funding will allow for the purchase of 19 diesel hybrid New Flyer buses to remove outdated vehicles and improve reliability to our customers. While RTC was an early adopter with battery electric buses, this technology has proven to be problematic due to range limitations and supply chain issues impacting the availability of parts and service. This project will replace these unreliable vehicles with proven diesel hybrid buses which will improve service reliability and better support RTC's ongoing increases in ridership. This purchase will be made from the State of Washington joint procurement contract. That procurement method is preferred by the Federal Transit Administration and will save RTC grant funds due to the increased purchasing power available with the state contract as opposed to purchasing vehicles independently.

RTC has selected New Flyer hybrid vehicles due to the positive history RTC already has with these buses. From past orders, these vehicles have been reliable with excellent product support from the manufacturer.

By staying with New Flyer, RTC will be able to standardize its fleet and gain the benefits of reduced inventory, continued reliability, and reduced training requirements for our drivers and technicians.

New Flyer is experiencing significant demand for its vehicles in the wake of the Proterra bankruptcy. If the Board approves this contract now, RTC can secure an earlier than expected production date which should reduce the delivery timeframe by approximately nine months. As a result, the expected delivery of these vehicles would be quarter three of 2027.

RTC is in the process of finalizing contract terms that will supplement the terms of the State of Washington joint procurement contract. Those terms will be consistent with the material terms described in this staff report and contained in the attached proposal from New Flyer.

FISCAL IMPACT

Federal Funding (85%) and Local Sales Tax match (15%) appropriations will be included in the FY2027 capital budget for this action.

PREVIOUS BOARD ACTION

8/16/2024 - Approved a contract with New Flyer to purchase ten (10) hybrid diesel-electric buses utilizing the State of Washington's Cooperative Purchasing Agreement for Transit Buses Master Contract No. 06719-0110, in an amount not-to-exceed $10,492,211.40.

Regional Transportation Commission of Washoe County

New Flyer Partnership Commitment for the 2025 Low-No Program Grant Proposal

NEW FLYER®

Proposal Table of Contents

Tab 1, Letter of Commitment

Tab 2, Technical Best Practices Score and Classification

Tab 3, Tariffs

Tab 4, Bus Publications

Tab 5, Bus Training

Tab 6, Bus Specialized Tooling and Diagnostics

Tab 7, Bus Warranty

Tab 8, Xcelsior® Bus Brochure

Tab 1, Letter of Commitment

New Flyer Response:

Included in this section is New Flyer's Letter of Commitment to Regional Transportation Commission of Washoe County.

NEW FLYER OF AMERICA

July 9, 2025

Jim Gee
Director, Public Transportation
Regional Transportation Commission of Washoe County
1105 Terminal Way
Suite #200
Reno, NV 89502

Re: New Flyer Partnership Commitment with Regional Transportation Commission of Washoe County for the 2025 FTA Low or No Emission ("Low-No") Competitive Grant Programs

Dear Jim,

On behalf of New Flyer of America Inc. ("New Flyer"), a subsidiary of NFI Group Inc. ("NFI"), I am pleased to confirm our commitment as a trusted partner in the deployment of advanced mobility solutions—including propulsion-agnostic buses; NFI Connect™ over-the-air vehicle analytics technology, full-suite support via NFI Infrastructure Solutions™, and workforce development initiatives through our Vehicle Innovation Center (or "VIC") and the New Flyer Institute—for Regional Transportation Commission of Washoe County in support of its application to the Federal Transit Administration's 2025 Low or No Emission Vehicle Program ("Low-No").

We understand the importance of modernizing America's transit systems, improving public safety, expanding access to opportunity zones, strengthening domestic manufacturing, and supporting Buy America-compliant products. We are confident that selecting New Flyer as your partner of choice will enhance Regional Transportation Commission of Washoe County's competitiveness in this year's funding cycle.

Our mobility solutions will support your Low-No application by delivering:

- **Buy America-compliant vehicles** with no waivers required with your application, ensuring eligibility, procurement readiness, and the ability to deliver your project in a timely fashion without additional time for testing
- **U.S.-manufactured buses** that create and sustain good-paying jobs, strengthen regional economies, and generate long-term domestic investment
- **Long-term economic benefits** of transit investment, improving service reliability and supporting local job creation, development, and infrastructure growth — including in underserved areas and federally designated Opportunity Zones.
- **A propulsion-agnostic approach** that includes both low-emission and zero-emission technologies, supported by cost-benefit analysis to guide optimal fleet decisions
- **Reduced harmful emissions and direct carbon output** from internal combustion options, alongside ultra-quiet operation that minimizes noise in communities
- **Proven product safety and reliability** validated through testing, and built on a durable platform trusted by agencies across the United States ("U.S.")
- **Accessibility features** that ensure equitable service for people with disabilities, seniors, and families with young children—supporting full community participation in work, healthcare, commerce and daily life

The following pages provide details on our mobility solutions, capabilities, and workforce programs to support your Low-No grant application.

About NFI Group Inc.

Delivering Full-Suite Mobility Solutions

New Flyer of America Inc is part of NFI Group Inc. Leveraging 450 years of combined experience and a workforce of 9,000 team members across North America and beyond, NFI stands as a leading North American manufacturer of propulsion-agnostic transit and motorcoach buses. Our brands – including New Flyer® (heavy-duty transit buses), MCI® (motorcoaches), Alexander Dennis (single- and double-deck buses), Plaxton (motor coaches), ARBOC® (low-floor cutaway and medium-duty buses), and NFI Parts™ – collectively deliver mobility solutions that keep people connected and economies moving.

NFI's low-emission and zero-emission vehicle lineup provides agencies with proven, reliable solutions to modernize fleets and improve service for riders. With an installed base of more than 100,000 buses and motorcoaches in service around the world, NFI partners with transit agencies to deliver the dependable, job-creating transportation that communities rely on.

Building Opportunity and Strengthening the U.S. Economy

At NFI, we know that reliable transportation creates good jobs and fuels local economies. Our operations are supported by over 4,000 Americans employed at our U.S.-based facilities. We spend over $1.1 billion with domestic suppliers, reinforcing a strong U.S. supply chain. We take pride in building quality vehicles and providing infrastructure solutions that are American-made and aligned with the administration's priorities: creating good-paying jobs, strengthening U.S. manufacturing, supporting rural and urban centers, and keeping America connected.

About New Flyer of America Inc.

A Legacy of Supporting American Communities

New Flyer has led mobility innovation for more than 90 years, delivering reliable, high-quality transportation solutions that help build stronger American communities. As a leading U.S. manufacturer of heavy-duty transit buses, New Flyer—together with its sister company Motor Coach Industries (MCI)—supports thousands of skilled manufacturing, engineering, administrative, and trades jobs across the country. With buses designed and built in the U.S., our operations contribute directly to economic vitality through domestic production, substantial supplier spend, and partnerships with American workers and businesses.

Propulsion-Agnostic Design, Inclusive Access, and Emissions Reduction

New Flyer's comprehensive product line includes the Xcelsior® and Xcelsior CHARGE™ series—offering low-emission hybrid-electric, CNG, and clean diesel; and zero-emission battery-electric, fuel cell-electric, and trolley-electric options—all fully Buy America-compliant, with no waivers required for grant eligibility. Our propulsion-agnostic approach provides transit agencies with flexibility to choose the best fit for their service areas, supported by thorough cost-benefit analysis for zero-emission bus options. You can see our history of innovation here.

Reducing harmful emissions and carbon output from internal combustion vehicles remains a top priority for many transit agencies—and is a key focus of the FTA's Low-No grant programs. For Agencies seeking low-emission alternatives, our hybrid and CNG offering can deliver meaningful reductions. CNG buses cut NOx emissions by up to 90% and meet particulate standards without filters compared to older models. Our hybrid models build on the clean diesel platform, adding engine-off mode for even greater emission reduction. New Flyer's zero-emission buses can avoid more than 110 metric tons of harmful emissions each year, equivalent to the output of a traditional 40-foot clean diesel bus.

Our buses are engineered to improve fuel efficiency and reduce noise pollution — helping Regional Transportation Commission of Washoe County lower operating costs, extend vehicle range, and create quieter, more comfortable environments for passengers and the communities they operate in. These performance advantages are backed by rigorous third-party testing. The Xcelsior® platform's lightweight design improves fuel economy, with the Xcelsior hybrid-electric model achieving the highest fuel economy ever recorded at Altoona—5.88 mpg. The Xcelsior CHARGE NG™

battery-electric bus also sets a new standard for quiet operation, earning the lowest interior and exterior noise levels ever recorded under the FTA's protocol.

Accessibility features ensure that people with disabilities, seniors, and families with young children can participate more fully in the economy and enjoy the benefits of safe, reliable public transit—particularly in underserved areas, including federally designated Opportunity Zones. Our vehicles offer low-floor designs for easy boarding, ramps and wider doors for wheelchair access, priority seating, and interior and exterior bike racks—all contributing to a more accessible, comfortable, and connected journey for every rider.

Designed for exceptional performance and reliability, our vehicles incorporate safety features proven through extensive testing at the Altoona Bus Testing Center including structural durability, HVAC performance, crashworthiness (front and side), emergency handling, engine cooling, noise levels, and suspension/ride quality. In addition, New Flyer's Xcelsior® platform has completed Exova Design Life Validation—a rigorous structural fatigue test that simulates the full vehicle lifespan and exceeds the FTA's STURRA standard by more than four times. These independently validated results reflect the high standards of safety, durability, and performance transit agencies can count on—demonstrating readiness for deployment and long-term value for your fleet and community.

New Flyer supports more than 37,000 buses on the road in North America today, demonstrating our commitment to building transportation networks that strengthen communities, spur economic investment, and help keep America moving forward.

For more information, visit newflyer.com.

US Manufacturing, Workplace Safety, and Innovation

New Flyer's U.S. manufacturing footprint includes facilities in Anniston, Alabama; and Crookston and St. Cloud, Minnesota; complemented by a component manufacturing facility in Shepherdsville, Kentucky. These facilities support American jobs and contribute to local economies, while providing the capacity and flexibility needed to build both low-emission and zero-emission buses to meet the evolving demands of transit agencies across the country.

Our Operational Excellence practice, established in 2008, prioritizes clean, safe, and efficient work environments and ensures every bus is built to the highest standards of quality and reliability. By applying lean manufacturing and 5S principles, we optimize every step of production—reducing waste and improving workflow—while equipping our teams with clear processes and best-in-class tools to get the job done right the first time.

New Flyer's manufacturing facilities are certified to ISO 9001 (quality management), ISO 14001 (environmental management), and ISO 45001 (occupational health and safety management) standards, demonstrating our commitment to efficient production, safety, and delivering dependable products that keep American communities connected and thriving.

Our People: Investing in America's Workforce

Of the 4,000 NFI U.S. Team members, approximately 2,200 works for New Flyer – each of them playing a vital role in supporting American transit and delivering buses that strengthen local economies. These good-paying jobs reflect our ongoing commitment to U.S. manufacturing, local investment, and workforce development—values that align with the goals of the FTA's Low-No grant program.

Our workforce development programs are designed to strengthen our manufacturing capabilities while creating pathways to meaningful employment. Through the NFI Learning Institute, we invest thousands of hours in workforce development and technical training on an annual basis —ensuring our team has the skills to adapt to new technologies and consistently deliver high-quality, dependable buses. Our training initiatives include job mentorship, formalized on-the-job training, and professional and technical development aligned with evolving technologies, specialized tooling, and safety requirements.

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New Flyer's commitment to workforce development also extends to the MCI Academy, (operated through NFI subsidiary MCI), which earned its fifth consecutive ATMC National Excellence in Training Award, showcasing our dedication to technical and safety training for the broader coach industry.

Supporting Customer Success Through World-Class Training

The New Flyer Institute is New Flyer's proprietary learning center, delivering world-class training and workforce development to our customers. It is designed to introduce customers to their New Flyer vehicle, ensure agencies can operate and maintain it to its fullest potential throughout its lifecycle, and provide operator trainers with comprehensive instruction on vehicle operation and safety features. The New Flyer Institute also offers in-depth training on maintenance procedures, troubleshooting, and critical safety information—equipping transit teams with the knowledge and confidence to maximize performance and reliability.

Our Vehicle Innovation Center (or "VIC") is North America's first innovation lab dedicated to advancing bus and coach technology. Built and opened in 2017, the VIC provides critically needed workforce development to industry leaders, often facilitating reskilling, upskilling, and knowledge sharing on innovative solutions and infrastructure. The VIC is located in Anniston, Alabama on the New Flyer manufacturing campus. You can take a virtual tour of the Anniston facility here and tour the VIC here.

These programs can play a critical role in meeting your workforce development requirements under the FTA's Low-No programs. Whether your agency is transitioning to low-emission solutions or deploying zero-emission technologies, the New Flyer Institute and Vehicle Innovation Center offer the training infrastructure to support every stage of fleet modernization. From foundational instruction on safe vehicle operation to advanced training in diagnostics, maintenance, and infrastructure readiness, our programs help transit teams build the knowledge and skills necessary to manage evolving propulsion technologies with confidence. These workforce development solutions not only support grant eligibility—they also advance local job creation, operational reliability, and long-term sustainability.

Connected Technology and Analytics

NFI Connect™ is a proprietary, advanced telematics solution that gives you real-time oversight of your entire fleet, improving bus uptime and safety, and lowering costs.

NFI Connect™ enhances your zero-emission fleet with easy deployment across multiple vehicle platforms, advanced performance insights for targeted driver training, robust cybersecurity, smart geofencing for location-based messaging, and secure over-the-air updates to keep vehicles up to date.

With NFI Connect™ you can have greater oversight of your whole operation, ultimately improving bus uptime and lowering costs, without requiring more work. Learn more at newflyer.com/connect.

Scope of Work

Below are details spanning our mobility solutions that best position Regional Transportation Commission of Washoe County to deploy and fulfill its low- or zero-emission bus deployment through the Low-No competitive grant program.

1) Vehicles

The FTA will provide priority consideration to applicants that identify their intent to use a procurement method that reduces vehicle customization by: using a state schedule without customized options, identifying an intent for a joint procurement with at least three total transit agencies using a common specification, or committing to an OEM that's committed to delivering a standard configuration without customization.

Adhering to this direction, New Flyer has priced these vehicles using a state schedule with minimum customized options, for which New Flyer will provide a letter certifying that this configuration is a Highly Configurable with minimal variation to a standard vehicle model.

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- The procurement and deployment of nineteen (19) low-emission forty foot, heavy-duty New Flyer Xcelsior XDE40 hybrid-electric transit buses.
- The proposed vehicles will be configured as our standard vehicle model base bus with minimal customer-specific options included (EX. APC, AVA/AVL).
- These low-emission XDE40 buses meet all federal requirements, including Buy America, at the time of delivery.

Pricing

- New Flyer Xcelsior XDE40 forty foot Hybrid-Electric: **$1,232,920.83/Bus**
- Bus price includes Warranty, Publications, and Delivery.
- Please refer to the Workforce Development section below, for details on VIC education session included within this proposal.
- Notes on pricing:
  - The price may not include nor reflect all customer-specific features.
  - Changes to vehicle configuration are subject to pricing changes.
  - All prices are stated in $USD and valid if buses are manufactured in 2027.

Tooling and Diagnostics

- Please refer to the attached document, our recommended Tooling and Equipment list, to best maintain and support the proposed XDE40 transit buses.
- Tooling cost is not included in the bus price.
- The recommended tooling and diagnostics list is provided for budgetary purposes. The final tooling and diagnostics list will be provided when a final vehicle configuration is decided upon.

2) Payment Terms

The FTA will provide priority consideration to applicants that incorporate advance payments and/or progress payments into the contract. Adhering to this direction, New Flyer has proposed the following payment terms:

Progress Payment Terms

- Payment terms are 75% at the time of engine install and 25% at acceptance with net 30 terms, with receipt of title to the rolling stock provided as security.
- These terms meet the FTA eligibility criteria for your Low-No application.
- The bus price includes a discount of $6,967 per bus, which is reflective of a 5% Annual Percentage Rate (APR).

3) Workforce Development & Training

As part of the requirements of the Low-No application, a comprehensive workforce development or upskilling plan that aligns with the project scope will strengthen the application. Also, a workforce development plan is a statutory requirement for zero-emission applications. Applicants should include an additional 5% in their federal funding request specifically for workforce development.

The New Flyer Institute and the MCI Academy are our dedicated training and workforce development centers, designed specifically to support transit agencies like Regional Transportation Commission of Washoe County.

New Flyer Institute

- Technical training department capable of conducting in-person training, hands-on training on customer vehicles, and at customer sites for maximum accuracy and convenience.
- Training will be customized and appropriate for electrical engineers, battery/powertrain assembly technicians, electric powertrain maintenance, bus operators and safety personnel.
- Please refer to the Training section for additional recommended training for the proposed bus (cost not included in bus price). A recommended training list is provided for budgetary purposes. A final training list will be provided when a final bus configuration is confirmed.

Learning Management System (LMS)

- Online platform that offers more generic, comprehensive training to complement classroom and on-the-job learning.
- Can reinforce skills and expand knowledge of a broad range of topics with full-time flexibility.
- Is available free-of-charge with purchase of training package through the New Flyer Institute.

Vehicle Innovation Center (VIC)

- A central hub dedicated to advancing bus and coach technology across North America and designed to educate transportation leaders and decision-makers.
- Through the Vehicle Innovation Center, and as part of our partnership, New Flyer will provide a customized, no-cost virtual experience for up to 50 members of your leadership team lasting a half day on technology topics of interest and designed to enhance your low- and zero-emissions transition planning.

4) Connected Technology

- NFI Connect™ is an exclusive, advanced telematics solution that gives you real-time oversight of your entire fleet, improving bus uptime and safety, and lowering costs.
- It can also be added to any low-emission model to support full-fleet performance analysis and transition planning.

Conclusion

New Flyer is committed to driving smart, efficient, and sustainable mobility solutions that strengthen economic growth, improve quality of life, and raise the standard of living. Partnering with transit agencies, localities, and stakeholders across the U.S., we deliver reliable buses, innovative technology, workforce development, and infrastructure that expand access to clean, safe, and efficient transit—supporting economic opportunity and family well-being. Together, we build stronger, more vibrant communities while bolstering the American transit manufacturing industry and enhancing the financial stability of public transit systems. New Flyer is proud to be Regional Transportation Commission of Washoe County's partner in deploying scalable solutions that meet today's needs and secure a more prosperous future for all.

The deadline to submit is 11:59 p.m. ET on Monday, July 14, 2025 – and we are here to help every step of the way.

Sincerely,

NEW FLYER OF AMERICA INC.

Jady Cossi Barbosa
Technical Sales Manager
Cell: 204.430.0912
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newflyer.com

cc: Regional Sales Manager – Walter Yang
Business Segment Director – Adrian Graca

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Technical Sales Analyst – Katherine Bracken

Tab 2, Technical Best Practices Score and Classification

New Flyer Response:

Included in this section is New Flyer's letter to Regional Transportation Commission of Washoe County regarding Technical Best Practices Score and Classification.

Agency Name: REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY (RENO, NV)

Model: XDE40

Quantity: 19

Source Contract: State Schedule: State of Washington Department of Enterprise Services (Contract 06719-01),

Technical Best Practices Score and Classification: 97.62 - Highly configurable, minimal variation.

A 98.81% of this configuration is attributed to the standard bus on the State of Washington Department of Enterprise Services contract and available options.

Three opportunities have been identified for New Flyer and REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY (RENO, NV) to work through to reduce excessive customization and move towards more configurable options. These opportunities are:

1) Secure Diagnostic Station (SDS) enclosure door latches type, number of trays, the electrical panel orientation, and other SDS-related customer specifications.

2) Window changes related to manufacturer, glazing, thickness and framing, among others.

3) HVAC items related to the control panel orientation, booster fan and other related items.

Encouraging Standardization while reducing excessive customization's

To support efforts around standardization in the North American Transit industry, New Flyer has developed a Configuration Assessment Tool that allows us to assign a Technical Best Practice score to each configuration.

Through development of a comprehensive list of preferred and available production options we can measure use of common, high use configurations as well as unique, specific customizations. Preferred and available production options are preconfigured options that can be selected to ensure Agencies can meet their unique operating requirements and are included in the base bus or in the available option listing on state contracts. Selection of these options typically results in:

1. Better Manufacturability translating to higher build in station, higher labor efficiency, and lower labor hours, therefore reducing cost and increasing quality.
2. Increased Supply chain reliability and resilience as it minimizes extensive small batch production.
3. Optimized quantity discounts and avoidance of minimum buy premiums which may reduce overall costs.
4. Improve aftermarket lowering parts availability which may improve vehicle down time and increase service reliability.

Where specific custom options are present, they can be reviewed against the preferred and available production options to explore alternatives and determine if an Agency can make alterations through the configuration process to optimize the bus and realize the advantages of selecting from preferred and available production options.

The scoring system measures the Agencies technical configuration against a bus compromised only of preferred production options. The Technical Best Practice score is calculated as follows:

SCORE = 100% - (% of Available Production Options*.5) – (% of Specific Customer Options*2)

The score results in the technical configuration being classified in one of 4 classifications based on Agency and Order size to account for unique differences in operations, duty cycle, geography, order sizes etc.

1) **Optimal Configuration:**
    - Minimal customization,
    - High Utilization of options that are common in the industry,
    - Variation has been significantly reduced.
    - Configuration will present benefits in price, manufacturability, quality, and in service reliability and parts availability.
    - No minimum order quantity required.
2) **Highly Configurable, minimal variation:**
    - Minimal customization,
    - High Utilization of options that are common in the industry,
    - areas of variation are expected and necessary to ensure the Agency can meet their unique operational constraints.
    - Configuration will present benefits in price, manufacturability, quality, and in service reliability and parts availability.
    - No minimum order quantity required.
3) **Medium Configurable, some variation:**
    - Some customizations present
    - Medium utilization of options that are common in the industry,
    - Opportunities for a more configurable approach are present.
    - Configuration is consistent across the Agencies New Flyer fleet which may present benefits around in service reliability and parts availability within the Agencies warehouses.
    - A minimum order quantity of 50 buses or,
    - commitment from the Agency to reduce their specific custom options and pursue more available options to move to the Highly Configurable Category
4) **Minimum Configurable, significant variation:**
    - High number of customizations present
    - Low utilization of options that are common in the industry.
    - Opportunities for a more configurable approach are present.
    - The technical configuration includes the desired attributes as communicated by the Agency may result in synergies and benefits for the Agency for their internal training, service, maintenance, and parts warehousing practices.
    - A minimum order quantity of 100 buses is required to move forward with this level of customization

Tab 3, Tariffs

New Flyer Response:

Tariffs have been an evolving situation with the full cost impact not yet visible. New Flyer's proposed price **does not include any additional costs, duties, or price adjustments resulting from regulatory changes, changes or law, or future or recently imposed tariffs** as the cost impact is not available. New Flyer's proposed price is based on USMCA agreements and global Tariff values that were in place as of January 20th, 2025. Potential changes to tariffs have been an evolving situation with the full cost impact not yet visible. We expect the cost of Tariffs will increase the price of the bus between 3% and 15%; however, this is an estimate for your budgeting purposes only. New Flyer may send an updated proposal with an estimate of the Tariff amount once we have better visibility to the final global Tariff values.

To ensure continued production and delivery of our customers' buses, New Flyer will begin assessing the tariff impact on each bus build at the time of line entry. The amount of the price increase will vary based on the type of bus, Agency selected options, component sourcing, and timing of the order.

Per the terms of State of Washington Department of Enterprise Services (Contract 06719-01), the following provisions apply:

> *For certainty, notwithstanding anything else to the contrary contained herein, in the event that a price adjustment is required in respect of changes that are mandatory as a result of legislation or regulations that become effective after the date of the tender submission, such price adjustment shall be negotiated in good faith by the Participants and the Contractor.*

Should tariffs or regulatory changes affect the cost of materials, production, or services, or result in a change by Regional Transportation Commission of Washoe County in the number of units to be procured, New Flyer reserves the right to adjust pricing accordingly.

The Price Change reflective of actual Tariff costs, will be calculated at the time of line entry and will be provided with auditable backup to State of Washington Department of Enterprise Services. The amount will be calculated through New Flyer's SRCR (Sales Release Change Request) process and passed through at cost. It will be clearly identified as a Tariff Surcharge on the Price Change.

The payment terms for Tariffs are Net 15 days from the time the Price Change, auditable backup, and invoice are presented to Regional Transportation Commission of Washoe County.

The federal government requires that the importer on record pay for Tariffs two (2) weeks from the date they are incurred and provide a bond for tariff payments. New Flyer has provided a bond to the Federal Government for Tariff Payments; therefore, the Tariff payment at line entry is not considered an Advanced Payment, and no additional security is required.

Tab 4, Bus Publications

New Flyer Response:

Please see the attached New Flyer **Publications Proposal**, noting that Publications are **included** in the bus price.

A refreshed Publications deliverable will be provided when a final bus configuration is confirmed.

New Flyer Standard Bus Publications				This is for one XDE40 Build of approx 1 Bus Only
DESCRIPTION	**QTY**	**CUSTOMER DELIVERY**	**UPDATES (years)**	**COMMENTS**
Emergency Responder Guide (8.5x11 laminated paper)	1	With First Bus Delivery	6	Emergency information to be on board each bus
Operator's Guide (8.5x11 3-hole)	1	With First Bus Delivery	6	
Parts Manual	1	Within 30 Business Days After Last Bus Delivery	6	
Service Manual	1	Within 30 Business Days After Last Bus Delivery	6	
Bus System Drawings Manual (11x17 3-hole regular paper includes air, electr, hydraulic, cooling, PLC HVAC layouts and schematics)	1	Within 30 Business Days After Last Bus Delivery	6	
TIV USB	1	Within 30 Business Days After Last Bus Delivery	6	USB Includes only NF Manuals plus OEM items below with "*"
Sub Total				

OEM Supplier Publications				This is for one XDE40 Build of approx 1 Bus Only
DESCRIPTION	**QTY**	**CUSTOMER DELIVERY**	**UPDATES (years)**	**COMMENTS**
Cummins B6.7 (CM2350) 2021EPA Engine OEM Vendor Manual Set (includes only the following)		Within 30 Business Days After Last Bus Delivery or Soon After Receiving From OEM Supplier		2021EPA Manual cost and availability unknown. Will need to re-quote.
Fault Code Troubleshooting Manual (Vol 1 - 6)	1	"	N/A	
Service Manual (Vol 1 - 2)	1	"	N/A	
Operation & Maintenance Manual	1	"	N/A	
Owners Manual	1	"	N/A	
BAE HDS200 Hybridrive OEM Manual Set (includes only the following)		Within 30 Business Days After Last Bus Delivery or Soon After Receiving From OEM Supplier		Includes all service, troubleshooting and parts information
HDS System Manual	1	"	N/A	*
Thermo King HVAC OEM Manual Set (includes only the following)		Within 30 Business Days After Last Bus Delivery or Soon After Receiving From OEM Supplier		
Unit Operation & Maintenance Manual	1	"	N/A	*
Intelligaire III Diagnostic Manual	1	"	N/A	*
EMP Cooling System OEM Manual Set (includes only the following)		Within 30 Business Days After Last Bus Delivery or Soon After Receiving From OEM Supplier		
MH5 Cooling System Service Manual	1	"	N/A	*
MH5 Cooling System Troubleshooting Manual	1	"	N/A	*
WABCO ABS System OEM Manual (includes only the following)		Within 30 Business Days After Last Bus Delivery or Soon After Receiving From OEM Supplier		
ABS Maintenance Manual	1	"	N/A	*
MGM Brake Stroke Monitor OEM Manual (includes only the following)		Within 30 Business Days After Last Bus Delivery or Soon After Receiving From OEM Supplier		
MGM eStroke RS232 Diagnostic Document	1	"	N/A	*
Destination Sign OEM Manual Set (includes only the following)		Within 30 Business Days After Last Bus Delivery or Soon After Receiving From OEM Supplier		
Luminator Operation & Maintenance Manual	1	"	N/A	*
Vansco Multiplexing System OEM Manual (includes only the following)		Within 30 Business Days After Last Bus Delivery or Soon After Receiving From OEM Supplier		
Hardware User Guides	1	"	N/A	*
Software User Guides	1	"	N/A	*

Tab 5, Bus Training

New Flyer Response:

Please see the attached **Training Proposal** for details regarding available training opportunities as recommended by New Flyer. Training is **not included** in the bus price and can be selected as required by Regional Transportation Commission of Washoe County.

Please note, the recommended training list provided in this Low-No proposal is provided for budgetary purposes only.

As part of the requirements of the LoNo application, a comprehensive workforce development or upskilling plan that aligns with the project scope will strengthen the application.

For zero-emission applications, a workforce development plan is a statutory requirement. Applicants should include an additional 5% in their federal funding request for workforce development.

DESCRIPTION	RECOMMENDED MAXIMUM NUMBER OF STUDENTS PER CLASS	QTY HRS.	TOTAL SELLING PRICE AT BID	REQUIREMENT	BILLABLE: Y/N
Operator Orientation (Train-the-Trainer)	6	4	$986.85	Recommended	Y
Maintenance Orientation	15	4	$986.85	Recommended	Y
Preventive Maintenance Inspection	10	4	$986.85	Recommended	Y
Multiplex System	10	32	$7,894.80	Recommended	Y
Entrance & Exit Doors	10	4	$986.85	Recommended	Y
Wheelchair Ramp	10	4	$986.85	Recommended	Y
Brake Systems and Axles	10	16	$3,947.40	Recommended	Y
Air System and ABS	10	8	$1,973.70	Recommended	Y
Suspension and Steering	10	8	$1,973.70	Recommended	Y
Electric Fan Drive	10	4	$986.85	Recommended	Y
Coolant Loop Fill Procedure	10	4	$986.85	Recommended	Y
Towing	10	4	$986.85	Recommended	Y
Body and Structure	10	4	$986.85	Recommended	Y
DESCRIPTION	**RECOMMENDED MAXIMUM NUMBER OF STUDENTS PER CLASS**	**QTY HRS.**	**TOTAL SELLING PRICE AT BID**		
Engine Maintenance	8	24	$21,060.00	Recommended	Y
HVAC Maintenance	8	8	$5,130.00	Recommended	Y
Destination Sign	10	12	$10,530.00	Recommended	Y
Hybrid Propulsion System Familiarization	8	16	$14,040.00	Recommended	Y
Hybrid Propulsion System Troubleshooting	8	16	$14,040.00	Recommended	Y

Tab 6, Bus Specialized Tooling and Diagnostics

New Flyer Response:

Included in this section are details regarding New Flyer's specialized Tooling and Diagnostics recommended to maintain the Xcelsior® bus. This package acts as a shopping list for Regional Transportation Commission of Washoe County to select from as needed.

The corresponding Tooling and Diagnostics equipment prices **are not** included in the bus price and is provided for budgetary purposes only.

A refreshed Tooling and Diagnostics list will be provided when the final bus configuration is confirmed.

New Flyer Tools Diagnostics Proposal

Date	6/26/2025
Revision Level	Rev Draft 1
Customer Name	
Bid / Option Number	LONO 2025
Quantity - Bus Model	
Pricing Expiration Date	

Item	Billing Method	Customer Specification Description	NF Parts Description	Part Number Type	Bid Quoted NF Part # or Link	Quantity	Individual Unit Selling Price (USD)	Total Selling Price (USD)
1	Billed Separately		KIT - Panasonic FZ55 Toughbook Laptop	Diagnostic Equipment	6502351	1	$ 4,410.52	$ 4,410.52
2	Billed Separately		Nexiq USB Link™ 3 - WIFI/Bluetooth Edition	Diagnostic Equipment	6494933	1	$ 1,226.40	$ 1,226.40
3	Billed Separately		Harness - Adapter Diagnostic CAN 2	Diagnostic Equipment	07-12-5916	1	$ 141.07	$ 141.07
4	Billed Separately		ZF Testman IAM Diagnostic Kit	Diagnostic Equipment	6435374	1	$ 4,479.27	$ 4,479.27
5	Billed Separately		Adapter - Dongle ZF	Diagnostic Equipment	6503298	1	$ 357.26	$ 357.26
6	Billed Separately		BAE IDS Software	Diagnostic Equipment	6399628	1	$ 3,095.60	$ 3,095.60
7	Billed Separately		KVASER Interface	Diagnostic Equipment	6399629	1	$ 572.69	$ 572.69
8	Billed Separately		Intelligaire III Diagnostic Software & Cables	Diagnostic Equipment	6393934	1	$ 2,560.48	$ 2,560.48
9	Billed Separately		Valeo Diagnostic Software & Cables	Diagnostic Equipment	6499004	1	$ 691.42	$ 691.42
10	Billed Separately		Valeo Adapter - Diagnostic	Diagnostic Equipment	6492163	1	$ 111.60	$ 111.60
11	Billed Separately		Cable - PVSG Interface	Diagnostic Equipment	6487019	1	$ 56.84	$ 56.84
12	Billed Separately		Cable - Transtech VR Interface	Diagnostic Equipment	6488984	1	$ 320.82	$ 320.82
13	Billed Separately		Datalogger - Vector GL1000	Diagnostic Equipment	6473056	1	$ 3,248.82	$ 3,248.82
14	Billed Separately		Cummins Insite Lite (Initial Download)	are / Annual Renewals/ Subscri	6339520	1	$ 1,237.11	$ 1,237.11
15	Billed Separately		Cummins Insite Lite (Renewal)	are / Annual Renewals/ Subscri	6495522	1	$ 1,237.11	$ 1,237.11
16	Billed Separately		Cummins Insite Pro	are / Annual Renewals/ Subscri	6339521	1	$ 1,371.07	$ 1,371.07
17	Billed Separately		Cummins Insite Pro (Renewal)	are / Annual Renewals/ Subscri	6495523	1	$ 1,323.79	$ 1,323.79
18	Billed Separately		Wabco ABS Software (Initital Download)	are / Annual Renewals/ Subscri	6334596	1	$ 433.38	$ 433.38
19	Billed Separately		Wabco ABS Software (Renewal)	are / Annual Renewals/ Subscri	6495817	1	$ 410.17	$ 410.17
20	Billed Separately		Cummins Insite Software	No Charge Software	INSITE™ Engine Diagnostics | Cumr	1	$ -	$ -
21	Billed Separately		EMP Software	No Charge Software	EMP : Drivers & Downloads (emp-d	1	$ -	$ -
22	Billed Separately		Luminator MIE Software	No Charge Software	https://luminator.zendesk.com/hc	1	$ -	$ -
23	Billed Separately		Vansco Software	No Charge Software	http://divapps.parker.com/divapps	1	$ -	$ -
24	Billed Separately		Vansco 1210 Chooser	No Charge Software	http://divapps.parker.com/divapps	1	$ -	$ -
25	Billed Separately		PVSG Software	No Charge Software	https://ph.parker.com/us/17616/e	1	$ -	$ -
26	Billed Separately		Smartrider Software	No Charge Software	https://promo.parker.com/promot	1	$ -	$ -
27	Billed Separately		Danfoss Software - Berendsen Pwr Strg	No Charge Software	darryl_desjarlais@newflyer.com	1	$ -	$ -
28	Billed Separately		Kit - Lift Tow Universal	Special Tools and PPE	6396565	1	$ 327.96	$ 327.96
29	Billed Separately		Kit - Lift Tow Receivers	Special Tools and PPE	6396567	1	$ 2,131.89	$ 2,131.89
30	Billed Separately		Xcelsior Flat Tow adapter (2 pcs. Per set)	Special Tools and PPE	6395097	1	$ 2,132.20	$ 2,132.20
31	Billed Separately		Assy - Frame Flat Towing	Special Tools and PPE	902990	1	$ 6,551.82	$ 6,551.82
32	Billed Separately		Jacking Adapters	Special Tools and PPE	434434	1	$ 1,179.13	$ 1,179.13
33	Billed Separately		Repair Kit - Disc Brakes & Synact Calipers	Special Tools and PPE	6501865	1	$ 10,513.04	$ 10,513.04
34	Billed Separately		Torque Multiplier	Special Tools and PPE	6314711	1	$ 2,692.20	$ 2,692.20
35	Billed Separately		Hub Repair Kit - MAN VOK-08 Frt Axle	Special Tools and PPE	6408311	1	$ 11,278.65	$ 11,278.65
36	Billed Separately		Optional Hub Removal Hydraulic Tool Kit - MAN VOK-08	Special Tools and PPE	6458834	1	$ 7,063.48	$ 7,063.48
37	Billed Separately		King Pin Press Kit - MAN VOK-08 Frt Axle	Special Tools and PPE	6494532	1	$ 21,425.81	$ 21,425.81
38	Billed Separately		Hub Repair Kit - MAN HY1350 RR Axle	Special Tools and PPE	6408306	1	$ 7,158.37	$ 7,158.37
39	Billed Separately		ABS Sensor R&R Kit - MAN HY1350 RR Axle	Special Tools and PPE	6408307	1	$ 1,309.52	$ 1,309.52
40	Billed Separately		Pinion Seal Repair Kit - MAN HY1350 RR Axle	Special Tools and PPE	6444302	1	$ 3,277.59	$ 3,277.59
41	Billed Separately		Differential Repair Kit - MAN HY1350 RR Axle	Special Tools and PPE	6444303	1	$ 11,147.36	$ 11,147.36

42	Billed Separately		Optional Tool Kit - MAN HY1350 RR Axle	Special Tools and PPE	6444304	1	$ 44,883.37	$ 44,883.37
43	Billed Separately		Coolant System Pressure Tester	Special Tools and PPE	660817	1	$ 1,129.41	$ 1,129.41
44	Billed Separately		Kit - Coolant Pressure Fill	Special Tools and PPE	6484741	1	$ 4,792.69	$ 4,792.69
45	Billed Separately		Adj Tool - Strg Gear Box Press Relief	Special Tools and PPE	6465265	1	$ 344.83	$ 344.83
46	Billed Separately		Depth Punch - Strg Gear Box Press Relief	Special Tools and PPE	6465266	1	$ 258.64	$ 258.64
47	Billed Separately		Flow Meter Tester - Strg Gear Box	Special Tools and PPE	140809	1	$ 1,911.92	$ 1,911.92
48	Billed Separately		Puller Tool - Pitman Arm	Special Tools and PPE	6394270	1	$ 755.91	$ 755.91
49	Billed Separately		Refractometer-DEF	Special Tools and PPE	6392284	1	$ 193.35	$ 193.35
50	Billed Separately		Alignment Tool - Flex Connector	Special Tools and PPE	6360381	1	$ 933.91	$ 933.91
51	Billed Separately		Eng/Trans Dolly - Universal	Special Tools and PPE	086444	1	$ 3,178.13	$ 3,178.13
52	Billed Separately		Cummins B6.7 Service Tool Kit	Special Tools and PPE	6484144	1	$ 36,139.09	$ 36,139.09
53	Billed Separately		BAE ISG Gap Measurement Tool	Special Tools and PPE	6469543	1	$ 1,393.02	$ 1,393.02
54	Billed Separately		BAE Assy - Jig ACTM	Special Tools and PPE	6400475	1	$ 4,024.28	$ 4,024.28
55	Billed Separately		BAE Lever - Anti Rotation	Special Tools and PPE	6400476	1	$ 773.90	$ 773.90
56	Billed Separately		BAE Assy - Jig PSR	Special Tools and PPE	6400477	1	$ 1,702.58	$ 1,702.58
57	Billed Separately		BAE Assy - Jig ISG	Special Tools and PPE	6400478	1	$ 3,869.50	$ 3,869.50
58	Billed Separately		BAE Spanner - Socket Yoke	Special Tools and PPE	6400479	1	$ 1,857.36	$ 1,857.36
59	Billed Separately		BAE Table - Lift Scissor OTC	Special Tools and PPE	6400481	1	$ 13,930.20	$ 13,930.20
60	Billed Separately		BAE Blanket - Insulating	Special Tools and PPE	6400482	1	$ 2,631.26	$ 2,631.26
61	Billed Separately		BAE Eyebolt - M12 x 1.75 x 24 30mm	Special Tools and PPE	6400486	1	$ 30.96	$ 30.96
62	Billed Separately		BAE Eyebolt - M8 x 1.25 x 16 25mm	Special Tools and PPE	6400487	1	$ 21.67	$ 21.67
63	Billed Separately		BAE Lifting Hook - ACTM	Special Tools and PPE	6410750	1	$ 116.09	$ 116.09
64	Billed Separately		BAE Hardware - ACTM Lifting Hook	Special Tools and PPE	6410751	1	$ 2.85	$ 2.85
65	Billed Separately		BAE ESS Module - Lift Bar	Special Tools and PPE	6490630	1	$ 588.16	$ 588.16
66	Billed Separately		BAE ESS Module - Lifting Tool	Special Tools and PPE	6483360	1	$ 386.95	$ 386.95
67	Billed Separately		TK A/C Tool Kit - RLFE R407c	Special Tools and PPE	6459438	1	$ 33,417.42	$ 33,417.42
68	Billed Separately		Clamp Meter - 1000A Fluke 376	Special Tools and PPE	6487900	1	$ 1,174.55	$ 1,174.55
69	Billed Separately		Fluke 2 in 1 Multimeter - 1587FC	Special Tools and PPE	6400746	1	$ 1,787.86	$ 1,787.86
70	Billed Separately		Conductivity Meter	Special Tools and PPE	6489997	1	$ 777.77	$ 777.77
71	Billed Separately		modular test lead kit	Special Tools and PPE	6473267	1	$ 339.57	$ 339.57
72	Billed Separately		test probe flat blade	Special Tools and PPE	6473268	1	$ 55.10	$ 55.10
73	Billed Separately		test probe back probe	Special Tools and PPE	6473269	1	$ 46.43	$ 46.43
74	Billed Separately		Wiha Insulated Master Electrician's tool kit	Special Tools and PPE	6473445	1	$ 4,787.49	$ 4,787.49
75	Billed Separately		wiha 1/4 in ratchet set insulated SAE	Special Tools and PPE	6473447	1	$ 710.19	$ 710.19
76	Billed Separately		wiha 1/4 in ratchet set insulated Metric	Special Tools and PPE	6473448	1	$ 710.60	$ 710.60
77	Billed Separately		16 PC 3/8 drive socket set	Special Tools and PPE	6473449	1	$ 717.95	$ 717.95
78	Billed Separately		3/8 Extension set	Special Tools and PPE	6473450	1	$ 81.04	$ 81.04
79	Billed Separately		3/8 Extension set	Special Tools and PPE	6473451	1	$ 111.44	$ 111.44
80	Billed Separately		wiha open end wrench insulated metric	Special Tools and PPE	6473452	1	$ 982.91	$ 982.91
81	Billed Separately		wiha open end wrench insulated sae	Special Tools and PPE	6473453	1	$ 1,527.48	$ 1,527.48
82	Billed Separately		Wiha insulated Serrated Tweezers Straight	Special Tools and PPE	6473454	1	$ 100.50	$ 100.50
83	Billed Separately		Wiha insulated Serrated Tweezers Angled	Special Tools and PPE	6473455	1	$ 89.66	$ 89.66
84	Billed Separately		Insulated Torque Wrench 1/4"	Special Tools and PPE	6473456	1	$ 1,006.07	$ 1,006.07
85	Billed Separately		Insulated Torque Wrench 3/8"	Special Tools and PPE	6472024	1	$ 1,098.94	$ 1,098.94
86	Billed Separately		Insulated Torque Wrench 1/2"	Special Tools and PPE	6473457	1	$ 1,160.09	$ 1,160.09
87	Billed Separately		torque screwdriver set	Special Tools and PPE	6473458	1	$ 690.32	$ 690.32
88	Billed Separately		insulated crimper 30 - 6 Awg 7"	Special Tools and PPE	6473459	1	$ 58.82	$ 58.82
89	Billed Separately		wire stripper 6 - 3/8 overall 20 to 10	Special Tools and PPE	6473460	1	$ 54.17	$ 54.17
90	Billed Separately		insulated water pump pliers v-jaw	Special Tools and PPE	6473461	1	$ 103.19	$ 103.19
91	Billed Separately		insolated hex key set 10pc metric	Special Tools and PPE	6473462	1	$ 303.37	$ 303.37
92	Billed Separately		Long SAE Natural insulated hex key set 12 pc	Special Tools and PPE	6473463	1	$ 391.59	$ 391.59
93	Billed Separately		bit driver	Special Tools and PPE	6473464	1	$ 122.28	$ 122.28
94	Billed Separately		Stubby Bit Driver	Special Tools and PPE	6473465	1	$ 43.34	$ 43.34
95	Billed Separately		Wiha Insulated "bitFlip" Set	Special Tools and PPE	6472034	1	$ 100.61	$ 100.61
96	Billed Separately		Mini Screw Driver set	Special Tools and PPE	6473466	1	$ 104.74	$ 104.74

97	Billed Separately		ARC Flash Protection Clothing Kit - 2PC Small	Special Tools and PPE	6471958	1	$ 1,117.77	$ 1,117.77
98	Billed Separately		ARC Flash Protection Clothing Kit - 2PC Medium	Special Tools and PPE	6473412	1	$ 909.13	$ 909.13
99	Billed Separately		ARC Flash Protection Clothing Kit - 2PC Large	Special Tools and PPE	6473413	1	$ 1,117.77	$ 1,117.77
100	Billed Separately		ARC Flash Protection Clothing Kit - 2PC XL	Special Tools and PPE	6473414	1	$ 1,117.77	$ 1,117.77
101	Billed Separately		ARC Flash Protection Clothing Kit - 2PC 2XL	Special Tools and PPE	6471962	1	$ 1,173.68	$ 1,173.68
102	Billed Separately		ARC Flash Protection Clothing Kit - 2PC 3XL	Special Tools and PPE	6471963	1	$ 1,229.56	$ 1,229.56
103	Billed Separately		ARC Flash Protection Clothing Kit - 2PC 4XL	Special Tools and PPE	6471964	1	$ 1,285.43	$ 1,285.43
104	Billed Separately		ARC Flash Protection Clothing Kit - 2PC 5XL	Special Tools and PPE	6471965	1	$ 1,321.74	$ 1,321.74
105	Billed Separately		ARC Flash Protection Clothing Kit - 1PC Small	Special Tools and PPE	6471966	1	$ 878.27	$ 878.27
106	Billed Separately		ARC Flash Protection Clothing Kit - 1PC Medium	Special Tools and PPE	6473415	1	$ 909.13	$ 909.13
107	Billed Separately		ARC Flash Protection Clothing Kit - 1PC Large	Special Tools and PPE	6473416	1	$ 909.13	$ 909.13
108	Billed Separately		ARC Flash Protection Clothing Kit - 1PC XL	Special Tools and PPE	6473417	1	$ 909.13	$ 909.13
109	Billed Separately		ARC Flash Protection Clothing Kit - 1PC 2XL	Special Tools and PPE	6473418	1	$ 1,060.24	$ 1,060.24
110	Billed Separately		ARC Flash Protection Clothing Kit - 1PC 3XL	Special Tools and PPE	6471971	1	$ 1,060.24	$ 1,060.24
111	Billed Separately		ARC Flash Protection Clothing Kit - 1PC 4XL	Special Tools and PPE	6471972	1	$ 1,046.41	$ 1,046.41
112	Billed Separately		ARC Flash Protection Clothing Kit - 1PC 5XL	Special Tools and PPE	6471973	1	$ 1,060.24	$ 1,060.24
113	Billed Separately		Balaclava Head Cover one size fits all	Special Tools and PPE	6473440	1	$ 60.33	$ 60.33
114	Billed Separately		Hard Hat and Face Shield one size fits all	Special Tools and PPE	6368561	1	$ 410.63	$ 410.63
115	Billed Separately		Harness - Fall Body Arc Flash (425 lbs)	Special Tools and PPE	6700155	1	$ 1,571.02	$ 1,571.02
116	Billed Separately		Black electrical glove kit, Size 7	Special Tools and PPE	6471976	1	$ 162.50	$ 162.50
117	Billed Separately		Black electrical glove kit, Size 8	Special Tools and PPE	6473420	1	$ 170.64	$ 170.64
118	Billed Separately		Black electrical glove kit, Size 8.5	Special Tools and PPE	6471978	1	$ 157.32	$ 157.32
119	Billed Separately		Black electrical glove kit, size 9	Special Tools and PPE	6471979	1	$ 157.89	$ 157.89
120	Billed Separately		Black electrical glove kit, Size 9.5	Special Tools and PPE	6473421	1	$ 157.32	$ 157.32
121	Billed Separately		Black electrical glove kit, size 10	Special Tools and PPE	6473422	1	$ 155.76	$ 155.76
122	Billed Separately		Black electrical glove kit, Size 10.5	Special Tools and PPE	6473423	1	$ 226.23	$ 226.23
123	Billed Separately		Black electrical glove kit, size 11	Special Tools and PPE	6473424	1	$ 162.50	$ 162.50
124	Billed Separately		Black electrical glove kit, size 12`	Special Tools and PPE	6473425	1	$ 157.32	$ 157.32
125	Billed Separately		HV Blanket 3' x 3'	Special Tools and PPE	6473431	1	$ 454.85	$ 454.85
126	Billed Separately		Blanket Clamp 9-1/2" L, 5" Opening	Special Tools and PPE	6473432	1	$ 38.14	$ 38.14
127	Billed Separately		Glove Dust 0.5oz	Special Tools and PPE	6473433	1	$ 16.41	$ 16.41
128	Billed Separately		Rescue Hook 6FT	Special Tools and PPE	6400745	1	$ 683.59	$ 683.59
129	Billed Separately		Defibrillator Adult	Special Tools and PPE	6502239	1	$ 3,063.51	$ 3,063.51
130	Billed Separately		Brady Personal Lockout Pouch Kit	Special Tools and PPE	6494427	1	$ 61.65	$ 61.65
131	Billed Separately		Steel Lock Hasp with Tab	Special Tools and PPE	6473442	1	$ 19.16	$ 19.16
132	Billed Separately		American lock A1106RED	Special Tools and PPE	6473443	1	$ 26.70	$ 26.70
133	Billed Separately		Lock Out Tag (pk of 25)	Special Tools and PPE	6473444	1	$ 27.29	$ 27.29
134	Billed Separately		Hv Warning sign	Special Tools and PPE	6473436	1	$ 20.66	$ 20.66
135	Billed Separately		Arc Flash Warning sign	Special Tools and PPE	6473437	1	$ 14.58	$ 14.58
136	Billed Separately		steering wheel covers	Special Tools and PPE	6473439	1	$ 77.79	$ 77.79
137	Billed Separately		Cart - Safety Barricade System (up to 75ft)	Special Tools and PPE	6491772	1	$ 1,516.84	$ 1,516.84
138	Billed Separately		Tape - Red HV Safety	Special Tools and PPE	6491845	1	$ 45.94	$ 45.94

Notes:

- Part numbers are subject to change.
- If multiple kits are ordered, the subcomponent quantities listed will only display the total quantities needed per kit.
- If parts are required to be assembled in advance of shipment, please confirm part number type is set to "Assembly".

New Flyer Tools Diagnostics Proposal

Total Amount Included in Bus Price	$ -
Total Amount Billed Separately	$ 320,702.17

*Above totals exclude applicable taxes.

Customer Signature

Date

Tab 7, Bus Warranty

New Flyer Response:

Please see attached for New Flyer's **Warranty Proposal**, noting that Warranty pricing is **included** in the bus price.

An updated Warranty deliverable will be provided when a final bus configuration is confirmed.

NEW FLYER OF AMERICA

MAJOR COMPONENT DESCRIPTION	BASE AND EXTENDED WARRANTY			COMMENTS
	PROVIDER	YEARS	MILEAGE	
Base Bus Warranty	New Flyer of America	2	100,000	Excluding scheduled maintenance items, acts of nature, or normal consumables.
Basic Bus Structure	New Flyer of America	3	150,000	Body, and body structure shall consist of the components that are mechanically fastened or adhesively bonded or glued as part of the structure.
Chassis Structure (Integrity)	New Flyer of America	12	500,000	Consists of all components that are welded together to form the main frame (skeleton) and body construction. The structural integrity guarantee covers against a significant loss of structural integrity of the assembly or its functional performance due to non corrosion related failures.
Chassis Structure (Corrosion)	New Flyer of America	12	500,000	Consists of all components that are welded together to form the main frame (skeleton) and body construction. The corrosion guarantee covers against a significant loss of structural integrity of the assembly or its functional performance, resulting from a pertinent loss of cross-section due to corrosion caused by normal environmental elements but excludes corrosion caused by aggressive road de-icers such as Magnesium Chloride or equivalents, unless New Flyer approved preventative measures are taken.
Engine	Cummins	2	Unlimited	All repairs/warranty claims need to be handled through the local authorized repair facility. When the 3 year extended warranty is purchased (5 years total) the following applies: Two Year Base (Full Coverage), years 3,4 & 5 covers components only as per manufacturer's warranty document.
Hybrid Drive System	BAE	2	120,000	All repairs/warranty claims need to be handled through the local authorized repair facility. When the 3 year extended warranty is purchased (5 years total) the following applies: Two Year Base (Full Coverage), years 3,4 & 5 covers components only as per manufacturer's warranty document.
Axle (Front and Rear)	MAN	5	300,000	Excluding maintenance items & items that are not covered by the OEM's warranty. All friction materials are excluded from this limited warranty. Wear and third party items supplied with the axle (e.g. slack adjuster, seals and bearings, shocks, air bellows, radius rods, brake chambers) are not included in the 5 year warranty. Please see manufacturer's warranty document.
A/C	Thermo King	2	Unlimited	Some limitations and exclusions may apply - Please see manufacturer's warranty document. All repairs/warranty claims need to be handled through the local authorized repair facility.
Brake System	New Flyer of America	2	100,000	Friction Material Excluded.
Destination Signs	Luminator	6	Unlimited	Some limitations and exclusions may apply - Please see manufacturer's warranty document. All repairs/warranty claims need to be handled through the local authorized repair facility.
Door Systems	Vapor	3	150,000	Excluding maintenance items & items that are not covered by the OEM's warranty.
Air Compressor	Cummins	2	Unlimited	
Wheelchair Ramp	New Flyer of America	2	100,000	
Electrical System	Parker	3	150,000	Excluding maintenance items & items that are not covered by the OEM's warranty.
LED Headlights	J.W.Speaker	6	Unlimited	Some limitations and exclusions may apply - Please see manufacturer's warranty document.
Tires	New Flyer of America	2	24,000	New Flyer Industries Limited warrants the tires installed as original equipment on this vehicle only against defects in materials and workmanship which cause the vehicle to fail to comply with applicable U.S. and Canadian greenhouse gas emission limits ("Warrantable Emissions Failures"). This vehicle emissions limited express warranty relating to original equipment tires is valid for two (2) years or 24,000 miles whichever occurs first.
Towing	New Flyer of America	2	100,000	
Air Dryer	Haldex	2	200,000	
Emission Control System	Cummins	5	100,000	Some limitations and exclusions may apply - Please see manufacturer's warranty document.
Charge Air Cooler	EMP	3	150,000	
Fire Suppression System	Amerex	3	Unlimited	Some limitations and exclusions may apply - Please see manufacturer's warranty document.
Power Steering	New Flyer of America	2	100,000	
Radiator Fan Drive	EMP	3	150,000	
Hydraulic Systems	New Flyer of America	2	100,000	
Alternator	BAE	2	120,000	
Paint	Axalta	5	Unlimited	Some limitations and exclusions may apply - Please see manufacturer's warranty document.
Greenhouse Gas Emissions-Related Warranty (Idle Reduction Systems)	New Flyer of America	5	100,000	Aluminum Wheels, Emissions-related warranty on Neutral-Idle or Start/Stop idle reduction systems, as defined by the U.S. EPA (not including Allison Standard FuelSense 2.0, Restricted Neutral-at-Stop (NAS), and "Auto-Neutral" functions).

Tab 8, Xcelsior® Bus Brochure

New Flyer Response:

Please find the Xcelsior® Hybrid-Electric Bus brochure below.

NEW FLYER

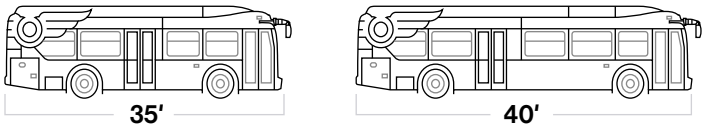
xcelsior® HYBRID-ELECTRIC

Your sustainable and efficient mobility solution.

Transitioning toward a zero-emission future.

Hybrid-electric buses enable the critical transition step in the evolution to zero-emission mobility. They can immediately reduce greenhouse gas emissions and are a safe and reliable way to move people through your communities while contributing to cleaner air.

Available in 2 Lengths



25 YEARS

New Flyer has been leading innovation in hybrid-electric mobility for over 25 years, supplying more hybrid buses to the North American industry—in more configurations—than any other manufacturer.

Facts.

New Flyer has successfully deployed over 8,000 hybrid-electric buses throughout North America. Today, its hybrid-electric technology is built on the Xcelsior® transit bus model.

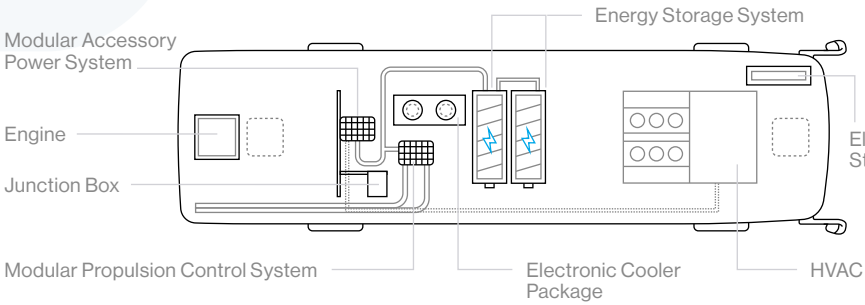
Xcelsior® hybrid-electric achieved the best fuel economy ever recorded at Altoona: 5.88 mpg, delivering up to 8% in fuel savings.

newflyer.com/hybrid

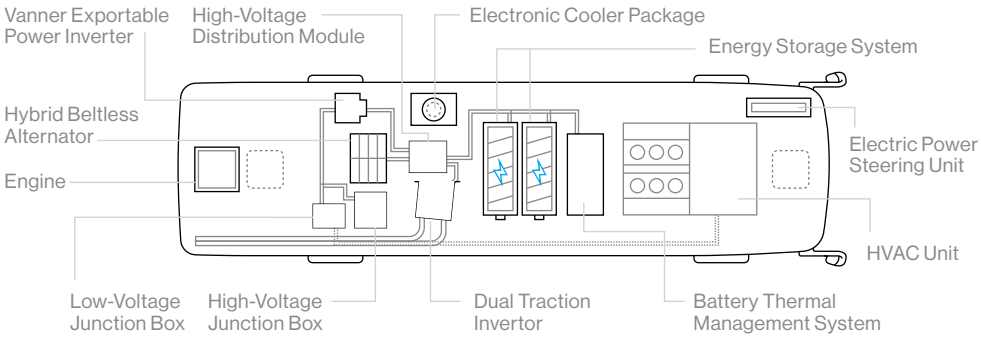
How it works.

Hybrid buses are powered by a combination of electricity and fuel. Electric power is generated by the combustible engine and stored in hybrid batteries.

Xcelsior® HYBRID-ELECTRIC 40'



BAE System



Allison System

Smart Power

From a standstill and at low speeds, vehicle acceleration is most efficiently achieved using purely electric power. As vehicle speed increases, the use of mechanical power increases while the electric motor augments acceleration power. High vehicle speeds draw on strictly mechanical power.

Regenerative Breaking

Up to 40% of the energy to accelerate the bus comes from energy saved through regenerative braking. Regenerative braking recovery is available across the entire speed range of the bus, which greatly extends brake life and reduces maintenance costs.

Benefits.

Battery Efficiency

Batteries have an expected life of six years and require no interim reconditioning.

Fuel Savings

Improved fuel economy by 10-29% compared to conventional buses, dependent on route deployment.

High Performance

Significant reductions in transmission and brake maintenance, resulting in fewer service bays, parts and required fluids.

Quiet Ride

Better passenger experience through smoother acceleration, a quieter ride, and improved air quality.

Innovative technologies to deliver a high-performance hybrid-electric bus.

Innovative Power Control Systems

Allison Transmission's eGen Flex™ hybrid system uses a split-parallel architecture, allowing either the engine or electrical power system to directly power the drivetrain.

The BAE Systems next-generation GEN 3 Modular Power Control System (MPCS) features a series architecture, utilizing the engine to drive the generator, which in turn supplies electric power to the traction motor responsible for powering the drivetrain.

Passenger Capacity

Industry-leading passenger carrying capacity.*

35' Xcelsior®	
Seated	32
Standees	35
Total	**67**

40' Xcelsior®	
Seated	40
Standees	44
Total	**84**

Green Zone Technology

Through NFI Connect™, the hybrid-electric bus uses GPS locations to automatically switch from mechanical power to electrical motor to reduce noise and emissions in specific zones.

Performance

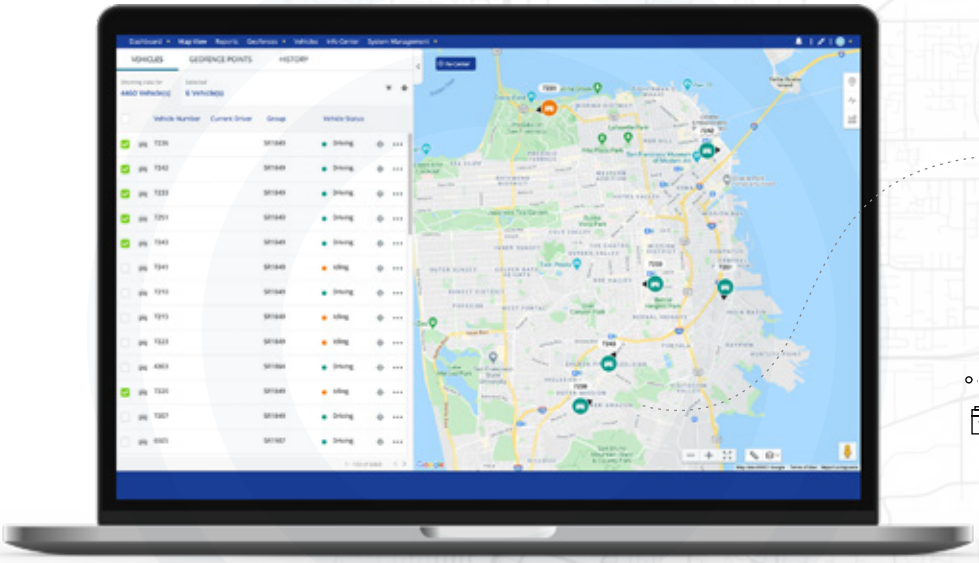
Weighs 8% less than previous models achieved through structure optimization and lighterweight supplier components, leading to improved efficiency and lower operating costs.

Delivers up to 8% fuel savings, reducing overall cost of ownership.

*Passenger capacity shown reflect standard configuration. Capacity may change dependent on custom design and components used.

Enhanced Safety + Accessibility

SmartRider™ enables kneeling tovariable heights and minimizes the slope diference between a low-floor ramp and the bus floor. SmartRider™ ramp achieves a 1:6 slope ratio with a self-leveling feature.



NFI Connect ™

NFI Connect ™ is a proprietary, state-of-the art telematics solution designed to give you greater and smarter oversight of your whole operation, improving bus uptime and lowering costs, without requiring more work.

Measurements	35′ XDE35	40′ XDE35
Length	36′ 3" (11.05m) Over bumpers; 35′ 5" (10.80m) Over body	41′ 0" (12.50m) Over bumpers; 40′ 2" (12.24m) Over body
Width	102" (2.6m)	102" (2.6m)
Roof Height	10′ 10" (3.3m) over cooling fans	10′ 10" (3.3m) over cooling fans
Step Height	14" (356mm)	14" (356mm)
Front Step Height (Kneeled)	10" (254mm)	10" (254mm)
Interior Height – Floor to Ceiling	79" (2m) Over front and rear axle; 95" (2.4m) Mid-coach	79" (2m) Over front and rear axle; 95" (2.4m) Mid-coach
Tire Size	305/70R22.5	305/70R22.5
Aisle Width	21" to 24" (559mm to 610mm) (varies with seat model)	21" to 24" (559mm to 610mm)) (varies with seat model)
Wheelbase	226.75" (5.8m)	283.75" (7.2m)
Propulsion		
Transmission	Allison hybrid drive; BAE HybriDrive®	Allison hybrid drive; BAE HybriDrive®
Engine Options	Cummins B6.7	Cummins B6.7
Passenger Capacity (With wheelchair barrier protection)		
Seats	Up to 32	Up to 40
Standees	Up to 35	Up to 44
Accessibility		
Doors	2	2
Wheelchair Accessibility	32" (813mm) wide, 1:6 slope NFIL or SmartRider™ ramp, front door	32" (813mm) wide, 1:6 slope NFIL or SmartRider™ ramp, front door
Wheelchair Locations	2 - Front location, rear location also available (other options available)	2 - Front location, rear location also available (other options available)
Approach Angle		
Approach/Departure/Breakover Angles	9°/9°/12°	9°/9°/9°
Turning Radius		
(Body, with aluminum wheels; *Varies with wheel type)		
Turning Radius	39′ (11.9m)*	43.5′ (13.3)*
Main Components		
Floor	Composite at rear interior step, ACQ Plywood remainder (dB Ply used on upper deck). Tarabus, Altro, RCA	Composite at rear interior step, ACQ Plywood remainder (dB Ply used on upper deck). Tarabus, Altro, RCA
Electrical System	Parker Vansco	Parker Vansco
Cooling System	Electric cooling fans (EMP, Modine)	Electric cooling fans (EMP, Modine)
Fuel Tank	Polyethylene fuel tanks: 100 gallon (379 L); 125 gallon (473 L); Stainless steel tanks: 100 gallon (379 L) 125 gallon (473 L)	Polyethylene fuel tanks: 100 gallon (379 L); 125 gallon (473 L); Stainless steel tanks: 100 gallon (379 L) 125 gallon (473 L)
HVAC	Thermo King or MCC	Thermo King or MCC
Axles	MAN VOK 08 Front disc brakes; MAN HY-1350 Rear disc brakes; Single reduction axle	MAN VOK 08 Front disc brakes; MAN HY-1350 Rear disc brakes; Single reduction axle

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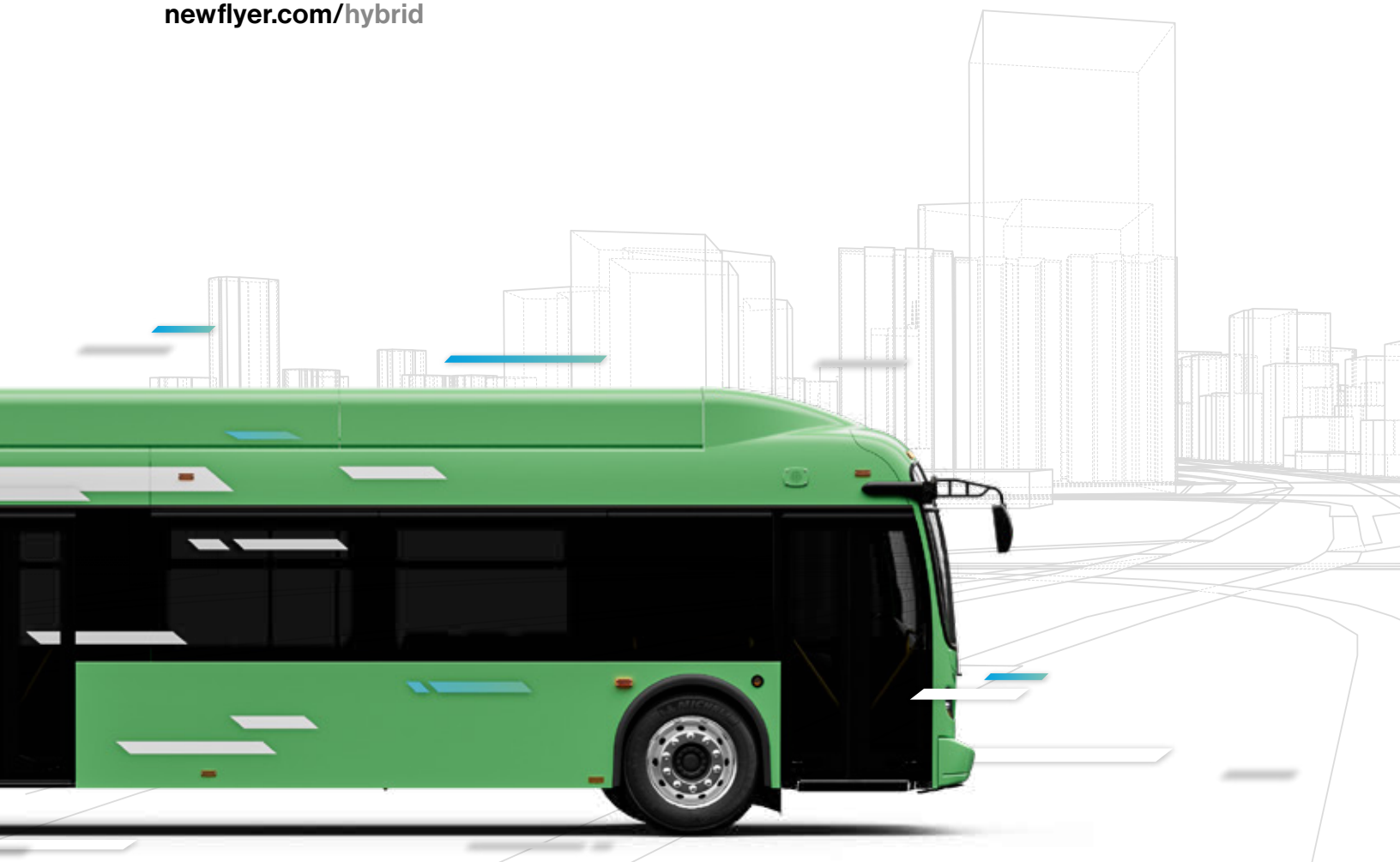

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REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 5.1.**

To: Regional Transportation Commission

From: Christian Schonlau, Director of Finance, CFO

SUBJECT: 2025 Annual Comprehensive Financial Report (ACFR)

RECOMMENDED ACTION

Receive a report on the FY 2025 Annual Comprehensive Financial Report (ACFR) for the Regional Transportation Commission of Washoe County and authorize staff to submit the document to the Nevada Department of Taxation.

BACKGROUND AND DISCUSSION

As required by NRS 354.624, the independent audit report on the financial operations of the RTC is being presented to the Board. The RTC has received an unmodified opinion as issued by Crowe LLP, the highest rating possible. RTC has a strong history of no findings or minimal findings. This year, there were no audit findings or policy findings. Staff will provide a brief financial summary of FY 2025. Attached is a letter to the Commissioners from our auditors, Crowe LLP. A representative from Crowe LLP will be available during the meeting to answer any questions regarding the audit. The ACFR for FY 2025 includes all requirements specified by Nevada Revised Statutes and the Single Audit Act. The report also includes information required by the Government Finance Officers Association (GFOA) for eligibility of the Certificate of Achievement Award. The RTC has received this award for the past 36 years. Staff will submit the FY 2025 report to the GFOA for its consideration in regard to the Certificate of Achievement Award.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

12/20/2024 - Received a report on the FY 2024 Annual Comprehensive Financial Report (ACFR) for the Regional Transportation Commission of Washoe County and authorized staff to submit the document to the Nevada Department of Taxation.

ANNUAL COMPREHENSIVE FINANCIAL REPORT

REGIONAL TRANSPORTATION COMMISSION

Reno, Sparks, and Washoe County, Nevada

Fiscal Year Ended June 30, 2025

Building A Better Community Through Quality Transportation

REGIONAL TRANSPORTATION COMMISSION
Reno, Sparks, and Washoe County, Nevada

ANNUAL COMPREHENSIVE FINANCIAL REPORT

For the Fiscal Year Ended June 30, 2025

PREPARED BY THE FINANCE DEPARTMENT

CHRISTIAN SCHONLAU
Director of Finance & CFO

RICK PARTON
Financial Manager

ANDY CHAO
Senior Accountant

NELIA BELEN
Senior Accountant

ROSANNE OROZCO
Accountant

NICOLE COOTS
Senior Web/Graphic Designer

BOARD OF **COMMISSIONERS**

ALEXIS HILL
RTC CHAIR
Washoe County

DEVON REESE
RTC VICE CHAIR
City of Reno

ED LAWSON
COMMISSIONER
Mayor of Sparks

HILLARY SCHIEVE
COMMISSIONER
Mayor of Reno

MARILUZ GARCIA
COMMISSIONER
Washoe County

TRACY LARKIN THOMASON
NDOT DIRECTOR

RTC **DIRECTORS**

BILL THOMAS, AICP
Executive Director

DALE KELLER, P.E.
Deputy Executive Director/Director of Engineering

CHRISTIAN SCHONLAU
Director of Finance/Chief Financial Officer

JIM GEE
Director of Public Transportation & Operations

LAURA FREED
Director of Administrative Services

VANESSA LACER
Director of Planning

ADAM SPEAR, ESQ
Director of Legal Services

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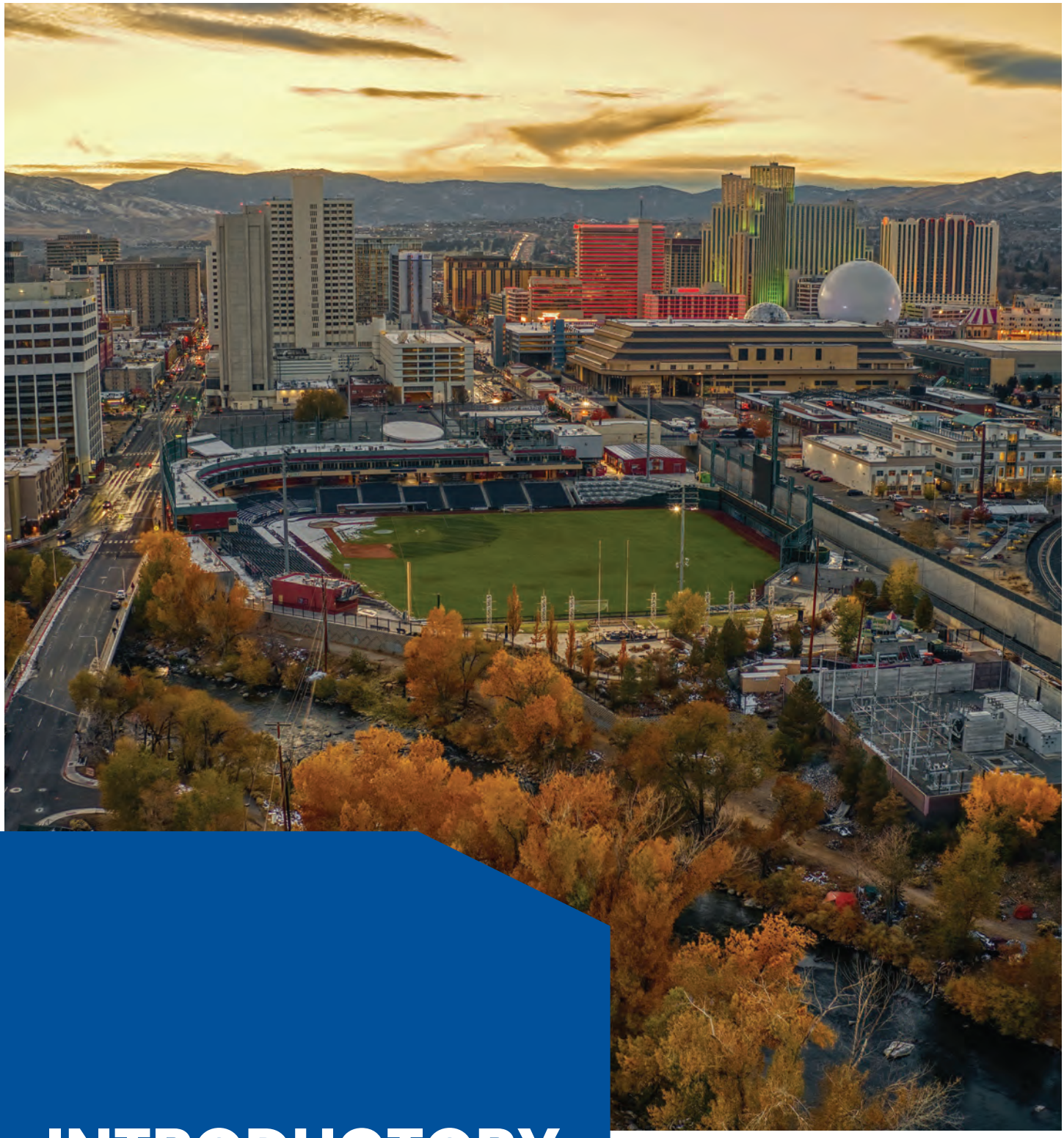


INTRODUCTORY SECTION

December 19, 2025

Honorable Chair, Vice Chair and Members
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502

Dear Chair Hill, Vice Chair Reese, Members of the Commission, and Citizens of Reno, Sparks, and Washoe County:

I am pleased to transmit to you the Annual Comprehensive Financial Report (ACFR) of the Regional Transportation Commission of Washoe County (RTC) for the fiscal year ended June 30, 2025. State law requires that all general-purpose local governments publish within six months of the close of each fiscal year a complete set of financial statements presented in conformity with Generally Accepted Accounting Principles (GAAP) and audited in accordance with generally accepted auditing standards by a firm of licensed Certified Public Accountants.

The ACFR consists of management's representations concerning the finances of the RTC. Consequently, management assumes full responsibility for the completeness and reliability of all of the information presented in this report. To provide a reasonable basis for making these representations, management of the RTC has established a comprehensive internal control framework that is designed to protect the government's assets from loss, theft, or misuse and to compile sufficient reliable information for the preparation of the RTC's financial statements in conformity with GAAP. Because the cost of internal controls should not outweigh their benefits, the RTC's comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatement. As management, we assert that, to the best of our knowledge and belief, this financial report is complete and reliable in all material respects.

The RTC's financial statements have been audited by Crowe LLP, a firm of licensed Certified Public Accountants. The goal of the independent audit is to provide reasonable assurance that the financial statements for the fiscal year ended June 30, 2025, are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditor concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion that the RTC's financial statements for the fiscal year ended June 30, 2025, are fairly presented in conformity with GAAP. The independent auditor's opinion is presented as the first component of the financial section of this report. The independent audit of the financial statements of the RTC was part of a broader, federally-mandated "Single Audit" designed to meet the special needs of federal grantor agencies.

The standards governing Single Audit engagements require the independent auditor to report not only on the fair presentation of the financial statements, but also on the audited government's internal controls and compliance with legal requirements, with special emphasis on internal controls and legal requirements involving the administration of federal awards.

GAAP require that management provide a narrative introduction, overview, and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement MD&A and should be read in conjunction with it. The RTC's MD&A can be found immediately following the report of the independent auditors.

Profile of the Government

The RTC is located in Northern Nevada. It serves the cities of Reno and Sparks and Washoe County. The RTC's designated urbanized service area is 165 square miles and serves a population of 575,266.

Two major sources of revenue for the RTC are fuel tax and sales tax (public transportation tax). Fuel tax and sales tax can be designated for the RTC transportation purposes by the Nevada State Legislature and must be implemented by Washoe County ordinance. By statute, the RTC may exercise the power of eminent domain with the approval of the City or County in which the property lies.

The RTC has operated as a special purpose unit of government since 1979, as a result of legislation approved in the 1979 Nevada State Legislature.

Overall agency guidance is provided by the Commission, which is composed of locally elected officials. Members of the Commission are appointed by their respective political jurisdiction and include two (2) members representing Washoe County, two (2) members representing the largest city in the jurisdiction (City of Reno), and one (1) member representing the other city in the jurisdiction (City of Sparks). They serve staggered two-year terms.

The Commission establishes and approves policy direction for the agency in all program areas. Policy established by the Commission is implemented through a professional/technical staff supervised by an Executive Director.

As the Executive Director, I serve at the pleasure of the Commission and I am considered to be an unclassified employee. The Commission establishes compensation for the Executive Director position. Department Directors and certain administrative and senior level personnel are also unclassified employees of the RTC and are subject to a classification and compensation plan approved by the Commission. Remaining staff are classified employees of the RTC and are also subject to a classification and compensation plan approved by the Commission.

The RTC is responsible for three major transportation programs:

Public Transportation Program – The RTC operates public transportation, for fixed-route, paratransit, microtransit, and vanpool in conformance with Nevada Revised Statutes. The RTC has the responsibility and the authority to appropriate money from the Public Transit Fund for such purposes and may provide for all functions incident to the administration and operation of public transportation.

Separate contracts have been established for the public transportation elements of the RTC. Keolis Transit Services, LLC, provides turnkey operation for RTC RIDE, the local fixed-route bus system, RTC RAPID, the bus rapid transit service, and RTC REGIONAL CONNECTOR, a commuter service between Reno/Sparks and Carson City. The RTC REGIONAL CONNECTOR service is funded by the RTC and the city of Carson City. The RTC also has a turnkey contract with MTM Transit, LLC, for the operation of RTC ACCESS, the ADA paratransit service and RTC FlexRIDE, an on-demand microtransit service. RTC established general service delivery policies for both systems and receives all revenues and purchases and maintains ownership of all assets of the transit operations.

In addition, the RTC helps fund transit service on the North Shore of Lake Tahoe for the Tahoe Truckee Area Rapid Transit (TART) system. The service is provided by Placer County, California, through a contractual agreement, with RTC reimbursing Placer County for the transit service provided in the Washoe County portion of the Tahoe basin.

Transportation Planning – The RTC is designated as the Metropolitan Planning Organization (MPO) for Washoe County. In that capacity, the RTC is responsible for establishing policy direction for transportation planning. This responsibility includes the approval of the Regional Transportation Plan (RTP), the annual Five-Year Financial Plan, Regional Transportation Improvement Program (RTIP), Unified Planning Work Program (UPWP), and the establishment and approval of federal funding priorities in certain program areas. The RTC provides major project review of the transportation impacts of new projects and developments.

Regional Street and Highway Program – The primary responsibility of the RTC in the Regional Street and Highway program is to approve and implement road projects through a priority-setting process in both the technical and political levels.

The RTC's Budget Process

The annual budget serves as the foundation for the RTC's financial planning and control. All Department Directors of the RTC are required to submit their budgets for approval by the Executive Director in March of each year. The RTC uses zero-based budgeting. Each department's budget is presented in extensive line item detail. A budget workshop is held for the Commissioners in February. A draft budget is presented to the Commission in April. Any Commissioners' changes are included in the final document, and that document is presented for a public hearing and approval in May. The appropriated budget is prepared by fund, function (e.g., Street and Highway), and department (e.g., Finance). Department Directors may make transfers of appropriations within a department. Transfers of appropriations between departments require the approval of the Executive Director. Any increase in Fund Budgets requires the approval of the Commission. Budget-to-actual comparisons are provided in this report for each individual governmental fund for which an appropriated annual budget has been adopted. For the major governmental funds, the General Fund, the Regional Road Impact Fee Fund, and the Paratransit Services Fund, these comparisons are presented as part of the basic financial statements. For the nonmajor governmental fund, with appropriated annual budgets, these comparisons are presented in the Nonmajor Governmental Fund subsection of this report, following the basic financial statements. For the Public Transit Fund, the comparison is presented as part of the other supplementary information.

Honorable Chair and Members
Regional Transportation Commission
December 19, 2025

Agency Accomplishments – FY 2025

- Completed preventative preservation projects:
  - ❖ Somersett Parkway Corrective
  - ❖ N Virginia Street University Rehab
  - ❖ Las Brisas and Los Altos Resurfacing
  - ❖ Raleigh Heights Rehab
  - ❖ 2024 Preventive Maintenance Project
- Completed Safety Improvements:
  - ❖ 74 new ADA-accessible driveways
  - ❖ 1 new crosswalks (307 replaced)
  - ❖ 1 Crosswalk Warning Devices
  - ❖ 186 new pedestrian ramps
  - ❖ 3.7 miles of new bike lanes
  - ❖ 6.3 miles of new sidewalks
- Completed the South Virginia Street & I-580 Exit 29 Capacity & Safety Project
- Completed the Steamboat Parkway Improvements Project
- Completed traffic operations projects
  - ❖ South Meadows Traffic Enhancements
  - ❖ Kietzke Lane ITS
  - ❖ Traffic Signal Installations 23-01
  - ❖ N. McCarran Blvd & Pyramid Hwy Fiber
  - ❖ Traffic Signal Modifications 23-01
  - ❖ Veterans Parkway ITS
- Partnered with NDOT on the completion of the Pyramid Highway Improvements Phase 1
- Continued growth of public transit with 35 straight months of ridership increases
- Received six hydrogen vehicles and finished construction of a new maintenance bay
- Significant improvements to our paratransit technology including a new ADA eligibility system, new ACCESS operations software, and a new RTC Connect app for passengers
- New fare validators onboard all RTC vehicles to support enhanced pass programs, reloadable cards, and tap and go fare payments
- Initiated architectural and engineering work for the eventual replacement of Villanova
- Initiated an update for TOPS, our short range transit capital and operations plan
- Concluded a study with UNR for publication by FTA on "Digital Twins for Automated Real-Time Transit Infrastructure Inspection"
- Concluded a study with UNR regarding "Second-Life Batteries for Demand Charge Reduction of RTC's Electric Bus Fleet"

- Improved system security with the installation of driver barriers on all fixed route buses and an AI-based camera system for Centennial Plaza, Sutro Garage, and the Terminal offices
- Purchased ten Hybrid Diesel buses and eight non-revenue vehicles
- Initiated a commuter rail study for service between Reno, Sparks, and the Tahoe Reno Industrial Center
- Improved 15 bus stops with increased passenger amenities
- Regional Planning Projects Completed:
    - ❖ South Virginia Street Transit Oriented Development Plan
    - ❖ Regional Freight Plan
    - ❖ Active Transportation Plan
    - ❖ Truckee River Path Inventory Report
    - ❖ FY26/27 Unified Planning Work Program (UPWP)
    - ❖ 2050 Regional Transportation Plan Update (RTP)
- Regional Planning Projects Initiated:
    - ❖ Neighborhood Network Plans 1 and 2 (Central Reno and Central Sparks)
    - ❖ FY25-29 Regional Transportation Improvement Program (RTIP)
    - ❖ Rock Blvd Corridor Study
    - ❖ Kirman/Locust/Wells/Taylor Corridor Study
    - ❖ Open Data Library Web Hub
    - ❖ Completed Regional Maintenance Needs Study
    - ❖ Completed Guinn Center EV Study
    - ❖ Received unmodified opinion – Certified Audit

Factors Affecting Financial Condition

Local economy – Washoe County is beginning to see some areas of slowing economic growth after rebounding strongly from the effects of COVID-19. The area's economy is principally based in the trade and service sectors. Although gaming and other recreational activities represent a major portion of Washoe County's economy, the area has diversified its business base with the expansion of distribution, warehousing, and manufacturing facilities. During the fiscal year, Washoe County added 6,681jobs. The majority of the workforce increases were in Education and Health Services, and professional and business services.

Statewide gross gaming revenues show a slight decline of .76% over the prior year. Washoe County gross gaming revenues were up 1.98% as of June 2025.

Washoe County's median home sale price showed minimal growth of .2% over the prior year. Housing costs have created persistent affordable housing challenges in the area.

Sales tax revenue for FY 2025 increased modestly at 2.2% versus the prior year. Additionally, FY 2025 fuel tax revenues increased 7.94% over the prior year due to indexing of gasoline gallons sold

and a modest increases in fuel sales.

Nevada has no personal income tax, and it is a right-to-work state. The State has no estate and/or gift taxes, no unitary taxes, no franchise taxes, and no inventory taxes. These factors have contributed to the State's tremendous growth over the last 20 years and will continue to be important for the State's future growth.

Long-term financial planning – As the MPO for surface transportation in the Truckee Meadows, the RTC uses a cooperative strategy inclusive of all local and state governments and community input. The RTC coordinates, plans, and executes Washoe County's transportation projects to serve the present and the future. As the MPO, the RTC:

- Designs and implements the short-range and long-range regional transportation plans for Washoe County;
- Acquires federal, state, and local funding for major regional transportation projects;
- Coordinates with local jurisdictions to identify traffic impacts from current and proposed residential and commercial development;
- Defines measures to relieve congestion;
- Creates traffic projections to anticipate and respond to future regional growth; and
- Recommends, implements, and monitors new technologies for transit programs.

The foundation of the RTC planning program is a long-term RTP. The current RTP 2050 plan was adopted in February 2025. The RTP had substantial citizen involvement. The RTP serves as the region's long-range transportation plan to accommodate the master-planned developments in the City of Reno, City of Sparks, and Washoe County. The plan addresses all modes of travel including automobiles, transit, bicycles, pedestrians, aviation, rail, and goods movement as well as transportation management strategies to make the system more efficient.

Short Term Planning

The Transportation Optimization Plan Strategies (TOPS) for the fiscal years 2023-2027 was finalized in the final quarter of fiscal year 2022, and continued implementation through fiscal year 2025. The TOPS serves as the implementation plan for public transit with annual updates over the next 3 years. The TOPS is driven by the goals and policies of the RTP. The TOPS is a capital-intensive plan. Approximately $192 million in capital and operating expenditures are programmed over 5 years. Continued changes in the economy and periodic financial forecasts may affect how some projects move forward. RIDE and ACCESS service levels are projected and implemented based on this plan.

Debt Management

The Road Program received a substantial revenue boost when NV Senate Bill 201 (indexing of Local, State, and Federal fuel taxes) was approved by the Legislature in June 2009. Collections began in January 2010. In an effort to stimulate the local economy, the Commission deviated from their usual pay-as-you-go philosophy and has initiated four bond sales totaling $434.6 million. The first bond sale was completed in July 2009, the second in March 2010, the third in December 2010, and the fourth in April 2013. All bond sale funds have been expended and RTC has moved back to the pay-as-you-go method. RTC refunded the 2009, 2010B, 2010C and 2013 bonds in 2019 providing an average of $6 million in annual debt services savings through maturity in 2043. Key future projects in the road program between now and the next 10 years include: the Sparks Boulevard corridor project; the Lemmon Drive corridor project, the Mill Street capacity project, Arlington Avenue Bridges project, Sierra Street Bridge Project and Pyramid Highway lane widening.

Operational Model

RTC uses privatization for implementation of the majority of its programs. RTC contracts out with engineering and construction firms for implementation of the road programs. Corridor studies are prepared by engineering and consulting firms. RTC contracts out the operation of RIDE and ACCESS through "turnkey" contracts which are common in the transportation industry. The RTC maintains a staff of 70 employees to oversee the RTC programs.

Awards and Recognition

The RTC staff, projects, and services were recognized on various occasions in FY 2025 for their commitment to quality and meeting the needs of the community:

- The American Society of Civil Engineers (ASCE) Truckee Meadows Branch has awarded RTC Washoe the 2024 Transportation Project of the Year for the Oddie Wells Project.
- Institute of Transportation Engineers (ITE) Mountain Division has presented RTC Washoe with the Transportation Achievement Award for the Sparks Intelligent Corridors Project.
- Association for Commuter Transit and the American Public Transportation Association Presented awards for marketing campaigns promoting RTC's Ed-Pass program.
- RTC was recognized as one of three best workplaces for commuters in Nevada from bestworkplaces.org.
- The League of American Bicyclists awarded the RTC with the Silver Award as a bicycle-friendly business.

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the RTC for its ACFR for the fiscal year ended June 30, 2024. This was the 38th consecutive year that the government has achieved this prestigious award.

In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized annual comprehensive financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that RTC's FY 2025 ACFR continues to meet the Certificate of Achievement Program's requirements and anticipate continuing to receive certificates for future fiscal years.

The preparation of the ACFR on a timely basis could not have been accomplished without the efficient and dedicated services of the entire staff of the Finance Department and the Certified Public Accountants from Crowe LLP. We would like to express our appreciation to all who assisted and contributed to its preparation.

Respectfully Submitted,

Bill Thomas
Executive Director

Respectfully Submitted,

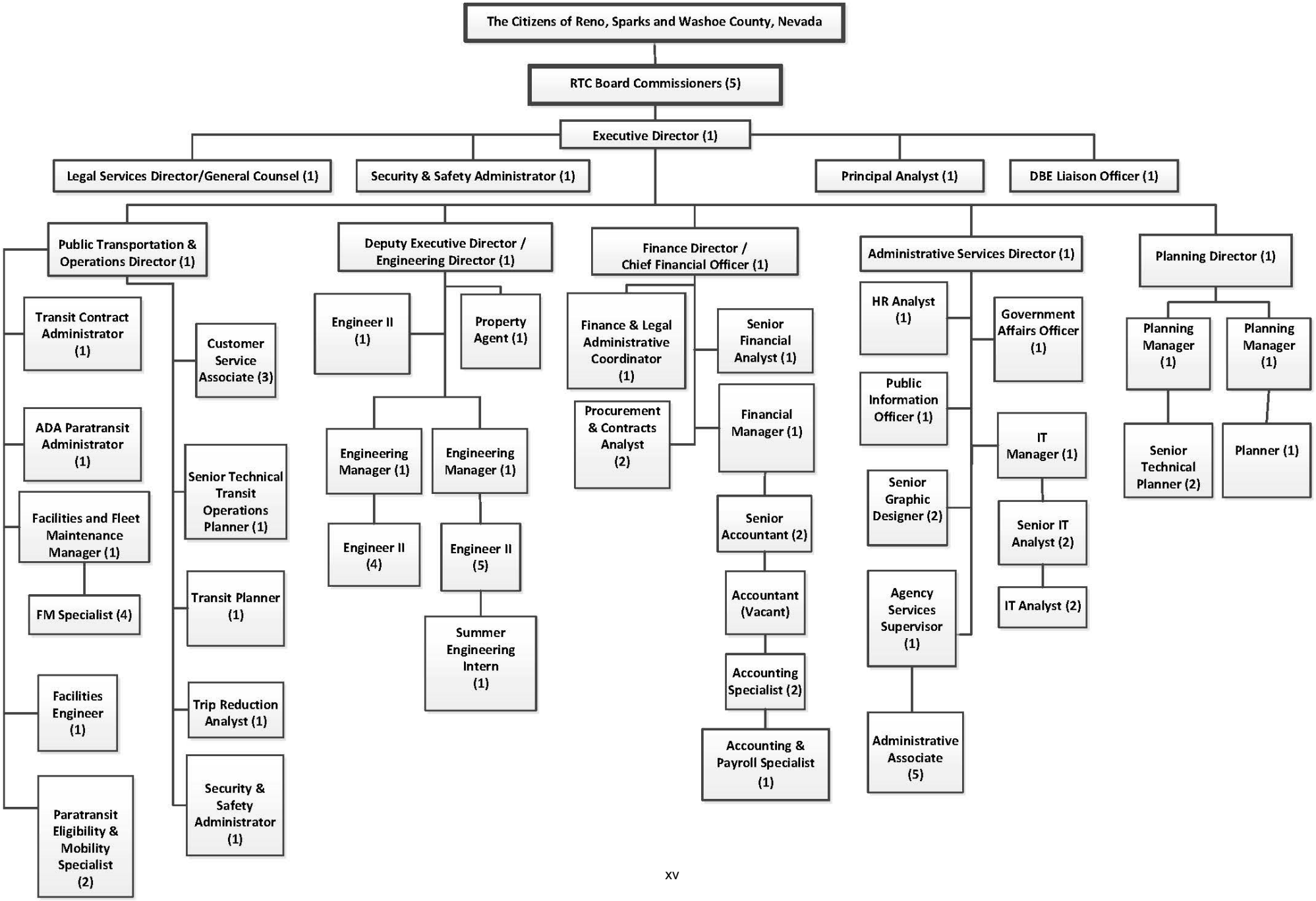
Christian Schonlau
Director of Finance/CFO

REGIONAL TRANSPORTATION COMMISSION

OFFICE	NAME	TERM OF OFFICE	TERM EXPIRES
Board Members			
Chair	Alexis Hill	2 years	December 31, 2025
Vice-Chair	Devon Reese	2 years	December 31, 2025
Board Member	Mariluz Garcia	2 years	December 31, 2026
Board Member	Ed Lawson	2 years	December 31, 2026
Board Member	Hillary Schieve	2 years	December 31, 2026
RTC Staff			
Executive Director *	Bill Thomas, AICP		Appointed
Deputy Director/Director of Engineering	Dale Keller, P.E.		Appointed
Director of Finance / CFO	Christian Schonlau		Appointed
Legal Counsel	Adam Spear, Esq.		Appointed
Director of Public Transportation	James Gee		Appointed
Director of Administrative Services	Laura Freed		Appointed
Director of Planning	Vanessa Lacer		Appointed
Contracts			
General Manager	Don Swain, Keolis Transit Services LLC		Contracted
General Manager	Geo Jackson, MTM Transit LLC		Contracted
Independent Auditor	Crowe LLP		Contracted

* The Executive Director is appointed by the Regional Transportation Commission. All other staff members are appointed by the Executive Director.

Regional Transportation Commission of Reno, Sparks and Washoe County, Nevada
Fiscal Year 2025 Organization Chart



Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Regional Transportation Commission of Washoe County, Nevada

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2024

Christopher P. Morrill

Executive Director/CEO

FINANCIAL SECTION

Crowe LLP
Independent Member Crowe Global

INDEPENDENT AUDITOR'S REPORT

To the Commissioners
Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Regional Transportation Commission, Reno, Sparks and Washoe County, Nevada (RTC), as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the RTC's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the RTC, as of June 30, 2025, the respective changes in financial position and, where applicable, cash flows thereof and the respective budgetary comparison for the General Fund, Regional Road Impact Fee Fund and the Paratransit Services Fund for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States *(Government Auditing Standards)*. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the RTC, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of Matter

As discussed in Note 1, the RTC adopted new accounting guidance, GASB Statement No. 101, *Compensated Absences*, which resulted in a restatement of the July 1, 2024 net position in the amount of $660,409. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

(Continued)

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the RTC's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the RTC's internal control. Accordingly, no such opinion is expressed.

- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.

- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the RTC's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Report on Partial and Summarized Comparative Information

We have previously audited the RTC's 2024 financial statements, and we expressed unmodified opinions on the respective financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information in our report dated November 26, 2024. In our opinion, the partial and summarized comparative information presented herein as of and for the year ended June 30, 2024, is consistent, in all material respects, with the audited financial statements from which it has been derived.

(Continued)

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, the Schedules of Changes in the Total OPEB Liability and Related Ratios, the Schedule of Proportionate Share of the Net Pension Liability, and the Schedule of RTC's Contribution as listed on the table of contents be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the RTC's basic financial statements. The Capital Assets Used in Operation of Governmental Funds and the Schedule of Expenditures of Federal Awards as required by Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Capital Assets Used in the Operation of Governmental Funds and the Schedule of Expenditures of Federal Awards are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the Introductory Section, Other Reporting Information Section, and Statistical Section, but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

(Continued)

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 12, 2025 on our consideration of the RTC's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the RTC's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the RTC's internal control over financial reporting and compliance.

Crowe LLP

Crowe LLP

Sacramento, California
December 12, 2025

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

MANAGEMENT'S DISCUSSION AND ANALYSIS

June 30, 2025

As management of the Regional Transportation Commission (RTC), we are presenting this narrative overview and analysis of the functional activities of the RTC for the fiscal year ended June 30, 2025. Readers are encouraged to consider the information presented here in conjunction with additional information furnished in the letter of transmittal, which can be found in the introductory section of this report.

FINANCIAL HIGHLIGHTS

- The RTC's cash and investments exceeded its liabilities due within one year by $172 million at the close of the most recent fiscal year. The RTC's cash ratio is 4.5, meaning the RTC has 4.5 times the cash and investments available to meet current obligations. Last year's ratio was 4.6.

- The RTC's total net position changed by $15.3 million. Net position of the governmental activities changed by $23.7 million due to higher cash balances at year-end. Net position of the business-type activities changed by $(8.4) mainly due to lower cash balances resulting from higher public transportation expense and additions to other liabilities.

- At the close of the current fiscal year, the RTC's governmental funds reported combined ending fund balances of $185.0 million, a change of $12.8 million in comparison with the prior year. Most of the change is due to increases in fuel tax revenue and decreases to the use of cash for regional road impact fee road construction expenses.

- RTC's outstanding bond debt changed from $288.5 million to $279.8 million, as a result of $8.7 million in principal payments on existing debt. RTC did not issue any debt in the current fiscal year.

- The RTC's total revenue changed by 12.3% or $22.5 million in comparison with the prior year. The change is primarily due to increases in operating grants and increases in fuel tax collections. The RTC's primary revenue sources are Motor Vehicle Fuel tax and Public Transportation (Sales) tax. These two revenue sources comprise 54.0% and 22.6% of the RTC's revenues, respectively. Motor Vehicle Fuel tax revenue changed by $8.1 million or 7.9% due to the passage of State legislation authorizing additional indexing of taxes on motor vehicle fuel and special fuel based on a ten year rolling average of the Producer Price Index (PPI). The inflationary increases have been in effect since January 1, 2010. Public Transportation tax changed by $1 million or 2.2% due to increased taxable retail sales for the County.

- The RTC's total program revenues changed by 34.1% or $10 million in comparison with the prior year. The change is mostly due to increases in charges for services and increases in operating grant revenues.

- Total expenses were $189 million, a change of 1.9% over the prior year primarily due to an increased transportation expense in the proprietary fund. Governmental activities made up 72.3% of the total expenses, a change of (2.4)% over the prior year. Business-type activities made up 27.7% of the total expenses, a change of 2.4% over the prior year. Operating expenses for public transportation services changed by 11.7% for the fiscal year primarily due to increased purchased transportation services expense.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to the RTC's basic financial statements. The RTC's basic financial statements are comprised of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements themselves.

Government-wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of the RTC's finances, in a manner similar to a private-sector business.

The Statement of Net Position presents information on all of the RTC's assets, liabilities, and deferred inflows/outflows of resources, with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the RTC is improving or deteriorating.

OVERVIEW OF THE FINANCIAL STATEMENTS (CONTINUED)

Government-wide Financial Statements (continued)

The Statement of Activities presents information showing how the RTC's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g., uncollected taxes and earned but unused vacation leave).

Both of the government-wide financial statements distinguish functions of the RTC that are principally supported by taxes and intergovernmental revenues (governmental activities) from other functions that are intended to recover all or a significant portion of their costs through user fees and charges (business-type activities). The governmental activities of the RTC include general government activities, street and highway projects, transportation services, and metropolitan planning. The business-type activity of the RTC includes public transportation.

The government-wide financial statements can be found on pages 18-19 of this report.

Fund Financial Statements

A fund is a grouping of related accounts that are used to maintain control over resources that have been segregated for specific activities or objectives. The RTC, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of the RTC can be divided into two categories: governmental funds and a proprietary fund.

Governmental Funds

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the RTC's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The RTC maintains five individual governmental funds. Information is presented separately in the governmental fund balance sheet and in the governmental fund statement of revenues, expenditures, and changes in fund balances for the General Fund, Debt Service Fund, the Regional Road Impact Fee Fund, and the Paratransit Services Fund, all of which are considered to be major funds and for the Metropolitan Planning Organization Fund which is considered to be a nonmajor fund.

Additional data for all of the governmental funds is provided in the supplementary information section of this report.

The RTC adopts an annual appropriated budget for all funds. Budgetary comparison statements and schedules have been provided to demonstrate compliance with these budgets.

Proprietary Fund

The RTC maintains one proprietary fund. This proprietary fund, an enterprise fund, is used to report the same functions presented as business-type activities in the government-wide financial statements. The RTC uses this fund to account for public transportation.

Notes to the Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 33-63 of this report.

OVERVIEW OF THE FINANCIAL STATEMENTS (CONTINUED)

Other Information

Required supplementary information concerning the RTC's progress in funding its obligation to provide pension benefits and OPEB to its employees and retirees can be found on pages 64-66.

Other supplementary information, including individual fund statements and schedules providing budget to actual comparisons and schedules of capital assets used in the operations of governmental funds, are presented after the basic financial statements.

The Statistical Section provides detailed multi-year information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the RTC's overall financial health.

GOVERNMENT-WIDE OVERALL FINANCIAL ANALYSIS

RTC'S NET POSITION

	Governmental Activities		Business-Type Activities		Total	
	2025	2024	2025	2024	2025	2024
Assets:						
Current and other assets	$ 215,540,377	$ 201,633,753	$ 55,583,755	$ 66,085,103	$ 271,124,132	$ 267,718,856
Capital assets	7,447,669	8,499,795	100,338,366	96,896,657	107,786,035	105,396,452
Total assets	222,988,046	210,133,548	155,922,121	162,981,760	378,910,167	373,115,308
Deferred Outflows of Resources:						
Deferred outflows related to pension	3,630,182	3,084,704	1,118,257	1,227,155	4,748,439	4,311,859
Deferred outflows related to OPEB	3,043,238	3,835,007	937,453	1,525,640	3,980,691	5,360,647
Deferred outflows related to debt refunding	2,159,212	2,294,163	-	-	2,159,212	2,294,163
Total deferred outflows of resources	8,832,632	9,213,874	2,055,710	2,752,795	10,888,342	11,966,669
Liabilities:						
Noncurrent liabilities	327,367,094	337,510,167	8,799,133	9,925,888	336,166,227	347,436,055
Other liabilities	32,791,603	35,347,755	9,072,865	7,280,051	41,864,468	42,627,806
Total liabilities	360,158,697	372,857,922	17,871,998	17,205,939	378,030,695	390,063,861
Deferred Inflows of Resources:						
Deferred inflows related to pension	2,046,468	826,035	630,403	328,613	2,676,871	1,154,648
Deferred inflows related to OPEB	5,077,323	4,726,449	1,564,041	1,880,273	6,641,364	6,606,722
Deferred inflows related to debt refunding	2,329,950	2,462,416	-	-	2,329,950	2,462,416
Total deferred inflows of resources	9,453,741	8,014,900	2,194,444	2,208,886	11,648,185	10,223,786
Net position:						
Net investment in capital assets	7,447,669	8,499,795	100,123,372	96,833,753	107,571,041	105,333,548
Restricted	181,125,752	166,995,479	-	-	181,125,752	166,995,479
Unrestricted	(326,365,181)	(337,020,674)	37,788,017	49,485,977	(288,577,164)	(287,534,697)
Total net position	$ (137,791,760)	$ (161,525,400)	$ 137,911,389	$ 146,319,730	$ 119,629	$ (15,205,670)

GOVERNMENT-WIDE FINANCIAL ANALYSIS (CONTINUED)

Net Position

The Statement of Net Position presents information on all of the RTC's assets, deferred outflows of resources, liabilities, and deferred inflows of resources, with the difference reported as net position. As noted earlier, net position may serve over time as a useful indicator of the RTC's financial position. In the case of the RTC, total assets and deferred outflows of resources exceeded total liabilities and deferred inflows of resources by $119,629 at the close of the current fiscal year.

A significant portion of RTC's net position represents resources that are subject to external restrictions (e.g. statutes, bond covenants, and grants) on how they may be used. Restricted net position changed by $14,130,273 from the prior year due to cash from revenues restricted for street and highway construction.

Unrestricted net position may be used to meet the government's ongoing obligations to its citizens and creditors. RTC's unrestricted net position changed by $(1,042,467) from the prior year due to decreases in cash balances.

Another significant portion of RTC's total net position is its net investment in capital assets, (e.g. land, buildings, machinery, and equipment) less any related outstanding debt used to acquire those assets. RTC's net investment in capital assets changed by a net amount of $2,237,493 over the prior year due to the addition of replacement buses and vans along with building improvement less depreciation expense.

The RTC did not use debt to acquire capital assets in this fiscal year. The RTC uses these capital assets to provide services to citizens; consequently, these assets are not available for future spending. If the RTC uses debt to purchase capital assets in future fiscal years, it should be noted that the resources needed to repay any long-term obligations must be provided from other sources, since the capital assets themselves cannot be used to liquidate these types of liabilities.

RTC's CHANGES IN NET POSITION

	Governmental Activities		Business-Type Activities		Total	
	2025	2024	2025	2024	2025	2024
Revenues:						
Program revenues						
Charges for services	$ 12,078,664	$ 8,595,736	$ 4,126,779	$ 3,940,938	$ 16,205,443	$ 12,536,674
Operating grants and contributions	13,714,696	9,523,145	7,103,260	1,429,675	20,817,956	10,952,820
Capital grants and contributions	35,391	1,452,273	953,314	3,408,955	988,705	4,861,228
Total program revenues	25,828,751	19,571,154	12,183,353	8,779,568	38,012,104	28,350,722
General revenues:						
Motor vehicle fuel taxes	110,326,117	102,211,146	-	-	110,326,117	102,211,146
Public transportation taxes	16,692,645	15,527,134	29,463,224	29,635,667	46,155,869	45,162,801
Investment earnings (loss)	7,607,400	4,216,326	2,587,756	1,688,725	10,195,156	5,905,051
Gain on sale of assets	(395,503)	120,000	-	-	(395,503)	120,000
Other miscellaneous	144,808	218,666	34,549	50,335	179,357	269,001
Total general revenues	134,375,467	122,293,272	32,085,529	31,374,727	166,460,996	153,667,999
Total revenues	160,204,218	141,864,426	44,268,882	40,154,295	204,473,100	182,018,721
Expenses:						
Street and highway	93,955,743	90,805,369	-	-	93,955,743	90,805,369
Transportation services	14,240,887	12,463,931	-	-	14,240,887	12,463,931
Regional road impact fees	11,321,324	18,390,803	-	-	11,321,324	18,390,803
Metropolitan planning	4,140,351	3,460,514	-	-	4,140,351	3,460,514
Public transportation	-	-	52,287,223	46,812,565	52,287,223	46,812,565
Debt service	12,541,864	12,957,429	-	-	12,541,864	12,957,429
Total expenses	136,200,169	138,078,046	52,287,223	46,812,565	188,487,392	184,890,611
Change in net position before transfers	24,004,049	3,786,380	(8,018,341)	(6,658,270)	15,985,708	(2,871,890)
Transfers	390,000	240,000	(390,000)	(240,000)	-	-
Change in net position	24,394,049	4,026,380	(8,408,341)	(6,898,270)	15,985,708	(2,871,890)
Net position - July 1	(161,525,400)	(165,551,780)	146,319,730	153,218,000	(15,205,670)	(12,333,780)
Cumulative effect of change in accounting principle	(660,409)	-	-	-	(660,409)	-
Net position - July 1, as restated	$ (162,185,809)	$ (165,551,780)	$ 146,319,730	$ 153,218,000	$ (15,866,079)	$ (12,333,780)
Net position - June 30	$ (137,791,760)	$ (161,525,400)	$ 137,911,389	$ 146,319,730	$ 119,629	$ (15,205,670)

Change in Net Position

The RTC's overall net position changed by $15,325,299 from the prior year primarily due to increases in charges for services and increases in operating grant revenues. Program revenues are directly related to service activities of a function. Total program revenues changed from the prior year due to increased operating grants and contributions, which outpaced declines in capital grants and contributions. Total general revenues changed by $12,792,997 or 8.3% from the prior year mostly due to an increase in investment earnings, and a 7.9% change in motor vehicle fuel taxes. General revenues represent 81.4% of total revenues. Total expenses changed by $3,596,781 or 1.9% from the prior year mostly from increases in public transportation expenses.

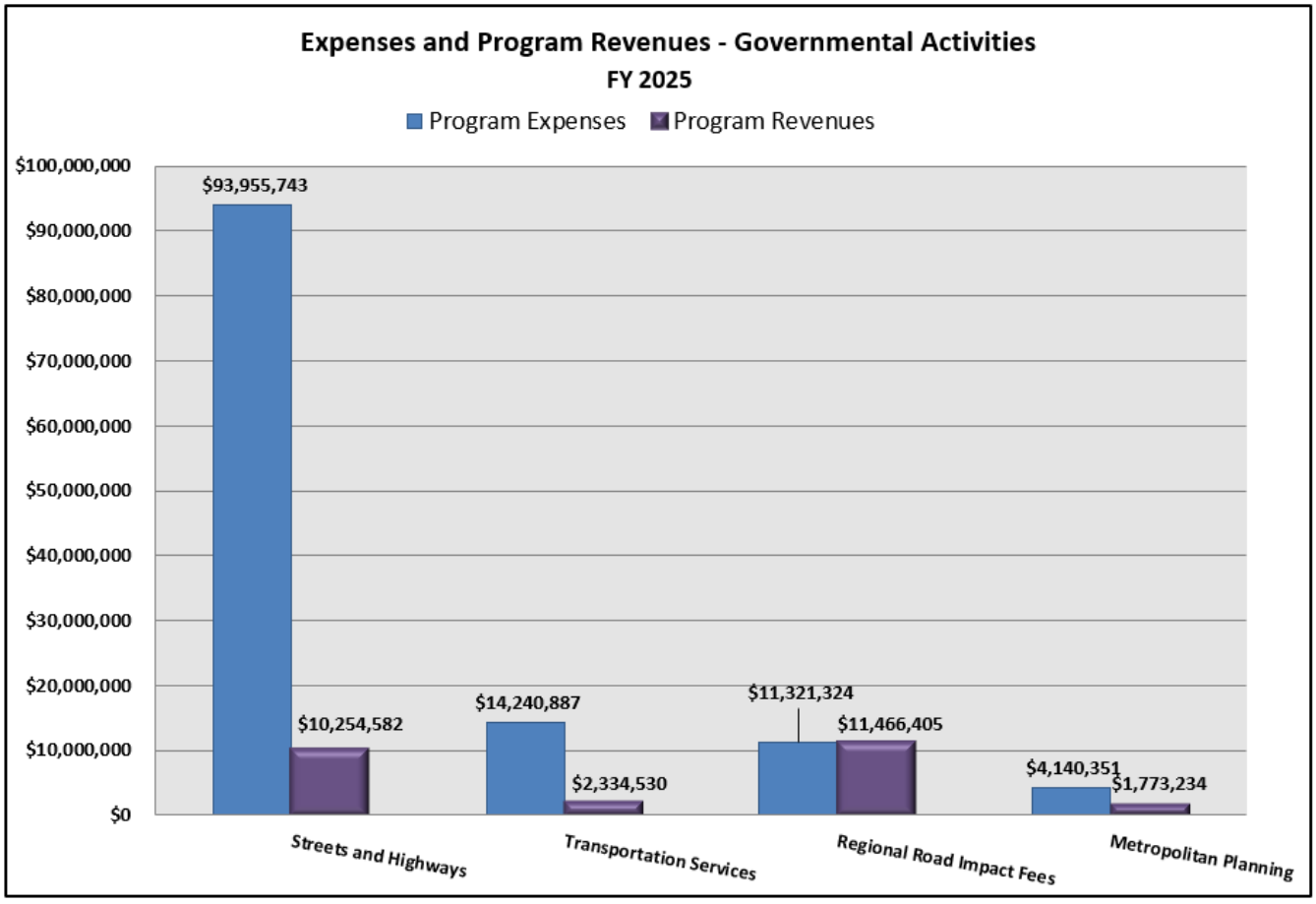
GOVERNMENT-WIDE FINANCIAL ANALYSIS (CONTINUED)

Governmental Activities

Governmental activities include programs for street and highway, transportation services, and metropolitan planning. Governmental activities changed the RTC's net position by $23,733,640. The key elements of this increase are:

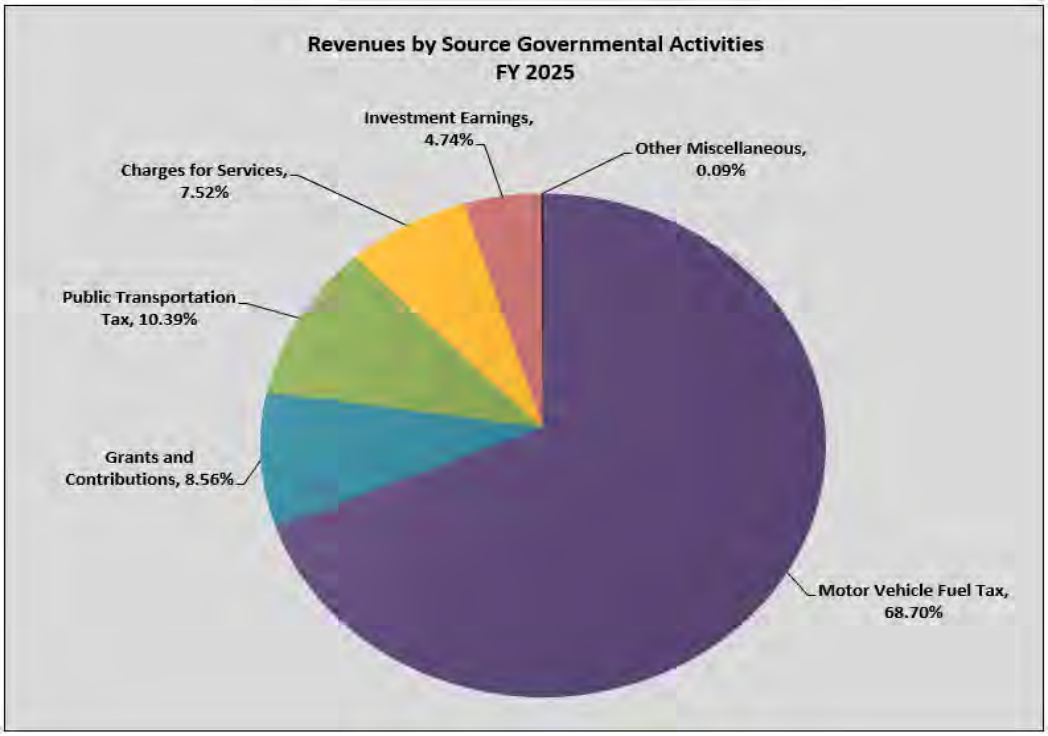
- Motor vehicle fuel tax revenue changed from the prior year by $8,114,971 or 7.9%;
- Public transportation tax revenue changed from the prior year by $1,165,511 or 7.5%;
- Investment Earnings changed from the prior year by $3,391,074 or 80.4%; and
- Street and highway expenses changed from the prior year by $3,150,374 or 3.5% due to the timing of planned road construction projects.

The following chart depicts the expenses and program revenues for governmental activities:

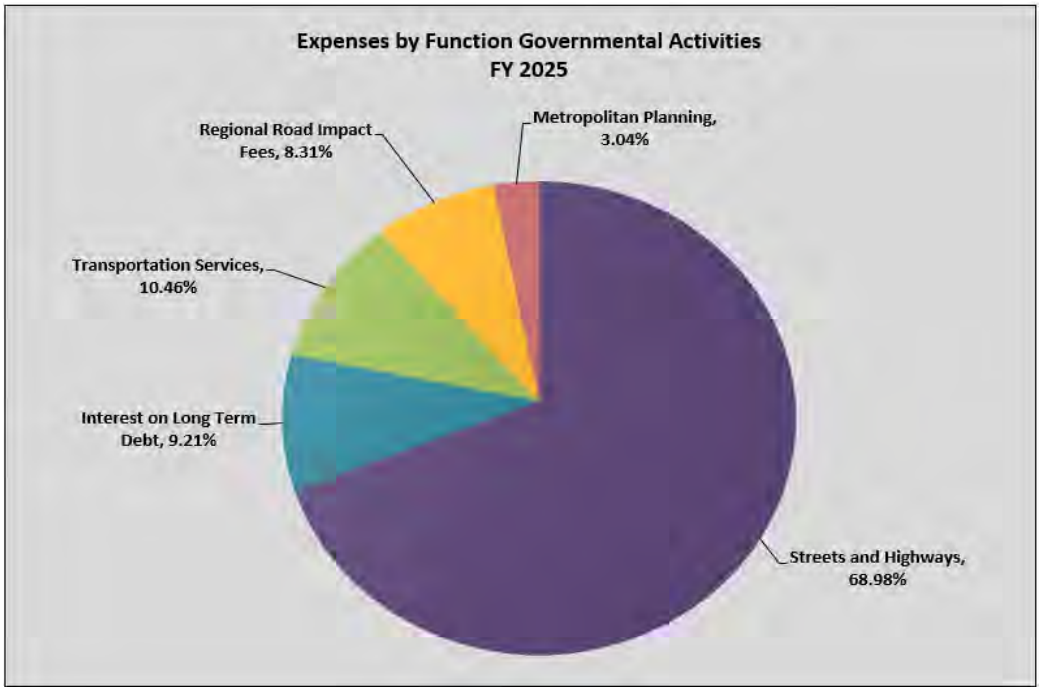


GOVERNMENT-WIDE FINANCIAL ANALYSIS (CONTINUED)

The following chart depicts the governmental activities revenues by source for the current fiscal year:



The following chart depicts the governmental activities expenses by function for the current fiscal year:



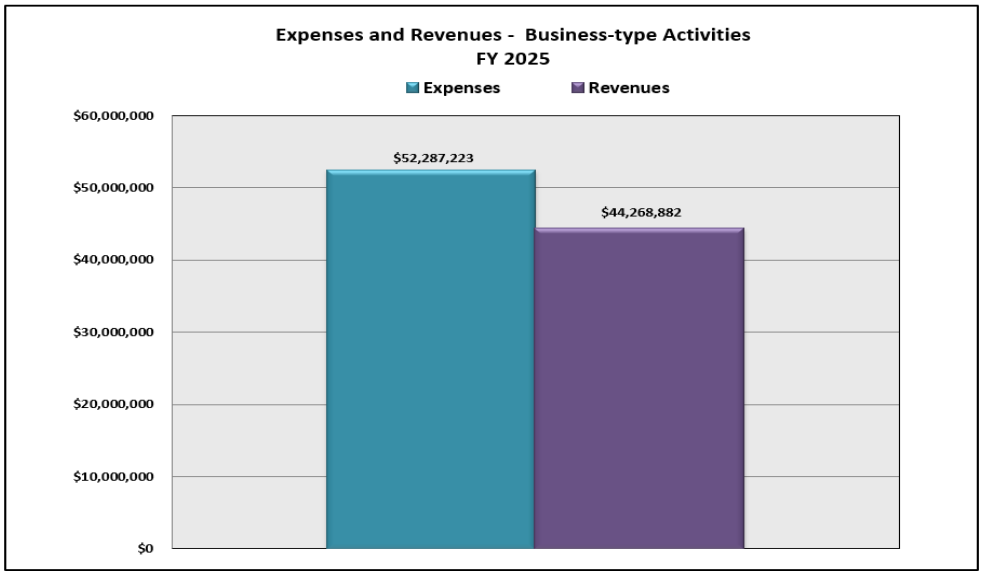
GOVERNMENT-WIDE FINANCIAL ANALYSIS (CONTINUED)

Business-type Activities

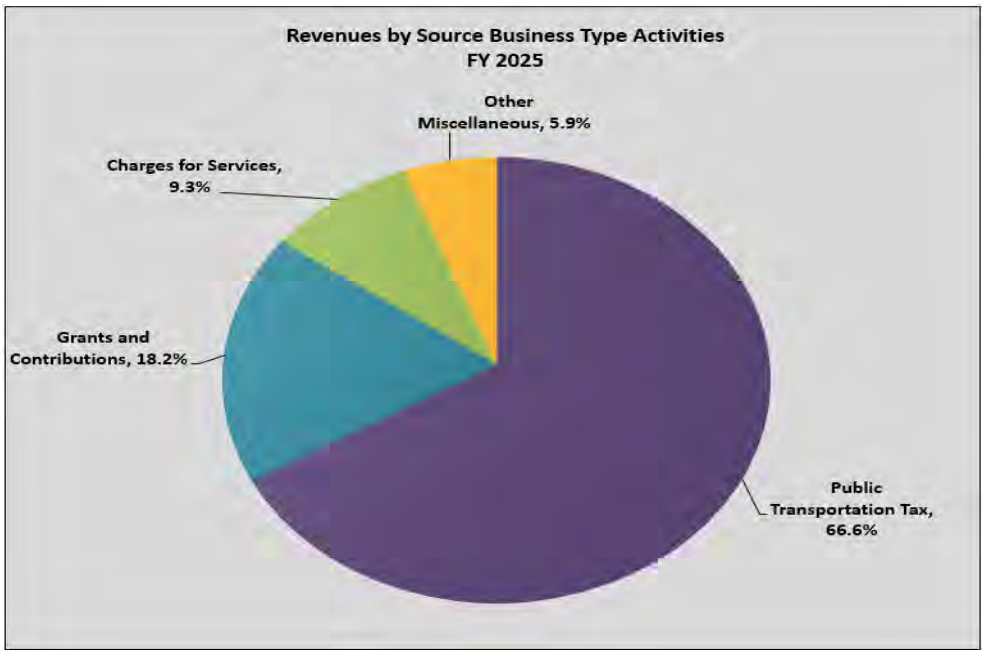
Under this section there is only one program, Public Transportation. Business-type activities changed the RTC's net position by $(8,408,341). The key elements of this change are:

- Operating grants and contributions changed by by $5,673,585 or 396.8% due to the exhaustion of available federal funding for operating assistance from previous years in the current year; and
- Capital grants and contributions changed by $(2,455,641) or (72)% due to fewer capital improvement projects completed in FY2025.

The following chart depicts the expenses and revenues for business-type activities:



The following chart depicts the business-type activities revenues for current fiscal year:



FINANCIAL ANALYSIS OF THE RTC'S FUNDS

As noted earlier, the RTC uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds

The focus of the RTC's governmental funds is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the RTC's financing requirements. In particular, unrestricted fund balance may serve as a useful measure of a government's net resources available for spending at the end of the fiscal year.

As of the end of the current fiscal year, the RTC's governmental funds reported combined ending fund balances of $184,967,425 a change of $12,766,230 in comparison with the prior year primarily due to changes in receivables. Most of RTC's governmental fund balances are externally restricted and limited in their use.

General Fund

The General Fund is the primary operating fund of the RTC. It accounts for all financial resources of the RTC, except for those required to be accounted for in another fund. Regional street and highway expenditures for road projects are accounted for in this fund instead of a separate fund in order to reduce undue complexity in budgeting, accounting and other phases of financial management. At the end of the current fiscal year, the nonspendable fund balance of the general fund was $371,983 for prepaid expenses and deposits. Restricted fund balance was $132,489,877 for federal grants match and road construction projects. There is no unassigned fund balance in the General Fund.

The fund balance of the RTC's General Fund changed by $12,875,295 or 10.7% during the current fiscal year mostly due to an increase in receivables balance at year end.

Debt Service Fund

The Debt Service Fund is a governmental fund used to account for RTC's debt service requirements. The existing debt in this fund is backed by Motor Vehicle Fuel tax revenues and 1/8th percent of Public Transportation (Sales) tax. The ending fund balance at June 30, 2025, is $25,872,110 and is restricted for future principal and interest payments on revenue bonds.

Regional Road Impact Fee Fund

The Regional Road Impact Fee Fund is a special revenue fund for road projects funded with impact fees. The fees consist of two components, cash impact fees and impact fee waivers. Waivers are given to developers for the construction of major arterial roads during development. Waivers are booked as a revenue and expenditure with a net zero effect on the financial statements, therefore, they are not included in analysis of fund balance. Ending fund balance at June 30, 2025, is $21,103,832 of which $192,975 is nonspendable for prepaid expenses and $20,910,857 is restricted for road construction projects. The Regional Road Impact Fee fund balance changed by $965,139 or 4.8% for the current fiscal year mostly due to an increase in cash.

Paratransit Services Fund

The Paratransit Services Fund is a special revenue fund, which consists of the paratransit service RTC ACCESS for people with disabilities. The Paratransit Services Fund also records all transactions for the Washoe Senior Ride Program, a taxi subsidy for elderly residents of Washoe County and FlexRIDE a microtransit service. The ending fund balance at June 30, 2025, is $4,648,674, of which $23,864 is nonspendable for prepaid expenses and $1,275,175 is restricted for federal grants match and $3,349,635 is assigned for future expenditures. Unassigned fund balance is a zero.

The Paratransit Services fund balance changed by $(1,773,450) or (27.6)% for the current fiscal year mostly due to a decrease in cash.

FINANCIAL ANALYSIS OF THE RTC'S FUNDS (CONTINUED)

Paratransit Services Fund (continued)

RTC ACCESS service level metrics were mostly higher for the current fiscal year as compared to prior year. Demand for paratransit services has declined from pre-pandemic levels and not fully recovered. The lingering impacts of the COVID-19 pandemic combined with driver labor shortages during the early part of the fiscal year both negatively impacted paratransit service levels. The operating statistics for RTC ACCESS are:

- RTC ACCESS carried a total of 119,439 passengers in FY 2025 compared with 104,682 in FY 2024; and
- RTC ACCESS operated 53,908 revenue vehicle hours in FY 2025 compared with 56,955 hours in FY 2024; and
- RTC ACCESS traveled 861,425 revenue vehicle miles in FY 2025 compared to 826,158 miles in FY 2024.

Metropolitan Planning Organization Fund

The Metropolitan Planning Organization Fund is a special revenue fund. The RTC serves as the Metropolitan Planning Organization (MPO) for Washoe County. The MPO is funded by transfers of public transportation (sales) tax revenues, fuel tax revenues and federal transportation planning grants. The Metropolitan Planning Organization ending fund balance at June 30, 2025, is $480,949, of which $18,685 is nonspendable for prepaid expenses, $620,323 is restricted for federal grants match and $(158,059) is unassigned.

The total fund balance changed by $(408,068) or 45.9% for the current fiscal year mostly due to RTP development.

Proprietary Fund

The RTC's proprietary fund provides the same type of information found in the government-wide financial statements but this fund's statements provide more detail.

Proprietary Operations

The proprietary fund consists of an enterprise fund for the RTC RIDE transit system. The RTC RIDE transit system has been in operation since September 1978.

RTC RIDE ridership changed by 9% over the prior fiscal year due to COVID-19 pandemic restrictions no longer in place, and no labor strikes occurred, along with the increase in rides per service hour productivity. The operating statistics for RTC RIDE are:

- RTC RIDE carried a total of 5,822,801 passengers in FY 2025 compared to 5,311,032 passengers in FY 2024; and
- RTC RIDE operated 264,472 revenue service hours in FY 2025 compared to 258,698 revenue service hours in FY 2024; and
- RTC RIDE traveled 3,020,714 revenue miles in FY 2025 compared to 2,939,439 revenue miles in FY 2024.

RTC RIDE currently operates 20 total routes, including two RAPID routes, 17 regular routes, and the regional connector service (Carson Express). The Carson Express operates on weekdays only and other routes operate seven days a week.

Revenues

The revenue sources for the RTC RIDE transit system are a 5/16 percent public transportation tax revenue, passenger revenues, investment income, advertising revenue, and Federal and State capital and operating grants.

In November 1982, voters of Washoe County approved a 1/4 percent sales tax increase for the purpose of public transportation and related support services. This tax is to be used for the operation of the RTC RIDE transit system, transportation planning, paratransit services, and other transportation services. This revenue source cannot be used for the construction of street and highway projects.

Effective July 1, 2003, an additional 1/8 percent sales tax was implemented. This revenue source can be used for public transportation or the construction of street and highway projects as directed by RTC management.

In total Public Transportation tax revenue was $46,155,869 in FY 2025 compared to $45,162,801 in FY 2024, a change of $993,068 or 2.2%.

FINANCIAL ANALYSIS OF THE RTC'S FUNDS (CONTINUED)

RTC RIDE passenger revenues were $3,514,275 in FY 2025 compared to $3,402,018 in FY 2024, a change of $112,257 or 3.3% due to changes in ridership.

Federal funding amounts, received from the Federal Transit Administration (FTA), are based on nationwide formula allocations included in the Surface Transportation Act and discretionary grants. The RTC has built or renovated three major facilities and currently has a total fleet of 80 coaches. The FTA has participated in most of the transit and paratransit capital acquisitions.

Expenses

RTC RIDE operating expenses, including depreciation, in FY 2025 were $52,287,223 compared to $46,812,565 in FY 2024, an increase of $5,474,658 or 11.7%; due to increase in purchased transportation services expense.

GENERAL FUND BUDGETARY HIGHLIGHTS

Total revenues were under budget by $23,825,430 primarily due to decrease in federal grants and lower transfer of 1/8th Public Transportation tax used on road construction expenditures. Total expenditures were $63,838,841 under budget due to the timing of planned road construction projects.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

The RTC's investment in capital assets for its governmental and business-type activities as of June 30, 2025 amounted to $107,786,035 (net of accumulated depreciation). The RTC's net investment in capital assets for the current fiscal year changed by $2,237,493 or 2.1% mostly due to increases in construction in progress.

Capital spending decisions are based upon:

- Needs defined in the Regional Transportation Plan, and
- The availability of FTA funding and local funding

Major capital assets events during the current fiscal year included the following:

- Six new hydrogen-fuel buses $8,516,560
- Eight Ride supervisor vehicles $363,404

CAPITAL ASSET AND DEBT ADMINISTRATION (CONTINUED)

Capital Assets (continued)

RTC's CAPITAL ASSETS (Net of Depreciation)
(Expressed in Thousands)

	Governmental Activities		Business-Type Activities		Total	
	2025	2024	2025	2024	2025	2024
Land	$ 1,577	$ 1,577	$ 16,682	$ 16,682	$ 18,259	$ 18,259
Water Rights	1,300	1,300	-	-	1,300	1,300
Construction in progress	288	249	3,222	8,216	3,510	8,465
Total capital assets not being depreciated	3,165	3,126	19,904	24,898	23,069	28,024
Coaches/vehicles	8,468	9,947	65,660	60,176	74,128	70,123
Buildings and leasehold improvements	7,116	7,116	68,604	68,604	75,720	75,720
Miscellaneous equipment	2,459	2,403	9,434	8,565	11,893	10,968
Computer equipment	-	-	2,574	2,115	2,574	2,115
Office furniture	-	-	7	7	7	7
Passenger shelters	-	-	20,843	14,347	20,843	14,347
Communications equipment	-	-	2,093	2,095	2,093	2,095
Revenue collection equipment	-	-	2,098	2,098	2,098	2,098
	18,043	19,466	171,313	158,007	189,356	177,473
Accumulated depreciation	(13,761)	(14,093)	(90,878)	(86,008)	(104,639)	(100,101)
Total capital assets being depreciated (net)	4,282	5,373	80,435	71,999	84,717	77,372
Capital assets (net)	$ 7,447	$ 8,499	$ 100,339	$ 96,897	$ 107,786	$ 105,396

Additional information on the RTC's capital assets can be found in Note E in the Notes to the Financial Statements and the Supplementary Information section.

Long-term Debt

At the end of the fiscal year, RTC had total bonded debt outstanding of $279,750,000. The proceeds from all bond issues are used for financing the construction of street and highway projects. RTC's current fiscal year outstanding debt changed by $(8.3) million as a result of debt principal payments on debt.

Additional information of the RTC's long-term debt including a roll-forward of debt, debt issues outstanding and future debt service requirements can be found in Notes I and J in the Notes to the Financial Statements.

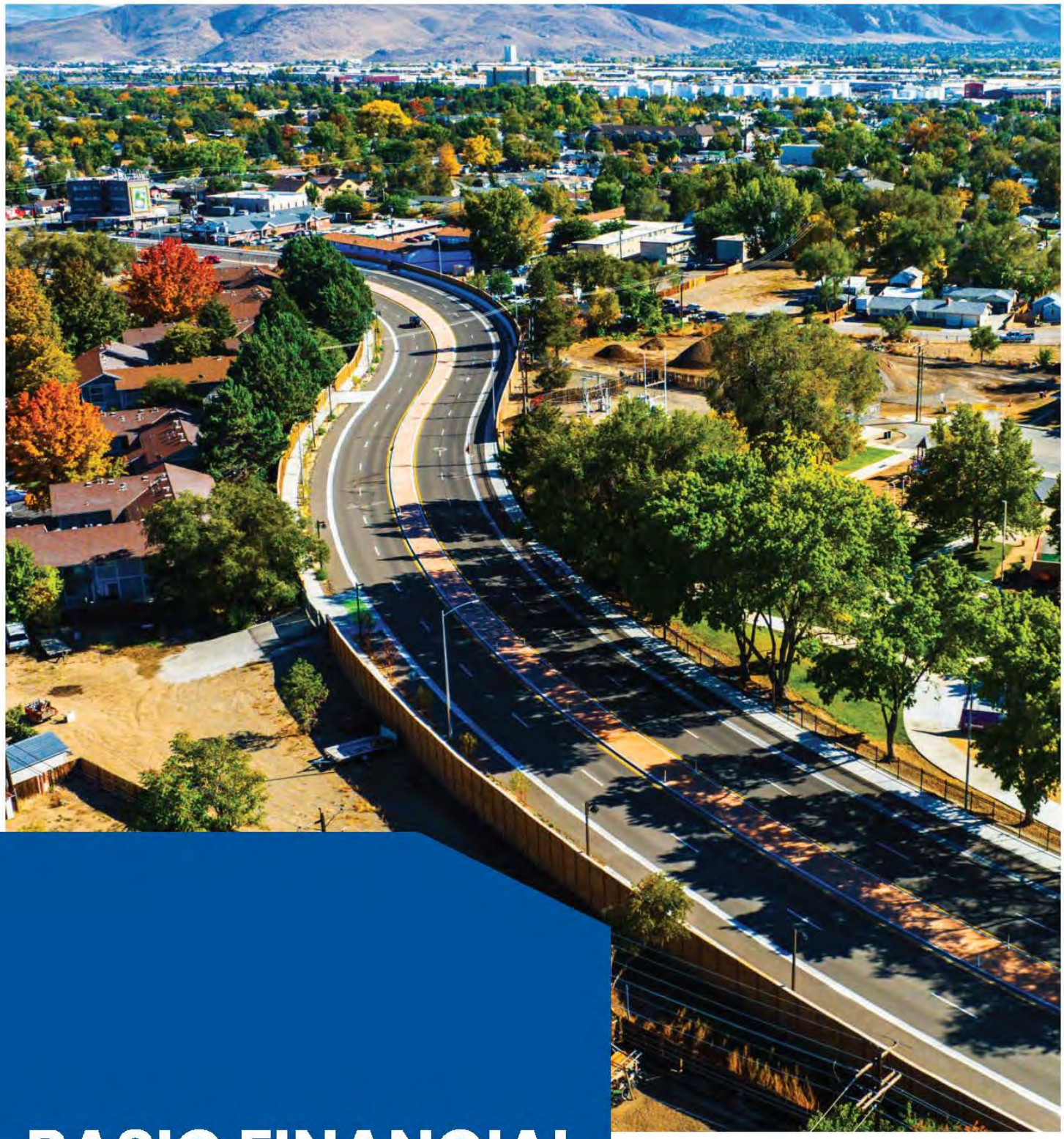
ECONOMIC FACTORS

- Nevada continues to experience economic growth after rebounding strongly from the effects of COVID-19.
- Nevada's overall unemployment rate as of June 2025 was 5.5%, up 0.3% compared to June 2024, and is 1.1% higher than the national average of 4.4%. While unemployment rates remain low, Nevada showed the highest unemployment rate in the nation based on national data released for the period ending June 2025.
- Washoe County's unemployment rate is lower than the statewide average at 4.6% for June 2025 and is down 0.4% compared to June 2024.
- Nevada experienced a modest overall jobs increase of 0.3%, with the largest employment gains in education and health services, professional and business services, and leisure and hospitality, while trad, transportation, and construction saw the largest losses. As of June 2025, Nevada added 4,000 jobs.
- Washoe County experienced overall increase of 0.5% or 1,500 jobs with the largest employment increases matching those at the statewide level.
- Consumer Price Index (CPI) was 2.7% for the western region in June 2025, down 0.1% in comparison to June 2024.
- Nevada's statewide taxable sales showed a modest increase of 1.95% for FY 2025. Washoe County taxable sales showed an increase of 4.08% for FY 2025.
- Median home sale prices in Washoe County fell slightly as compared to June of 2024. Median home price fell to 585,693 compared to 605,995 over the prior year.
- Washoe County fuel consumption was up 0.26% for FY 2025 and Nevada's statewide fuel consumption was down 0.21% for FY 2025. The fiscal year fuel consumption changes are attributed to changed by fuel economy, fuel prices, and inflationary pressures on other consumer goods.

All of these factors were considered in preparing the RTC's budget for fiscal year 2025.

REQUEST FOR INFORMATION

This financial report is designed to provide a general overview of the RTC's finances for all those with an interest in the RTC's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Chief Financial Officer, Regional Transportation Commission, 1105 Terminal Way, Suite 300, Reno, NV 89502.



BASIC FINANCIAL STATEMENTS

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

STATEMENT OF NET POSITION

June 30, 2025

	Primary Government		
	Governmental Activities	Business-type Activities	Total
Assets			
Cash and investments in custody of County Treasurer	$ 128,803,621	$ 35,059,640	$ 163,863,261
Cash in bank and on hand	25,567,031	5,179,535	30,746,566
Restricted cash and investments	25,775,749	-	25,775,749
Accounts receivable	446,393	144,305	590,698
Due from federal government	9,280,289	5,456,734	14,737,023
Due from State of Nevada	19,667,740	9,907,668	29,575,408
Interest receivable	1,440,511	126,695	1,567,206
Impact fees receivable	1,085,928	-	1,085,928
Internal balances	2,865,608	(2,865,608)	-
Inventory	-	104,124	104,124
Prepaid expenses, deposits and other assets	607,507	742,848	1,350,355
Assets held for resale	-	1,727,814	1,727,814
Capital Assets:			
Land and construction in progress	1,865,638	19,903,523	21,769,161
Water Rights	1,300,000	-	1,300,000
Property, buildings and equipment, net of accumulated depreciation	4,282,031	80,434,843	84,716,874
Total assets	222,988,046	155,922,121	378,910,167
Deferred Outflows of Resources			
Deferred outflows related to pension	3,630,182	1,118,257	4,748,439
Deferred outflows related to OPEB	3,043,238	937,453	3,980,691
Deferred outflows related to debt refunding	2,159,212	-	2,159,212
Total deferred outflows of resources	8,832,632	2,055,710	10,888,342
Liabilities			
Accounts payable	19,515,864	5,817,642	25,333,506
Retentions payable	1,690,847	214,994	1,905,841
Accrued liabilities	362,787	2,514,166	2,876,953
Unearned revenue	4,556,189	526,063	5,082,252
Interest payable	6,665,916	-	6,665,916
Noncurrent liabilities:			
Due within one year	10,298,428	155,238	10,453,666
Due in more than one year	296,911,476	-	296,911,476
Net pension liability	9,790,373	3,015,869	12,806,242
Total OPEB liability	10,366,817	5,628,026	15,994,843
Total liabilities	360,158,697	17,871,998	378,030,695
Deferred Inflows of Resources			
Deferred inflows related to pension	2,046,468	630,403	2,676,871
Deferred inflows related to OPEB	5,077,323	1,564,041	6,641,364
Deferred inflows related to debt refunding	2,329,950	-	2,329,950
Total deferred inflows of resources	9,453,741	2,194,444	11,648,185
Net Position			
Net investment in capital assets	7,447,669	100,123,372	107,571,041
Restricted for:			
Street and highway construction	148,076,367	-	148,076,367
Federal grants match	7,219,865	-	7,219,865
Debt service	25,829,520	-	25,829,520
Total restricted net position	181,125,752	-	181,125,752
Unrestricted	(326,365,181)	37,788,017	(288,577,164)
Total net position	$ (137,791,760)	$ 137,911,389	$ 119,629

The accompanying notes are an integral part of this statement.

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Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

STATEMENT OF ACTIVITIES

Year ended June 30, 2025

FUNCTIONS/PROGRAMS	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions	Net (Expense) Revenue and Changes in Net Position: Governmental Activities	Net (Expense) Revenue and Changes in Net Position: Business-type Activities	Net (Expense) Revenue and Changes in Net Position: Total
Primary government							
Governmental activities:							
Street and highway	$ 93,955,743	$ 367,619	$ 9,886,963	$ -	$ (83,701,161)	$ -	$ (83,701,161)
Transportation services	14,240,887	200,023	2,099,116	35,391	(11,906,357)	-	(11,906,357)
Regional road impact fees	11,321,324	11,466,405	-	-	145,081	-	145,081
Metropolitan planning	4,140,351	44,617	1,728,617	-	(2,367,117)	-	(2,367,117)
Interest on long-term debt	12,541,864	-	-	-	(12,541,864)	-	(12,541,864)
Total governmental activities	136,200,169	12,078,664	13,714,696	35,391	(110,371,418)	-	(110,371,418)
Business-type activities:							
Public Transportation	52,287,223	4,126,779	7,103,260	953,314	-	(40,103,870)	(40,103,870)
Total primary government	$ 188,487,392	$ 16,205,443	$ 20,817,956	$ 988,705	(110,371,418)	(40,103,870)	(150,475,288)
General revenues:							
Motor vehicle fuel tax					110,326,117	-	110,326,117
Public transportation tax					16,692,645	29,463,224	46,155,869
Investment earnings					7,607,400	2,587,756	10,195,156
Gain on sale of capital assets					(395,503)	-	(395,503)
Miscellaneous					144,808	34,549	179,357
Transfers					390,000	(390,000)	-
Total general revenues and transfers					134,765,467	31,695,529	166,460,996
Change in net position					24,394,049	(8,408,341)	15,985,708
Net position - beginning of year					(161,525,400)	146,319,730	(15,205,670)
Cumulative effect of change in accounting principle					(660,409)	-	(660,409)
Net position - beginning of year, as restated					(162,185,809)	146,319,730	(15,866,079)
Net position - ending					$ (137,791,760)	$ 137,911,389	$ 119,629

The accompanying notes are an integral part of this statement.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

BALANCE SHEET
GOVERNMENTAL FUNDS

June 30, 2025

	Major Funds	
	General Fund	**Debt Service Fund**
Assets		
Cash and investments in custody of County Treasurer	$ 111,764,041	$ 23,778
Cash in bank and on hand	15,886,235	18,811
Restricted cash and investments	-	25,775,749
Accounts receivable	214,868	-
Due from federal government	7,033,058	-
Due from other government	19,090,679	-
Interest receivable	394,786	55,743
Impact fees receivable	-	-
Prepaids and other assets	371,983	-
Due from other funds	4,337,737	-
Total assets	$ 159,093,387	$ 25,874,081
Liabilities		
Accounts payable	$ 17,115,305	$ 1,971
Retentions payable	1,511,353	-
Accrued liabilities	333,460	-
Due to other funds	63,624	-
Unearned revenue	4,556,189	-
Total liabilities	23,579,931	1,971
Deferred Inflows of Resources		
Unavailable revenue - federal grants	-	-
Unavailable revenue - state grants	1,974,909	-
Unavailable revenue - other reimbursements	676,687	-
Total deferred inflows of resources	2,651,596	-
Fund balances		
Nonspendable:		
Prepaids	371,983	-
Restricted for:		
Federal grants match	5,324,367	-
Street and highway construction	127,165,510	-
Debt service	-	25,829,520
Assigned:		
Subsequent year's actual & budget: appropriation of fund balance	-	42,590
Unassigned	-	-
Total fund balances	132,861,860	25,872,110
Total liabilities, deferred inflows of resources and fund balances	$ 159,093,387	$ 25,874,081

The accompanying notes are an integral part of this statement.

Major Funds		Nonmajor Fund	
Regional Road Impact Fee Fund	Paratransit Services Fund	Metropolitan Planning Organization Fund	Total Governmental Funds
$ 14,344,411	$ 2,141,155	$ 530,236	$ 128,803,621
6,385,205	2,684,918	591,862	25,567,031
-	-	-	25,775,749
182,338	4,570	44,617	446,393
-	1,020,376	1,226,855	9,280,289
-	577,061	-	19,667,740
54,880	8,912	2,158	516,479
1,085,928	-	-	1,085,928
192,975	23,864	18,685	607,507
-	-	-	4,337,737
$ 22,245,737	$ 6,460,856	$ 2,414,413	$ 216,088,474
$ 941,105	$ 1,068,104	$ 389,379	$ 19,515,864
179,494	-	-	1,690,847
-	29,327	-	362,787
21,306	525,277	861,922	1,472,129
-	-	-	4,556,189
1,141,905	1,622,708	1,251,301	27,597,816
-	-	637,547	637,547
-	-	-	1,974,909
-	189,474	44,616	910,777
-	189,474	682,163	3,523,233
192,975	23,864	18,685	607,507
-	1,275,175	620,323	7,219,865
20,910,857	-	-	148,076,367
-	-	-	25,829,520
-	3,349,635	-	3,392,225
-	-	(158,059)	(158,059)
21,103,832	4,648,674	480,949	184,967,425
$ 22,245,737	$ 6,460,856	$ 2,414,413	$ 216,088,474

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

RECONCILIATION OF THE BALANCE SHEET OF GOVERNMENTAL FUNDS TO THE STATEMENT OF NET POSITION

June 30, 2025

Total fund balances - Governmental Funds		$ 184,967,425
Amounts reported for governmental activities in the statement of net position are different because:		
Capital assets used in governmental activities are not financial resources, and therefore, are not reported in governmental funds.		
Capital assets used in the operation of governmental funds	$ 21,209,321	
Less accumulated depreciation	(13,761,652)	7,447,669
Other long-term assets are not available to pay for current period expenditures and, therefore, are reported as unavailable revenue in the funds.		3,523,233
Long-term liabilities, including bonds payable and accrued interest, are not due and payable in the current period, and therefore, are not reported in the governmental funds		
Governmental bonds payable	(279,750,000)	
Bond premiums and discounts	(25,537,679)	
Accrued interest payable	(6,665,916)	
Compensated absences	(1,418,278)	
Other post-employment benefits	(10,870,764)	(324,242,637)
Build America Bond credits are not due in the current period and are not reported in the governmental funds		924,032
Net pension liabilities are not due and payable in the current period, and therefore, are not reported as liabilities in the governmental funds		(9,790,373)
Deferred outflows and inflows of resources related to debt refunding are applicable to reporting periods and, therefore, are not reported in the funds		(170,738)
Deferred outflows and inflows of resources related to OPEB are applicable to reporting periods and, therefore, are not reported in the funds		(2,034,085)
Deferred outflows and inflows of resources related to pensions are applicable to reporting periods and, therefore, are not reported in the funds		1,583,714
Net position of governmental activities		$ (137,791,760)

The accompanying notes are an integral part of this statement.

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Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES - GOVERNMENTAL FUNDS

Year ended June 30, 2025

	Major Funds	
	General Fund	**Debt Service Fund**
Revenues		
Motor vehicle fuel tax	$ 110,326,117	$ -
Public transportation tax	7,038,458	-
Impact fees	-	-
Passenger fares	-	-
Project reimbursements	322,369	-
Transportation planning, operating and capital grants, and contributions:		
State of Nevada Department of Health and Human Services	-	-
Federal Transit Administration	-	-
Federal Highway Administration	7,912,054	-
Investment income	5,892,922	627,171
Miscellaneous	125,684	-
Total revenues	131,617,604	627,171
Expenditures		
Current:		
Street and highway	92,690,239	-
Transportation services	-	-
Metropolitan planning	-	-
Capital outlay:		
Equipment	-	-
Debt service:		
Principal	-	8,715,000
Interest	-	14,216,284
Debt service fees and other fiscal charges	-	24,217
Total expenditures	92,690,239	22,955,501
Excess (deficiency) of revenues over (under) expenditures	38,927,365	(22,328,330)
Other financing sources (uses)		
Sale of capital assets	(395,503)	-
Transfers in	-	23,435,644
Transfers out	(25,656,567)	-
Total other financing sources (uses)	(26,052,070)	23,435,644
Net change in fund balances	12,875,295	1,107,314
Fund balances - beginning	119,986,565	24,764,796
Fund balances - ending	$ 132,861,860	$ 25,872,110

The accompanying notes are an integral part of this statement.

Major Funds		Nonmajor Fund	
Regional Road Impact Fee Fund	Paratransit Services Fund	Metropolitan Planning Organization Fund	Total Governmental Funds
$ -	$ -	$ -	$ 110,326,117
-	9,000,000	-	16,038,458
11,284,067	-	-	11,284,067
-	200,023	-	200,023
182,338	-	-	504,707
-	713,824	-	713,824
-	1,231,209	5,307	1,236,516
-	-	1,085,763	8,997,817
809,135	236,959	41,213	7,607,400
-	41,874	-	167,558
12,275,540	11,423,889	1,132,283	157,076,487
11,321,324	-	-	104,011,563
-	13,074,938	-	13,074,938
-	-	4,140,351	4,140,351
-	122,401	-	122,401
-	-	-	8,715,000
-	-	-	14,216,284
-	-	-	24,217
11,321,324	13,197,339	4,140,351	144,304,754
954,216	(1,773,450)	(3,008,068)	12,771,733
-	-	-	(395,503)
10,923	-	2,600,000	26,046,567
-	-	-	(25,656,567)
10,923	-	2,600,000	(5,503)
965,139	(1,773,450)	(408,068)	12,766,230
20,138,693	6,422,124	889,017	172,201,195
$ 21,103,832	$ 4,648,674	$ 480,949	$ 184,967,425

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES

Year ended June 30, 2025

Net change in fund balances - total governmental funds		$ 12,766,230
Amounts reported for governmental activities in the statement of activities are different because:		
Governmental funds report capital outlays as expenditures. However, in the statement of activities the cost of these assets is allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which capital outlay exceeded depreciation expense in the current period.		
Capital outlay	$ 122,401	
Current year depreciation expense	(1,174,527)	(1,052,126)
Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in governmental funds.		3,523,233
The issuance of long-term debt (e.g., bonds, leases) provides current financial resources to governmental funds, while the repayment of the principal of long-term debt consumes the current financial resources of governmental funds. Neither transaction, however, has any effect on net position. Also, governmental funds report the effect of bond premiums, discounts, and similar items when debt is first issued, whereas these amounts are amortized in the statement of activities.		
Principal payments	8,715,000	8,715,000
Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.		
Change in compensated absences	(169,987)	
Change in other post-employment benefits (OPEB)	(557,267)	
Change in accrued interest payable and bond premium	1,682,488	
Change in interest credits due from federal government	(8,249)	946,985
Governmental funds report pension contributions as expenditures when made. However, in the statement of activities pension expense is the cost of benefits earned, adjusted for member contributions, the recognition of changes in deferred outflows and inflows of resources related to pensions, and investment experience.		
Contributions	2,315,070	
Pension expense	(2,820,343)	(505,273)
Change in net position of governmental activities		$ 24,394,049

The accompanying notes are an integral part of this statement.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL
GENERAL FUND

Year ended June 30, 2025

	Budgeted Amounts		Actual	Variance to
	Original	Final	Amounts	Final Budget
Revenues				
Motor vehicle fuel tax	$ 106,435,661	$ 106,435,661	$ 110,326,117	$ 3,890,456
Public transportation tax	7,793,461	7,793,461	7,038,458	(755,003)
Project reimbursements	900,000	900,000	322,369	(577,631)
Transportation planning and operating grants:				
Federal Highway Administration	37,688,912	37,688,912	7,912,054	(29,776,858)
Investment income	2,575,000	2,575,000	5,892,922	3,317,922
Miscellaneous	50,000	50,000	125,684	75,684
Total revenues	155,443,034	155,443,034	131,617,604	(23,825,430)
Expenditures				
Current:				
Street and highway	157,379,080	156,529,080	92,690,239	63,838,841
Total expenditures	157,379,080	156,529,080	92,690,239	63,838,841
Excess (deficiency) of revenues over (under) expenditures	(1,936,046)	(1,086,046)	38,927,365	40,013,411
Other financing sources (uses)				
Sale of capital assets	-	-	(395,503)	(395,503)
Transfers out	(24,622,333)	(25,472,333)	(25,656,567)	(184,234)
Total other financing sources (uses)	(24,622,333)	(25,472,333)	(26,052,070)	(579,737)
Net change in fund balance	(26,558,379)	(26,558,379)	12,875,295	39,433,674
Fund balance - beginning	124,581,770	124,581,770	119,986,565	(4,595,205)
Fund balance - ending	$ 98,023,391	$ 98,023,391	$ 132,861,860	$ 34,838,469

The accompanying notes are an integral part of this statement.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)

Year ended June 30, 2025

	Budgeted Amounts		Actual	Variance to
	Original	Final	Amounts	Final Budget
Revenues				
Impact fees	$ 14,750,000	$ 14,750,000	$ 11,284,067	$ (3,465,933)
Project reimbursements	700,000	700,000	182,338	(517,662)
Investment income	463,500	463,500	809,135	345,635
Miscellaneous	1,000	1,000	-	(1,000)
Total revenues	15,914,500	15,914,500	12,275,540	(3,638,960)
Expenditures				
Current:				
Street and highway	14,423,929	14,423,929	11,321,324	3,102,605
Total expenditures	14,423,929	14,423,929	11,321,324	3,102,605
Excess (deficiency) of revenues over (under) expenditures	1,490,571	1,490,571	954,216	(536,355)
Other financing sources				
Transfers in	300,000	300,000	10,923	(289,077)
Total other financing sources	300,000	300,000	10,923	(289,077)
Net change in fund balance	1,790,571	1,790,571	965,139	(825,432)
Fund balance - beginning	12,960,014	12,960,014	20,138,693	7,178,679
Fund balance - ending	$ 14,750,585	$ 14,750,585	$ 21,103,832	$ 6,353,247

The accompanying notes are an integral part of this statement.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL
SPECIAL REVENUE FUND
(Paratransit Services Fund)

Year ended June 30, 2025

	Budgeted Amounts		Actual	Variance to
	Original	Final	Amounts	Final Budget
Revenues				
Public transportation tax	$ 8,000,000	$ 8,000,000	$ 9,000,000	$ 1,000,000
Passenger fares	341,577	341,577	200,023	(141,554)
Transportation planning, operating and capital grants, and contributions:				
State of Nevada Department of Health and Human Services	1,601,134	1,601,134	713,824	(887,310)
Federal Transit Administration	5,980,350	5,980,350	1,231,209	(4,749,141)
Investment income	168,957	168,957	236,959	68,002
Miscellaneous	85,000	85,000	41,874	(43,126)
Total revenues	16,177,018	16,177,018	11,423,889	(4,753,129)
Expenditures				
Current:				
Transportation services	13,363,981	13,363,981	13,074,938	289,043
Capital outlay:				
Equipment	4,477,500	4,477,500	122,401	4,355,099
Total expenditures	17,841,481	17,841,481	13,197,339	4,644,142
Excess (deficiency) of revenues over (under) expenditures	(1,664,463)	(1,664,463)	(1,773,450)	(108,987)
Other financing sources				
Sale of capital assets	30,000	30,000	-	(30,000)
Total other financing sources	30,000	30,000	-	(30,000)
Net change in fund balance	(1,634,463)	(1,634,463)	(1,773,450)	(138,987)
Fund balance - beginning	4,053,425	4,053,425	6,422,124	2,368,699
Fund balance - ending	$ 2,418,962	$ 2,418,962	$ 4,648,674	$ 2,229,712

The accompanying notes are an integral part of this statement.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

STATEMENT OF NET POSITION
PROPRIETARY FUND
ENTERPRISE FUND
(Public Transit Fund)

June 30, 2025
with comparative amounts at June 30, 2024

	2025	2024
Assets		
Current assets:		
Cash in custody of County Treasurer	$ 35,059,640	$ 47,552,777
Cash in bank and on hand	5,179,535	7,207,649
Accounts receivable	144,305	109,984
Assets held for resale	1,727,814	1,727,814
Due from federal government	5,456,734	414,173
Due from State of Nevada	9,907,668	7,785,487
Interest receivable	126,695	127,724
Due from other funds	75,081	3,024,165
Inventory	104,124	103,452
Prepaid expenses	742,848	575,511
Total current assets	58,524,444	68,628,736
Noncurrent assets:		
Capital assets being depreciated, net	80,434,843	71,998,019
Capital assets not being depreciated	19,903,523	24,898,638
Total assets	158,862,810	165,525,393
Deferred Outflows of Resources		
Deferred outflows related to pension	1,118,257	1,227,155
Deferred outflows related to OPEB	937,453	1,525,640
Total deferred outflows of resources	2,055,710	2,752,795
Liabilities		
Current liabilities:		
Accounts payable	5,817,642	4,190,017
Retentions payable	214,994	62,904
Accrued liabilities	2,514,166	2,511,955
Unearned revenue	526,063	515,175
Due to other funds	2,940,689	2,543,633
Other post-employment benefits, due within one year	155,238	176,662
Total current liabilities	12,168,792	10,000,346
Noncurrent liabilities:		
Other post-employment benefits	5,628,026	5,786,924
Net pension liability	3,015,869	3,962,302
Total noncurrent liabilities	8,643,895	9,749,226
Total liabilities	20,812,687	19,749,572
Deferred Inflows of Resources		
Deferred inflows related to pension	630,403	328,613
Deferred inflows related to OPEB	1,564,041	1,880,273
Total deferred inflows of resources	2,194,444	2,208,886
Net Position		
Net investment in capital assets	100,123,372	96,833,753
Unrestricted	37,788,017	49,485,977
Total net position	$ 137,911,389	$ 146,319,730

The accompanying notes are an integral part of this statement.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
PROPRIETARY FUND
ENTERPRISE FUND
(Public Transit Fund)

Year ended June 30, 2025
With comparative amounts for the year ended June 30, 2024

	2025	2024
Operating revenues:		
Passenger fares	$ 3,514,275	$ 3,402,018
Bus advertising	207,600	135,780
Rental income	404,904	403,140
Miscellaneous	34,549	50,335
Total operating revenues	4,161,328	3,991,273
Operating expenses:		
General administration	43,695,594	37,656,349
Depreciation	8,591,629	9,156,216
Total operating expenses	52,287,223	46,812,565
Operating loss	(48,125,895)	(42,821,292)
Nonoperating revenues:		
Operating subsidies:		
Federal government grants	7,103,260	1,428,706
State grants	-	969
Other revenue:		
Public transportation tax	14,077,934	14,581,400
Public transportation taxes pledged	15,385,290	15,054,267
Investment income	2,587,756	1,688,725
Total nonoperating revenues	39,154,240	32,754,067
Gain (loss) before capital contributions and transfers	(8,971,655)	(10,067,225)
Capital contribution:		
Federal grants	953,314	3,408,955
Total capital contributions	953,314	3,408,955
Transfers:		
Transfers out	(390,000)	(240,000)
Total transfers	(390,000)	(240,000)
Change in net position	(8,408,341)	(6,898,270)
Net position - beginning of year	146,319,730	153,218,000
Net position - ending	$ 137,911,389	$ 146,319,730

The accompanying notes are an integral part of this statement.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

STATEMENT OF CASH FLOWS
PROPRIETARY FUND
ENTERPRISE FUND
(Public Transit Fund)

Year ended June 30, 2025
With comparative amounts for the year ended June 30, 2024

	2025	2024
Cash flows from operating activities		
Cash received from customers	$ 6,789,241	$ 3,632,760
Cash received from other funds	300,324	300,324
Cash payments to suppliers for goods and services	(39,743,762)	(33,497,594)
Cash compensation and employee benefits	(2,387,178)	(2,792,950)
Net cash provided by (used for) operating activities	(35,041,375)	(32,357,460)
Cash flows from noncapital financing activities		
Operating grants	2,120,468	6,305,705
Transfers to other funds	(390,000)	(240,000)
Public transportation tax received	27,340,668	29,528,326
Net cash provided by (used for) noncapital financing activities	29,071,136	35,594,031
Cash flows from capital and related financing activities:		
Acquisition of capital assets	(12,033,343)	(4,884,461)
Capital contributions	893,546	4,127,518
Net cash provided by (used for) capital and related financing activities	(11,139,797)	(756,943)
Cash flows from investing activities:		
Investment income	2,588,785	1,659,311
Net change in cash and cash equivalents	(14,521,251)	4,138,939
Cash and cash equivalents - beginning	54,760,426	50,621,487
Cash and cash equivalents - ending	$ 40,239,175	$ 54,760,426
Noncash capital and related financing activities		
Amounts due to FTA for sale of capital assets	2,421,526	2,421,526

(continued)

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

STATEMENT OF CASH FLOWS
PROPRIETARY FUND - CONTINUED
ENTERPRISE FUND
(Public Transit Fund)

Year ended June 30, 2025
With comparative amounts for the year ended June 30, 2024

	2025	2024
Reconciliation of operating loss to net cash used in operating activities:		
Operating loss	$ (48,125,895)	$ (42,821,292)
Adjustments to reconcile operating loss to net cash used for operating activities:		
Depreciation expense	8,591,629	9,156,216
Decrease (increase) in accounts receivable	(33,947)	(39,501)
Decrease (increase) in inventory	(672)	66,135
Decrease (increase) in prepaid expenses	(167,333)	(17,526)
Increase (decrease) in accounts payable	1,627,626	993,496
Increase (decrease) in net pension liability and related deferrals	(535,745)	(109,066)
Increase (decrease) in net OPEB liability and related deferrals	91,633	184,163
Increase (decrease) in other liabilities	3,511,329	229,915
Total adjustments	13,084,520	10,463,832
Net cash used for operating activities	$ (35,041,375)	$ (32,357,460)

The accompanying notes are an integral part of this statement.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

NOTES TO FINANCIAL STATEMENTS

June 30, 2025

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of the Regional Transportation Commission of Reno, Sparks and Washoe County, Nevada (RTC) conform to accounting principles generally accepted in the United States of America (GAAP), as applicable to governments. The Governmental Accounting Standards Board (GASB) is the standard setting body for governmental accounting and financial reporting. The GASB periodically updates its codification of the existing Governmental and Financial Reporting Standards, which along with subsequent GASB pronouncements, constitutes GAAP for governmental units. A summary of RTC's significant accounting policies consistently applied in the preparation of the accompanying financial statements follows.

Reporting Entity

The Regional Transportation Commission of Reno, Sparks and Washoe County was created through an Interlocal Cooperative Agreement signed in May 1978 by Washoe County, the City of Reno and the City of Sparks. It became the Regional Transportation Commission (RTC) in July 1979. The agreement was amended in 1985 when these three public entities delegated their powers to the Commission in order to consolidate the administration and operation of public mass transportation in Washoe County. The Commission operates as a governing board with two representatives selected by the Washoe County Board of Commissioners, two representatives selected by the City Council of the City of Reno and one representative selected by the City Council of the City of Sparks.

The RTC's street and highway construction projects in Washoe County are financed from the motor vehicle fuel tax revenue, public transportation tax revenue, and impact fees for the construction of new roads and capacity improvements on roads impacted by new development. These projects are submitted to the RTC for approval and subsequently to Washoe County, City of Reno, and City of Sparks for approval. An Interlocal Cooperative Agreement, signed by the three public entities mentioned is required before monies can be expended on these construction projects. The RTC records the expenditure related to the infrastructure projects in the related fund as street and highway expenditures, and it will become the asset of the applicable public entity (City of Reno, City of Sparks, or Washoe County) upon completion.

The RTC is also responsible for the local public transit system, RTC RIDE. Final authority on the budget of the program rests with the RTC.

The RTC has allocated public transportation tax receipts to the following operations: (1) RTC RIDE a public bus system in Washoe County; the RTC contracts with a private company, Keolis Transit Services, LLC, to operate RTC RIDE; (2) RTC ACCESS a paratransit operation which provides transportation services to the elderly and disabled population in Washoe County; (3) RTC FlexRIDE an on-demand transit service available in selected service areas; the RTC contracts with a private company, MTM Transit, LLC, to operate both RTC ACCESS and RTC FlexRIDE; and (4) Tahoe Area Regional Transit (TART) a transit system operating in part in Incline Village, Nevada; TART is operated by Placer County, California; the RTC reimburses Placer County for operating expenses incurred while providing transit service in Washoe County.

The accompanying financial statements present the government. The RTC does not have any component units.

Government-wide and Fund Financial Statements

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all of the non-fiduciary activities of the primary government. *Governmental activities*, which normally are supported by taxes and intergovernmental revenues, are reported separately from *business-type activities*, which rely to a significant extent on fees and charges for support.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment is offset by program revenues. *Direct expenses* are those that are clearly identifiable with a specific function or segment. *Program revenues* include (1) charges to customers or applicants who purchase, use or directly benefit from goods, services, or privileges provided by a given function or segment and (2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as *general revenues*.

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Government-wide and Fund Financial Statements (continued)

Separate financial statements are provided for governmental funds and the proprietary fund. Major individual governmental funds are reported as separate columns in the fund financial statements.

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The government-wide financial statements are reported using the *economic resources measurement focus* and the *accrual basis of accounting*, as are the proprietary fund financial statements. Revenues are recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met, and allowable expenses are made under the grant provisions.

Governmental fund financial statements are reported using the *current financial resources measurement focus* and the *modified accrual basis of accounting*. Revenues are recognized when they are both measurable and available. Revenues are considered to be *available* when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the government considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Income earned on investments and project reimbursements associated with the current fiscal period are all considered to be susceptible to accrual and have been recognized as revenues of the current fiscal period. Motor vehicle fuel tax and public transportation tax revenues are derived tax revenues collected by the State of Nevada and shared with the RTC. The RTC recognizes these revenues in the same period as the State. All other revenue items are considered to be measurable and available only when cash is received by the government.

Generally, expenditures are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences, other postemployment benefits and claims and judgments, are recorded only when payment is due.

Project appropriations that have been approved, but for which expenditure has not been incurred, are reflected as amounts restricted for project appropriations in the General Fund and Special Revenue Funds. Project appropriations are approved when a cooperative agreement specifying the amount of motor vehicle fuel tax funds, bond proceeds, impact fees or other financing sources to be spent, is executed by all the governing bodies within the jurisdiction of the RTC, or when the project has been added to the program of projects and approved by the RTC Board of Commissioners.

The RTC reports the following major governmental funds:

General Fund – The General Fund is the RTC's primary operating fund. It accounts for all financial resources of the RTC, except for those required to be accounted for in another fund. Regional street and highway expenditures for road projects are accounted for in this fund instead of a separate fund in order to reduce undue complexity in budgeting, accounting and other phases of financial management.

Debt Service Fund – The Debt Service Fund accounts for the resources accumulated and payments made for principal and interest on long-term debt of the governmental funds.

Regional Road Impact Fee Fund (*Special Revenue Fund*) – Monies recovered from impact fees and resources provided for capacity improvements to the regional road system are accounted for in the Regional Road Impact Fee Fund.

Paratransit Services Fund (*Special Revenue Fund*) – Allocation of public transportation tax, passenger fares, and federal grants for RTC ACCESS are accounted for in the Paratransit Services Fund.

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Measurement Focus, Basis of Accounting, and Financial Statement Presentation (continued)

The RTC reports the following major proprietary fund:

Public Transit Fund (*Enterprise Fund*) – Accounts for the operation of RTC RIDE.

Amounts reported as *program revenues* include (1) charges to customers or applicants for goods, services, or privileges provided, (2) operating grants and contributions, and (3) capital grants and contributions. Internally dedicated resources are reported as *general revenues* rather than as program revenues. Likewise, general revenues include all taxes.

The proprietary fund distinguishes *operating* revenues and expenses from *non-operating* items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with the proprietary fund's principal ongoing operations. The principal operating revenues of the RTC's proprietary fund are charges to customers for services. Operating expenses for the proprietary fund include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

When both restricted and unrestricted resources are available for use, it is the RTC's policy to use restricted resources first, then unrestricted resources as they are needed.

Cash, Cash Equivalents and Temporary Investments

The RTC's cash and cash equivalents are considered to be cash on hand, demand deposits, and temporary investments. A portion of the cash resources of the individual funds are deposited with the Washoe County Treasurer. Those resources are combined with the resources of the County's funds and other local governments within the County to form a pool of cash and investments. In accordance with 355.170 of Nevada Revised Statutes, Washoe County invested in various treasury notes, mutual funds, commercial paper, bonds, and U.S. Government securities. The RTC's net position in these securities is reported at fair value, in accordance with GASB Statement No. 72, Fair Value Measurements and Application.

In addition to the cash and investment pool, certain deposits and investments are held separately by RTC funds and reported accordingly. Investments are reported at fair value and changes in fair value are included in investment income.

Investment income earned as a result of the above pooling arrangement is distributed by the County Treasurer to the appropriate funds as it is received. Interest receivable at June 30 is calculated by the Treasurer's office and accrued in the various funds. The investment income is allocated based on each fund's monthly average cash balance.

For purposes of the statement of cash flows, the RTC considers all highly liquid investments, including pooled investments with original maturities of three months or less to be cash equivalents.

Restricted Assets

Restricted assets consist of cash and investments that are restricted in their use by either bond covenants or other external agreements. RTC's restricted assets consist of remaining bond proceeds for specific road construction projects, unspent grant proceeds and debt service requirements pursuant to bond covenants.

Receivables and Payables

Activities between funds that are representative of lending/borrowing arrangements outstanding at the end of the fiscal year are referred to as either "due to/from other funds" (i.e., the current portion of interfund loans) or "advances to/from other funds" (i.e., the non-current portion of interfund loans). All other outstanding balances between funds are reported as "due to/from other funds."

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Receivables and Payables (continued)

Any residual balances outstanding between the governmental activities and business-type activities are reported in the government-wide financial statements as "internal balances." The RTC considers trade receivables to be fully collectible; accordingly, no allowance for doubtful accounts is required. If amounts become uncollectible, they are charged to operations when that determination is made.

Inventories and Prepaid Items

The Proprietary Fund's inventory is comprised of bus fuel and is stated at weighted average cost. Inventories of governmental funds, generally consisting of materials and supplies, are recorded as expenditures when purchased rather than when consumed.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in government-wide, governmental, and proprietary fund financial statements. The RTC uses the consumption method in accounting for prepaids.

Capital Assets

Capital assets, which include property, buildings and equipment, are reported in the applicable governmental or business-type activities columns in the government-wide financial statements.

Capital assets are defined by the RTC as assets with an initial, individual cost of more than $5,000 or groups of assets with a significant collective cost of more than $5,000 (amount not rounded) and an estimated useful life in excess of one year. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at the estimated acquisition value at the date of donation.

Infrastructure assets constructed by the street and highway function of the RTC (e.g., roads, bridges, curbs and gutters, streets and sidewalks) are not assets of the RTC, and so have not been capitalized or depreciated. Under the cooperative agreements to build such infrastructure assets, the entities agree that the infrastructure created belongs to the applicable public entity (City of Reno, City of Sparks or Washoe County).

The RTC has intangible assets in the form of water rights. The water rights are acquired through right-of-way land purchases as part of the construction of infrastructure assets. Water rights are separated from land purchases before the land is dedicated to the applicable public entity as part of their completed infrastructure asset. Water rights are not used in the operation of RTC's street and highway function and are recorded as other assets.

Expenditures related to the construction of infrastructure assets are recognized when incurred. Grants, contributions and reimbursements for the construction of infrastructure assets are recognized as operating grants and contributions in the Statement of Activities. Impact fees collected for use in the street and highway function are recognized as general revenues in the Statement of Activities.

The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

When capital assets are retired, sold, or otherwise disposed of, the asset's carrying amount and related accumulated depreciation are removed from the asset accounts and any gain or loss is recorded in the period of disposal.

Major outlays for capital assets and improvements are capitalized as projects are constructed. Prior to July 1, 2021, interest incurred during the construction phase of capital assets of business-type activities was included as part of the capitalized value of the assets constructed. Effective July 1, 2021, interest is expensed in the period the interest is incurred, rather than capitalized, per GASB Statement No. 89.

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Capital Assets (continued)

Depreciation of all exhaustible capital assets is charged as an expense against operations. Accumulated depreciation is reported on the Statement of Net Position. For both governmental and business-type activities, property, buildings and equipment are depreciated using the straight-line method over the following estimated useful lives:

Assets	Estimated Service Life (Years)
Buildings and building improvements	15 - 30
Communication equipment	3 - 5
Computer equipment	3 - 5
Leasehold improvements	3 - 20
Miscellaneous fixtures and equipment	4 - 7
Office furniture and equipment	3 - 8
Passenger shelters	3 -15
Revenue collection and counting equipment	3 - 6
Revenue vehicles (buses)	12
Revenue vehicles (vans)	4 - 7
Support vehicles	4
Safety and security equipment	5 - 6
Tool and shop equipment	3 - 12

Deferred Outflows/Inflows of Resources

In addition to assets, the Statement of Net Position or balance sheet will sometimes report separate sections for deferred outflows of resources. This separate financial statement element represents a consumption of net assets that applies to future periods and so will not be recognized as an outflow of resources (expense/expenditure) until then. The RTC reports an amount related to pensions and other post-employment benefits (OPEB) on the government-wide financial statements.

In addition to liabilities, the Statement of Net Position or balance sheet will sometimes report a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net assets that applies to future periods and so will not be recognized as an inflow of resources (revenue) until that time. The RTC has two types of deferred inflows of resources: 1) Amounts which arises only under the modified accrual basis of accounting that qualifies for reporting in this category. Accordingly, the item, unavailable revenue, is reported only in the governmental funds balance sheet. The unavailable revenue reported is from three sources, federal grants, state grants, and project reimbursements and 2) Amounts related to pensions and OPEB on the government-wide financial statements. The amounts are deferred and recognized as an inflow of resources in the period that they become available.

RTC also presents deferred outflows/inflows of resources on the statement of net position related to debt refunding in previous years. The gain or loss from refunding is being amortized as an adjustment to interest expense over the original life of the refunded debt.

Compensated Absences

It is the RTC's policy to permit employees to accumulate earned but unused vacation and sick pay benefits. A liability is recognized for compensated absences relating to services already rendered that are not contingent on a specific event and are accrued as employees earn the rights to the benefits. Benefits considered more likely than not to be used as leave or settled at separation are accrued as a liability in the period incurred.Compensated absences relating to future services or that are contingent on a specified event will be accounted for in the period those services are rendered or those events take place. The obligation for compensated absences is accrued when incurred in the government-wide financial statements.

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Interfund Activity

As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. Exceptions to this general rule include interfund lease payments between the RTC's street and highway, transportation services and metropolitan planning functions and the business-type activities, public transportation function. Elimination of these payments would distort the direct costs and program revenues for the various functions concerned.

Long-Term Obligations, Bond Discounts and Issuance Costs

In the government-wide financial statements and proprietary fund financial statements, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities, business-type activities, or proprietary fund Statement of Net Position. Bond premiums and discounts are amortized over the life of the bonds using the straight-line method, which is materiality consistent with the effective interest method. Bonds payable are reported net of the applicable bond premium or discount. Debt issuance costs are expensed during the current period.

In fund financial statements, governmental fund types recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources while discounts on debt issuances are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as expenditures.

Pension

For purposes of measuring the net pension liability and pension expense, information about the fiduciary net position of the Public Employees' Retirement System of the State of Nevada (PERS) Base Plan (Base Plan) and additions to/deductions from Base Plan's fiduciary net position have been determined on the same basis as they are reported by the Base Plan. For this purpose, benefits (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Net Position Classifications

In government-wide statements, net position is classified as net position and displayed in three components:

- Net investment in capital assets – consists of capital assets net of accumulated depreciation and reduced by the outstanding balances of any bonds, notes, or other borrowings attributable to the acquisition, construction, or improvement of capital assets.
- Restricted – consists of net position subject to constraints that are either (a) externally imposed by creditors, grantors, contributors, or laws or regulations of other governments; or (b) imposed by law through constitutional provisions or enabling legislation.
- Unrestricted – all other amounts that do not meet the definition of "restricted" or "net investment in capital assets."

Fund Balance

In the fund financial statements, governmental funds report the difference between assets and liabilities as fund balance. The following are the classification policies and procedures used for reporting fund balance:

- *Nonspendable* fund balance includes amounts that are not in a spendable form or are required to be legally or contractually maintained intact.

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Fund Balance (continued)

- *Restricted* fund balance includes amounts that can only be spent for the specific purposes where restrictions are externally imposed by creditors, grantors, contributors, constitutional provisions, regulations of other governments, or enabling legislation. Effectively, restrictions may only be changed or lifted with the consent of the external party. The RTC has restricted fund balances in the form of monies restricted by the State for special studies, federal grants and enabling legislation.

- *Committed* fund balance includes amounts that can only be used for the specific purposes determined by a formal action of the government's highest level of decision making authority. Commitments may only be changed or lifted by the government taking the same formal action that imposed the original constraint. The RTC's Board of Commissioners is the highest level of decision making authority and any fund balance commitments established, modified, or rescinded would require a majority vote of the RTC's Board of Commissioners.

- *Assigned* fund balance comprises amounts intended to be used by the government for specific purposes. Intent can be expressed by the governing body, an official or body to which the governing body delegates the authority. The RTC Board of Commissioners delegates to the Executive Director or his or her designee the authority to assign amounts to be used for specific purposes. Such assignments cannot exceed the available (spendable, unrestricted, uncommitted) fund balance in any particular fund.

- *Unassigned* fund balance is the residual classification for the General Fund and includes all amounts not contained in the other classifications. For other governmental funds, the unassigned classification is used only to report a deficit balance resulting from specific purposes for which amounts had been restricted or committed.

The RTC will consider restricted fund balance to be spent first for an expenditure for which multiple fund balance classifications are available. Committed fund balance will be spent first, followed by assigned fund balance and then unassigned fund balance when expenditures are incurred for the purposes for which any unrestricted fund balance classification could be used.

Fund Balance Reserve Policy

The RTC Board of Commissioners has adopted a fund balance reserve policy for budget preparation. Fund balance reserves are set aside as contingencies for revenue shortfalls or unanticipated expenditures. Fund balance reserves can also be used to finance cash flow and to fund self-insurance and capital replacement programs. A fund balance reserve policy establishes the type of reserves an organization will have, as well as the size and use of those reserves.

The goal of this fund balance reserve policy is to:

- Provide an overall, long-range approach to financial management.
- Ensure that the RTC is able to meet its financial obligations as they arise.
- Improve fiscal stability and protect the RTC during a financial emergency.

A. Public Transportation Program Policy Statement

RTC will maintain an Operating Reserve, a Self-Insurance Reserve, and a Capital Reserve. The sum of all fund balance reserves for the Public Transportation Program will be budgeted and maintained at a minimum amount equal to two months of total program operating expenditures as of June 30 of each fiscal year budget, and a maximum amount equal to three months of total program operating expenditures.

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Fund Balance Reserve Policy (continued)

1. Operating Reserve

RTC will maintain an operating fund balance reserve in an amount equal to a minimum of five (5%) percent of the annual operating expenditures.

The Director of Finance shall ensure that the operating fund balance reserve is maintained at a sufficient level to:

a. Offset unanticipated downturns in revenues;
b. Provide sufficient working capital;
c. Provide a sufficient cash balance to finance cash flow requirements; and
d. Meet emergency expenditure requirements.

2. Self - Insurance Reserve

The Director of Finance will ensure that RTC maintains self-insurance fund balance reserves in an amount necessary to adequately protect the RTC from self-insurance risks.

Two self-insurance fund balance reserve funds will be maintained:

a. Reserves for incurred and reported claims that have been identified and accounted for by the RTC claims adjuster will be included in the settlements line item of the budget as an expenditure accrual.

b. Reserves for catastrophic claims will be established in the amount of two times the current year self-insured retention.

3. Capital Reserve

RTC will establish a capital fund balance reserve fund for federal grant match purposes as of June 30 of each fiscal year budget in order to replace or add to capital vehicles, equipment and facilities. The amount of the capital fund balance reserve will be equal to or greater than the estimated local match for federal grant funded projects as established in RTC capital plans.

B. Street and Highway Program Policy Statement

The minimum fund balance for the Street and Highway Program shall consist of two components:

1. Operating fund balance reserves will be maintained at a minimum of five (5) percent of annual street and highway program operating expenditures.

2. The potential projects that have not been planned or programmed in an amount equal to a minimum of $1,000,000.

C. Metropolitan Planning Organization Program Policy Statement

RTC will establish a federal grant match fund balance reserve as of June 30 of each fiscal year budget in order to meet the minimum required local match percentage for apportioned federal planning grants.

The development of the minimum fund balance reserve policy should ensure financial planning and stability for the future.

Comparative Data

The financial statements include certain prior-year summarized comparative information in total but not at the level of detail required for a presentation in conformity with generally accepted accounting principles. The comparative data has been presented only for the Enterprise Fund in the basic financial statements in order to provide an understanding of the changes in the financial position and operations of this fund. Accordingly, such information should be read in conjunction with the RTC's financial statements for the year ended June 30, 2024, from which the summarized information was derived.

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

New Accounting Pronouncements

The Governmental Accounting Standards Board has issued GASB Statement No. 101, *Compensated Absences,* effective for fiscal years beginning after December 15, 2023. This pronouncement provides for more consistent reporting of compensated absence liabilities and related expenses. A liability for compensated absences is recognized for the following situations: leave that has not been used, and leave that has been used but not yet paid in cash or settled through noncash means. A liability is recognized for leave that has not been used if the leave is attributable to services already rendered, the leave accumulates, and the leave is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means. The cumulative effect of adopting this statement is reflected as an adjustment to beginning net position. The impact of adoption on the financial statements is summarized below:

Governmental Activities	
Net Position - beginning of year	$(161,525,400)
Cumulative effect of GASB 101 implementation	(660,409)
Net Position - beginning of year, as restated	$(162,185,809)

Reconciliation for Compensated Absences

Compensated Absences Liability - beginning of year	$ 587,882
Cumulative effect of GASB 101 implementation	660,409
Compensated Absences Liability - beginning of year, as restated	$1,248,291

The compensated absences liability is included in the Noncurrent liabilities line within the Statement of Net Position.

The Governmental Accounting Standards Board has issued GASB Statement No. 102, *Certain Risk Disclosures,* effective for fiscal years beginning after June 15, 2024. This pronouncement was not applicable.

The Governmental Accounting Standards Board has issued GASB Statement No. 103, *Financial Reporting Model Improvements,* effective for fiscal years beginning after June 15, 2025. This pronouncement will be implemented in fiscal year ending June 30, 2026.

The Governmental Accounting Standards Board has issued GASB Statement No. 104 - *Disclosure of Certain Capital Assets* effective for fiscal years beginning after June 15, 2025. This pronouncement will be implemented in fiscal year ending June 30, 2026.

NOTE B – STEWARDSHIP, COMPLIANCE, AND ACCOUNTABILITY

Budgetary Information

For the year ended June 30, 2025, the RTC established its budget within the legally mandated timeframe.

a. On or before April 15, the Finance Department submits to the Nevada Department of Taxation a tentative budget for the fiscal year commencing July 1, 2024.

b. On April 19, 2024, the Executive Director submitted to the RTC's Board of Commissioners a proposed operating budget for the fiscal year commencing July 1, 2024. The operating budget includes proposed expenditures/expenses and the means of financing them.

c. Public hearings were conducted in May to obtain taxpayer comments. On May 23, 2024, the budget for each fund was adopted through passage of a resolution by a majority vote of the RTC's Board of Commissioners of the RTC. The RTC filed the budget directly with the Department of Taxation, State of Nevada.

The following legal requirements were considered in developing the budgetary data which is reflected in the financial statements.

a. Annual budgets for all governmental and proprietary funds are adopted on a basis consistent with generally accepted accounting principles. The governing body can augment the budget after following public hearing procedures. Unexpended appropriations lapse at year-end.

b. The Executive Director is authorized to transfer appropriations between accounts within the General Fund. Any revision which alters the total appropriations of a function or fund must be approved in advance prior to year-end by the RTC's Board of Commissioners and submitted to the Department of Taxation, State of Nevada.

c. State statute does not require that capital outlay, debt service payments, and other cash transactions normally reflected in the Statement of Net Position of the Proprietary Fund be limited by the budget.

d. Budgeted appropriations generally may not be exceeded by actual expenditures of the various governmental functions in the General Fund, Special Revenue Funds, and by operating and non-operating expenses in the Proprietary Fund.

e. Fund net position in the Proprietary Fund may not be a deficit.

Excess of Expenditures over Appropriations and Deficit Fund Balance / Net Position

The RTC conformed to all significant statutory constraints on its financial administration during the year.

NOTE C – CASH AND INVESTMENTS

Deposits

For the year ended June 30, 2025, the RTC had the following cash balances:

	Carrying Amount	Bank Balance
On hand	$ 2,642	$ 2,642
On deposit with bank	30,743,924	31,483,336
Restricted cash from Motor Vehicle Fuel Tax Revenue Bonds	16,971,050	16,971,050
Total RTC cash and deposits	$ 47,717,616	$ 48,457,028

The difference between the carrying amount and bank balance results from outstanding checks and deposits not yet reflected at the bank.

Custodial Credit Risk – Deposits

For deposits, custodial credit risk is the risk that in the event of a bank failure, the RTC's deposits may not be returned. The RTC does not have a policy for custodial credit risk; however, the RTC participates through Washoe County in the Nevada State Collateral Pool for public fund deposits. Depository banks are required to place acceptable securities of no less than 102% of the fair value of the total deposits of public entities in Nevada with a third party custodian. The collateral pool is administered and monitored by the Nevada State Treasurer's Office. Due to its participation in the Nevada State Collateral Pool, the RTC's deposits were fully insured and collateralized, and as such, were not exposed to any custodial credit risk at June 30, 2025.

Pooled Investment Funds

The RTC deposits are maintained in a recognized pooled investment fund under the care of the Washoe County Chief Investment Official (the Washoe County Treasurer) under authority delegated by the Board of County Commissioners. In addition, the Washoe County Treasurer's External Investment Pool is overseen by an Investment Committee and is included in their annual audit.

Pooled investment funds consist of cash deposited in the interest-bearing Washoe County Treasurer's External Investment Pool. The investment pool is not registered with the SEC as an investment company and no legally binding guarantees have been provided to support the value of the shares. The fair value of the pooled investments deposited in the investment pool is equal to the value of the pool shares. At June 30, 2025, the carrying amount of $163,863,261 recorded at fair value of the various funds of the RTC in the pool was approximately 11.8% of the County's total balance. Earnings, realized and unrealized gains and losses are included in the Governmental Fund Statement of Revenues, Expenditures and Changes in Fund Balances and the Proprietary Fund's Statement of Revenues, Expenses and Changes in Fund Net Position, captioned as investment income.

Because the RTC's deposits are maintained in a recognized pooled investment fund under the care of a third party and the RTC's share of the pool does not consist of specific, identifiable investment securities, no disclosure of the individual deposits and investments or related custodial credit risk classifications is required. The RTC's deposits in the pool are considered to be highly liquid. The Washoe County audited Annual Comprehensive Financial Report indicates that there were no derivatives in the pool as of June 30, 2025. A copy of this report can be obtained at www.washoecounty.us or through a request sent to P.O. Box 11130, Reno, NV 89520.

NOTE C – CASH AND INVESTMENTS (CONTINUED)

Investments

The RTC has a formal investment policy adopted by the RTC Board of Commissioners that is designed to insure conformity with NRS and seeks to limit exposure to investment risks. State statute authorizes the RTC to invest in the following:

- Obligations of the United States or its agencies.
- Certificates of deposit issued by commercial banks, insured credit unions or savings and loan associations as well as certain farm loan bonds.
- Certain securities issued by local governments of the State of Nevada and other securities expressly authorized by other statutes of the State of Nevada.
- Bankers acceptances, commercial paper issued by a U.S. corporation or state operating in the U.S., and money market mutual funds registered with the Securities and Exchange Commission.
- Notes, bonds, and other unconditional obligations for the payment of money issued by corporations organized and operating in the United States.

Investments are recorded at fair value.

The RTC categorizes the fair value measurements of its investments based on the hierarchy established by generally accepted accounting principles. The fair value hierarchy, which has three levels, is based on the valuation inputs used to measure an asset's fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs: Level 3 inputs are significant unobservable inputs. The RTC does not have any investment that is measured using Level 3 inputs.

As of June 30, 2025, the RTC had the following recurring fair value measurements as identified below:

Government-Wide Balances:	Total	Fair Value Measurements Using		
		Level 1 Inputs	Level 2 Inputs	Level 3 Inputs
U.S. Treasury Notes	$ 8,508,100	$ -	$ 8,508,100	$ -
Money Market Mutual Funds	14,196	14,196	-	-
Federal Agency Bond	282,403	-	282,403	-
Total Investment	8,804,699	$ 14,196	$ 8,790,503	$ -
Total Cash	47,717,616			
Washoe County Investment Pool	163,863,261			
Total Cash and Investments	$ 220,385,576			

Investments categorized as Level 1 are valued using prices quoted in active markets for those investments. Investments categorized as Level 2 are valued at fair value based on the observable market prices of the underlying assets held by the pool or fund less liabilities.

As of June 30, 2025, the RTC had the following investments and maturities:

Government-Wide Balances:

		Investment Maturities (In Years)			
	Fair Value	Less than 1	1 to 4	4 to 6	6 to 10
U.S. Treasury Notes	$ 8,508,100	$ 2,229,792	$ 6,278,308	$ -	$ -
Money Market Mutual Funds	14,196	14,196	-	-	-
Federal Agency Bond	282,403	282,403	-	-	-
Washoe County Investment Pool	163,863,261	88,251,982	42,647,862	25,214,553	7,748,864
Total Investment	172,667,960	90,778,373	48,926,170	25,214,553	7,748,864
Total Cash	47,717,616	47,717,616	-	-	-
Total Cash and Investments	$ 220,385,576	$ 138,495,989	$ 48,926,170	$ 25,214,553	$ 7,748,864

NOTE C – CASH AND INVESTMENTS (CONTINUED)

Credit Risk

Credit risk is defined as the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The credit quality of investments is limited by NRS, which authorizes investments in obligations of the U.S. Treasury and agencies or instrumentalities of the U.S., obligations of the State of Nevada and local governments, notes, bonds and other obligations issued by corporations rated "A" or better by one or more nationally recognized bond credit rating agencies, commercial paper rated "A-1", "P-1" or better, repurchase agreements, certificates of deposit, and money market mutual funds rated "AAA" or its equivalent.

The RTC investment policy does not further limit its investment choices with the exception of investments in notes, bonds and other obligations issued by corporations. Pursuant to the RTC's formal investment policy, corporate obligations must be rated "AA" or better.

As of June 30, 2025, the RTC's investments were rated as follows:

Investment Type	Fair Value	Ratings	
		Moody's	Standard & Poor's
Money Market Mutual Funds	$ 14,196		
Federal Agency Bond	282,403	Aa1	AA+
US Treasury Notes	8,508,100	Aa1	AA+
Total Investments	$ 8,804,699		

Interest Rate Risk

Interest rate risk is defined as the risk that changes in market interest rates will adversely affect the fair value of an investment. NRS 355.170 and NRS 355.171 limit maturities of authorized investments. The RTC's formal investment policy does not further limit investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates. The weighted average years to maturity for all investments at June 30, 2025 are 2.23 years.

Concentration of Credit Risk

Concentration of credit risk is defined as the risk of loss attributed to the magnitude of a government's investment in a single issuer. The RTC's formal investment policy requires investment portfolio diversification in order to eliminate the risk of loss from overconcentration. The policy places the statutory limits on investments. Amounts invested in direct obligations of the U.S. government, securities backed by the full faith and credit of the U.S. government, repurchase agreements or certificates of deposit are not limited. Investment limits per issuer are placed on the following securities: securities backed by federal agencies, 35%; agency issued mortgage-backed securities, 15%; corporate obligations, 4%; obligations issued by state and local governments, 25%. Other limits are placed on the following securities: bankers acceptances, 20% in the aggregate; commercial paper, 20% of portfolio; and money market funds, 45% of money market fund assets.

At June 30, 2025, RTC's investments were invested in the following:

U. S. Treasury Notes	96.63%
Money Market Mutual Funds	0.16%
Federal Agency Bond	3.21%

NOTE D – RESTRICTED CASH AND INVESTMENTS

Governmental Funds

The restricted cash and investments balance of $25,775,749 in the Debt Service Fund is restricted for required reserves and debt service on the bonds.

NOTE E – CAPITAL ASSETS

A summary of activity in capital assets used in the operation of governmental activities for the year ended June 30, 2025, follows:

Governmental Activities	Balance June 30, 2024	Additions & Reclassifications	Transfers/ Deletions	Balance June 30, 2025
Capital Assets not being depreciated:				
Land	$ 1,577,090	$ -	$ -	$ 1,577,090
Water Rights	1,300,000	-	-	1,300,000
Construction in progress	249,670	97,866	(58,988)	288,548
Total Capital Assets, not being depreciated	3,126,760	97,866	(58,988)	3,165,638
Capital Assets being depreciated:				
Revenue & support vehicles	9,947,011	10,985	(1,490,149)	8,467,847
Other equipment	2,402,503	72,538	(15,610)	2,459,431
Buildings and improvements	7,116,405	-	-	7,116,405
Lease assets	-	-	-	-
Total Capital Assets being depreciated	19,465,919	83,523	(1,505,759)	18,043,683
Less accumulated depreciation for:				
Revenue & support vehicles	(5,751,798)	(926,291)	1,490,149	(5,187,940)
Other equipment	(1,980,400)	(137,308)	15,610	(2,102,098)
Buildings and improvements	(6,360,686)	(110,928)	-	(6,471,614)
Lease assets	-	-	-	-
Total accumulated depreciation	(14,092,884)	(1,174,527)	1,505,759	(13,761,652)
Total Capital Assets being depreciated, net	5,373,035	(1,091,004)	-	4,282,031
Governmental activities Capital Assets, net	$ 8,499,795	$ (993,138)	$ (58,988)	$ 7,447,669

NOTE E – CAPITAL ASSETS (CONTINUED)

A summary of activity in capital assets used in business-type activities for the year ended June 30, 2025, follows:

Business-type Activities	Balance June 30, 2024	Additions	Transfers/ Deletions	Balance June 30, 2025
Capital Assets not being depreciated:				
Land	$ 16,681,818	$ -	$ -	$ 16,681,818
Construction in progress	8,216,820	2,138,376	(7,133,491)	3,221,705
Total Capital Assets, not being depreciated	24,898,638	2,138,376	(7,133,491)	19,903,523
Capital Assets being depreciated:				
Revenue vehicles	59,710,819	8,662,547	(3,694,229)	64,679,137
Tool and shop equipment	3,443,784	270,316	-	3,714,100
Office furniture and equipment	7,300	-	-	7,300
Support vehicles	465,715	514,799	-	980,514
Revenue collection and counting equipment	2,098,181	-	-	2,098,181
Miscellaneous fixtures and equipment	4,466,126	554,162	-	5,020,288
Buildings and improvements	67,226,482	-	-	67,226,482
Land improvements	1,377,231	-	-	1,377,231
Communications equipment	2,093,829	-	-	2,093,829
Surveillance equipment	654,072	45,819	-	699,891
Passenger shelters	14,347,152	6,495,045	-	20,842,197
Computer equipment	2,115,269	485,765	(27,049)	2,573,985
Lease assets	-	-	-	-
Total Capital Assets being depreciated	158,005,960	17,028,453	(3,721,278)	171,313,135
Less accumulated depreciation for:				
Revenue vehicles	(27,428,933)	(4,436,560)	3,694,229	(28,171,264)
Tool and shop equipment	(2,180,903)	(362,348)	-	(2,543,251)
Office furniture and equipment	(7,300)	-	-	(7,300)
Support vehicles	(389,245)	(85,995)	-	(475,240)
Revenue collection and counting equipment	(1,689,178)	(105,702)	-	(1,794,880)
Miscellaneous fixtures and equipment	(2,798,151)	(290,798)	-	(3,088,949)
Buildings and improvements	(35,919,923)	(2,304,468)	-	(38,224,391)
Land improvements	(987,380)	(56,336)	-	(1,043,716)
Communications equipment	(2,012,727)	(29,225)	-	(2,041,952)
Surveillance equipment	(391,800)	(81,598)	-	(473,398)
Passenger shelters	(10,245,850)	(718,280)	-	(10,964,130)
Computer equipment	(1,956,551)	(120,319)	27,049	(2,049,821)
Lease assets	-	-	-	-
Total accumulated depreciation	(86,007,941)	(8,591,629)	3,721,278	(90,878,292)
Total Capital Assets being depreciated, net	71,998,019	8,436,824	-	80,434,843
Business-type activities Capital Assets, net	$ 96,896,657	$ 10,575,200	$ (7,133,491)	$ 100,338,366

Construction in progress consist of construction of Virginia Street Bus Rapid Transit Stations. As of June 30, 2025, unexpended commitments balance of Virginia Street Bus Rapid Transit Extension project is $2,447,204.

NOTE E – CAPITAL ASSETS (CONTINUED)

Depreciation expense was charged to functions/programs of the primary government as follows:

Governmental Activities:	
Street and highway	$ 8,578
Transportation services	1,165,949
Total depreciation expense - Governmental activities	1,174,527
Business-type activities:	
Public transportation	$ 8,591,629

NOTE F – CONTINGENCIES

Amounts received or receivable from grantor agencies are subject to audit and adjustment by grantor agencies, principally the federal government. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable fund. The amount, if any, of expenditures that may be disallowed by the grantor cannot be determined at this time, although the RTC expects such amounts, if any, to be immaterial.

NOTE G – UNEARNED REVENUE

Governmental funds report unearned revenue in connection with amounts received that have not yet been earned. At the end of the current fiscal year, $4,556,189 in unearned federal revenue was reported to the general fund.

NOTE H – UNINSURED RISK

The RTC is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; and natural disasters for which the government carries commercial insurance. The RTC is self-insured for municipal liability and business auto liability. The RTC administers claims and judgments falling under the self-insurance limit. Liabilities of any fund are reported when it is probable that a loss has occurred and the amount of the loss can be reasonably estimated. Liabilities include an amount for claims that have been incurred but not reported (IBNRs). The result of the process to estimate the claims liability is not an exact amount, as it depends on many factors, such as inflation, changes in legal doctrines and damage awards. Accordingly, claims are reevaluated periodically to consider the effects of inflation, recent claim settlement trends (including frequency and amount of payouts), and other economic and social factors. The estimate of the claims liability also includes amounts for incremental claim adjustment expenses related to specific claims and other claim adjustment expenses regardless of whether allocated to specific claims. All claims are liquidated as they become due and payable using current resources. Additional excess coverage insurance policies cover individual claims in excess of $25,000 per event. Settlements have not exceeded coverage for each of the past five fiscal years. The RTC did not incur any liability claim in fiscal year 2025.

NOTE I – LONG-TERM OBLIGATIONS

Revenue Bonds

The RTC issued revenue bonds to provide funds for the construction and pavement maintenance of certain streets and highways in the County. All revenue bonds are publicly issued debt. There are no subjective accelerative clauses related to the outstanding debt.

The bond Series 2010EF, Series 2018 and Series 2019 constitute special, limited obligations of Washoe County, payable solely from and secured by an irrevocable pledge of the Net Pledged Revenues, derived primarily from certain taxes on motor vehicle fuel collected by the RTC.

The bond Series 2010H constitutes special, limited obligations of Washoe County, payable from and secured by an irrevocable pledge of the Net Pledged Revenues, derived primarily from one-eighth of one percent (0.125%) sales tax collected by the RTC.

The bonds shall not be considered or held to be a general obligation of the County or RTC. Owners of the bonds may not look to any other funds or accounts other than those specifically pledged to the payment of the bonds.

Bonds outstanding at June 30, 2025 are as follows:

	Date of Issue	Original Issue	Interest Rates to Maturity	Final Maturity	Principal Outstanding June 30, 2025
Motor Vehicle Fuel Tax Series 2010E([2])	12/16/2010	$ 58,775,000	7.969 %	2/1/2040	$ 58,775,000
Motor Vehicle Fuel Tax Series 2010F([3])	12/16/2010	5,385,000	7.875	2/1/2040	5,385,000
Sales Tax Improvement Bonds Series 2010H([2])	12/16/2010	20,000,000	7.451	2/1/2040	20,000,000
Motor Vehicle Fuel Tax Series 2018([1])	12/20/2018	183,235,000	4 - 5.2	2/1/2043	149,155,000
Motor Vehicle Fuel Tax Series 2019([1])	12/19/2019	56,235,000	4 - 5	2/1/2040	46,435,000
		$ 323,630,000			$ 279,750,000

[1] Tax Exempt Bond
[2] Taxable Direct Pay Build America Bond (BAB) providing federally refundable interest credits
[3] Taxable Recovery Zone Economic Development Bond (RZEDB) providing federally refundable interest credits

The debt service on bond Series 2018 and 2019 will be payable from net pledged revenues.

The debt service on bond Series 2010E, 2010F, and 2010H will be payable from net pledged revenues and BAB and RZED interest credits to the extent that any such credits are actually received by the RTC.

Net pledged motor vehicle fuel tax revenues for the fiscal year on Motor Vehicle Fuel Tax bonds totaled $110,326,117 with principal and interest payments on the bonds totaling $21,441,084. Total principal and interest remaining to be paid on all motor vehicle fuel tax bonds before BAB and RZEDB credits is $413,972,315 payable through 2043.

Pledged sales tax revenue for the fiscal year on the Series 2010H bonds totaled $15,385,290. Interest payments totaling $1,490,200 were made during FY 2025. Total principal and interest remaining to be paid on the Series 2010H bond before BAB interest credits, is $34,991,785 payable through 2040.

NOTE I – LONG-TERM OBLIGATIONS (CONTINUED)

Compensated Absences

The liability for compensated absences is included in noncurrent liabilities on the government-wide Statement of Net Position. The governmental activities liability for compensated absences is for RTC employee benefits which are paid from the General Fund; therefore, no compensated absences liability is reported for in the business-type activities.

Changes in long-term liabilities

Changes in long-term liabilities, for the year ended June 30, 2025, were as follows:

	July 1, 2024 (As restated)	Additions	Reductions	June 30, 2025	One Year
GOVERNMENTAL ACTIVITIES					
Revenue Bonds					
Motor Vehicle Fuel Tax Bonds	$ 268,465,000	$ -	$ (8,715,000)	$ 259,750,000	$ 9,145,000
Sales Tax Improvement Bonds	20,000,000	-	-	20,000,000	-
Total Revenue Bonds	288,465,000	-	(8,715,000)	279,750,000	9,145,000
Bond Premium	27,041,090	-	(1,503,411)	25,537,679	-
Total Bond Premiums	27,041,090	-	(1,503,411)	25,537,679	-
Other Liabilities					
Compensated absences	1,248,291	834,940	(664,953)	1,418,278	649,481
Net Pension liability	9,960,055	-	(169,682)	9,790,373	-
Total OPEB liability	11,456,140	-	(585,376)	10,870,764	503,947
Total Other Liabilities	22,664,486	834,940	(1,420,011)	22,079,415	1,153,428
Total Governmental Activities	338,170,576	834,940	(11,638,422)	327,367,094	10,298,428
BUSINESS TYPE ACTIVITIES					
Other Liabilities					
Net Pension liability	3,962,302	-	(946,433)	3,015,869	-
Total OPEB liability	5,963,586	-	(180,322)	5,783,264	155,238
Total Business Type Activities	9,925,888	-	(1,126,755)	8,799,133	155,238
Total Long-Term Obligations	$ 348,096,464	$ 834,940	$ (12,765,177)	$ 336,166,227	$ 10,453,666

Long-term liabilities are liquidated from the General Fund for governmental activities through direct payment or transfers to the Debt Service fund.

NOTE J – DEBT SERVICE REQUIREMENTS

Revenue bond debt service requirements to maturity are as follows:

Year Ending June 30,	Principal [1]	Interest [2]	Total
2026	$ 9,145,000	$ 15,998,199	$ 25,143,199
2027	9,600,000	15,540,948	25,140,948
2028	10,075,000	15,060,948	25,135,948
2029	11,845,000	14,557,199	26,402,199
2030	12,440,000	13,815,506	26,255,506
2031-2035	72,160,000	56,578,498	128,738,498
2036-2040	90,520,000	31,833,462	122,353,462
2041-2043	63,965,000	5,829,400	69,794,400
	$ 279,750,000	$ 169,214,160	$ 448,964,160

[1] Principal amounts exclude discounts and premiums
[2] Interest amounts exclude Build America Bond (BAB) and Recovery Zone Economic Development Bond (RZEDB) credits in the amount of $23,206,669 through 2043.

NOTE K – INTERFUND ACCOUNT BALANCES AND TRANSFERS

Interfund account balances are a result of the timing differences between the dates that interfund goods and services are provided or reimbursable expenditures occur, and transfers between funds are made. Interfund account balances at June 30, 2025 are summarized as follows:

	Due From					
	General Fund	Regional Road Impact Fee Fund	Paratransit Fund	Nonmajor Governmental Funds	Proprietary Fund	Total
Due To:						
General Fund	$ -	$ 21,306	$ 525,277	$ 850,465	$ 2,940,689	$ 4,337,737
Total Governmental Funds	-	21,306	525,277	850,465	2,940,689	4,337,737
Proprietary Fund	63,624	-	-	11,457	-	75,081
	$ 63,624	$ 21,306	$ 525,277	$ 861,922	$ 2,940,689	$ 4,412,818

NOTE K – INTERFUND ACCOUNT BALANCES AND TRANSFERS (CONTINUED)

Transfers are used to (1) move revenues from the fund that statute or budget requires collect them to the funds that statute or budget requires expend them and (2) move receipts restricted to debt service from the funds collecting the receipts to the Debt Service Fund as debt service payments become due. Interfund transfer balances at June 30, 2025 were as follows:

Interfund transfers for the year ended June 30, 2025		
Transfers from:	Transfers to:	Amount
General Fund	Regional Road Impact Fee Fund	$ 10,923
	Debt Service Fund	23,435,644
	Nonmajor Governmental Funds	2,210,000
	Subtotal	25,656,567
Public Transit Fund	Nonmajor Governmental Funds	390,000
Total Transfers In / Out		$ 26,046,567

NOTE L – INVESTMENT ACTIVITIES

Investment activities consist of the following as of June 30, 2025:

Governmental Activities	
Interest income	$ (4,320,940)
Net increase in the fair value of investments	(2,908,272)
Realized gain	(378,188)
	$ (7,607,400)

Business-type Activities	
Interest income	$ (1,477,135)
Net increase in the fair value of investments	(943,699)
Realized gain	(166,922)
	$ (2,587,756)

The calculation of realized gain or loss is independent of the calculation of the net change in the fair value of investments. Realized gains or losses on investments held more than one fiscal year, which were sold in the current year, have been included as a change in the fair value of investments as reported in prior years and the current year.

NOTE M – LEASE INCOME

The Proprietary Fund owns a building located on Terminal Way in Reno, Nevada. The acquisition cost and subsequent improvements of the building and land are $8,960,754 as of June 30, 2025. As of June 30, 2025, accumulated depreciation of the building was $5,776,797.

Building space is leased to Truckee Meadows Regional Planning Agency. The term of this lease shall be extended automatically for an additional term of twelve (12) months beginning on July 1, unless either party sends written notice to the other party at least ninety (90) days before June 30 that the party does not intend to extend the term.

Future minimum lease receipts are as follows:

Year ending June 30,	
2026	$ 30,147
	$ 30,147

In addition, building space is leased to the General Fund and Special Revenue Funds on a month-to-month basis. Rental income from the Terminal building for the year ended June 30, 2025, was $329,593 of which $254,496 was received from the General Fund, and $45,828 was received from the Special Revenue Fund.

In November 2021, RTC entered into a three year agreement with automatic renewal, with My Ride to Work, LLC. to allow the use of the Centennial Plaza property for passenger waiting, boarding and alighting for their service between Reno and the Tesla Factory east of Reno. Rental Income of $18,221 was received in fiscal year 2025.

In December 2021, RTC entered into a three year agreement with automatic renewal, with Greyhound Lines, Inc. to allow the use of the Centennial Plaza property for the conduct of business operations for passenger bus transportation. Rental income of $57,091 was received in fiscal year 2025.

NOTE N – RETIREMENT PROGRAMS

The RTC contributes to the following retirement programs:

State of Nevada Public Employees' Retirement System

Plan Description

The RTC contributes to the Public Employees' Retirement System (PERS) (the System). PERS administers a cost-sharing, multiple-employer defined benefit Public employees' retirement system which includes both Regular and Police/Fire members. The System was established by the Nevada Legislature in 1947, effective July 1, 1948. The System is administered to provide a reasonable base income to qualified employees who have been employed by a public employer and whose earnings capacities have been removed or substantially impaired by age or disability.

Benefits, as required by the Nevada Revised Statutes (NRS) are determined by the number of years of accredited service at time of retirement and the member's highest average compensation in any 36 consecutive months with special provisions for members entering the System on or after January 1, 2010. Benefit payments to which participants or their beneficiaries may be entitled under the plan include pension benefits, disability benefits, and survivor benefits. Monthly benefit allowances for members are computed as 2.5% of average compensation for each accredited year of service prior to July 1, 2001.

NOTE N – RETIREMENT PROGRAMS (CONTINUED)

State of Nevada Public Employees' Retirement System (continued)

For service earned on and after July 1, 2001, this multiplier is 2.67% of average compensation. For members entering the System on or after January 1, 2010, there is a 2.5% multiplier. PERS offers several alternatives to the unmodified service retirement allowance which in general, allows the retired employee to accept a reduced service retirement allowance payable monthly during his or her lifetime and various optional monthly payments to a named beneficiary after his or her death. Post-retirement increases are provided by authority of NRS 286.575 -.579.

Regular members are eligible for retirement at age 65 with five years of service, at age 60 with 10 years of service, or at any age with thirty years of service. Regular members entering the System on or after January 1, 2010, are eligible for retirement at age 65 with five years of service, or age 62 with 10 years of service, or any age with thirty years of service. The normal ceiling limitation on monthly benefits allowances is 75% of average compensation. However, a member who has an effective date of membership before July 1, 1985, is entitled to a benefit of up to 90% of average compensation. Members become fully vested as to benefits upon completion of five years of service.

Funding Policy

Plan members are funded under the employer pay contribution plan, wherein the RTC is required to contribute all amounts due under the plan. The authority for establishing and mending the obligation to make contributions and member contribution rates is set by statute. New hires, in agencies which did not elect the Employer-Pay Contribution (EPC) plan prior to July 1, 1983 have the option of selecting one of two contribution plans. Contributions are shared equally by employer and employee. Employees can take a reduced salary and have contributions made by the employer (EPC) or can make contributions by a payroll deduction matched by the employer.

The System's basic funding policy provides for periodic contributions at a level pattern of cost as a percentage of salary throughout an employee's working lifetime in order to accumulate sufficient assets to pay benefits when due. The System receives an actuarial valuation on an annual basis indicating the contribution rates required to fund the System on an actuarial reserve basis. Contributions actually made are in accordance with the required rates established by the Nevada Legislature. These statutory rates are increased/decreased pursuant to NRS 286.421 and 286.450. The actuary funding method used is the Entry Age Normal Cost Method. It is intended to meet the funding objective and result in a relatively level long-term contributions requirement as a percentage of salary. For the fiscal year ended June 30, 2025, the employer-pay contribution rate was 33.50% of annual covered payroll, of which 50% is considered to be employer-paid contribution. The RTC contributes 100% of the required annual contribution. The following are the rates and amounts contributed for the last three years:

Year ending June 30,	Employers Contribution Required	Contribution Rate
2025	$ 1,157,535	16.75%
2024	1,019,256	16.75%
2023	882,994	14.88%

The System's policies which determine the investment portfolio target asset allocation are established by the PERS Board. The asset allocation is reviewed annually and is designed to meet the future risk and return needs of the System. The following was the Board adopted policy target asset allocation as of June 30, 2024:

Asset Class	Target Allocation	Long-term Geometric Expected Real Rate of Return
U.S. Stocks	34.00%	5.50%
International Stocks	14.00%	5.50%
U.S. Bonds	28.00%	2.25%
Private Markets	12.00%	6.65%
Short-Term Investments	12.00%	0.50%

NOTE N – RETIREMENT PROGRAMS (CONTINUED)

State of Nevada Public Employees' Retirement System (continued)

Pension Liability

The System's net pension liability was measured as of June 30, 2024, and the total pension liability used to calculate it was determined by an actuarial valuation as of that date. The employer allocation percentage of the net pension liability was based on the total contributions due on wages paid during the measurement period. Each employer's proportion of the net pension liability is based on their combined employer and member contributions relative to the total combined employer and member contributions for all employers for the period ended June 30, 2024. At June 30, 2024, RTC's proportion was .07088%, which was a .00540% decrease from its proportion measured at June 30, 2023. The allocation percentage is calculated by the State based on the employer contributions to the plan.

The following presents the net pension liability of the RTC as of June 30, 2024, calculated using the discount rate of 7.25%, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.25%) or 1-percentage-point higher (8.25%) than the current discount rate:

	1% Decrease in Discount Rate (6.25%)	Discount Rate (7.25%)	1% Increase in Discount Rate (8.25%)
RTC's proportionate share of the net pension liability	$ 20,593,987	$ 12,806,242	$ 6,381,267

The total Net Pension liability, Deferred Inflows, and Deferred Outflows for the plan are allocated between government activities and business-type activities using cost pools calculated by RTC based on the labor, fringe benefits and administrative costs assigned to each fund. For fiscal year 2025, 23.55% was used to allocate expenditures to business-type activities, as compared to fiscal year 2024, which was 28.46%.

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position is available in the PERS Annual Comprehensive Financial Report, available on the PERS website at www.nvpers.org.

Actuarial Assumptions

The System's net pension liability was measured as of June 30, 2024, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The total pension liability was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation rate	2.50%
Investment Rate of Return	7.25%
Productivity pay increase	0.50%
Projected salary increases	Regular: 4.20% to 9.10%, depending on service Rates include inflation and productivity increases
Mortality rate	Healthy/Regular: RP-2000 Combined Healthy Mortality Table projected to 2016 with Scale AA, set back one year for females (no age setback for males) Disables/Regular: RP-2000 Disabled Retiree Mortality table projected to 2016 with Scale AA, set forward three years
Other assumptions	Same as those used in the June 30, 2024 funding actuarial valuation

Actuarial assumptions used in the June 30, 2024 valuation were based on the results of the experience study covering the period from July 1, 2016 to June 30, 2020.

The discount rate used to measure the total pension liability was 7.25% as of June 30, 2024. The projection of cash flows used to determine the discount rate assumed plan contributions will be made in amounts consistent with statutory provisions and recognizing the plan's current funding policy and cost-sharing mechanism between

NOTE N – RETIREMENT PROGRAMS (CONTINUED)

State of Nevada Public Employees' Retirement System (continued)

service costs for future plan members and their beneficiaries are not included. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments for current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability as of June 30, 2024.

Pension Expense, Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pension

As of June 30, 2025, RTC's total pension expense is $1,127,062. At June 30, 2024, the plan's measurement date, RTC's reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 2,716,799	$ -
Changes of assumptions	826,339	-
Net difference between projected and actual earnings on investments	-	1,261,580
Changes in proportion and differences between actual contributions and proportionate share of contributions	47,766	1,415,291
Total before contribution subsequent to measurement date	3,590,904	2,676,871
Contributions subsequent to the measurement date	1,157,535	-
Total	$ 4,748,439	$ 2,676,871

As of June 30, 2025 RTC reported $1,157,535 of deferred outflows of resources related to pensions resulting from employer contributions subsequent to the June 30, 2024 measurement date which will be recognized as a reduction of the net pension liability in the year ending June 30, 2026 measured as of June 30, 2025.

Average expected remaining service lives are 4.64 years.

RTC's deferred outflows/(inflows) of resources related to pension will be recognized as follows:

Reporting period ended June 30:	
2026	$ 134,006
2027	649,159
2028	48,520
2029	(719)
2030	83,067

Additional information supporting the Schedule of Employer Allocations and the Schedule of Pension amounts by Employer is located in the PERS Annual Comprehensive Financial Report available on the PERS website at www.nvpers.org under Quick Links – Publications.

NOTE N – RETIREMENT PROGRAMS (CONTINUED)

RTC – Internal Revenue Code Section 457 Deferred Compensation Plan

The RTC offers a non-qualified deferred compensation plan to its employees under Internal Revenue Code (IRC) Section 457. The plan is offered to all RTC employees and permits them to defer a portion of their salary until future years. The accumulated amount of each employee's deferred compensation is not available to employees until termination, retirement, death or unforeseeable emergency. All assets and income of the plan are held in trust for the exclusive benefit of the participants and their beneficiaries and are administered by an independent plan administrator. The RTC does not have fiduciary accountability for the plan. The RTC elects to contribute to each employee's deferred compensation plan, as matching funds, up to 2% of each employee's annual base salary. The RTC also matches 7% of the Executive Director's salary. Total contributions to the plan for the year ended June 30, 2025 were $145,352.

RTC – 401(a) Plan

On December 17, 2004, the RTC established a 401(a) Money Purchase Retirement Plan through ICMA Retirement Corporation. The ICMA Retirement Corporation Governmental Money Purchase Plan & Trust was established for the exclusive benefit of eligible employees and their beneficiaries under Section 401(a) of the IRC. The plan year coincides with the calendar year. All employees whose positions are covered by PERS are eligible to participate. The Plan is voluntary and there are no mandatory contributions from employees or the RTC. Contributions are limited to less than 25% of compensation, and compensation has been defined to include overtime and bonuses. The decision to participate is a one-time irrevocable decision. Loans are not permitted under the plan.

In 2009, the Internal Revenue Service (IRS) ruled that annual open enrollment periods for 401(a) plans would no longer be allowed. New plan enrollments are only allowed for new hires within the first sixty days of employment.

RTC – Retirement Health Savings Plans

On December 17, 2004, the RTC established a Retirement Health Savings Plan (RHS Plan). The RHS Plan was funded through voluntary employee contributions. The assets of the Plan are held in trust for the exclusive benefit of the RHS Plan participants and their beneficiaries, with the ICMA Retirement Corporation serving as the trustee. Once an employee participates in the RHS Plan, the election to contribute is irrevocable. The participant is eligible to receive benefits upon separation from service.

In 2007, the IRS ruled that the elective features of the types of plans like the RHS Plan would not be permitted after December 31, 2007. Although the ICMA and IRS reached a settlement preserving the existing favorable tax treatment of participants already in the RHS Plan, no new participants can join the plan and no further contributions can be made to the Plan by existing participants.

NOTE O – FUND BALANCES / NET POSITION

Government-wide Financial Statements

The government-wide Statement of Net Position is categorized as net investment in capital assets, restricted and unrestricted. Governmental Activities reports $7,447,669 in net investment in capital assets and $155,296,232 of restricted net position which is restricted by terms of grants and by enabling legislation for street and highway construction. Another $25,829,520 is subject to restrictions by the terms of bond covenants for future debt service requirements of principal and interest. Unrestricted net position is $(326,365,181), and total net position is $(137,791,760). The negative unrestricted balances are the result of bonds issued during the fiscal years ended June 30, 2010, June 30, 2019 and June 30, 2020 totaling $323,630,000 in the aggregate. Proceeds of the bonds have been used to fund various street and highway projects.

NOTE O – FUND BALANCES / NET POSITION (CONTINUED)

Government-wide Financial Statements (continued)

RTC's Street and Highway program builds and maintain streets and highways, which are then dedicated to Reno, Sparks, and Washoe County. As a result, the RTC carries a large debt burden with no offsetting asset. The debt will be paid through pledged motor vehicle fuel and sales taxes projected to be collected over the next 19 years. Management believes that the RTC will have sufficient cash flow to service the debt.

The net position for Business-type Activities is categorized as net investment in capital assets and unrestricted. The total net position at June 30, 2025 is $137,911,389.

Fund Financial Statements

Governmental Funds

Governmental fund balances are classified as nonspendable, restricted, and assigned based primarily on the extent to which the RTC is bound to honor constraints on the specific purposes for which amounts in those funds can be spent.

Nonspendable funds include amounts that cannot be spent because they are either (a) not in spendable form or (b) legally or contractually required to be maintained intact. At June 30, 2025, nonspendable funds consisted of prepaid items and deposits totaling $607,507.

Restricted fund balances are restricted to specific purposes either by external restrictions (debt covenants, grantors, laws or regulations of other governments) or restrictions imposed by law through constitutional provisions or enabling legislation.

At June 30, 2025, the RTC had $7,219,865 in restricted fund balances on unspent federal grants match.

The restricted amounts for street and highway construction represent project appropriations for construction planning commitments as permitted by state statute.

The changes in the amounts for project appropriations in the General Fund (Regional Street and Highway) during the year ended June 30, 2025 were as follows:

Balance at July 1, 2024	$	288,557,533
Project appropriations		112,626,440
Expenditures		(83,883,262)
Net project adjustments		(7,191,881)
Total balance for project appropriations at June 30, 2025	$	310,108,830

The total balance for project appropriations exceeds the available restricted fund balance of $127,165,510 for street and highway construction in the General Fund by $182,943,320. Since the expenditures for these projects will span more than one year, future revenue sources will be required to fund these appropriations.

NOTE O – FUND BALANCES / NET POSITION (CONTINUED)

Fund Financial Statements (continued)

The changes in the amounts for project appropriations of the Special Revenue Fund (Regional Road Impact Fee) during the year ended June 30, 2025 were as follows:

Balance at July 1, 2024	$	9,655,000
Project appropriations		-
Expenditures		(11,274,317)
Net project adjustments		2,761,788
Total balance for project appropriations at June 30, 2025	$	1,142,471

The available restricted fund balance for street and highway construction in the Regional Road Impact Fee Fund is $20,910,857 which exceeds the total balance for project appropriations by $19,768,386.

Debt Service restricted funds of $25,829,520 represents resources legally restricted by bond covenants for future debt service requirements of both principal and interest.

Assigned fund balances represent amounts that are constrained by the RTC's intent to use the funds for specific purposes. The RTC had $3,349,635 in assigned balances which have been assigned for the purposes of the Paratransit Services Fund, $42,590 have been assigned for the purposes of the Debt Service Fund.

Unassigned fund balance of $(158,059) represents deficit balance from the Metropolitian Planning Organization fund.

NOTE P – POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS

In addition to the pension benefits described in Note N, the RTC provides other postemployment health benefits (OPEB) for eligible retirees through the RTC Retiree Health Benefit Program (RTC RHBP), a single employer defined benefit OPEB plan, and participates in the State of Nevada's Public Employee Benefit Plan (PEBP), an agent multiple-employer defined benefit OPEB plan. There are no assets accumulated in a GASB-compliant trust to pay related benefits to RTC RHBP and PEBP.

RTC Retiree Health Benefit Program (RTC RHBP)

Plan Description

In accordance with NRS 287.010, the RTC Commission established and administers a retiree health insurance plan through the RTC Personnel Rules to provide postemployment benefits to eligible employees upon retirement. Retirees are offered medical, vision, and life insurance coverage through a single-employer defined benefit plan. As of June 30, 2025, all employees hired before June 1, 2013 who retire from the RTC and meet the requirements for retirement under the Public Employees Retirement System of Nevada (PERS) are eligible to participate. The plan benefit formula is based on years of service and retirees can choose from a self-funded group health plan or an HMO. The plan does not issue a separate financial report.

Funding Policy

The contribution requirements and benefits of the RTC are established and may be amended by the RTC Commission through the RTC Personnel Rules. The RTC contributes 50% of the health benefit premium for retirees with at least 10 years of service, 75% with 15 years, and 100% with 20 years or more. The benefit is reduced by 50% for part-time employees achieving the required milestones. Benefits are paid on a pay-as-you-go basis.

NOTE P – POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (CONTINUED)

As of June 30, 2023 actuarial evaluation, the following employees were covered by the benefit terms:

Active employees	64
Retirees	49
Total Participants	113

State of Nevada's Public Employee Benefit Plan (PEBP)

Plan Description

NRS 287.023 allowed retired employees of governmental entities within the State of Nevada to join the State's Public Employee Benefit Program (PEBP), an agent multiple-employer defined benefit OPEB plan administered by a nine member governing board. PEBP provided medical, prescription, vision, life and accident insurance, and dental for retirees. The Plan is not accounted for as a trust fund, as an irrevocable trust has not been established to account for the Plan and no financial reports are issued.

Eligibility, benefit provisions, and subsidy requirements are governed by statutes of the State of Nevada and can only be amended through legislation. The statutes were revised effective November 30, 2008, to create new participation limitations so that only active members of PEBP can elect coverage after retirement. While the plan is generally closed to RTC retirees after September 1, 2008, former employees covered by PEBP at the time of their retirement (through a subsequent employer) may join the plan. For a retiree to participate in the PEBP program, the participant must be receiving PERS benefit.

Funding Policy

The RTC is required to provide a subsidy for their retirees that have elected to join PEBP. The subsidy is paid on the pay-as-you-go basis. Contribution requirements for plan members and the participating employers are assessed by the PEBP Board annually. Unsubsidized non-state retiree plan rates in effect for the fiscal year ranged from $659 to $719 per month. The contributions required for PEBP subsidies depend on the date of retirement or prior years of Public Employees Retirement System (PERS) service former employees earned while working for the RTC. The subsidy depends on years of service and ranges from a minimum of $40 for 16 years of service to a maximum of $200 for 20 years of service. These subsidies are then allocated and billed to all applicable former employers of the retiree.

RTC's portion of the monthly subsidies ranged from $2 to $74 during the 2025 fiscal year. Subsidies for retiree premiums are required to be paid directly to the State when due.

As of June 30, 2023 actuarial evaluation, the following employees were covered by the benefit terms:

Active employees	0
Retirees	5
Total Participants	5

Total OPEB Liability

An actuarial valuation performed as of June 30, 2024 was used to determine the total OPEB liability for both the RTC and PEBP plans for their fiscal year ended June 30, 2025. The plans are funded on a pay-as-you-go basis with zero percent funding for the plan. For fiscal year 2025, the RTC's cost of the RTC plan was $374,599 for 49 eligible retirees. The RTC's cost of the PEBP plan was $2,341 for 5 eligible retirees. The RTC RHBP total OPEB liability is $16,607,777. The PEBP total OPEB liability is $46,251. RTC's total OPEB liability for both plans is $16,654,028. The total OPEB liability, Deferred Inflows, and Deferred Outflows for both plans are allocated between government activities and business-type activities using cost pools calculated by RTC based on the labor, fringe benefits and administrative costs assigned to each fund. For fiscal year 2025, 23.55% was used to allocate expenditures to business-type activities, as compared to fiscal year 2024, which was 28.46%.

NOTE P – POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (CONTINUED)

Actuarial Assumptions

The total OPEB liability in the June 30, 2024 actuarial valuation was determined using the following actuarial methods and assumptions, applied to all periods included in the measurement, unless otherwise specified:

	RTC Plan	PEBP
Funding Method	Entry Age Normal	Entry Age Normal
Discount Rate	3.93% as of June 30, 2024	3.93% as of June 30, 2024
Salary Increase	3.0% per year	Not Applicable
General Inflation Rate	2.5% per year	2.5% per year
Municipal Bond Index	S&P General Obligation Municipal Bond 20 Year High Grade Index	S&P General Obligation Municipal Bond 20 Year High Grade Index
Mortality Rate	S&P General Obligation Municipal Bond 20 Year High Grade Index	Amount Weighted Pub-2010 with separate male & female adjustments; projected with projected with MacLeod Watts Scale 2022
Healthcare Cost Trend	6% for 2026, grading to 3.9% by 2075	Before Medicare: Not applicable; after Medicare: 4.5% per year
Medicare Eligibility and Enrollment	Absent contrary data, all individuals are assumed to be eligible for Medicare Parts A and B at 65. Current actives: If eligible for an RTC paid benefit, 100% are assumed to migrate to the Medicare version of their current plan at age 65. Current Medicare enrollment is assumed to continue for life status	Absent contrary data, all individuals are assumed to be eligible for Medicare Parts A and B at 65. Retirees over 65 who are not eligible for Medicare are assumed to remain ineligible

Mortality rates were based on the most recently published report of the Nevada Public Employees Retirement System, dated June 30, 2025, except for a different basis used to project future mortality improvements. The discount rate was based on the published change in return for the applicable municipal bond index.

The actuarial assumptions used for the fiscal year ending June 30, 2025 were measured as of June 30, 2024, based on a June 30, 2024 measurement date for both plans.

Changes in OPEB Liabilities

Changes in the Total OPEB Liability - RTC PLAN:		
Balance at June 30, 2024	$	17,372,561
Service Cost		212,916
Interest		712,853
Differences between expected and actual experience		-
Changes of assumptions		(1,040,310)
Benefit Payments		(650,243)
Net Changes		(764,784)
Balance at June 30, 2025	$	16,607,777
Amount due within one year	$	656,750

NOTE P – POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (CONTINUED)

Changes in OPEB Liabilities (continued)

Changes in the Total OPEB Liability - PEBP:		
Balance at June 30, 2024	$	47,165
Interest		1,898
Changes of assumptions		(402)
Plan Experience		-
Benefit Payments		(2,410)
Net Changes		(914)
Balance at June 30, 2025	$	46,251
Amount due within one year	$	2,435

A change in the discount rate from 4.13% as of June 30, 2023 to 3.93% as of June 30, 2024, based on the published change in the return for the applicable municipal bond index, as well as change in mortality rate based on a switch from the MacLeod Watts Scale 2020 to the MacLeod Watts Scale 2022 .

Sensitivity of the total OPEB liabilities to changes in the discount rate. The following presents the total OPEB liabilities of the plans, as well as what each plan's total OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (2.93 percent) or 1-percentage-point higher (4.93 percent) than the current discount rate:

	Current-1% 2.93%	Current 3.93%	Current+1% 4.93%
RTC PLAN - Total OPEB Liability	$ 19,044,570	$ 16,607,777	$ 14,615,342
PEBP - Total OPEB Liability	$ 51,945	$ 46,251	$ 41,470

Sensitivity of the total OPEB liabilities to changes in the healthcare cost trend rates. The following presents the total OPEB liabilities of the plans, as well as what each plan's total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current healthcare cost trend rates:

	Current Trend -1%	Current Trend	Current Trend +1%
RTC PLAN - Total OPEB Liability	$ 14,613,779	$ 16,607,777	$ 19,030,299
PEBP - Total OPEB Liability	$ 41,652	$ 46,251	$ 51,606

NOTE P – POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (CONTINUED)

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended June 30, 2025, the RTC recognized OPEB expense of $1,564,041. At June 30, 2025, the RTC reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	RTC PLAN	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Changes of assumptions	$ 3,124,198	$ 4,576,382
Differences between expected and actual experiences	218,194	2,064,982
Net difference between projected and actual earnings on investments	-	-
Benefits paid subsequent to the measurement date	635,959	-
Total	$ 3,978,351	$ 6,641,364

	PEBP PLAN	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Changes of assumptions	$ -	$ -
Differences between expected and actual experiences	-	-
Net difference between projected and actual earnings on investments	-	-
Benefits paid subsequent to the measurement date	2,340	-
Total	$ 2,340	$ -

As of June 30, 2025, RTC reported $638,299 of deferred outflows of resources related to benefits paid subsequent to measurement date which will be recognized as a reduction of the total OPEB liability in the year ended June 30, 2026. RTC's deferred ouflows/(inflows) of resources related to OPEB will be recognized as follows:

Reporting period ended June 30:	
2026	$ 367,242
2027	(627,064)
2028	(1,353,512)
2029	(1,372,786)
2030	(160,428)
Thereafter	(152,424)

REQUIRED SUPPLEMENTARY INFORMATION

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

REQUIRED SUPPLEMENTARY INFORMATION

June 30, 2025

SCHEDULE OF CHANGES IN THE TOTAL OPEB LIABILITY AND RELATED RATIOS - PEBP [1, 2]

	2025	2024	2023	2022	2021	2020	2019	2018
Total OPEB liability								
Service Cost	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Interest	1,898	1,920	1,450	1,726	1,898	2,037	2,274	2,116
Changes of benefit terms	-	-	-	-	-	-	-	-
Differences between expected and actual experiences	(1,425)	-	(3,925)	-	(1,554)	-	(5,598)	-
Changes of assumptions or other inputs	1,023	(182)	(13,638)	3,708	514	1,553	3,406	(3,835)
Benefit payments	(2,410)	(3,054)	(3,876)	(3,730)	(4,206)	(3,642)	(5,112)	(4,069)
Net change in total OPEB liability	(914)	(1,316)	(19,989)	1,704	(3,348)	(52)	(5,030)	(5,788)
Total OPEB liability - beginning	47,165	48,481	68,470	66,766	70,114	70,166	75,196	80,984
Total OPEB liability - ending	$ 46,251	$ 47,165	$ 48,481	$ 68,470	$ 66,766	$ 70,114	$ 70,166	$ 75,196

[1] GASB Statement No. 75 requires 10 years of information to be presented in this table. However, until ten years of data is available, the RTC will present information only for those years which information is available.

[2] The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior.

Note: There are no assets accumulated in a trust to pay related benefits. The PEBP Plan is closed to existing RTC employees. Only retirees who meet certain criteria may participate. There is no payroll associated with the participants, so covered-employee payroll disclosures are not applicable.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

REQUIRED SUPPLEMENTARY INFORMATION

June 30, 2025

SCHEDULE OF CHANGES IN THE TOTAL OPEB LIABILITY AND RELATED RATIOS-RTC Plan [1, 2]

	2025	2024	2023	2022	2021	2020	2019	2018
Total OPEB liability								
Service Cost	$ 212,916	$ 208,897	$ 491,683	$ 416,972	$ 410,545	$ 378,080	$ 476,389	$ 518,107
Interest	712,853	697,963	564,397	672,020	433,143	435,390	451,548	403,526
Changes of benefit terms	-	-	-	(1,954,115)	-	-	-	-
Differences between expected and actual experiences	(1,697,628)	-	(1,073,600)	-	1,020,374	-	(984,820)	-
Changes of assumptions or other inputs	657,318	(92,739)	(7,953,465)	1,951,462	8,344,164	485,035	727,940	(1,140,051)
Benefit payments	(650,243)	(595,527)	(546,291)	(524,069)	(427,078)	(406,008)	(371,592)	(369,079)
Net change in total OPEB liability	(764,784)	218,594	(8,517,276)	562,270	9,781,148	892,497	299,465	(587,497)
Total OPEB liability - beginning	17,372,561	17,153,967	25,671,243	25,108,973	15,327,825	14,435,328	14,135,863	14,723,360
Total OPEB liability - ending	$ 16,607,777	$ 17,372,561	$ 17,153,967	$ 25,671,243	$ 25,108,973	$ 15,327,825	$ 14,435,328	$ 14,135,863
Covered - employee payroll	$ 6,139,487	$ 5,936,098	$ 6,091,457	$ 6,211,005	$ 6,199,104	$ 5,910,545	$ 5,364,778	$ 5,262,122
Net OPEB liability as a percentage of covered - employee payroll	270.51%	292.66%	281.61%	413.32%	405.04%	259.33%	269.08%	268.63%

[1] GASB Statement No. 75 requires 10 years of information to be presented in this table. However, until ten years of data is available, the RTC will present information only for those years which information is available.

[2] The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior.

Note: There are no assets accumulated in a trust to pay related benefits.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

REQUIRED SUPPLEMENTARY INFORMATION

June 30, 2025

SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY - LAST TEN YEARS [1]

	2024 Valuation	2023 Valuation	2022 Valuation	2021 Valuation	2020 Valuation	2019 Valuation	2018 Valuation	2017 Valuation	2016 Valuation	2015 Valuation
RTC's proportion of the net pension liability	0.07088%	0.07627%	0.08226%	0.08679%	0.08658%	0.08581%	0.08096%	0.08207%	0.08636%	0.08468%
RTC's proportionate share of the net pension liability	$ 12,806,242	$ 13,922,357	$ 14,852,413	$ 7,914,280	$ 12,059,522	$ 11,701,660	$ 11,040,636	$ 10,915,835	$ 11,621,332	$ 9,704,188
RTC's covered payroll	$ 6,139,487	$ 5,936,098	$ 6,091,457	$ 6,211,005	$ 6,199,104	$ 5,910,545	$ 5,364,778	$ 5,262,122	$ 5,279,436	$ 5,076,193
RTC's proportionate share of the net pension liability as a percentage of its covered payroll	208.59%	234.54%	243.82%	127.42%	194.54%	197.98%	205.80%	207.44%	220.12%	191.17%
Plan fiduciary net position as a percentage of the total pension liability	78.11%	76.16%	75.12%	86.50%	77.04%	76.46%	75.24%	74.42%	72.20%	75.10%

SCHEDULE OF THE REGIONAL TRANSPORTATION COMMISSION'S CONTRIBUTION - LAST TEN YEARS

State of Nevada Public Employees' Retirement System (PERS)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Statutorily required contribution	$ 1,157,535	$ 1,019,256	$ 882,994	$ 904,880	$ 908,360	$ 902,301	$ 826,108	$ 751,034	$ 736,697	$ 732,190
Contributions in relation to the statutorily required contribution	$ 1,157,535	$ 1,019,256	$ 882,994	$ 904,880	$ 908,360	$ 902,301	$ 826,108	$ 751,034	$ 736,697	$ 732,190
Contribution (deficiency) excess	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Employer's covered payroll	$ 6,910,658	$ 6,139,487	$ 5,936,098	$ 6,091,457	$ 6,211,005	$ 6,199,104	$ 5,910,545	$ 5,364,778	$ 5,262,122	$ 5,279,436
Contributions as a percentage of covered payroll	16.75%	16.60%	14.88%	14.88%	14.63%	14.63%	14.00%	14.00%	14.00%	13.87%

[1] The amounts presented for each fiscal year is of the valuation determined one year in arrears from the basic financial statements. For example, the fiscal year 2018 basic financial statements are based on the 2017 valuation.

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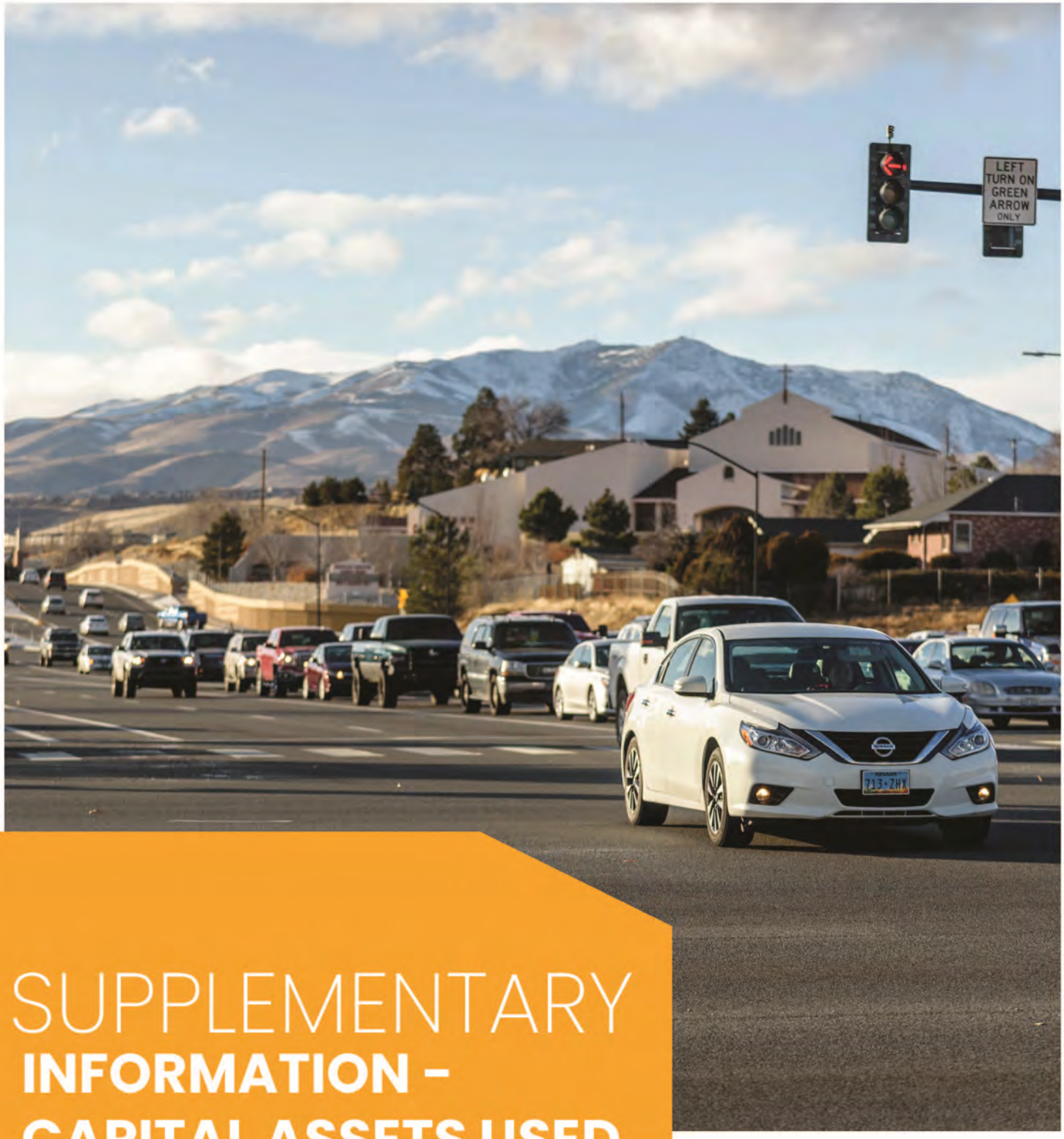
SUPPLEMENTARY INFORMATION



SUPPLEMENTARY INFORMATION – CAPITAL ASSETS USED IN THE OPERATION OF GOVERNMENTAL FUNDS

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

CAPITAL ASSETS USED IN THE OPERATION OF GOVERNMENTAL FUNDS
SCHEDULE BY SOURCES

June 30, 2025

Governmental funds capital assets	
Land	$ 1,577,090
Buildings and improvements, and water rights	8,416,405
Revenue & support vehicles	8,467,847
Other equipment	2,459,431
Construction in progress	288,548
Total governmental funds capital assets	$ 21,209,321
Investments in governmental capital assets by source	
General fund	$ 2,902,384
Special revenue funds	18,306,937
Total governmental funds capital assets[1]	$ 21,209,321

[1] The assets are reported at the historical cost, not the net book values.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

CAPITAL ASSETS USED IN THE OPERATION OF GOVERNMENTAL FUNDS
SCHEDULE BY FUNCTION AND ACTIVITY

June 30, 2025

Function and Activity	Land	Buildings and improvements and water rights	Revenue & support vehicles	Other equipment	Construction in progress	Total
General government	$ 702,500	$ 1,351,886	$ -	$ 847,998	$ -	$ 2,902,384
Metropolitan planning	-	-	-	186,712	-	186,712
Transportation services	874,590	7,064,519	8,467,847	1,424,721	288,548	18,120,225
Total governmental funds capital assets[1]	$ 1,577,090	$ 8,416,405	$ 8,467,847	$ 2,459,431	$ 288,548	$ 21,209,321

[1] The assets are reported at the historical cost, not the net book value.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

CAPITAL ASSETS USED IN THE OPERATION OF GOVERNMENTAL FUNDS
SCHEDULE OF CHANGES BY FUNCTION AND ACTIVITY

Year ended June 30, 2025

Function and Activity	Governmental Funds Capital Assets July 1, 2024	Additions	Deletions	Governmental Funds Capital Assets June 30, 2025
General government	$ 2,909,394	$ -	$ (7,010)	$ 2,902,384
Metropolitan planning	186,712	-	-	186,712
Transportation services	19,496,573	181,388	(1,557,736)	18,120,225
Total governmental funds capital assets[1]	$ 22,592,679	$ 181,388	$ (1,564,746)	$ 21,209,321

[1] The assets are reported at the historical cost, not the net book value.

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OTHER REPORTING INFORMATION

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CURRENT EXPENDITURES - BUDGET AND ACTUAL
GENERAL FUND
(Regional Street and Highway Fund)

Year ended June 30, 2025
With comparative actual amounts for the year ended June 30, 2024

	Actual Amounts	Final Budget	Variance to Final Budget	2024 Actual Amounts
Labor	$ 3,420,883	$ 3,567,392	$ 146,509	$ 3,119,857
Fringe	1,856,429	1,748,322	(108,107)	1,650,771
Services	2,875,665	4,503,136	1,627,471	2,614,783
Materials and supplies	114,620	186,697	72,077	96,316
Utilities	15,442	42,580	27,138	30,413
Insurance costs	35,059	36,905	1,846	33,550
Miscellaneous expense	488,879	670,485	181,606	519,183
Street and highway projects	83,883,262	145,773,563	61,890,301	81,537,778
Total current expenditures	$ 92,690,239	$ 156,529,080	$ 63,838,841	$ 89,602,651

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CURRENT EXPENDITURES - BUDGET AND ACTUAL
DEBT SERVICE FUND

Year ended June 30, 2025
With comparative actual amounts for the year ended June 30, 2024

	Actual Amounts	Final Budget	Variance to Final Budget	2024 Actual Amounts
Principal	$ 8,715,000	$ 8,715,000	$ -	$ 8,300,000
Interest	14,216,284	14,216,268	(16)	15,740,111
Debt service fees and other fiscal charges	24,217	31,056	6,839	27,678
Total current expenditures	$ 22,955,501	$ 22,962,324	$ 6,823	$ 24,067,789

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CURRENT EXPENDITURES - BUDGET AND ACTUAL
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)

Year ended June 30, 2025
With comparative actual amounts for the year ended June 30, 2024

	Actual Amounts	Final Budget	Variance to Final Budget	2024 Actual Amounts
Labor	$ 5,450	$ 17,756	$ 12,306	$ -
Fringe	-	8,696	8,696	-
Services	40,235	32,414	(7,821)	17,346
Materials and supplies	-	377	377	-
Utilities	-	212	212	-
Miscellaneous expense	1,322	41,141	39,819	12,895
Capacity improvement projects	11,274,317	14,323,333	3,049,016	18,360,562
Total current expenditures	$ 11,321,324	$ 14,423,929	$ 3,102,605	$ 18,390,803

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CURRENT EXPENDITURES - BUDGET AND ACTUAL
SPECIAL REVENUE FUND
(Paratransit Services Fund)

Year ended June 30, 2025
With comparative actual amounts for the year ended June 30, 2024

	Actual Amounts	Final Budget	Variance to Final Budget	2024 Actual Amounts
Labor	$ 915,468	$ 1,044,356	$ 128,888	$ 832,549
Fringe	473,776	510,426	36,650	442,999
Services	429,784	998,170	568,386	368,905
Materials and supplies	437,321	531,087	93,766	364,372
Utilities	39,919	72,424	32,505	61,460
Casualty/liability insurance	70,117	73,809	3,692	67,100
Miscellaneous expense	514,875	772,832	257,957	686,553
Purchased transportation services	10,193,678	9,360,877	(832,801)	8,557,733
Total current expenditures[1]	$ 13,074,938	$ 13,363,981	$ 289,043	$ 11,381,671

[1] The total current expenditures does not include capital outlay expenditures of $122,401.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CURRENT EXPENDITURES - BUDGET AND ACTUAL
SPECIAL REVENUE FUND - NONMAJOR FUND
(Metropolitan Planning Organization Fund)

Year ended June 30, 2025
With comparative actual amounts for the year ended June 30, 2024

	Actual Amounts	Final Budget	Variance to Final Budget	2024 Actual Amounts
Labor	$ 1,355,667	$ 1,159,846	$ (195,821)	$ 885,719
Fringe	717,828	568,050	(149,778)	471,291
Services	1,715,606	2,408,952	693,346	1,847,384
Materials and supplies	64,520	29,611	(34,909)	29,635
Utilities	6,369	13,844	7,475	8,667
Casualty/liability insurance	17,529	18,452	923	16,775
Miscellaneous expense	262,832	287,108	24,276	201,041
Total current expenditures	$ 4,140,351	$ 4,485,863	$ 345,512	$ 3,460,512

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL
DEBT SERVICE FUND

Year ended June 30, 2025

	Budgeted Amounts		Actual	Variance to
	Original	Final	Amounts	Final Budget
Revenues				
Investment income	$ -	$ -	$ 627,171	$ 627,171
Total revenues	-	-	627,171	627,171
Expenditures				
Current:				
Debt service:				
Principal	8,715,000	8,715,000	8,715,000	-
Interest	14,216,268	14,216,268	14,216,284	(16)
Debt service fees and other fiscal charges	31,056	31,056	24,217	6,839
Total expenditures	22,962,324	22,962,324	22,955,501	6,823
Deficiency of revenues under expenditures	(22,962,324)	(22,962,324)	(22,328,330)	633,994
Other financing sources				
Transfers in	-	-	23,435,644	23,435,644
Total other financing sources	-	-	23,435,644	23,435,644
Net change in fund balance	(22,962,324)	(22,962,324)	1,107,314	24,069,638
Fund balance - beginning	24,260,599	24,260,599	24,764,796	504,197
Fund balance - ending	$ 1,298,275	$ 1,298,275	$ 25,872,110	$ 24,573,835

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET AND ACTUAL
PROPRIETARY FUND
ENTERPRISE FUND
(Public Transit Fund)

Year ended June 30, 2025
With comparative actual amounts for the year ended June 30, 2024

	2025			2024
	Final Budget	Actual Amounts	Variance to Final Budget	Actual Amounts
Operating revenues				
Passenger fares	$ 3,558,633	$ 3,514,275	$ (44,358)	$ 3,402,018
Bus advertising	195,700	207,600	11,900	135,780
Rental income	403,140	404,904	1,764	403,140
Miscellaneous	50,000	34,549	(15,451)	50,335
Total operating revenues	4,207,473	4,161,328	(46,145)	3,991,273
Operating expenses				
General administration	42,191,412	43,695,594	(1,504,182)	37,656,349
Depreciation	9,500,004	8,591,629	908,375	9,156,216
Total operating expenses	51,691,416	52,287,223	(595,807)	46,812,565
Operating loss	(47,483,943)	(48,125,895)	(641,952)	(42,821,292)
Nonoperating revenues				
Operating subsidies:				
Federal government grants	6,468,568	7,103,260	634,692	1,428,706
State grants	-	-	-	969
Other revenue:				
Public transportation tax	14,705,949	14,077,934	(628,015)	14,581,400
Public transportation taxes pledged	15,137,300	15,385,290	247,990	15,054,267
Investment income	-	2,587,756	2,587,756	1,688,725
Gain (loss) on sale of capital assets	20,000	-	(20,000)	-
Total nonoperating revenues	36,331,817	39,154,240	2,822,423	32,754,067
Income (loss) before capital contributions and transfers	(11,152,126)	(8,971,655)	2,180,471	(10,067,225)
Capital contributions				
Federal grants	19,762,644	953,314	(18,809,330)	3,408,955
Total capital contributions	19,762,644	953,314	(18,809,330)	3,408,955
Transfers out	(390,000)	(390,000)	-	(240,000)
CHANGE IN NET POSITION	$ 8,220,518	$ (8,408,341)	$ (16,628,859)	$ (6,898,270)

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF EXPENSES BY OBJECT CLASSES - BUDGET AND ACTUAL
PROPRIETARY FUND
ENTERPRISE FUND
(Public Transit Fund)

Year ended June 30, 2025
With comparative actual amounts for the year ended June 30, 2024

	Actual Amounts	Final Budget	Variance to Final Budget	2024 Actual Amounts
Labor	$ 1,781,383	$ 2,545,900	$ 764,517	$ 1,946,419
Fringe	558,735	1,547,200	988,465	1,156,166
Services	4,795,066	4,975,081	180,015	4,507,543
Materials and supplies	1,828,844	2,091,272	262,428	1,647,487
Utilities	221,318	619,970	398,652	508,914
Casualty/liability insurance	248,328	285,767	37,439	236,236
Miscellaneous expenses	499,530	446,890	(52,640)	328,426
Purchased transportation services	33,762,390	29,679,332	(4,083,058)	27,325,158
Operating expenses before depreciation	43,695,594	42,191,412	(1,504,182)	37,656,349
Depreciation	8,591,629	9,500,004	908,375	9,156,216
Total operating expenses	$ 52,287,223	$ 51,691,416	$ (595,807)	$ 46,812,565

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF SPECIAL AND REGULAR MOTOR VEHICLE FUEL TAX COLLECTIONS BY MONTH

Year ended June 30, 2025

Date Collected by State of Nevada	RTC Special Motor Vehicle Fuel Tax - 4¢	RTC Special Motor Vehicle Fuel Tax - 5¢	RTC Special Motor Vehicle Fuel Tax - CPI Index[1]	RTC Special Motor Vehicle Fuel Tax - PPI Index[2]	Local Regular Motor Vehicle Fuel Tax - 5.35¢	Local Regular Motor Vehicle Fuel Tax - 1¢	Local Regular Motor Vehicle Fuel Tax - Index	Total
July 2024	$ 597,718	$ 760,733	$ 1,576,404	$ 6,899,577	$ 631,795	$ 150,939	$ 1,112,237	$ 11,729,401
August 2024	620,485	789,708	1,638,082	7,259,324	643,480	156,688	1,155,754	12,263,521
September 2024	560,172	712,946	1,477,384	6,634,654	615,311	141,458	1,042,373	11,184,298
October 2024	565,647	719,914	1,492,567	6,850,186	619,423	142,840	1,053,086	11,443,663
November 2024	535,700	681,800	1,412,726	6,149,108	649,801	135,278	996,754	10,561,166
December 2024	527,924	671,904	1,405,500	5,977,614	662,800	137,053	991,655	10,374,450
January 2025	542,551	690,520	1,430,793	6,291,133	697,017	137,008	1,009,501	10,798,522
February 2025	493,489	628,077	1,301,594	5,557,092	586,231	124,618	918,344	9,609,444
March 2025	551,001	701,273	1,453,608	6,063,652	683,938	139,142	1,025,598	10,618,211
April 2025	561,073	714,094	1,479,697	6,258,015	684,025	141,685	1,044,005	10,882,594
May 2025	586,690	746,697	1,547,189	6,777,737	717,701	148,154	1,091,624	11,615,793
June 2025	584,057	743,346	1,540,252	6,564,710	697,017	147,489	1,086,730	11,363,601
	$ 6,726,507	$ 8,561,012	$ 17,755,795	$ 77,282,803	$ 7,888,539	$ 1,702,352	$ 12,527,659	$ 132,444,667

Allocation

Regional Transportation Commission, Washoe County, Nevada	
General Fund	$ 108,635,194
Regional Road Impact Fee Fund	10,923
Other governmental funds	1,680,000
	110,326,117
Distributed to the City of Reno, City of Sparks and Washoe County, Nevada by the State	22,118,550
	$ 132,444,667

Notes:

[1] From October 2003 through December 2009, the Washoe County Tax Ordinance provided that the rate of levy of the 9 cent motor vehicle fuel tax would be increased on the first day of each fiscal year by the lesser of (i) 4.5 percent or (ii) the average percentage of the increase in the Consumer Price Index for West Urban Consumers for the preceding 5 years.

[2] On November 4, 2008, the voters of Washoe County approved Washoe County Ballot Question RTC-5 which imposed additional county taxes on motor vehicle fuel and various special fuels used in motor vehicles. These taxes cause annual increases in the current amount of taxes imposed on such fuels based upon the lesser of the average increase in the Producer Price Index for construction materials for the preceding 10 years or 7.8%. SB201 carried out the ballot question and it became effective January 1, 2010. The new basis for calculation is the 9 cent per gallon rate indexed by the CPI through December 31, 2009 for a base rate of 10.5621 cents per gallon.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CONSTRUCTION PROJECT EXPENDITURES
GENERAL FUND
(Regional Street and Highway Fund)

Year ended June 30, 2025

	Right-of-way Acquisition	Engineering and Inspection	Construction	Total
All Jurisdictions				
2024 Corrective Maintenance	$ -	$ 236,389	$ 4,864,753	$ 5,101,142
2024 Preventative Maintenance	-	388,406	4,304,067	4,692,473
2025 Preventative Maintenance	-	580,920	3,800,587	4,381,507
PCC Preventative Maintenance	-	3,235	-	3,235
La Posada Corrective Project	-	124,067	-	124,067
Stead Signal Improvements	-	82,817	-	82,817
Traffic Signal Modification 23-01	-	145,953	3,187,857	3,333,810
Traffic Signal Modification 24-01	18,479	310,265	1,457,502	1,786,246
Traffic Signal Modification 25-01	25,613	214,687	-	240,300
Traffic Signal Modification 26-01	-	119,044	-	119,044
Traffic Signal Fiber 26-01	-	116,491	-	116,491
East Lincoln Roundabout	77,611	9,169	-	86,780
Virginia St. Utility Relocation Project	21,455	-	595,344	616,799
TSMO CMM Assessment	-	88,984	-	88,984
Signal Pole Standards Evaluation	-	42,645	-	42,645
	143,158	2,463,072	18,210,110	20,816,340
City of Reno				
2025 Bridge Maintenance	-	170,252	-	170,252
1 st. Street Rehab - Virginia St. to Sierra St.	-	11,207	58,245	69,452
Arlington Bridges	250	1,141,833	4,815,367	5,957,450
Arrowcreek/Wedge Rehabilitation - Thomas Creek to Wedge Pkwy./Mt. Rose HWY. to White Creek Ln.	4,200	323,674	-	327,874
Buck Drive Circulation - Lemmon Dr. to N. Hill Blvd.	204,498	170,456	-	374,954
Downtown Reno Micromobility	-	1,363,834	-	1,363,834
Keystone Ave. Bridge	-	1,000,903	-	1,000,903
Kietzke Ln. ITS - Mill St. To 2nd St./Pringle Wy. To Kietzke Ln.	-	71,716	1,485,771	1,557,487
Lemmon Drive Traffic Improvement - Fleetwood Dr. to Ramsey Wy.	-	1,795,339	-	1,795,339
LiDAR Living Lab & Imple	-	5,878	-	5,878
McCarran Blvd. Safety & Operational Improvement - El Rancho to Rock Blvd/ Plumb Ln. to S. Virginia St.	-	186,617	-	186,617
Meadowood Rehabilitation - Meadowood Mall Wy./Meadowood Cir./Neil Wy.	9,370,140	736,736	1,754,997	11,861,873
Mill Street Capacity & Safety - Kietzke Ln. to Terminal Wy.	3,000	70,779	187,593	261,372
North Valleys & North Virginia -Panther Dr. to Stead Blvd.	-	446,317	-	446,317
N. Virginia Street University Rehabilitation - Lawlor Roundabout to N. McCarran Blvd.	-	115,514	1,680,134	1,795,648
Oddie/Wells Corridor Multi-Modal	-	170,993	872,291	1,043,284
Pembroke Dr. Capacity & Safety - McCarran Blvd to Veterans Pkwy	-	265,830	-	265,830
Prater and S. Virginia Pavement - Pyramid Wy. to Stanford Wy./Peckham Ln. to Longley Ln.	-	5,024	-	5,024
Raleigh Heights Rehabilitation - Carlyle Dr./Yorkshire Dr./Lancaster Dr.	-	238,664	3,076,971	3,315,635
S. Virginia St. NB Widening - Longley Ln/ I-580 NB off ramp	-	395,680	6,978,617	7,374,297
Selmi Dr. Rehab - Sutro St. to Clear Acre Ln.	-	10,052	21,750	31,802
Sierra St. Bridge	-	1,678,628	-	1,678,628
Sixth St. Safety	-	371,254	-	371,254
South Meadows Traffic Enhancements	-	39,755	674,151	713,906
Traffic Signal Fiber 25-01	-	128,861	-	128,861
Traffic Signal Installation 23-01	-	9,897	551,307	561,204
Veterans Parkway ITS - Steamboat Pkwy. to Long Meadow Dr.	-	195,106	1,647,468	1,842,574
West Fourth St. Downtown- Evans Ave. to Keystone Ave.	-	407,906	1,731	409,637
West Fourth St. Safety - Keystone Ave. to McCarran Blvd	164,554	487,251	-	651,805
Moya Blvd Capacity	-	379,574	-	379,574
7th & 6th and West St. Rehabilitation	-	212,825	-	212,825
White Fir Rehabilitation	-	216,180	-	216,180
TS and Intersection Improvements 26-01	-	75,283	-	75,283
University Area Transportation	-	235,816	-	235,816
Boomtown Garson Rd	-	24,318	-	24,318
	9,746,642	13,159,952	23,806,393	46,712,987

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CONSTRUCTION PROJECT EXPENDITURES
GENERAL FUND
(Regional Street and Highway Fund)

Year ended June 30, 2025

	Right-of-way Acquisition	Engineering and Inspection	Construction	Total
City of Sparks				
Las Brisas and Los Altos Reserfacing	-	7,848	72,301	80,149
McCarran Blvd. Safety & Operational Improvement - El Ranch to ROck Blvd./Plumb Ln. to S. irginia St.	-	186,616	-	186,616
Oddie/Wells Corridor Multi-Modal	-	170,992	872,291	1,043,283
Prater and S. Virginia Pavement - Pyramid Wy. to Stanford Wy./Peckham Ln. to Longley Ln.	-	2,153	-	2,153
Sparks Blvd Capacity Improvement	1,104,003	779,255	355,688	2,238,946
Stanford Wy Rehab - Glendale Ave. to Greg St.	-	5,140	45,495	50,635
Traffic Signal Fiber 25-01	-	128,861	-	128,861
Traffic Signal Installation 23-01	-	9,898	551,307	561,205
Vista Blvd. & Prater Way ITS - Prater Wy. to I80/Sparks Blvd. to Vista Blvd.	-	65,047	-	65,047
Prater Way Rehabilitation	-	227,794	-	227,794
Sparks Ion Traffic Signal	-	173,756	2,003	175,759
	1,104,003	1,757,360	1,899,085	4,760,448
Washoe County				
Arrowcreek/Wedge Rehabilitation - Thomas Creek to Wedge Pkwy/ Mt Rose HWY. to White Creek Ln.	1,800	138,718	-	140,518
Butch Cassidy Drive Extension - Thomas Creek Rd. to Edmonton Dr.	-	705,538	-	705,538
Eagle Canyon Safety and Operations- Richard Springs Blvd. to Calle De La Pl.	-	98,779	-	98,779
Lemmon Valley - Spanish Springs Connector - Lemmon Dr. to Pyramid Hwy	-	39,475	-	39,475
	1,800	982,510	-	984,310
NV Department of Transportation				
Geiger Grade Road Realignment	-	364,013	-	364,013
N. McCarran Blvd. & Pyramid HWY. Fiber - Sullivan Ln. to Rock Blvd./I-80 to C St.	-	-	41,148	41,148
Pyramid Highway/US 395 connector	-	-	4,601,904	4,601,904
Pyramid Highway Intelligent Corridor - Baring Blvd/Vista Blvd/Los Altos Pkwy	-	241,197	185,714	426,911
Pyramid Highway Operations Improvements - Ingenuity Ave. to Egyptian Dr.	-	688,079	-	688,079
Pyramid Way, Sparks Blvd. & Pyramid Highland Ranch Intersection	-	2,571,862	-	2,571,862
Sun Valley Blvd. Corridor Improvements Ph2 - Scottsdale Rd. to 7th Ave.	-	1,224,891	-	1,224,891
Veterans Roundabout Modifications	-	190,371	-	190,371
Vista Blvd. &Prater Way ITS	148,500	113,646	237,852	499,998
	148,500	5,394,059	5,066,618	10,609,177
Total All Projects	$ 11,144,103	$ 23,756,953	$ 48,982,206	$ 83,883,262

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CONSTRUCTION PROJECT EXPENDITURES
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)

Year ended June 30, 2025

	Right-of-way Acquisition	Engineering and Inspection	Construction	Impact Fee Credits/Waivers	Total
North Service Area					
Sky Vista	$ -	$ 1,569	$ -	$ -	$ 1,569
Military Road Capacity	43,575	1,217,983	-	-	1,261,558
Impact Credits/Waivers	-	-	-	2,761,788	2,761,788
	43,575	1,219,552	-	2,761,788	4,024,915
South Service Area					
T/E Spot Intersection Improvements 10	-	-	-	-	-
Steamboat Parkawy Improvement	-	247,753	7,001,649	-	7,249,402
	-	247,753	7,001,649	-	7,249,402
Total All Projects	$ 43,575	$ 1,467,305	$ 7,001,649	$ 2,761,788	$ 11,274,317

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CHANGES IN RESERVE
FOR PROJECT APPROPRIATIONS
GENERAL FUND
(Regional Street and Highway Fund)

Year ended June 30, 2025

	Reserve for Project Appropriations July 1, 2024	New Project Appropriations	Expenditures	Net Project Adjustments	Reserve for Project Appropriations June 30, 2025
All Jurisdictions					
2024 Corrective Maintenance					
Engineering and inspection	972,697	-	236,389	-	736,308
Construction	-	5,831,007	4,864,753	-	966,254
2024 Preventive Maintenance					
Engineering and inspection	409,100	-	388,406	(20,694)	-
Construction	5,221,038	-	4,304,067	(916,971)	-
2025 Preventative Maintenance					
Right-of-way acquisition	-	-	-	-	-
Engineering and inspection	-	982,155	580,920	-	401,235
Construction	-	7,454,007	3,800,587	-	3,653,420
Traffic Signal Modification 22-01					
Right-of-way acquisition	205	-	-	(205)	-
Engineering and inspection	307,089	-	-	(307,089)	-
Construction	635,279	-	-	(635,279)	-
Traffic Signal Modification 23-01					
Right-of-way acquisition	-	-	-	-	-
Engineering and inspection	61,922	84,031	145,953	-	-
Construction	3,185,355	2,502	3,187,857	-	-
Traffic Signal Modification 24-01					
Right-of-way acquisition	-	18,479	18,479	-	-
Engineering and inspection	499,576	655,798	310,265	-	845,109
Construction	444,137	1,454,408	1,457,502	-	441,043
Traffic Signal Modification 25-01					
Right-of-way acquisition	-	25,613	25,613	-	-
Engineering and inspection	544,568	54,759	214,687	-	384,640
Construction	1,300,000	821,044	-	-	2,121,044
Traffic Signal Modification 26-01					
Engineering and Inspection	-	391,710	119,044	-	272,666
Traffic Signal Fiber 26-01					
Right-of-way acquisition	-	-	-	-	-
Engineering and inspection	-	554,491	116,491	-	438,000
Construction	-	-	-	-	-
PCC Preventive Maintenance					
Right-of-way acquisition	-	-	-	-	-
Engineering and inspection	-	298,050	3,235	-	294,815
Construction	-	-	-	-	-
TSMO CMM Assessment					
Right-of-way acquisition	-	-	-	-	-
Engineering and inspection	-	181,760	88,984	-	92,776
Construction	-	-	-	-	-
Signal Pole Standards Evaluation					
Right-of-way acquisition	-	-	-	-	-
Engineering and inspection	-	141,530	42,645	-	98,885
Construction	-	-	-	-	-
Total All Jurisdictions	13,580,966	18,951,344	19,905,877	(1,880,238)	10,746,195
City of Reno					
2025 Bridge Maintenance					
Engineering and inspection	325,936	-	170,252	-	155,684
Construction	-	1,635,380	-	-	1,635,380
1st Street Rehab and SIgnal Replacement					
Right-of-way acquisition	2,500	-	-	(2,500)	-
Engineering and inspection	43,433	-	11,207	(32,226)	-
Construction	128,215	-	58,245	(69,970)	-
Arlington Bridge Replacement					
Right-of-way acquisition	-	250	250	-	-
Engineering and inspection	3,171,902	-	1,141,833	-	2,030,069
Construction	21,746,251	10,593,851	4,815,367	-	27,524,735
Arrowcreek/Wedge Rehabilitation - Thomas Creek to Wedge Pkwy/Mt Rose HWY to White Creek Ln.					
Right-of-way acquisition	422,810	-	4,200	(412,610)	6,000
Engineering and inspection	241,486	643,534	323,674	-	561,346
Construction	-	9,884,884	-	-	9,884,884
Buck Drive Circulation - Lemmon Dr. to N. Hill Blvd.					
Right-of-way acquisition	-	204,498	204,498	-	-
Engineering and inspection	391,790	119,374	170,456	-	340,708
City of Reno Micromobility Pilot					
Engineering and inspection	6,253	-	-	(6,253)	-
Construction	53,353	-	-	(53,353)	-
Downtown Reno Micromobility-BLBN					
Engineering and inspection	2,342,938	-	1,363,834	-	979,104

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CHANGES IN RESERVE
FOR PROJECT APPROPRIATIONS
GENERAL FUND
(Regional Street and Highway Fund)

Year ended June 30, 2025

	Reserve for Project Appropriations July 1, 2024	New Project Appropriations	Expenditures	Net Project Adjustments	Reserve for Project Appropriations June 30, 2025
Geiger Grade Road Realignment					
Engineering and inspection	$ -	$ 1,373,975	$ -	$ -	$ 1,373,975
Keystone Bridge Replacement					
Engineering and inspection	467,251	6,194,746	1,000,903	-	5,661,094
Construction	3,325,456	-	-	(3,325,456)	-
Kietzke Ln. ITS - Mill St. to 2nd St./Pringle Wy to Kierzke Ln.					
Engineering and inspection	73,344	-	71,716	(1,628)	-
Construction	1,417,007	-	1,485,771	68,764	-
Lemmon Dr Traffic Improvement - Fleetwood Dr. to Ramsey Wy.					
Right-of-way acquisition	23,164,305	-	-	(23,164,305)	-
Engineering and inspection	26,783,739	-	1,795,339	(21,200,000)	3,788,400
Construction	-	-	-	44,364,305	44,364,305
LiDAR Living Lab & Imple					
Engineering and inspection	6,372	-	5,878	(494)	-
McCarram Blvd. Safety & Operational Improv.- El Rancho to Rock Blvd/Plumb Ln. to S. Virginia St.					
Engineering and inspection	662,425	-	186,617	-	475,808
Meadowood Rehabilitation - Meadowood Mall Wy./ Meadowood Cir./Neil Wy.					
Right-of-way acquisition	400,948	-	3,000	-	397,948
Engineering and inspection	3,902,036	-	70,779	-	3,831,257
Construction	834,980	-	187,593	-	647,387
Mill Street Capacity & Safety - Kietzke Ln. to Terminal Wy.					
Right-of-way acquisition	-	9,370,140	9,370,140	-	-
Engineering and inspection	187,657	2,153,131	736,736	-	1,604,052
Construction	-	15,330,000	1,754,997	-	13,575,003
North Valleys & North Virginia - Panther Dr. to Stead Blvd.					
Engineering and inspection	707,365	-	446,317	-	261,048
N. Virginia St. University Rehabilitation - Lawlor Roundabout to N. McCarran Blvd.					
Engineering and inspection	164,010	-	115,514	(48,496)	-
Construction	1,847,738	-	1,680,134	(167,604)	-
Oddie/Wells corridor multi-modal improvements					
Right-of-way acquisition	-	-	-	-	-
Engineering and inspection	330,263	-	170,993	(159,270)	-
Construction	661,309	210,982	872,291	-	-
Peckham Lane - Baker Ln. to Virginia St					
Right-of-way acquisition	10,456	-	-	(10,456)	-
Engineering and inspection	31,346	-	-	(31,346)	-
Construction	80,719	-	-	(80,719)	-
Pembroke Dr. Capacity & Safety - McCarran Blvd to Veterans Pkwy					
Engineering and inspection	1,676,459	-	265,830	-	1,410,629
Prater and S. virginia Pavement - Pyramid Wy. to Stanford Wy./Peckham Ln. to Longley Ln.					
Engineering and inspection	13,590	-	5,024	-	8,566
Raleigh Heights Rehab - Carlyle Dr./Yorkshire Dr./Lancaster Dr.					
Engineering and inspection	408,005	-	238,664	-	169,341
Construction	3,481,007	-	3,076,971	-	404,036
S. Virginia St. NB Widening-LongleyLn./I-580 NB off ramp					
Right-of-way acquisition	-	-	-	-	-
Engineering and inspection	690,541	-	395,680	-	294,861
Construction	7,523,875	-	6,978,617	-	545,258
Selmi Dr. Rehab - Sutro St. to Clear Acre Ln.					
Engineering and inspection	10,076	-	10,052	(24)	-
Construction	83,645	-	21,750	(61,895)	-
Sierra Bridge Replacement					
Engineering and inspection	6,125,307	-	1,678,628	-	4,446,679
Construction	20,246,864	-	-	-	20,246,864
Sixth Street Safety - Virginia St. to 4th St.					
Engineering and inspection	1,100,000	-	371,254	-	728,746
Construction	23,372,045	-	-	-	23,372,045
South Meadows Traffic Enhancements					
Right-of-way acquisition	-	-	-	-	-
Engineering and inspection	76,665	-	39,755	(36,910)	-
Construction	892,905	-	674,151	(218,754)	-
SS4A Preliminary Engineering					
Engineering and inspection	14,269	2,706,267	-	-	2,720,536
Stead Sginal Improvements					
Right-of-way acquisition	-	-	-	-	-
Engineering and inspection	-	456,047	82,817	-	373,230
Construction	-	-	-	-	-

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CHANGES IN RESERVE
FOR PROJECT APPROPRIATIONS
GENERAL FUND
(Regional Street and Highway Fund)

Year ended June 30, 2025

	Reserve for Project Appropriations July 1, 2024	New Project Appropriations	Expenditures	Net Project Adjustments	Reserve for Project Appropriations June 30, 2025
Traffic Signal Fiber 25-01					
Engineering and inspection	292,239	-	128,861	-	163,378
Construction	-	2,445,476	-	-	2,445,476
Traffic Signal Installation 23-01					
Right-of-way acquisition	-	-	-	-	-
Engineering and inspection	154,766	-	9,897	(144,869)	-
Construction	585,999	-	551,307	(34,692)	-
University Way One-Way Traffic Study - University Wy./Virginia					
Engineering and inspection	11,985	-	-	(11,985)	-
Veterans Parkway ITS - Steamboat Pkwy to Long Meadow Dr.					
Right-of-way acquisition	-	-	-	-	-
Engineering and inspection	418,106	-	195,106	(221,457)	1,543
Construction	1,499,100	148,368	1,647,468	-	-
Virginia St. Utility Relocation Project					
Right-of-way acquisition	-	21,455	21,455	-	-
Engineering and inspection	-	92,320	-	-	92,320
Construction	-	595,344	595,344	-	-
West Fourth St. Downtown - Evans Ave. to Keystone Ave.					
Engineering and inspection	520,744	-	407,906	-	112,838
Construction	-	1,731	1,731	-	-
West Fourth St. Safety - Keystone Ave. to McCarran Blvd					
Right-of-way acquisition	787,343	-	164,554	-	622,789
Engineering and inspection	13,828,000	-	487,251	-	13,340,749
Moya Blvd Capacity					
Engineering and inspection	-	2,682,506	379,574	-	2,302,932
7&6th and West St. Rehabilitation					
Engineering and inspection	-	482,840	212,825	-	270,015
White Fir Rehabilitation					
Engineering and inspection	-	725,667	216,180	-	509,487
TE Spot Improvements 26-01					
Engineering and inspection	-	345,699	75,283	-	270,416
University Area Transportation Project					
Engineering and inspection	-	565,770	235,816	-	329,954
Boomtown Garson Rd					
Engineering and inspection	-	80,121	24,318	-	55,803
Total City of Reno	177,749,128	69,064,356	47,412,603	(5,064,203)	194,336,678
City of Sparks					
La Posada Corrective Project					
Right-of-way acquisition	-	-	-	-	-
Engineering and inspection	-	395,413	124,067	-	271,346
Construction	-	-	-	-	-
Las Brisas and Los Altos Resurfacing					
Right-of-way acquisition	245	-	-	(245)	-
Engineering and inspection	55,827	-	7,848	(47,979)	-
Construction	112,246	-	72,301	(39,945)	-
East Lincoln Roundabout					
Right-of-way acquisition	-	77,611	77,611	-	-
Engineering and inspection	1,100,000	9,169	9,169	-	1,100,000
Construction	1,500,000	3,502,205	-	-	5,002,205
McCarran Blvd, Safety & Operational Improvement - El Rancho to Rock Blvd/Plumb Ln to S. Virginia St.					
Engineering and inspection	662,425	-	186,616	-	475,809
Oddie/Wells Corridor multi-modal improvements					
Right-of-way acquisition	-	-	-	-	-
Engineering and inspection	330,264	-	170,992	(159,272)	-
Construction	661,308	210,982	872,291	1	-
Prater and S. Virginia Pavement - Pyramid Wy. to Stanford Wy./Peckham Ln. to Longley Ln.					
Engineering and inspection	5,824	-	2,153	-	3,671
Sparks Blvd					
Right-of-way acquisition	151,948	-	1,104,003	-	(952,055)
Engineering and inspection	1,356,916	-	779,255	-	577,661
Construction	57,663,209	-	355,688	-	57,307,521
Stanford Wy Rehab - Glendale Ave. to Greg St.					
Engineering and inspection	56,753	-	5,140	-	51,613
Construction	251,557	-	45,495	-	206,062
Traffic Signal Fiber 25-01					
Engineering and inspection	157,360	-	128,861	-	28,499
Construction	-	2,445,476	-	-	2,445,476

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CHANGES IN RESERVE
FOR PROJECT APPROPRIATIONS
GENERAL FUND
(Regional Street and Highway Fund)

Year ended June 30, 2025

	Reserve for Project Appropriations July 1, 2024	New Project Appropriations	Expenditures	Net Project Adjustments	Reserve for Project Appropriations June 30, 2025
Traffic Signal Installation 23-01					
Engineering and inspection	154,765	-	9,898	-	144,867
Construction	585,998	-	551,307	-	34,691
Vista Blvd. & Prater Way ITS - Prater Wy to I80/ Sparks Blvd. to Vista Blvd.					
Engineering and inspection	209,541	-	65,047	-	144,494
Construction	1,578,200	-	-	-	1,578,200
Prater Way Rehabilitation					
Engineering and inspection	-	629,290	227,794	-	401,496
Sparks Ion Traffic Signal					
Engineering and inspection	-	365,785	173,756	-	192,029
Construction	-	2,003	2,003	-	-
Total City of Sparks	66,594,386	7,637,934	4,971,295	(247,440)	69,013,585
Washoe County					
Arrowcreek/Wedge Rehabilitation - Thomas Creek to Wedge Pkwy/Mt Rose HWY to White Creek Ln.					
Right-of-way acquisition	181,204	-	1,800	(175,204)	4,200
Engineering and inspection	103,494	-	138,718	175,204	139,980
Construction	-	9,884,884	-	-	9,884,884
Butch Cassidy Drive Extension - Thomas Creek Rd. to Edmonton Dr.					
Engineering and inspection	1,918,837	-	705,538	-	1,213,299
Eagle Canyon Safety and Operations - Richard Springs Blvd. to Calle De La Pl.					
Engineering and inspection	184,118	-	98,779	-	85,339
Lemmon Valley - Spanish Springs Connector - Lemmon Dr. to Pyramid Hwy.					
Engineering and inspection	65,080	-	39,475	-	25,605
Total Washoe County	2,452,733	9,884,884	984,310	-	11,353,307
NV Department of Transportation					
Geiger Grade Road Realignment					
Engineering and inspection	1,375,990	-	364,013	-	1,011,977
McCarran/Leadship/Keystone Signal					
Construction	784,000	-	-	-	784,000
N. McCarran Blvd. & Pyramid Highway Fiber					
Engineering and inspection	10,237	-	-	-	10,237
Construction	24,017	17,131	41,148	-	-
Pyramid Highway/US 395 connector					
Engineering and inspection	7,740,789	-	-	-	7,740,789
Construction	6,547,794	-	4,601,904	-	1,945,890
Pyramid Highway Intelligent Corridor - Baring Blvd./Vista Blvd./ Los Altos Pkwy					
Engineering and inspection	264,253	-	241,197	(23,056)	-
Construction	148,055	58,670	185,714	23,056	44,067
Pyramid Highway Operations Improvements - Ingenuity Ave. to Egyptian Dr.					
Engineering and inspection	464,077	224,002	688,079	-	-
Pyramid Way, Sparks Blvd. & Pyramid Highland Ranch Intersection					
Engineering and inspection	4,524,159	-	2,571,862	-	1,952,297
Sun Valley Blvd. Corridor Improvements Ph2 - Scottsdale Rd. to 7th Ave.					
Engineering and inspection	876,873	4,696,612	1,224,891	-	4,348,594
Construction	2,500,000	-	-	-	2,500,000
Veterans Roundabout Modifications					
Engineering and inspection	263,217	-	190,371	-	72,846
Construction	2,345,000	-	-	-	2,345,000
Vista Blvd. & Prater Way ITS					
Right-of-way acquisition	-	148,500	148,500	-	-
Engineering and inspection	311,859	-	113,646	-	198,213
Construction	-	1,943,007	237,852	-	1,705,155
Total NV Department of Transportation	28,180,320	7,087,922	10,609,177	-	24,659,065
Total All Projects	$ 288,557,533	$ 112,626,440	$ 83,883,262	$ (7,191,881)	$ 310,108,830

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CHANGES IN RESERVE
FOR PROJECT APPROPRIATIONS
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)

Year ended June 30, 2025

	Reserve for Project Appropriations July 1, 2024	New Project Appropriations	Expenditures	Net Project Adjustments	Reserve for Project Appropriations June 30, 2025
North Service Area					
Military Road Capacity					
Right of Way	$ -	$ -	$ 43,575	$ -	$ (43,575)
Engineering and Inspection	1,709,783	-	1,217,983	-	491,800
Sky Vista					
Right of Way	20,559	-	-	-	20,559
Engineering and Inspection	172,037	-	1,569	-	170,468
Construction	437,539	-	-	-	437,539
Waiver	-	-	2,761,788	2,761,788	-
Total North Service Area	2,339,918	-	4,024,915	2,761,788	1,076,791
South Service Area					
T/E Spot Intersection Improvements 10					
Right of Way	-	-	-	-	-
Engineering and Inspection	-	-	-	-	-
Construction	-	-	-	-	-
SteamBoat Parkway Improvement					
Right of Way	4,054	-	-	-	4,054
Engineering and Inspection	329,462	-	247,753	-	81,709
Construction	6,981,566	-	7,001,649	-	(20,083)
Total South Service Area	7,315,082	-	7,249,402	-	65,680
Total All Projects	$ 9,655,000	$ -	$ 11,274,317	$ 2,761,788	$ 1,142,471

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES
GENERAL FUND
(Regional Street and Highway Fund)

For the period July 1, 1965 through June 30, 2025

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2024	July 1, 2024 through June 30, 2025	Total	
1St Street Rehab and Signal Replacement	$ 1,358,586	$ 69,452	$ 1,428,038	$ -
4th St. Prater Way corridor improvement	47,022,701	-	47,022,701	-
4th St. - Greenbrae Dr./Gault Wy.	3,337,055	-	3,337,055	-
7&6th and West St. Rehabilitation	-	212,825	212,825	270,015
ADA pedestrian transition improvement plan 2012	36,631	-	36,631	-
ADA pedestrian transition improvement plan 2013	648,584	-	648,584	-
ADA pedestrian transition improvement plan 2014	515,862	-	515,862	-
ADA pedestrian transition improvement plan 2015	876,304	-	876,304	-
Albert-Bravo	90,764	-	90,764	-
Alignment, plan line, technical studies	2,412,214	-	2,412,214	-
Alturas - Keystone/Earl	797,128	-	797,128	-
Arlington/1st/Elm Street	3,325,154	-	3,325,154	-
Arlington Bridges	5,828,098	5,957,450	11,785,548	29,554,804
Arrowcreek Parkway - Rubbleston Dr./S. Virginia St.	4,110,461	-	4,110,461	-
Arrowcreek /Wedge Rehabilitaion - Thomas Creek to Wedge Pkwy./Mt. Rose HWY. to White Creek Ln.	281,006	468,392	749,398	20,481,294
Avenida de Landa - Beaumont/865' N. Valleywood	643,664	-	643,664	-
Baker Lane/Coleman Drive	1,563,418	-	1,563,418	-
Baring Blvd./McCarran/Sparks Blvd.	735,979	-	735,979	-
Baring Blvd./Sparks/Vista	1,536,322	-	1,536,322	-
Bicycle/Pedestrian Improvement -Mill St/Kietzke Ln./Terminal Wy.	8,988,974	-	8,988,974	-
Board Discretionary Projects -				
Washoe County	19,946	-	19,946	-
Reno	12,625	-	12,625	-
Sparks	54,731	-	54,731	-
Boomtown Garson Road	-	24,318	24,318	55,803
Boxington Way - Lincoln/Lillard	771,209	-	771,209	-
Bravo Ave. - Mt. Limbo/Ramsey	866,677	-	866,677	-
Bridge Maintenance - 2023	2,020,849	-	2,020,849	-
Bridge Maintenance - 2023	24,005	170,252	194,257	1,791,064
Buck Drive Circulation - Lemmon Dr. to N. Hill Blvd.	119,374	374,954	494,328	340,708
Butch Cassidy Drive Extension - Thomas Creek Rd. to Edmonton Dr.	138,888	705,538	844,426	1,213,300
Bus Stop 19-01	5,796,361	-	5,796,361	-
California Ave./Liberty/Ryland	873,386	-	873,386	-
California Ave Rehab - Newlands Cir./Arlington Ave.	2,193,325	-	2,193,325	-
Casazza - Wells/Kietzke	1,595,069	-	1,595,069	-
Cashill/Skyline	2,168,552	-	2,168,552	-
Caughlin Parkway-Sawbuck/Longknife	977,185	-	977,185	-
Caughlin Parkway/Bridge St./Longknife/McCarran/Front St./3rd	1,493,077	-	1,493,077	-
Center Street	2,241,994	-	2,241,994	-
Center Street Multi-modal Improv.	410,502	-	410,502	-
Center Street overlay - Plaza/19th	374,460	-	374,460	-
CIty of Reno Micromobility Pilot	452,044	-	452,044	-
Clean Water Way - McCarran/Treatment Plant	1,718,022	-	1,718,022	-
Clearacre/Scottsdale	42,000	-	42,000	-
Coliseum/Yori - Peckham/Gentry	760,552	-	760,552	-
Computer signal system	190,000	-	190,000	-
Corrective maintenance FY12	1,708,346	-	1,708,346	-
Corrective maintenance FY13	1,668,466	-	1,668,466	-
Corrective maintenance FY14	1,843,310	-	1,843,310	-
Corrective maintenance FY15	1,183,656	-	1,183,656	-
Corrective maintenance FY22	1,453,366	-	1,453,366	-
Corrective maintenance FY23	2,046,406	-	2,046,406	-
Corrective maintenance FY24	283,103	5,101,142	5,384,245	1,702,561
County-wide	184,950	-	184,950	-
County bridge - Galena Creek	353,599	-	353,599	-
Country Club Drive	664,059	-	664,059	-
Dandini Blvd.	1,005,190	-	1,005,190	-
Delucchi Lane - Virginia/Tyrone	1,031,031	-	1,031,031	-

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Street and Highway Fund)

For the period July 1, 1965 through June 30, 2025

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2024	July 1, 2024 through June 30, 2025	Total	
Deming Way - Greg/Kleppe	$ 692,449	$ -	$ 692,449	$ -
Department of Energy traffic and street light retrofit	988,364	-	988,364	-
Donati Lane/Vista Blvd.	1,216,154	-	1,216,154	-
Downtown Reno Micromobility	155,982	1,363,834	1,519,816	979,104
Eagle Canyon Safety and Operations - Richard Springs Blvd. to Calle De La Pl.	114,081	98,779	212,860	85,339
E. Glendale - McCarran/RR Xng	1,226,316	-	1,226,316	-
E. Greg Street	1,293,369	-	1,293,369	-
East Lake Blvd	783,530	-	783,530	-
E. Lincoln Roundabout	-	86,780	86,780	3,502,205
E. Lincoln Wy. - McCarran/Howard	236,596	-	236,596	-
E. Lincoln Wy. - Sparks/Lillard	337,446	-	337,446	-
E. Lincoln Wy. - Stanford/Howard	690,659	-	690,659	-
E. Moana Lane	54,764	-	54,764	-
E. Ninth Street	148,162	-	148,162	-
E. Nugget Ave. - McCarran/End of pavement	229,123	-	229,123	-
Echo Ave. - Mt. Bismark/Military	982,740	-	982,740	-
El Rancho Drive	1,331,531	-	1,331,531	-
El Rancho Drive - McCarran/Sun Valley Road	871,775	-	871,775	-
El Rancho - Sun Valley/Sullivan	1,408,196	-	1,408,196	-
El Rancho - Sullivan/McCarran	1,341,019	-	1,341,019	-
Emerson Way - Pyramid/N. Truckee	2,101,524	-	2,101,524	-
Evans Avenue	943,829	-	943,829	-
Evans Avenue/Fourth St./Jodi	1,887,228	-	1,887,228	-
Evans St./Highland Ave. - Jodi/Enterprise/Evans/Valley	1,059,969	-	1,059,969	-
First Street - Prater/Richard	912,015	-	912,015	-
Fifth Street - Ralston/RR Xng	1,237,235	-	1,237,235	-
Foothill/Thomas Creek bridge	117,830	-	117,830	-
Franklin Way - Greg/Kleppe	371,847	-	371,847	-
Freeport Blvd.	50,000	-	50,000	-
Freeport and Steneri - 21st/Steneri/Gendale	118,873	-	118,873	-
Galletti Way - Kietzke/Fourth	1,018,720	-	1,018,720	-
Geiger Grade/Toll Road	8,188,519	-	8,188,519	-
Geiger Grade Road Realignment	22,985	364,013	386,998	2,385,952
Gentry Way and Second St. - Brinkby/Virginia/Giroux/Kietzke	1,060,051	-	1,060,051	-
Gentry/Virginia/Kietzke	864,863	-	864,863	-
Glendale Avenue	4,946,368	-	4,946,368	-
Golden Valley - Beckwourth	862,446	-	862,446	-
Golden Valley - Yorkshire/Virginia	1,213,168	-	1,213,168	-
Golden Valley - N. Hills/U.S. 395	631,855	-	631,855	-
Green Bicycle/Stamps	183,427	-	183,427	-
Greenbrae - Rock/Fourth	816,660	-	816,660	-
Greenbrae - Rock/Pyramid	21,182	-	21,182	-
Greg Street	4,343,180	-	4,343,180	-
Greg Street - McCarran Intersection/Prater drainage	1,601,467	-	1,601,467	-
Greg Street - Mill/Truckee River	749,884	-	749,884	-
Greg St. Phase I - RR Xng/Sparks Blvd.	2,387,066	-	2,387,066	-
Greg St. Phase II - Sparks Blvd./I80	3,666,549	-	3,666,549	-
Greg Street - Reno limit/McCarran	1,550,952	-	1,550,952	-
Greg Street - Spice Island	687,487	-	687,487	-
Greg Street - Truckee River/Rock	599,797	-	599,797	-
Harvard Way - Linden to Vassar	1,717,554	-	1,717,554	-
Holcomb Ave. - Virginia/Burns	3,520,350	-	3,520,350	-
Howard/Greenbrae/Sparks	441,573	-	441,573	-
Howard Drive/Lincoln/Prater/Vista to east city limits	736,655	-	736,655	-
Hunter Lake - Plumb/Mayberry	768,273	-	768,273	-
Incline Traffic Signal	5,937	-	5,937	-
Industrial Way/Coney Island/Glendale	793,183	-	793,183	-
International Place/Ice House Road	454,428	-	454,428	-

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Street and Highway Fund)

For the period July 1, 1965 through June 30, 2025

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2024	July 1, 2024 through June 30, 2025	Total	
Intersection Corrective Maintenance FY10	$ 1,465,920	$ -	$ 1,465,920	$ -
Intersection Corrective Maintenance FY11	1,247,428	-	1,247,428	-
Keystone Avenue/California Avenue/Booth St. intersection	248,679	-	248,679	-
Keystone Avenue Rehabilitation	1,036,521	-	1,036,521	-
Kestone Bridge Replacement	1,207,293	1,000,903	2,208,196	5,661,094
Kings Row - Keystone Ave/Wyoming Ave	7,800,329	-	7,800,329	-
Kirman - Casazza/Plumb	146,912	-	146,912	-
Kirman/Kuenzli/Apple	412,286	-	412,286	-
Kirman/Locust	3,752,490	-	3,752,490	-
Kietzke Ln. ITS - Mill St. to 2nd St./Pringle Wy to Kietzke Ln.	124,516	1,557,487	1,682,003	-
Kleppe - Greg/N. Truckee Drain	2,778,473	-	2,778,473	-
Kuenzli Street	119,416	-	119,416	-
Kuenzli Street bridge	496,598	-	496,598	-
Kuenzli Street - 2nd	1,487,274	-	1,487,274	-
Kuenzil StreetConversion	787,864	-	787,864	-
La Posada Corrective Project	-	124,067	124,067	271,346
La Posada/Eagle Canyon at Pyramid Hwy.	1,752,339	-	1,752,339	-
Lakeshore Drive	1,134,078	-	1,134,078	-
Lakeside Drive	1,182,372	-	1,182,372	-
Lakeside Drive - Brinkby/Mt. Rose	1,991,639	-	1,991,639	-
Lakeside Drive - Evans Creek/McCarran	1,844,108	-	1,844,108	-
Lakeside - Huffaker/Meadowridge	612,170	-	612,170	-
Larkin Circle/Madison Ave. - Greg/Greg	709,203	-	709,203	-
Las Brisas - McCarran/Brittania	818,312	-	818,312	-
Las Brisas and Los Altos Resurfacing	4,696,974	80,149	4,777,123	-
Lear Blvd. - Moya/Zeolite	1,483,799	-	1,483,799	-
Legends Roundabouts - Sparks Blvd. to Marina Gate Dr.	-	-	-	2,600,000
Lemmon Drive - Buck/Patrician	1,495,172	-	1,495,172	-
Lemmon Drive - US 395 to Military Rd/Fleetwood to Chickadee	23,339,919	-	23,339,919	-
Lemmon Drive - Patrician/Ramsey	1,019,271	-	1,019,271	-
Lemmon Drive - Patrician/Waterash	1,446,833	-	1,446,833	-
Lemmon Drive, Phase I	357,708	-	357,708	-
Lemmon Drive, Phase II and III	394,729	-	394,729	-
Lemmon Drive Traffic Improvement - Fleetwood Dr. to Ramsey Wy.	835,695	1,795,339	2,631,034	48,152,705
Lemmon Valley - Spanish Springs Connector - Lemmon Dr. to Pyramid Hwy	390	39,475	39,865	25,605
Liberty/Ryland - Center/Holcomb/Kirman/Mill	1,042,238	-	1,042,238	-
Lillard - Brierly/Prater	1,177,261	-	1,177,261	-
Linda Way/Southern Way - Coney Island/Glendale/Freeport	1,201,905	-	1,201,905	-
Longitudinal joint study	65,470	-	65,470	-
Longley Lane - Houston/Rock	2,045,694	-	2,045,694	-
Longley Lane - Huffaker realignment	227,910	-	227,910	-
Longley Lane - S. Virginia St./Peckham Ln.	2,242,374	-	2,242,374	-
Longley - McCarran/Houston	2,150,102	-	2,150,102	-
Longley - McCarran/S. Virginia	3,760,669	-	3,760,669	-
Loop Road/Salomon Circle -Vista/end of pavement/cul de sac	629,758	-	629,758	-
Los Altos Pkwy. - Canyon Run/Goodwin	441,188	-	441,188	-
Mae Anne/Sierra Highlands - Avenida de Landa/McCarran	2,551,997	-	2,551,997	-
Mae Anne - Avenida de Landa/Ambassador	675,540	-	675,540	-
Mae Anne - Sharlands/Avenida de Landa	1,578,105	-	1,578,105	-
Mayberry Drive	3,025,256	-	3,025,256	-
Mayberry Drive - Canyon/W. McCarran	1,659,547	-	1,659,547	-
Mayberry Dr. - Hunter Lake/California	1,073,723	-	1,073,723	-
Mayberry Dr. - McCarran/California	2,628,315	-	2,628,315	-
Mayberry Dr. - Truckee River/Canyon	2,346,483	-	2,346,483	-
Mays and Tanager - Lakeshore/Village	754,427	-	754,427	-
McCarran/Leadship/Keystone Signal	-	-	-	784,000
McCarran Blvd. - Cashill/Plumb	116,563	-	116,563	-

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES
GENERAL FUND
(Regional Street and Highway Fund)

For the period July 1, 1965 through June 30, 2025

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2024	July 1, 2024 through June 30, 2025	Total	
McCarran Blvd. - Forensic study	$ 36,693	$ -	$ 36,693	$ -
McCarran Blvd. - Greensboro/Skyline	852,287	-	852,287	-
McCarran Blvd. - Mira Loma/Equity	1,212,775	-	1,212,775	-
McCarran Blvd. - Mira Loma/ S. Virginia Street	2,158,994	-	2,158,994	-
McCarran Blvd. - Plumas/Greensboro	250,000	-	250,000	-
McCarran Blvd. - I-80/Prater	64,396	-	64,396	-
McCarran Blvd. - S. Virginia/4th	11,611,934	-	11,611,934	-
McCarran Blvd. Safety & Operational Improv.- El Rancho to Rock Blvd./Plumb Ln. to S. Virginia St.	20,520	373,233	393,753	951,618
Meadowood Rehabilitation - Meadowood Mall Way/Meadowood Cir./Neil Wy.	100,854	261,372	362,226	4,876,592
Military Road	542,342	-	542,342	-
Military Road - Lemmon/Echo	2,780,321	-	2,780,321	-
Mill Street	2,453,504	-	2,453,504	-
Mill Street/Kietzke/Rock	3,233,994	-	3,233,994	-
Mill Street - Rock/E. McCarran	1,919,943	-	1,919,943	-
Mill Street - Wells/Virginia	454,051	-	454,051	-
Mill Street Capacity & Safety - Kietzke Ln. to Terminal Wy.	2,678,355	11,861,873	14,540,228	15,179,055
Mira Loma - Longley/McCarran	1,506,925	-	1,506,925	-
Mira Loma - McCarran/1,711' E.	398,356	-	398,356	-
Mira Loma - McCarran/Rosewood	476,022	-	476,022	-
Moana Lane	87,781	-	87,781	-
Moana Lane - Neil/Longley	301,376	-	301,376	-
Moana Lane - Neil/Peckham	991,505	-	991,505	-
Moana Lane - Neil/Kietzke	946,617	-	946,617	-
Moana Lane - Peckham/McCarran	6,834	-	6,834	-
Moana Lane - Plumas/Kietzke	1,693,570	-	1,693,570	-
Moana Lane - Plumas/Pioneer	29,500	-	29,500	-
Moana Lane Widening - S. Virginia/Neil(1)	(629,985)	-	(629,985)	-
Montello Street - 9th/Wedekind	1,159,797	-	1,159,797	-
Mount Rose Street - Arlington/Plumas	472,072	-	472,072	-
Moya Blvd. Capacity	-	379,574	379,574	2,302,932
Moya Blvd. - Redrock/Echo	2,143,452	-	2,143,452	-
Neil Road - Virginia/Delucci	622,975	-	622,975	-
Neil Road/Gentry/Terminal Way - Moana/Plumb	2,050,483	-	2,050,483	-
Newport Lane	1,485,626	-	1,485,626	-
Nichols Blvd. - E. McCarran/Howard	1,965,071	-	1,965,071	-
Nichols Blvd. - Bike/Pedestrian improvements	1,508,713	-	1,508,713	-
Ninth Street - Virginia/Valley	620,911	-	620,911	-
North Hills Boulevard - Golden Valley/1880' West	484,301	-	484,301	-
North Valleys & North Virginia - Panther Dr. to Stead Blvd	837,617	446,317	1,283,934	261,048
N. McCarran Blvd & Pyramid Hwy Fiber	1,578,340	41,148	1,619,488	10,237
N. Virginia Street - 4th/6th/Maple/8th	2,869,570	-	2,869,570	-
N. Virginia Street University Rehabilitation - Lawlor Roundabout to N. McCarran Blvd.	569,174	1,795,648	2,364,822	-
Old 395 N. Rehabilitation	1,551,287	-	1,551,287	-
Oddie/Wells Corridor Multi-Modal	51,216,743	2,086,567	53,303,310	-
Pagni Lane	467,304	-	467,304	-
Parr Blvd.	90,219	-	90,219	-
Parr Blvd - N. Virginia/US 395	2,469,681	-	2,469,681	-
Parr Circle/Catron Drive - Parr/Parr	1,266,490	-	1,266,490	-
PCC Preventative Maintenance	-	3,235	3,235	294,815
Peckham Lane - Baker Ln./Virginia	2,626,116	-	2,626,116	-
Peckham Lane, Phases I and II	2,704,066	-	2,704,066	-
Peckham Lane - Kietzke/Longley	1,732,873	-	1,732,873	-
Peckham Lane - S. Virginia/Kietzke	774,381	-	774,381	-
Pembroke Drive - McCarran/Steamboat Pkwy	18,357	-	18,357	-
Pembroke Drive	160,056	-	160,056	-
Pembroke Drive Capacity & Safety - McCarran Blvd to Veterans Pkwy	323,541	265,830	589,371	1,410,629
Pembroke/Steamboat Parkway	815,084	-	815,084	-

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Street and Highway Fund)

For the period July 1, 1965 through June 30, 2025

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2024	July 1, 2024 through June 30, 2025	Total	
Pembroke Drive - McCarran/Boynton Bridge	$ 1,757,774	$ -	$ 1,757,774	$ -
Plumas Street- Glenda/Plumb	1,419,557	-	1,419,557	-
Plumas Street- Manzanita/Glenda Way	1,026,092	-	1,026,092	-
Plumas Street- Manzanita/Glenda Way	1,159,358	-	1,159,358	-
Plumas Street- Moana/Urban	407,385	-	407,385	-
Plums - Sierra	993,209	-	993,209	-
Plumas - Moana south to end of pavement	2,467,726	-	2,467,726	-
Plumb Lane - Margot/S. Virginia	1,472,271	-	1,472,271	-
Plumb Lane - McCarran/Ferris	6,745,829	-	6,745,829	-
Prater Way	1,002,507	-	1,002,507	-
Prater Way and El Rancho Dr. - Stanford/ Sparks Blvd./Victorian/Prater	5,692,375	-	5,692,375	-
Sparks Blvd./Victorian/Prater	1,723,938	-	1,723,938	-
Prater and S. Virginia Pavement - Pyramid Wy. to Stanford Wy./Peckham Ln. to Longley Ln.	45,386	7,177	52,563	12,237
Prater Way enhancements Ph. 3	856,858	-	856,858	-
Prater Way enhancements Ph. 4	257,713	-	257,713	-
Prater Way Rehabilitation	-	227,794	227,794	401,497
Probasco Way	1,614,766	-	1,614,766	-
Purina Way - Spice Island/E. Greg	448,572	-	448,572	-
Putnam and Wyoming - Kings Row/Keystone	817,093	-	817,093	-
Pyramid Highway Corridor	402,761	-	402,761	-
Pyramid/McCarran Intersection Improvements(1)(2)	73,305,206	-	73,305,206	-
Pyramid Way - Signal Improvement	12,456	-	12,456	-
Pyramid Wy/Sparks Blvd/pyramid Highland Ranch Intersection	479,341	2,571,862	3,051,203	1,952,297
Pyramid/McCarran Blvd.-north urban limit	1,581,221	-	1,581,221	-
Pyramid Hwy./US 395 connector	10,982,881	4,601,904	15,584,785	9,686,679
Pyramid Hwy. northbound right turn at Ironwood	140,742	-	140,742	-
Pyramid Hwy Intelligent Corridor - Barring Blvd/Vista Blvd/Los Altos	1,101,529	426,911	1,528,440	44,067
Pyramid Highway Operations Improvements - Ingenuity Ave. to Egyptian Dr.	222,403	688,079	910,482	-
Raleigh Heights Rehab - Carlyle Dr./Yorkshire Dr./Lancaster Dr.	307,067	3,315,635	3,622,702	573,377
Ralston St./5th St. - 2nd/5th/Keystone/Ralston	1,854,752	-	1,854,752	-
Ranger Road - Panther/Newport	883,361	-	883,361	-
Red Rock - Adobe/Argosy	2,062,105	-	2,062,105	-
Red Rock - Moya/U.S. 395	461,643	-	461,643	-
Red Rock - Osage	1,870,038	-	1,870,038	-
Red Rock - Silver Knolls/Adobe	303,947	-	303,947	-
Regional RMMS	290,439	-	290,439	-
Regional Road Maintenance - Fuel Tax	103,370,888	9,073,980	112,444,868	4,054,655
Regional Road Maintenance - Public Transportation Tax	19,617,423	-	19,617,423	-
Regional System Photo Study	60,005	-	60,005	-
Reno Consolidated 06-01 - Court/Sierra	2,264,572	-	2,264,572	-
Reno Consolidated 06-02 - Airmotive/Condor/Bible	1,762,634	-	1,762,634	-
Reno Consolidated 07-01 - Corporate/Financial Blvd.	981,297	-	981,297	-
Reno Consolidated 07-02 - Ralston/S. Meadows Pkwy	757,306	-	757,306	-
Reno Consolidated 08-01 - Kirman/Sutro/9th	1,888,858	-	1,888,858	-
Reno Consolidated 09-01 - Vassar/Holcomb	3,428,153	-	3,428,153	-
Reno Consolidated 09-02 - Matley/Market/Louise/ Redwood/Automotive	1,920,049	-	1,920,049	-
Reno Consolidated 10-01 - Crummer/Green Acres/Huffaker	785,000	-	785,000	-
Reno Consolidated 10-02 - Bluestone/Offenhausser/ Patriot/Portman	1,866,520	-	1,866,520	-
Reno Consolidated 10-03 - Lakeside/Manzanita	3,169,011	-	3,169,011	-
Reno Consolidated 10-04 - Brookside/Energy/Edison/Joule/Reactor	4,370,038	-	4,370,038	-
Reno Consolidated 10-05 - Mira Loma/Barron/Louie	863,130	-	863,130	-
Reno Consolidated 11-01 - First/State	1,663,549	-	1,663,549	-
Reno Consolidated 11-02 - Brinkby/Lymberry	2,850,741	-	2,850,741	-
Reno Consolidated 11-03 - Gould/Kuenzli/Sunshine/Prosperity	1,707,328	-	1,707,328	-
Reno Consolidated 19-01 - Sutro/1st/Lake/State St.	4,300,137	-	4,300,137	-
Reno Consolidated 19-02 - North Hills/ Hunter Lake/Sky Vista Dr.	3,639,665	-	3,639,665	-
Reno Consolidated 19-03 - Sierra Highlands/Colbert Dr.	2,603,261	-	2,603,261	-
Reno Consolidated 20-01 - Mayberry Dr./California Ave./First St.	5,219,486	-	5,219,486	-
Reno Consolidated 21-01 - Lund/Amstrong/Yuma	1,809,551	-	1,809,551	-
Reno Consolidated 22-01 - Sky Mountain Dr./Sky Valley Dr.	3,199,127	-	3,199,127	-
Reno Consolidated 23-01 - Sutro St./Enterprise Rd	2,419,623	-	2,419,623	-
Reno overlays	225,997	-	225,997	-

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES
GENERAL FUND
(Regional Street and Highway Fund)

For the period July 1, 1965 through June 30, 2025

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2024	July 1, 2024 through June 30, 2025	Total	
Reno rehabilitation 97-1	$ 1,065,046	$ -	$ 1,065,046	$ -
Reno rehabilitation 98-2	1,273,479	-	1,273,479	-
Reno rehabilitation 98-3	1,676,960	-	1,676,960	-
Reno rehabilitation - Lake/Sierra/Sinclair	1,505,712	-	1,505,712	-
Reno Sparks Indian Colony Riverside Pathway	382,989	-	382,989	-
Reno-Sparks signal link	27,000	-	27,000	-
Ring Road - northeast and northwest quadrants	3,317,635	-	3,317,635	-
Ridgeview Dr. - Plumas/Lakeside	358,494	-	358,494	-
Ridgeview Terrace/Plumas	1,442,660	-	1,442,660	-
Robb Drive - Walnut/S. Las Brisas	4,923,830	-	4,923,830	-
Rock Blvd.	3,016,760	-	3,016,760	-
Rock - Glendale/McCarran Blvd.	3,800,574	-	3,800,574	-
Rock - Glendale/Hymer	841,147	-	841,147	-
Rock Blvd. - Oddie/N. McCarran Blvd.	1,489,587	-	1,489,587	-
Rock Blvd. - Victorian/Oddie	1,944,538	-	1,944,538	-
Second Street bridge	308,140	-	308,140	-
Security Circle - N. Virginia/N. Virginia	835,227	-	835,227	-
Selmi Sr. Rehab - SUtro St. to Clear Acre Ln.	1,809,361	31,802	1,841,163	-
Seventh Street - Akard/Keystone	3,573,805	-	3,573,805	-
Seventh Avenue - Sun Valley/Klondike	534,358	-	534,358	-
Sierra - 9th/N. Virginia Street	1,936,791	-	1,936,791	-
Sierra Bridge Replacement	996,250	1,678,628	2,674,878	24,693,543
Signal Pole Standards Evaluation	-	42,645	42,645	98,885
Silver Lake Blvd. - Silver Shores/1,000'E. of Stead	1,790,071	-	1,790,071	-
Silver Lake Blvd. - 1000' E. of Stead/Sky Vista	764,518	-	764,518	-
Sixth Street Safety - Virginia St. to 4th St.	-	371,254	371,254	24,100,791
S. Stanford Way	699,429	-	699,429	-
S. Virginia Street - Gentry/Brinkby	396,492	-	396,492	-
S. Virginia Street - Wells intersection relocation	2,556,207	-	2,556,207	-
S. Virginia Street - NB Widening-Longley Ln./I -580 NB off Ramp	994,263	7,374,297	8,368,560	840,118
Southeast Connector phase 1 - Greg/Clean Water Wy.(1)	54,617,002	-	54,617,002	-
Southeast Connector phase 2 - Clean Water Wy./S. Meadows(1)	197,788,152	-	197,788,152	-
South Meadows Traffic Enhancements	3,211,963	713,906	3,925,869	-
Spaghetti Bowl Xpress	30,000,000	-	30,000,000	-
Sparks Blvd	18,863,961	2,238,946	21,102,907	56,933,127
Sparks Consolidated 19-01 - 15th St.	3,123,078	-	3,123,078	-
Sparks Consolidated 21-01 - Packer Wy/Wild Island Ct.	1,521,477	-	1,521,477	-
Sparks Ion Traffic Signal	-	175,759	175,759	192,029
S.E. McCarran Blvd. - Longley/Mill	3,875,960	-	3,875,960	-
S.E. McCarran Blvd. - Cashill/Plumb	5,237,865	-	5,237,865	-
S.E. McCarran Blvd. - S. Virginia/Longley	53,000	-	53,000	-
S.E. McCarran Blvd. widening - Longley/Greg(1)	24,367,677	-	24,367,677	-
Stead Signal Improvements	-	82,817	82,817	373,230
S.W. McCarran Blvd. - Mayberry/US 40	4,599,570	-	4,599,570	-
S.W. McCarran Blvd. - Plumas/US 40	156,659	-	156,659	-
S.W. McCarran Blvd. - Plumas/Skyline	6,663,719	-	6,663,719	-
S.W. McCarran Blvd. - Plumb/Mayberry	529,845	-	529,845	-
S.W. McCarran Blvd. - Skyline/Cashill	1,277,939	-	1,277,939	-
S.W. McCarran Blvd. - Skyline/Mayberry	156,959	-	156,959	-
S.W. McCarran Blvd. - S. Virginia/Plumas	1,715,990	-	1,715,990	-
Socrates Drive - McCarran/Sienna Park	1,914,449	-	1,914,449	-
Sparks Blvd.	2,145,524	-	2,145,524	-
Sparks Blvd. - Baring/Shadow	1,266,801	-	1,266,801	-
Sparks Blvd. - Shadow/Disc	8,432,386	-	8,432,386	-
Sparks Blvd. - I-80/E. Greg	1,286,356	-	1,286,356	-
Sparks Blvd. - I-80/Prater	1,527,293	-	1,527,293	-
Sparks Blvd. - left turn at McCabe	9,677	-	9,677	-
Sparks Blvd. NB lanes - Prater/Baring	1,476,646	-	1,476,646	-
Sparks Consolidated 09-02 - Deming/Bergin/Franklin/Meredith	1,152,136	-	1,152,136	-

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Street and Highway Fund)

For the period July 1, 1965 through June 30, 2025

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2024	July 1, 2024 through June 30, 2025	Total	
Sparks Consolidated 09-03 - Freeport/Steneri	$ 2,231,867	$ -	$ 2,231,867	$ -
Sparks Consolidated 10-01 - Pacific/Hymer/15h/16th/18th/19th/Pittman/Shaber/Frazer/Crane	5,008,735	-	5,008,735	-
Sparks Consolidated 11-01 - Marietta/Snider	1,720,526	-	1,720,526	-
Sparks Consolidated 12-01 - Greenbrae/Merchant	1,724,835	-	1,724,835	-
Sparks overlay projects	2,007,754	-	2,007,754	-
Sparks rehabilitation project	1,628,273	-	1,628,273	-
Sparks rehabilitation project 3	820,166	-	820,166	-
Spice Island Dr./United Circle - Greg/Franklin/Spice Island	2,395,074	-	2,395,074	-
Stanford Wy Rehab - Glendale Ave. to Greg St.	2,210,825	50,635	2,261,460	257,675
Stead Blvd. - U.S. 395/Mt. Vida	2,859,984	-	2,859,984	-
Stoker Avenue	245,792	-	245,792	-
SS4 Preliminary Engineering	85,731	-	85,731	2,720,536
SR445 Pyramid Pavement Preservation - C St. to Tyler Wy.	200,000	-	200,000	-
Sullivan Lane	30,000	-	30,000	-
Sullivan Lane - Byrd/McCarran	555,480	-	555,480	-
Summit Ridge/Sky Mountain - W. McCarran to 4th	1,524,397	-	1,524,397	-
Sun Valley alignment	21,616	-	21,616	-
Sun Valley Drive	19,554	-	19,554	-
Sun Valley - 8th/Leon	533,064	-	533,064	-
Sun Valley Corridor Multi-Modal	8,662,649	-	8,662,649	-
Sun Valley Corridor Multi-Modal Phase 2	354,199	1,224,891	1,579,090	6,848,594
Sun Valley - Spanish Springs	50,063	-	50,063	-
Sutro - 9th/McCarran Blvd.	1,606,380	-	1,606,380	-
Sutro Complete St. - Mill/McCarran	1,785,808	-	1,785,808	-
Tahoe - Pyramid Link	183,716	-	183,716	-
Tahoe - Pyramid Link - I-80/Mt. Rose	99,989	-	99,989	-
Tanburg Drive - 7th/Mineral	225,718	-	225,718	-
Taylor - Virginia/Holcomb/Kirman	33,557	-	33,557	-
Terminal - Gentry/Mill Street	2,291,418	-	2,291,418	-
Terminal - Plumb/Mill Street	12,105	-	12,105	-
Thomas Creek - S. Saddlehorn/Evening Song	1,242,478	-	1,242,478	-
Traffic Management 1/2/2A/2B(2)	3,300,194	-	3,300,194	-
Traffic Management 3	1,000,679	-	1,000,679	-
Traffic Management 4	2,036,932	-	2,036,932	-
Traffic Management/LIDAR	443,628	5,878	449,506	-
Traffic Signals	716,583	-	716,583	-
Traffic Signal Fiber 25-01	46,536	257,722	304,258	5,082,829
Traffic Signal Fiber 26-01	-	116,491	116,491	438,000
Traffic Signal Installation 22-01	1,165,067	-	1,165,067	-
Traffic Signal Installation 23-01	1,069,680	1,122,409	2,192,089	179,558
Traffic Signal Modifications 22-01	240,706	-	240,706	-
Traffic Signal Modifications 23-01	199,297	3,333,810	3,533,107	-
Traffic Signal Modifications 24-01	621,914	1,786,246	2,408,160	1,286,153
Traffic Signal Modifications 25-01	155,432	240,300	395,732	2,505,684
Traffic Signal Modifications 26-01	-	119,044	119,044	272,666
TESpot Improvements 26-01	-	75,283	75,283	270,417
TSMO CMM Assessment	-	88,984	88,984	92,776
T/E spot intersection improvements 10	1,870,973	-	1,870,973	-
21st - Glendale/Greg	256,987	-	256,987	-
University Way one-Way Traffic Study - University Way/Virginia St./Sierra St.	78,815	-	78,815	-
U.S. 395/S. McCarran Blvd./S. Virginia	394,390	-	394,390	-
University Area Transportation Project	-	235,816	235,816	329,954
University Terrace	829,055	-	829,055	-
Veterans Roundabout Modifications	141,783	190,371	332,154	2,417,843
Veterans Parkway ITS - Steamboat Pkwy to Long Meadow Dr.	82,794	1,842,574	1,925,368	1,543
Victorian Avenue Ph. I - Rock/16th	545,905	-	545,905	-
Victorian Avenue Ph. II - Pyramid/McCarran	3,383,103	-	3,383,103	-
Village - Tahoe to Country Club Dr.	1,290,321	-	1,290,321	-

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Streets and Highways Fund)

For the period July 1, 1965 through June 30, 2025

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2024	July 1, 2024 through June 30, 2025	Total	
Villanova - Harvard/Terminal	$ 1,150,059	$ -	$ 1,150,059	$ -
Virginia Street - Truckee/I-80	24,418	-	24,418	-
Virginia Street - Truckee River bridge replacement	2,000,000	-	2,000,000	-
Virginia St. Bus Rapid Transit Extension(2)	79,409,626	-	79,409,626	-
Virginia St. Utility	-	616,799	616,799	92,320
Vista - Prater/Baring	1,801,361	-	1,801,361	-
Vista - Baring/Disc/Los Altos	3,438,894	-	3,438,894	-
Vista - I-80/Prater	1,721,671	-	1,721,671	-
Vista Blvd. & Prater Way ITS	101,296	499,998	601,294	1,903,368
Vista Blvd. & Prater Way ITS - Prater Wy to I80/Sparks Blvd. to Vista Blvd	212,259	65,047	277,306	1,722,694
Washington Street - 6th/7th	115,848	-	115,848	-
Washoe County regional preventive maintenance	1,828,193	-	1,828,193	-
Wedekind Road - Sullivan/McCarran	339,811	-	339,811	-
Wedekind Road - N. McCarran/Mapali	597,965	-	597,965	-
Wedge - De Spain/Mt. Rose	121,430	-	121,430	-
Wells Avenue overpass	3,163,717	-	3,163,717	-
Wells - Casazza/Second	110,438	-	110,438	-
Wells - 9th/Sutro	889,016	-	889,016	-
Wells - Kuenzli/7th St.	1,273,099	-	1,273,099	-
Wells - Virginia/Kuenzli	5,345,136	-	5,345,136	-
West Fourth Street Downtown - Evans Ave. to Keystone Ave.	265,292	409,637	674,929	112,838
West Fourth St. Safety - Keystone Ave. to McCarran Blvd.	520,487	651,805	1,172,292	13,963,538
W. 7th - Madera/NW McCarran	809,706	-	809,706	-
W. Huffaker - Del Monte/Spring Leaf	909,776	-	909,776	-
W. Moana Lane	188,145	-	188,145	-
West Sun Valley arterial	12,132	-	12,132	-
Whites Creek-Zolezzi/S. Virginia Street	2,376,551	-	2,376,551	-
White Fir Rehab	-	216,180	216,180	509,487
White Lake Parkway - Village/Brant	1,048,629	-	1,048,629	-
Woodland Ave/Sugar Pine court	-	-	-	-
York Way	1,998,479	-	1,998,479	-
York Way - 18th/4th	116,049	-	116,049	-
Zolezzi Lane rehabilitation and widening	1,164,468	-	1,164,468	-
	$ 1,309,434,939	$ 83,883,262	$ 1,393,318,201	$ 310,108,830

Notes:
(1) Capacity projects were previously reported in the Regional Road Impact Fee program and were transferred to Streets and Highways in FY14
(2) Combined different phases of the same project expenditures together

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)

For the period July 1, 1965 through June 30, 2025

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2024	July 1, 2024 through June 30, 2025	Total	
Arrowcreek Parkway	$ 2,981,540	$ -	$ 2,981,540	$ -
Bicycle/Pedestrian Improvements	2,554,093	-	2,554,093	-
Damonte Ranch/Double R Intersection	437,940	-	437,940	-
Farnsworth	61	-	61	-
Geiger Grade Realignment	932,412	-	932,412	-
Geiger Grade/Toll Road	1,762,624	-	1,762,624	-
Golden Valley Road	1,615,421	-	1,615,421	-
I580 Northbound Widening	20,000,000	-	20,000,000	-
Intersection Improvement - Veterans/Geiger Grade	5,294,747	-	5,294,747	-
Intersection Improvements 97 - all districts	434,168	-	434,168	-
Intersection Improvements 98 - all districts	965,019	-	965,019	-
Intersection Improvements 02 - all districts	277,711	-	277,711	-
Intersection Improvements 03 - all districts	2,944,528	-	2,944,528	-
Intersection Improvements 04 - all districts	4,595,415	-	4,595,415	-
Intersection Improvements 05 - all districts	271,527	-	271,527	-
Intersection Improvements 07 - all districts	283,468	-	283,468	-
Lemmon Drive - Military Realignment	3,044,517	-	3,044,517	-
Lemmon Drive - US395 /N. Virginia	182,424	-	182,424	-
Lemmon Drive - Memorial / US 395	360,331	-	360,331	-
Lincoln Way - Marina/Sparks Blvd.	13,200	-	13,200	-
Longley LAne - McCarran/Moana	1,386,833	-	1,386,833	-
McCarran Blvd. - Kietzke/Lakeside	645,172	-	645,172	-
McCarran Blvd. - Prater/I-80	208,467	-	208,467	-
McCarran Blvd Sidewalk Improvement - Nichols/Prater	149,881	-	149,881	-
S.E. McCarran Blvd widening - Longley/Greg(1)	14,858,157	-	14,858,157	-
Military Road Capacity	1,047,961	1,261,558	2,309,519	448,225
Moana Lane extension - Longley/Neil	22,756,313	-	22,756,313	-
Moana Lane widening - S. Virginia/Neil	35,932,930	-	35,932,930	-
Neil/Kietzke Roundabout	1,404,622	-	1,404,622	-
N. McCarran/N. Virginia Intersection	2,450,082	-	2,450,082	-
North Valleys Safety Improvements(all phases)	4,805,490	-	4,805,490	-
Plumb/Terminal ITS	937,133	-	937,133	-
Pyramid Highway - La Posada/Eagle Canyon	8,829,283	-	8,829,283	-
Pyramid/McCarran Intersection(1)	4,090,380	-	4,090,380	-
Pyramid/McCarran Southbound Right Turn Ln.	86,413	-	86,413	-
Pyramid Highway/US 395 Connector(1)	7,596,949	-	7,596,949	-
Red Rock - Moya/U.S. 395	710,254	-	710,254	-
Signal Coordination Project	1,492,556	-	1,492,556	-
Signal - Mt. Rose/Thomas Creek	324,961	-	324,961	-
Sky Vista	18,183,622	1,569	18,185,191	628,566
Southeast Connector Alignment Study	1,182,383	-	1,182,383	-
Southeast Connector Phase 1 - Greg/Clean Water Way[1]	30,199,524	-	30,199,524	-
Southeast Connector Phase 2 - Clean Water Way/ Veterans Pkwy.[1]	18,810,426	-	18,810,426	-
Sparks Blvd. - Pyramid/Los Altos	4,402,862	-	4,402,862	-
Sun Valley/Clear acre	363,043	-	363,043	-
Sun Valley/Eagle Canyon	7,604	-	7,604	-
Sun Valley/Lemmon Dr.	531,198	-	531,198	-
Sun Valley/W. 7th Ave.	364,407	-	364,407	-

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)

For the period July 1, 1965 through June 30, 2025

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2024	July 1, 2024 through June 30, 2025	Total	
System Corridor Studies	$ 1,132,593	$ -	$ 1,132,593	$ -
Traffic and Pedestrian Signal Safety Upgrade	44,903	-	44,903	-
T/E Spot Intersection Improvements(all phases)	25,951,196	7,249,402	33,200,598	65,680
Traffic Management Center	268,948	-	268,948	-
Traffic Signals	103,692	-	103,692	-
U.S. 395 NB and SB/Clearacre/Sun Valley	54,632,326	-	54,632,326	-
U.S. 395/Meadowood Interchange	15,079,961	-	15,079,961	-
Virginia Street - Peckham/Moana	5,000	-	5,000	-
Virginia Street Transit Q-jump	1,069,169	-	1,069,169	-
Virginia Street Transit Signal Priority	1,066,499	-	1,066,499	-
Vista/Baring Northbound Left Turn Lane	461,633	-	461,633	-
Vista Blvd. Corridor Study	136,708	-	136,708	-
Vista/Pah Rah/Disc/Los Altos	2,723,274	-	2,723,274	-
Vista Blvd. Widening - Los Altos/Wingfield Springs	9,821,787	-	9,821,787	-
Vista Blvd./Sparks Blvd. at Los Altos	763,018	-	763,018	-
White Lake Parkway	46,049	-	46,049	-
Zolezzi Lane/I-580 interchange	62,076	-	62,076	-
Zolezzi Lane Rehabilitation and Widening	1,949,394	-	1,949,394	-
Impact Fee Credits/Waivers Issued:				-
Northwest District	45,574,393	2,761,788	48,336,181	-
Northeast District	74,982,099	-	74,982,099	-
South District	88,853,772	-	88,853,772	-
	$ 557,438,542	$ 11,274,317	$ 568,712,859	$ 1,142,471

Notes: (1) Projects were transferred to the Schedule of Changes in Reserves for Project Appropriations - General Fund. Due to insufficient impact fee collections, the projects were funded with either bond funds pledged by fuel tax funds, direct fuel tax funds and/or federal funds.

STATISTICAL SECTION

(unaudited)

STATISTICAL SECTION - Unaudited

This part of Regional Transportation Commission's (RTC) annual comprehensive financial report presents historical perspective, context, and detail to assist in using the information in the financial statements, note disclosures, and required supplementary information to understand and assess the RTC's overall financial health.

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Sources: Unless otherwise noted, the information in these schedules is derived from the annual comprehensive financial reports for the relevant year.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

NET POSITION BY COMPONENT

Last ten fiscal years
(Accrual basis of accounting)
(Amounts expressed in thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Governmental activities										
Net investment in capital assets	$ 7,448	$ 8,500	$ 8,198	$ 7,308	$ 7,532	$ 8,596	$ 6,822	$ 6,290	$ 7,367	$ 7,146
Restricted	181,126	166,996	171,272	171,402	159,804	136,113	133,571	115,138	142,133	170,601
Unrestricted	(326,365)	(337,021)	(345,022)	(351,618)	(360,285)	(372,506)	(391,330)	(424,725)	(422,778)	(433,608)
Total governmental activities[1]	$ (137,791)	$ (161,525)	$ (165,552)	$ (172,908)	$ (192,949)	$ (227,797)	$ (250,937)	$ (303,297)	$ (273,278)	$ (255,861)
Business-type activities										
Net Investment in capital assets	$ 100,123	$ 96,834	$ 102,847	$ 104,016	$ 101,417	$ 97,669	$ 94,094	$ 89,135	$ 79,533	$ 73,696
Unrestricted	37,788	49,486	50,371	46,904	27,832	17,569	13,522	14,020	19,225	17,539
Total business-type activities	$ 137,911	$ 146,320	$ 153,218	$ 150,920	$ 129,249	$ 115,238	$ 107,616	$ 103,155	$ 98,758	$ 91,235
Primary government										
Net investment in capital assets	$ 107,571	$ 105,334	$ 111,045	$ 111,324	$ 108,949	$ 106,265	$ 100,916	$ 95,425	$ 86,900	$ 80,842
Restricted	181,126	166,996	171,272	171,402	159,804	136,113	133,571	115,138	142,133	170,601
Unrestricted	(288,577)	(287,535)	(294,651)	(304,714)	(332,453)	(354,937)	(377,808)	(410,705)	(403,553)	(416,069)
Total primary government	$ 120	$ (15,205)	$ (12,334)	$ (21,988)	$ (63,700)	$ (112,559)	$ (143,321)	$ (200,142)	$ (174,520)	$ (164,626)

[1] See Note O for explanation of negative balances.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

CHANGES IN NET POSITION

Last ten fiscal years
(Accrual basis of accounting)
(Amounts expressed in thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Program revenues										
Governmental activities										
Charges for services										
Street and highway	$ 368	$ 234	$ 607	$ 133	$ 1,516	$ 1,198	$ 8,443	$ 3,787	$ 2,482	$ 274
Transportation services	200	224	263	277	282	367	423	426	414	639
Regional Road Impact Fees	11,466	8,138	10,547	10,734	7,999	7,366	4,834	5,550	4,492	2,690
Metropolitan Planning	45	-	-	-	-	-	-	-	-	-
Operating grants and contributions	13,715	9,523	4,651	16,194	17,689	27,422	9,226	30,324	30,525	18,184
Capital grants and contributions	35	1,452	2,004	431	40	2,249	210	745	228	3,462
Total governmental activities	25,829	19,571	18,072	27,769	27,526	38,602	23,136	40,832	38,140	25,249
Business-type activities										
Charges for services										
Passenger fares	3,514	3,402	3,097	2,129	3,044	3,973	5,108	5,615	5,717	5,909
Bus advertising	208	136	194	167	178	246	262	264	190	181
Rental income	405	403	402	402	401	400	357	435	458	455
Operating grants and contributions	7,103	1,430	6,880	12,482	19,484	9,949	4,320	4,088	4,826	3,618
Capital grants and contributions	953	3,409	6,279	8,929	17,028	8,398	12,935	7,848	9,882	3,813
Total business-type activities	12,183	8,780	16,852	24,109	40,135	22,966	22,982	18,250	21,073	13,976
Total program revenues	$ 38,012	$ 28,351	$ 34,924	$ 51,878	$ 67,661	$ 61,568	$ 46,118	$ 59,082	$ 59,213	$ 39,225
Expenses										
Governmental activities										
Street and highway	$ 93,956	$ 90,805	$ 87,687	$ 77,459	$ 70,200	$ 85,664	$ 39,637	$ 118,730	$ 101,901	$ 83,266
Transportation services	14,241	12,464	10,821	9,435	9,806	10,258	9,949	10,348	9,279	8,136
Regional Road Impact Fees	11,321	18,391	12,555	3,968	6,373	3,545	2,727	5,154	6,515	3,036
Metropolitan planning	4,140	3,461	2,453	3,097	2,893	2,794	2,653	2,226	2,519	3,221
Interest and fiscal charges	12,542	12,957	13,361	14,136	14,112	12,947	18,685	19,284	19,586	19,867
Total governmental activities	136,200	138,078	126,877	108,095	103,385	115,209	73,652	155,743	139,802	117,526
Business-type activities										
Public transportation	52,287	46,813	45,708	36,021	40,717	40,541	39,282	31,465	31,251	30,307
Total expenses	$ 188,488	$ 184,891	$ 172,585	$ 144,116	$ 144,102	$ 155,750	$ 112,934	$ 187,208	$ 171,053	$ 147,833
Net expenses										
Governmental activities	$ (110,371)	$ (118,507)	$ (108,805)	$ (80,326)	$ (75,858)	$ (76,606)	$ (50,515)	$ (114,910)	$ (101,661)	$ (92,277)
Business-type activities	(40,104)	(38,033)	(28,856)	(11,912)	(582)	(17,575)	(16,300)	(13,215)	(10,178)	(16,331)
Total net expense	$ (150,475)	$ (156,540)	$ (137,661)	$ (92,238)	$ (76,440)	$ (94,181)	$ (66,815)	$ (128,125)	$ (111,839)	$ (108,608)

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

CHANGES IN NET POSITION - CONTINUED

Last ten fiscal years
(Accrual basis of accounting)
(Amounts expressed in thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
General revenues and other changes in net position										
Governmental activities										
Motor vehicle fuel tax	$ 110,326	$ 102,211	$ 96,662	$ 95,584	$ 92,080	$ 85,471	$ 86,738	$ 81,180	$ 75,058	$ 68,015
Public transportation tax	16,693	15,527	13,312	8,847	18,037	8,769	11,650	9,806	8,989	9,932
Unrestricted investment earnings	7,607	4,216	2,906	(4,403)	52	4,304	3,266	465	235	1,971
Miscellaneous revenue	145	219	164	178	162	692	990	162	(260)	193
Gain (loss) on disposal of capital assets	(396)	120	2,876	-	-	252	19	8	4	9
Transfers	390	240	240	120	375	11,479	210	300	218	184
Total governmental activities	134,765	122,533	116,160	100,326	110,707	110,968	102,874	91,922	84,244	80,304
Business-type activities										
Public transportation tax	29,463	29,636	30,561	35,234	21,074	24,751	20,274	21,278	17,837	16,661
Investment earnings	2,588	1,689	967	(1,574)	43	608	545	65	34	304
Miscellaneous revenue	35	50	96	114	74	98	134	30	43	114
Gain (loss) on disposal of capital assets	-	-	-	(71)	(6,224)	-	18	-	6	(12)
Transfers	(390)	(240)	(240)	(120)	(375)	(260)	(210)	(300)	(218)	(184)
Total business-type activities	31,696	31,135	31,384	33,583	14,593	25,198	20,762	21,074	17,701	16,883
Total primary government	$ 166,461	$ 153,668	$ 147,544	$ 133,909	$ 125,300	$ 136,166	$ 123,636	$ 112,996	$ 101,945	$ 97,187
Change in net position										
Governmental activities	$ 24,394	$ 4,026	$ 7,355	$ 20,001	$ 34,849	$ 34,359	$ 52,359	$ (22,989)	$ (17,417)	$ (11,973)
Business-type activities	(8,408)	(6,898)	2,299	21,671	14,011	7,622	4,461	7,859	7,523	552
Total primary government	$ 15,986	$ (2,872)	$ 9,654	$ 41,672	$ 48,860	$ 41,981	$ 56,820	$ (15,130)	$ (9,894)	$ (11,421)

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

FUND BALANCES OF GOVERNMENTAL FUNDS

Last ten fiscal years
(Modified accrual basis of accounting)
(Amounts expressed in thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
General fund										
Nonspendable	$ 372	$ 419	$ 249	$ 297	$ 246	$ 246	$ 307	$ 304	$ 271	$ 221
Restricted	132,490	119,567	114,710	119,737	114,854	94,433	87,463	58,704	88,510	112,912
Total general fund	$ 132,862	$ 119,987	$ 114,959	$ 120,034	$ 115,100	$ 94,679	$ 87,770	$ 59,008	$ 88,781	$ 113,133
All other governmental funds										
Nonspendable	$ 236	$ 238	$ 284	$ 299	$ 241	$ 205	$ 218	$ 374	$ 384	$ 133
Restricted	48,636	47,428	56,562	51,665	44,950	41,679	46,108	56,434	53,622	57,689
Assigned	3,392	5,024	4,662	7,285	8,532	4,382	2,767	1,543	2,234	381
Unassigned	(158)	(475)	-	-	-	-	-	-	-	(541)
Total all other governmental funds	$ 52,106	$ 52,215	$ 61,508	$ 59,249	$ 53,723	$ 46,266	$ 49,093	$ 58,351	$ 56,240	$ 57,662

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS

Last ten fiscal years
(Modified accrual basis of accounting)
(Amounts expressed in thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Revenues										
Motor vehicle fuel tax	$ 110,326	$ 102,211	$ 96,662	$ 95,584	$ 92,080	$ 85,471	$ 86,738	$ 81,180	$ 75,058	$ 68,015
Public transportation tax	16,038	15,527	13,312	8,847	18,037	8,769	11,650	9,806	8,989	9,932
Impact fees	11,284	8,104	10,229	10,734	7,999	7,366	4,831	5,550	4,492	2,690
Passenger fares	200	224	263	277	282	367	423	426	413	639
Investment income	7,607	4,216	2,906	(4,403)	52	4,304	3,266	465	235	1,971
Reimbursements	505	285	906	116	1,436	2,121	7,628	3,605	2,467	233
Planning, operating and capital grants	10,949	12,875	6,118	15,263	17,433	30,390	9,982	34,534	28,970	19,928
Miscellaneous income	168	235	180	195	179	439	1,005	237	(160)	340
Total revenues	157,077	143,677	130,577	126,613	137,498	139,227	125,523	135,803	120,465	103,748
Expenditures										
Street and highway	104,012	107,993	99,357	82,061	75,344	87,620	51,626	124,837	107,873	85,286
Transportation services	13,075	11,382	9,993	8,694	8,882	8,713	8,659	9,032	7,817	7,158
Metropolitan planning	4,140	3,461	2,453	3,097	2,893	2,794	2,653	2,226	2,402	3,167
Capital outlay	123	1,628	2,215	560	(97)	3,362	1,856	242	1,663	3,841
Debt service										
Principal	8,715	8,300	7,910	7,540	7,185	6,626	2,303	7,603	6,604	6,309
Interest	14,216	15,740	15,027	14,295	15,765	15,555	19,446	19,790	20,059	20,362
Debt service fees & fiscal charges	24	28	30	25	25	35	1,022	45	42	42
Total expenditures	144,305	148,532	136,985	116,273	109,998	124,706	87,566	163,776	146,459	126,165
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	12,772	(4,854)	(6,408)	10,341	27,501	14,521	37,957	(27,973)	(25,994)	(22,417)
Other financing sources (uses)										
Transfers in (out)	390	240	240	120	375	260	210	300	217	184
Debt issuance [1]	-	-	-	-	-	56,235	183,235	-	-	-
Bond premium	-	-	-	-	-	12,272	22,507	-	-	-
Payment to refunded bond escrow agent	-	-	-	-	-	(79,456)	(224,426)	-	-	-
Sale of capital assets	(396)	350	3,351	-	-	252	19	8	4	9
Total other financing sources (uses)	(6)	590	3,591	120	375	(10,437)	(18,455)	308	221	193
NET CHANGE IN FUND BALANCES	$ 12,766	$ (4,264)	$ (2,817)	$ 10,461	$ 27,876	$ 4,085	$ 19,503	$ (27,664)	$ (25,773)	$ (22,224)
DEBT SERVICE AS A PERCENTAGE OF NONCAPITAL EXPENDITURES	15.9%	16.4%	17.0%	18.9%	20.9%	18.3%	26.6%	16.8%	18.4%	21.8%

[1] Proceeds from the issuance of debt are detailed in Note I & J.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

REVENUES BY SOURCE, GOVERNMENTAL FUNDS

Last ten fiscal years
(Modified accrual basis of accounting)

Fiscal Year	Motor Vehicle Fuel Tax	Regional Road Impact Fee Credits[1]	Regional Road Impact Fees	Public Transportation Tax	Total
2025	$ 110,326,117	$ -	$ 11,284,067	$ 16,038,458	$ 137,648,642
2024	102,211,146	-	8,104,039	15,527,134	125,842,319
2023	96,662,346	-	10,228,943	13,312,146	120,203,435
2022	95,583,664	-	10,734,256	8,846,777	115,164,697
2021	92,079,885	-	7,999,041	18,037,154	118,116,080
2020	85,470,620	-	7,365,705	8,769,484	101,605,809
2019	86,738,311	-	4,830,616	11,650,266	103,219,193
2018	81,179,894	714,512	4,835,052	9,805,973	96,535,431
2017	75,058,070	452,098	4,039,431	8,989,017	88,538,616
2016	68,015,031	-	2,690,468	9,932,269	80,637,768
Change					
2016-2025	62.2%	0.0%	319.4%	61.5%	70.7%

[1] Regional Road Impact Fee Credits are non-cash revenue

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

REVENUES BY SOURCE, PROPRIETARY FUNDS

Last ten fiscal years
(Accrual basis of accounting)

Fiscal Year	Public Transportation Tax	Passenger Fares	Federal Operating Government Grant	Bus Advertising	Investment Income	Miscellaneous [5]	Total
2025	$ 29,463,224	$ 3,514,275	$ 7,103,260	$ 207,600	$ 2,587,756	$ 439,453	$ 43,315,568
2024	29,635,667	3,402,018	1,428,706	135,780	1,688,725	454,502	36,745,398
2023	30,560,732	3,097,240	12,482,164	193,552	966,554	269,006	47,569,248
2022	35,233,886	2,129,004 [1]	12,482,164 [4]	167,050	(1,574,140)	444,689	48,882,653
2021	21,074,309	3,044,093 [2]	19,484,023 [4]	178,240	42,819	(5,749,141)	38,074,343
2020	24,750,890	3,972,632	9,949,185	245,866	607,728	498,152	40,024,453
2019	20,274,451	5,108,047	4,320,161	261,659	544,930	508,491	31,017,739
2018	21,278,436	5,614,832 [3]	4,088,110	264,091	65,488	465,798	31,776,755
2017	17,836,832	5,716,864	4,825,788	190,455	33,843	505,727	29,109,509
2016	16,661,346	5,908,612	3,618,038	181,404	303,719	556,570	27,229,689
Change 2016-2025	76.8%	-40.5%	96.3%	14.4%	752.0%	-21.0%	59.1%

[1] The reduction in fares is due to reduce of services during the labor strikes which occured in fiscal year 2022.

[2] The reduction in fares is due to significant loss of ridership due to COVID-19.

[3] October 6, 2018 Passenger Fare Changes:
* All U.S. Veteran riders qualify for reduced fare; Single ride disabled decreased from $1.00 to $0.75; 7-Day full fare pass decreased from $19.50 to $14.50; 7-Day regular fare pass decreased from $9.75 to $6.00; Single ride RTC ACCESS ID increased from $0.50 to $0.75; Transfers were eliminated; 31-Day Disabled pass increased from $26.00 to $32.50; 24-Hour pass discontinued; One Day pass expires at midnight.
* Effective 7/1/2014, RTC RIDE and RTC RAPID prepaid passes were reduced by 7%. RTC INTERCITY fare was increased by 25%. RTC Sierra Spirit implemented a 25-cent regular fare and 10-cent reduced fare. RTC ACCESS on RTC RIDE 10-ride pass was reduced from $5 to $4.

[4] Includes CARES Act funding used for operating expenses.

[5] Includes rental income, gain (loss) on sale of assets, and state contributions for operating.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

PRINCIPAL REGIONAL ROAD IMPACT FEE CREDIT RECIPIENTS[1]
YEARS 2025 AND 2016

Last ten fiscal years

	2025			2016		
Certificate Holders	Value of Waivers Issued[3]	Rank	% of Total Value	Value of Credits Issued[2]	Rank	% of Total Value
KM 2 Development, Inc.	$ 1,295,607	1	46.9%	$ -		
5 Ridges Development Company	735,000	2	26.6%	-		
Lemmon Drive Villas Property	575,808	3	20.8%	-		
Red Rock Mega Storage, LLC.	155,373	4	5.6%	-		
Total Ten Largest Credit Recipients	$ 2,761,788		100.0%	$ -		0.0%
Total Impact Fee Credits Issued	$ 2,761,788		100.0%	$ -		0.0%

1 Any person, except a unit of government, who constructs all or part of a capital improvement included in the Regional CIP or offers a dedication of land may apply for a Regional Road Impact Fee Credit/Waiver. RRIF Credits measured in Vehicle Miles Traveled (VMT) were issued prior to 3/2/2015. RRIF Waivers, replaced the RRIF Credit program in 2015, and are measured in dollars. The RTC RRIF Administrator determines which capital improvements and/or right-of-way dedications are eligible for Credits/Waivers. RRIF Credits and Waivers are managed in an online RRIF Automation account.

2 RRIF Credits may be used by the original Developer of Record to pay up to 100% of the impact fees owed within the Benefit District where they were earned. RRIF Credits transferred to a 3rd Party can be used to pay up to 100% of impact fees owed within the Development of Record where they were earned and up to 50% of the impact fees owed outside the Development of Record, but within the Benefit District. RRIF Credits may not be used outside the Benefit District where the RRIF Credits were earned. Unused RRIF Credits expire twenty years from the date of approval of the Capital Contribution Front Ending Agreement (CCFEA). In 2017, a one-time offer to extend the expiration date for an additional 10 years was given to existing credit holders.

3 RRIF Waivers may be used by the original Developer of Record to pay up to 100% of the impact fees owed within the Development of Record and do not expire. RRIF Waivers transferred to a 3rd Party can be used to pay up to 100% of the impact fees owed within the Development of Record where they were earned. RRIF Waivers may not be used outside the Development of Record. The impact fees owed using RRIF Waivers are based on the fee schedule in effect at the time of the RRIF Offset Agreement for the land uses identified in the agreement. Impact fees owed for any changes to the original land use will be assessed at the current impact fee rate.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

VEHICLE MILES TRAVELED (VMT UNITS)

Last ten fiscal years

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Total VMT units issued in Reno	-	-	-	-	-	-	-	2,135	1,548	-
Total VMT units	-	-	-	-	-	-	-	2,135	1,548	-

[1] Beginning 2016, VMTs shown represent the RRIF Waivers issued. RRIF Waivers are issued in dollars and are converted to Vehicle Miles Traveled (VMTs) based on the impact fee rate in effect as of the date of the RRIF Offset Agreement.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

DIRECT AND OVERLAPPING TAX RATES

Last ten fiscal years

Fiscal Year	RTC Direct Sales Tax Rate[1]	Washoe County Sales Tax Rate	RTC Direct Vehicle Fuel Tax Rate[2]	Annual RTC Direct Vehicle Fuel Tax Index Incr.[3]	Washoe County Vehicle Fuel Tax Rate	Annual Washoe County Vehicle Fuel Tax Index Incr.[3]	RTC Direct Impact Fee in Reno Rate[4]	RTC Direct Impact Fee Outside Reno Rate	RTC Direct Impact Fee in North Area Rate[5]	RTC Direct Impact Fee in South Area Rate[5]
2025	0.375%	8.265%	$ 0.5043	$ 0.0334	$ 0.6415	$ 0.0386	N/A	N/A	291.21/VMT	284.04/VMT
2024	0.375%	8.265%	0.4709	0.0330	0.6029	0.0383	N/A	N/A	279.20/VMT	272.33/VMT
2023	0.375%	8.265%	0.4379	0.0189	0.5646	0.0219	N/A	N/A	267.95/VMT	261.35/VMT
2022	0.375%	8.265%	0.4190	0.0103	0.5427	0.0119	N/A	N/A	257.40/VMT	251.06/VMT
2021	0.375%	8.265%	0.4087	0.0160	0.5308	0.0185	N/A	N/A	328.34/VMT	320.63/VMT
2020	0.375%	8.265%	0.3927	0.0098	0.5123	0.0113	N/A	N/A	320.71/VMT	313.18/VMT
2019	0.375%	8.265%	0.3829	0.0145	0.5010	0.0168	N/A	N/A	267.58/VMT	303.11/VMT
2018	0.375%	8.265%	0.3684	0.0155	0.4842	0.0179	N/A	N/A	262.69/VMT	297.58/VMT
2017	0.375%	7.725%	0.3529	0.0239	0.4663	0.0403	N/A	N/A	262.69/VMT	297.58/VMT
2016	0.375%	7.725%	0.3289	0.0348	0.4386	0.0403	N/A	N/A	258.20/VMT	292.50/VMT

[1] The RTC's sales tax rate may only be changed with the approval of the Board of County Commissioners and enacted State legislation. Effective November 1, 1982, the Board of County Commissioners imposed a sales tax of 1/4 cent for mass transit or the construction of public roads. Effective July 1, 2003, the Board of County Commissioners imposed an additional 1/8 cent sales tax.

[2] The RTC's motor vehicle fuel tax rate may only be changed with the approval of the Board of County Commissioners and enacted State legislation. In 1965, a $0.01 per gallon fuel tax was levied for the purpose of constructing and improving the street and highway transportation facilities within Washoe County. In 1971, it was increased to $0.02 per gallon and in 1982 to $0.04 per gallon. In April of 1994, a temporary additional $0.05 per gallon was approved then made permanent in September of 1995. Reference note 3 below. Annual rates reflect year-to-year cumulative indexing.

[3] Effective October 1, 2003, the Board of County Commissioners approved fuel tax indexing which imposed additional new taxes on motor vehicle fuel. On the first day of each fiscal year, motor vehicle fuel tax was increased by (i) the lesser of 4.5 percent or (ii) the average percentage of the increase in the Consumer Price Index for West Urban Consumers for the preceding 5 years. At the November 2008 election, County voters approved RTC5 and the State Legislature enacted the bill which revised the indexing provisions for the 9-cent motor vehicle fuel tax. The county was thereby authorized to impose additional taxes on motor vehicle fuel and special fuels for the benefit of the Commission, and provided for annual increases in such taxes to be calculated using a formula based on (i) the lesser of 7.8% or (ii) a rolling 10-year average of the changes in the Producer Price Index for Street and Highway Construction. The PPI adjustments were imposed on the CPI adjusted rate of 10.5621 cents per gallon. The PPI adjusted rate went into effect with April 2010 fuel tax collections. Rates shown reflect the annual change in the index.

[4] The imposition of an impact fees for the construction of new roads and to make capacity improvements is established by State legislation. RTC impact fee rates may only be changed with the approval of ordinances adopted by all participating local governments. The 2003 passage of WC-2 allowed for the indexing of impact fee and NRS 278B.225 was established to allow automatic inflationary adjustments to the fees. Rates shown are based on a single-family detached home.

[5] Effective January 31, 2022 the 7th edition of the Regional Road Impact Fee (RRIF) System General Administrative Manual (GAM) was revised to decrease Impact fee rates by 2.16%.

Source: Nevada Department of Taxation and Regional Transportation Commission

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

RATIOS OF OUTSTANDING DEBT BY TYPE

Last ten fiscal years
(Amounts expressed in thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Governmental activities										
Revenue bonds	$ 279,750	$ 288,465	$ 296,765	$ 304,675	$ 312,215	$ 319,400	$ 346,612	$ 390,732	$ 398,335	$ 404,936
Bond Premium	25,538	27,041	28,545	30,048	31,551	33,055	22,016	9,180	9,558	9,937
Bond Discount	-	-	-	-	-	-	(9)	(25)	(41)	(41)
Total primary government	$ 305,288	$ 315,506	$ 325,310	$ 334,723	$ 343,766	$ 352,455	$ 368,619	$ 399,887	$ 407,852	$ 414,832
Percentage of personal income	0.7533%	0.8951%	1.0320%	1.1204%	1.2689%	1.4424%	1.4424%	1.9179%	2.0571%	2.2094%
Per capita	$ 0.60	$ 0.64	$ 0.67	$ 0.70	$ 0.75	$ 0.79	$ 0.86	$ 0.89	$ 0.92	$ 0.95

Details regarding the RTC's outstanding debt can be found in the notes to the financial statements. See the Schedule of Demographic and Economic Statistics on page 110 for personal income and population data.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

COMPUTATION OF GENERAL OBLIGATION
DIRECT AND OVERLAPPING DEBT

As of June 30, 2025
(Amounts expressed in thousands)

Name of Governmental Unit	Debt Outstanding	Presently Self-Supporting Debt	Percent Applicable to Washoe County[1]	Applicable Net Debt
Direct [2]				
Regional Transportation Commission				
Revenue bonds [3]	$ 279,750	$ 279,750	0%	$ 279,750
Bond Premiums	25,538	25,538		25,538
Total Direct Debt	305,288	305,288		305,288
Overlapping				
Washoe County School District	1,392,650	-	100%	1,392,650
Reno-Sparks Convention & Visitors Authority	50,140	50,140	100%	-
City of Reno	80,720	-	100%	80,720
City of Reno supported by specific revenue	311,156	311,156	100%	-
City of Reno - Special Assessment bonds [4]	1,319	1,319	100%	-
City of Sparks	18,890	-	100%	18,890
City of Sparks - Sewer and Utility bonds	41	41	100%	-
Incline Village General Improvement District	16,322	16,322	100%	-
State of Nevada	1,342,855	281,510	14.94%	158,605
Total Overlapping Debt	3,214,093	660,488		1,650,865
Total Direct and Overlapping debt	$ 3,519,381	$ 965,776		$ 1,956,153

[1] Based on FY 2024-2025 assessed valuation in the respective jurisdiction.

[2] Includes all governmental debt activities and related bond premiums, discounts, and deferred refunding charges.

[3] Revenue bonds are not general obligation, but are special limited obligation of the County payable solely from the pledged revenue.

[4] Special assessment bonds are not general obligations of Washoe County, or of the City of Reno. If, however, the special assessments collected, with all other available resources were insufficient to meet debt service requirements on these bonds, the respective bond ordinances require that the deficiency be made up with the government's general funds.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

PLEDGED REVENUE BOND COVERAGE AND LIMITATIONS

Last ten fiscal years

Debt Service				Motor Vehicle Fuel Tax[1]			Public Transportation Tax[3]	Limitations[4]	Bond Coverage[5]		
Fiscal Year	Principal	Interest	Total Debt Service	RTC 9¢ + Index[2]	Washoe County 5.35¢ + 1¢	Total Net Pledged Fuel Tax Revenues	Total Net Pledged Public Transportation Tax Revenues	Revenues in Excess of Debt Service	Bond Coverage Actual	Bond Coverage Required	Excess Coverage
2025	$ 8,715,000	$ 14,216,284	$ 22,931,284	$ 110,326,117	N/A	$ 110,326,117	$ 15,385,290	$ 102,780,123	481%	200%	281%
2024	8,300,000	15,740,111	24,040,111	102,211,146	N/A	102,211,146	15,054,267	93,225,302	425%	200%	225%
2023	7,910,000	15,026,773	22,936,773	96,662,346	N/A	96,662,346	14,624,293	88,349,866	421%	200%	221%
2022	7,540,000	14,294,935	21,834,935	95,583,664	N/A	95,583,664	14,693,554	88,442,283	438%	200%	238%
2021	7,185,000	15,764,784	22,949,784	92,079,885	N/A	92,079,885	13,037,154	82,167,255	401%	200%	201%
2020	6,626,000	15,554,662	22,180,662	85,470,620	N/A	85,470,620	11,077,938	74,367,896	385%	200%	185%
2019	2,303,000	19,445,659	21,748,659	86,738,311	N/A	86,738,311	10,450,532	75,440,184	399%	200%	199%
2018	7,603,000	19,789,748	27,392,748	81,179,894	N/A	81,179,894	10,211,947	63,999,093	296%	125%	171%
2017	6,604,000	20,058,757	26,662,757	75,058,070	N/A	75,058,070	9,378,033	57,773,346	282%	125%	157%
2016	6,309,000	20,362,279	26,671,279	68,015,031	N/A	68,015,031	8,864,538	50,208,290	255%	125%	130%

[1] The amounts of these taxes have increased over the years. In 1977, the rates were 2¢ and 1½¢. In 1982, these were raised to 4¢ and 1½¢. In 1983, they were increased again to the level of 4¢ and 3¢. In 1986 the 3¢ motor vehicle fuel tax previously distributed to the RTC for bond covenant provisions was distributed by the State of Nevada directly to Washoe County and the Cities of Reno and Sparks, as provided for in Chapter 365 of the Nevada Revised Statutes. The 3¢ rate was increased to 4.28¢ in 1988 and 5.35¢ in 1989. In April 1994, the 4¢ was raised to 9¢. In 1983, the 1¢ rate was implemented for Washoe County roads.

[2] The bond covenant provisions of the 2018, 2019 and 2010 Series E and F revenue bonds identify as net pledged revenues motor vehicle fuel taxes consisting of the 9¢ per gallon motor vehicle fuel tax together with prior annual increases to that base rate calculated as the lesser of: (i) 4.5% increase or (ii) the average percentage of the increase in the Consumer Price Index for West Urban Consumers for the preceding 5 years. Pursuant to a ballot measure in November 2008 and subsequent enactment of Chapter 501 at the State Legislature, additional taxes were imposed on motor vehicle fuel and special fuels for the benefit of the RTC which provided for annual increases using a formula based on the lesser of (i) 7.8% or (ii) a rolling 10-year average of changes in the Producer Price Index (PPI) for Street and Highway Construction. The PPI rate went into effect January 1, 2010 and is adjusted on July 1, annually.

[3] The bond covenant provisions of the 2010 Series H revenue bonds identify as net pledged revenues sales taxes imposed at a rate of one-eighth of one percent (.0125%) and income derived from any additional Sales Tax imposed by the County should the RTC Board choose to include the additional tax in pledged revenues. The RTC Board may elect to include additional taxes in pledged revenues for the remaining term of the 2010H bonds by adoption of a resolution or ordinance to include such tax.

[4] The following limitations on bond coverage are calculated in these columns:
a. Nevada Revised Statutes 373.130 states that revenues from vehicle fuel tax must be adequate to meet the payment of outstanding debt as it becomes due.
b. Washoe County Bond Ordinance requires that the net pledged revenues derived in any twelve consecutive months of the last eighteen months of fiscal year immediately preceding the date of the issuance of such additional parity securities shall have been at least sufficient to pay an amount equal to 200% of the combined maximum annual principal and interest requirements of the outstanding bonds and any other outstanding parity securities of the County and the parity securities proposed to be issued (excluding any reserves therefore).

[5] The Actual Bond Coverage and Excess Coverage are calculated as follows:
a. Bond Coverage – Actual is equal to the Total Net Pledged Fuel Tax Revenues divided by Total Debt Service.
b. Excess Coverage is equal to the difference between Bond Coverage – Actual and Bond Coverage – Required.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

DEMOGRAPHIC AND ECONOMIC STATISTICS

Last ten fiscal years
(Amounts expressed in thousands)

Fiscal Year	Population[1]	Personal Income[2]	Per Capita Personal Income[2]	Median Age[3]	Total Labor Force[4]	Unemployment Rate (Percent)[4]	Construction Activity - Total Value[5]	Number of New Family Units[5]
2025	507,280	$ 40,524,739	86	38.9	273,652	4.6%	$ 153,915	467
2024	498,022	38,784,839	82	39.5	265,454	5.0%	391,470	540
2023	496,745	35,246,181	74	39.5	263,078	4.5%	466,715	443
2022	486,492	31,523,753	66	38.5	254,381	3.3%	678,435	596
2021	478,355	29,875,442	63	38.6	251,933	4.9%	719,607	692
2020	472,069	27,776,003	60	38.1	255,915	3.2%	450,868	617
2019	464,630	25,556,498	55	38.0	250,005	3.6%	458,823	572
2018	460,237	22,549,907	49	37.9	239,119	4.2%	345,710	481
2017	459,142	21,265,239	46	37.5	223,409	4.0%	301,127	378
2016	451,248	20,164,911	45	37.5	213,923	6.4%	231,742	320

Sources:

[1] FY 2016 - FY 2025 data source: Nevada State Demorgrapher's Office - NV Small Business Development Center

[2] FY 2016 - FY 2025: BEA 2012 Estimate with Compound Annual Growth Rate applied

[3] FY 2015 - FY 2018: Trend applied to U.S. Census Bureau, American Community Survey 5-Year Estimates
FY 2019 - FY 2025: United States Census Bureau

[4] Total represents the average labor force during the fiscal year. Nevada State Department of Employment, Training and Rehabilitation (DETR)

[5] Washoe County Building and Safety Department - Construction Activity - Total Value

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

PRINCIPAL EMPLOYERS

Current year and nine years ago

	December, 2024			December, 2015		
Employer	**Employees[1]**	**Rank**	**Percentage of Total County Employment**	**Employees[1]**	**Rank**	**Percentage of Total County Employment**
Washoe County School District	8,750	1	3.35%	8,750	1	4.34%
University of Nevada - Reno	4,750	2	1.82%	4,750	2	2.36%
Renown Medical Center	3,250	3	1.24%	2,750	3	1.36%
Washoe County	3,005	4	1.15%	2,750	4	1.36%
Peppermill Hotel Casino - Reno	2,500	5	0.96%	2,250	5	1.12%
Nugget Casino	2,500	6	0.96%			
Grand Sierra Resort	2,500	7	0.96%	1,750	6	0.87%
El Dorado Resort	2,500	8	0.96%			
St. Mary's	2,500	9	0.96%	1,250	10	0.62%
Silver Legacy Resort Casino	2,500	10	0.96%	1,750	7	0.87%
International Game Technology PLC[2]	-	-	-	1,750	8	0.87%
Atlantis Casino Resort	-	-	-	1,750	9	0.87%
Total Washoe County Covered Employment	261,120			201,601		

[1] Nevada Revised Statutes Chapter 612 stipulates that actual employment for individual employers may not be published. The Nevada Department of Employment Training and Rehabilitation outsources the publication of this information to Inforgroup and Nevada Workforce. Infogroup publishes employee counts in ranges of 5000. The number of employees shown are estimated using the midpoint.

[2] International Game Technology was acquired by Gtech in 2015 becoming International Game Technology PLC.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

FULL TIME EQUIVALENT GOVERNMENT EMPLOYEES BY DEPARTMENT

Last ten fiscal years

Department	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Executive	4.50	4.50	6.50	4.50	4.50	4.50	4.00	4.00	4.00	4.00
Administrative Services [1]	13.50	13.50	12.50	13.00	7.25	7.25	6.75	6.75	6.75	6.75
Finance	12.50	12.50	12.50	13.50	13.50	13.50	13.50	13.00	13.00	13.00
Engineering	13.50	13.50	13.50	13.50	17.50	17.50	17.50	17.00	17.00	17.00
Metropolitan Planning Organization	8.50	8.50	8.50	10.50	12.50	12.50	12.50	12.50	12.50	12.50
Public Transportation and Operations	20.50	20.50	20.50	21.50	25.00	26.00	24.50	24.50	24.38	24.88
Total Budgeted Employees [2]	73.00	73.00	74.00	76.50	80.25	81.25	78.75	77.75	77.63	78.13
Total Actual Employees [3]	69.00	66.00	65.00	61.00	67.50	70.00	70.60	65.60	64.48	65.00

[1] In FY 2022, Administrative Services were centralized

[2] Source: RTC Finance Department Budget documents

[3] Source: Payroll FTE count as of June 30th

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

RIDE OPERATING STATISTICS

Last ten fiscal years

					Full Time Equivalent Employees (FTE)			
Fiscal Year	Fleet Size[1]	Revenue Miles	Revenue Hours	Passengers	Bus Operators	Maintenance Personnel	Other	Total FTE's
2025	67	3,020,714	264,472	5,822,081	164.0	33.0	33.0	230.0
2024	76	2,939,439	258,698	5,311,032	168.0	38.0	29.0	235.0
2023	78	2,767,752	255,430	4,865,750	161.0	35.0	30.0	226.0
2022	82	2,023,497	183,049	3,597,006	158.0	32.0	12.0	202.0
2021	84	2,839,671	265,543	5,184,734	145.0	28.0	20.0	193.0
2020	77	3,403,183	308,593	8,185,326	170.0	35.0	21.5	226.5
2019	77	2,837,771	256,326	7,197,386	134.1	28.9	15.6	178.6
2018	75	2,825,116	247,779	7,396,590	136.6	28.0	19.0	183.6
2017	69	2,875,232	253,097	7,416,158	141.0	27.0	19.0	187.0
2016	72	2,887,039	252,943	7,715,419	164.0	38.0	20.0	222.0

[1] Includes Peak, Spares, and Contingency.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

ACCESS / FLEX RIDE - OPERATING STATISTICS

Last ten fiscal years

								Full Time Equivalent Employees (FTE)			
Fiscal Year	**Fleet Size[1]**	**ACCESS Revenue Miles**	**ACCESS Revenue Hours**	**ACCESS Passengers**	**FLEX RIDE Revenue Miles[2]**	**FLEX RIDE Revenue Hours[2]**	**FLEX RIDE Passengers[2]**	**Van Operators**	**Maintenance Personnel**	**Operations Personnel**	**Total FTE's**
2025	57	644,046	45,032	89,233	689,803	41,494	123,676	61.0	5.0	17.0	83.0
2024	57	826,158	56,955	104,682	541,450	35,435	92,886	58.0	5.0	19.0	82.0
2023	57	836,100	59,420	105,614	351,360	24,776	58,979	56.0	4.0	17.0	77.0
2022	45	953,934	61,550	118,659	137,040	10,733	25,815	38.0	3.0	18.5	59.5
2021	43	1,019,354	77,010	121,468	-	-	-	48.0	5.0	17.0	70.0
2020	50	1,368,087	91,349	182,556	-	-	-	42.0	4.0	13.0	59.0
2019	45	1,697,800	104,718	226,913	-	-	-	54.4	5.0	19.3	78.7
2018	45	1,593,665	101,872	251,461	-	-	-	57.5	5.0	19.0	81.5
2017	54	1,376,682	85,025	231,438	-	-	-	40.5	4.0	14.5	59.0
2016	63	1,383,323	83,112	224,812	-	-	-	47.5	3.0	17.0	67.5

[1] Includes Peak and Spares.

[2] Flex Ride data was reported starting from January 2022.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

CAPITAL ASSET INFORMATION [1]

As of June 30, 2025

	Year [2]	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Facilities											
2050 Villanova Drive, Reno NV 89502	1984	1	1	1	1	1	1	1	1	1	1
600 Sutro Street, Reno NV 89512	1993	1	1	1	1	1	1	1	1	1	1
1105 Terminal Way, Reno NV 89502	2000	1	1	1	1	1	1	1	1	1	1
1421 Victorian Avenue, Sparks NV 89432	2009	1	1	1	1	1	1	1	1	1	1
200 East 4th Street, Reno NV 89501	2011	1	1	1	1	1	1	1	1	1	1
Other assets											
Number of RIDE Passenger Shelters [3]		123	123	123	105	110	113	132	121	117	116
Number of RIDE revenue vehicles (fleet) [4]		67	67	78	82	84	77	77	75	69	72
Number of ACCESS revenue vehicles (fleet) [4]		57	62	57	45	46	50	45	45	54	63
Number of Maintenance & Operation staff vehicles [5]		24	15	15	13	12	20	20	24	24	25

[1] More information about capital assets can be found in the notes to the financial statements.

[2] Fiscal year facility was acquired or construction completed.

[3] Shelter information includes only installed shelters and RAPID stations.

[4] Revenue vehicles include active fleet only. Active fleet consists of Peak, Spares, and Contingency vehicles.

[5] Staff vehicles include RIDE, ACCESS, and RTC support vehicles.

COMPLIANCE SECTION

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

To the Commissioners
Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Regional Transportation Commission, Reno, Sparks, and Washoe County, Nevada (RTC) as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise RTC's basic financial statements, and have issued our report thereon dated December 12, 2025.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered RTC's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of RTC's internal control. Accordingly, we do not express an opinion on the effectiveness of RTC's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether RTC's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards.*

(Continued)

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Crowe LLP

Crowe LLP

Sacramento, California
December 12, 2025

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR MAJOR FEDERAL PROGRAM; REPORT ON INTERNAL CONTROL OVER COMPLIANCE

To the Commissioners
Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

Report on Compliance for Major Federal Program

Opinion on Major Federal Program

We have audited the Regional Transportation Commission, Reno, Sparks, and Washoe County, Nevada (RTC's) compliance with the types of compliance requirements identified as subject to audit in the OMB Compliance Supplement that could have a direct and material effect on RTC's major federal program for the year ended June 30, 2025. RTC's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, RTC complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2025.

Basis for Opinion on Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of RTC and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the major federal program. Our audit does not provide a legal determination of RTC's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to RTC's federal programs.

(Continued)

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on RTC's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about RTC's compliance with the requirements of the major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding RTC's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of RTC's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of RTC's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

(Continued)

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Crowe LLP

Crowe LLP

Sacramento, California
December 12, 2025

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year ended June 30, 2025

Federal Grantor/Pass-Through Grantor Program Title	Federal Assistance Listing Number	Grant / Agreement Number	Grant Award Amount	Federal Expenditures 2025	Amounts Passed through to Subrecipients
U. S. Department of Transportation					
Federal Transit Administration					
Federal Transit Cluster					
Direct Award					
Federal Transit - Capital Investment Grant	20.500	#NV-2022-014	$ 300,000	$ 5,307	$ -
		Total Capital Investment Grant	**300,000**	**5,307**	**-**
Direct Award					
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2017-013	6,375,105	43,187	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2019-018	7,117,512	1,579,559	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2019-020	7,750,000	9,259	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2019-021	7,025,000	176,801	
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2020-018	7,297,750	33,280	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2022-006	2,100,000	71,672	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2025-021	10,187,304	6,213,579	-
		Total Urbanized Area Formula	**47,852,671**	**8,127,337**	**-**
Direct Award					
Federal Transit - State of Good Repair Grant	20.525	#NV-2022-017	53,622	40,000	-
Federal Transit - State of Good Repair Grant	20.525	#NV-2023-011	60,586	48,468	-
		Total Bus & Bus Facilities Formula and Low or No Emission	**114,208**	**88,468**	**-**
Direct Award					
Federal Transit - Bus & Bus Facilities Formula Grant	20.526	#NV-2017-014	647,857	243,981	-
Federal Transit - Bus & Bus Facilities Formula Grant	20.526	#NV-2019-017	875,011	2,051	-
Federal Transit - Bus & Bus Facilities Formula Grant	20.526	#NV-2020-017	915,821	84,506	-
Federal Transit - Low or No Emissions Grant Program	20.526	#NV-2023-008	6,488,000	97,106	-
		Total Bus & Bus Facilities Formula and Low or No Emission	**8,926,689**	**427,644**	**-**
		Total Federal Transit Cluster	**57,193,568**	**8,648,756**	**-**
Transit Services Program Cluster					
Direct Award					
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	#NV-2021-026	1,149,344	114,615	114,615
Mobility of Sr. & Indv. w/Disabilities Formula	20.513	#NV-2025-029	1,794,240	133,050	133,050
		Total Transit Services Programs Cluster	**2,943,584**	**247,665**	**247,665**
		Total Federal Transit Administration - Direct Awards	**60,137,152**	**8,896,421**	**247,665**

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year ended June 30, 2025

Federal Grantor/Pass-Through Grantor Program Title	Federal Assistance Listing Number	Grant / Agreement Number	Grant Award Amount	Federal Expenditures 2025	Amounts Passed through to Subrecipients
Federal Highway Administration					
Highway Planning and Construction					
Passed through State of Nevada Department of Transportation					
Highway Planning and Construction Grant	20.205	#PR192-24-063	$ 350,000	$ 350,000	$ -
Highway Planning and Construction Grant	20.205	#PR237-23-063	350,000	46,669	-
Highway Planning and Construction Grant	20.205	#PR284-24-802	3,366,476	1,634,075	-
Highway Planning and Construction Grant	20.205	#PR792-24-802	200,000	89,235	-
Highway Planning and Construction Grant	20.205	#PR280-21-063	5,000,000	322,579	-
Highway Planning and Construction Grant	20.205	#PR206-23-063	14,900,000	2,893,465	-
Highway Planning and Construction Grant	20.205	#PR202-23-063	26,800,000	1,399,996	-
Highway Planning and Construction Grant	20.205	#PR321-23-063	4,000,000	1,696,147	-
Highway Planning and Construction Grant	20.205	#PR366-23-063	4,500,000	2,644,538	-
Highway Planning and Construction Grant	20.205	#PR187-23-063	5,000,000	930,238	-
	Total Highway Planning and Construction		**64,466,476**	**12,006,942**	**-**
	Total Federal Highway Administration		**64,466,476**	**12,006,942**	**-**
TOTAL EXPENDITURES OF FEDERAL AWARDS - UNITED STATES DEPARTMENT OF TRANSPORTATION:			**$ 124,603,628**	**$ 20,903,363**	**$ 247,665**

The notes to the Schedule of Expenditures of Federal Awards are an integral part of this schedule.

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

Year ended June 30, 2025

NOTE A – BASIS OF PRESENTATION

The accompanying Schedule of Expenditures of Federal Awards (the "Schedule") includes the federal grant activity of the Regional Transportation Commission (RTC) under programs of the federal government for the year ended June 30, 2025. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the RTC, it is not intended to and does not present the financial position, changes in net position, or cash flows of the RTC.

RTC received federal awards both directly from federal agencies and indirectly through pass-through entities. Federal financial assistance provided to a subrecipient is treated as an expenditure when it is paid to the subrecipient.

NOTE B – SIGNIFICANT ACCOUNTING POLICIES

Governmental fund types account for the RTC's federal grant activity. Therefore, expenditures in the schedule of expenditures of federal awards are recognized on the accrual basis of accounting. The RTC's summary of significant accounting policies is presented in Note A in the RTC's basic financial statements.

The RTC has not elected to use the 10% de minimis cost rate.

Such expenditures are recognized following, as applicable, either the cost principles in OMB Circular A-87, Cost Principles for State, Local, and Indian Tribal Governments or the cost principles contained in Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

REGIONAL TRANSPORTATION COMMISSION
RENO, SPARKS AND WASHOE COUNTY, NEVADA
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year ended June 30, 2025

Section I – Summary of Auditor's Results

Financial Statements

Type of auditor's report issued on whether the financial statements audited were prepared in accordance with GAAP:	Unmodified		
Internal control over financial reporting:			
Material weakness(es) identified?	_____ Yes	___x___ No	
Significant deficiency(ies) identified?	_____ Yes	___x___ None reported	
Noncompliance material to financial statements noted?	_____ Yes	___x___ No	

Federal Awards

Internal control over major programs:			
Material weakness(es) identified?	_____ Yes	___x___ No	
Significant deficiency(ies) identified?	_____ Yes	___x___ None reported	
Type of auditors' report issued on compliance for major federal programs:	Unmodified		
Any audit findings disclosed that are required to be Reported in accordance with 2 CFR 200.516(a)?	_____ Yes	___x___ No	

Identification of major programs:

Assistance Listing Number	Name of Federal Program or Cluster
20.205	Highway Planning and Construction Grant

Dollar threshold used to distinguish between type A and type B programs:	$750,000		
Auditee qualified as low-risk auditee?	___x___ Yes	_____ No	

Section II – Financial Statement Findings

None

Section III – Federal Award Findings and Questioned Costs

None

rtcwashoe.com

Building A Better Community Through Quality Transportation

REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 5.2.**

To: Regional Transportation Commission

From: Dale Keller, Deputy Executive Director

SUBJECT: Fiscal Year 2027 Street & Highway Projects for the RTC Street & Highway Program

RECOMMENDED ACTION

Approve the proposed new Fiscal Year 2027 Street & Highway Projects for the RTC Street & Highway Program; approve an Interlocal Cooperative Agreement with the City of Reno and Washoe County specifying responsibilities for delivering certain projects; approve an Interlocal Cooperative Agreement with the City of Sparks and Washoe County specifying responsibilities for delivering certain projects.

BACKGROUND AND DISCUSSION

The RTC is responsible for administering the regional street and highway program (S&H Program) in cooperation and coordination with Washoe County, the City of Reno, and the City of Sparks. The proposed new Fiscal Year 2027 Street and Highway Projects (FY27 S&H Projects) identify and prioritize funding in accordance with priorities established as part of the Regional Transportation Plan (RTP), Regional Transportation Improvement Plan (RTIP), and the regional road pavement preservation program.

The S&H Program is funded from a variety of local, state, and federal funding sources, including fuel tax. Pursuant to NRS 373.140, in evaluating and determining whether to approve the use of fuel tax on a project, the RTC Board must evaluate the project in terms of:

(a) The priorities established by the RTP;
(b) The relation of the proposed work to other projects already constructed or authorized;
(c) The relative need for the project in comparison with others proposed; and
(d) The money available.

Annual programs include Preventative Maintenance, Roadway Reconstruction, Corrective Maintenance, Traffic Signals and Intersection Improvement, ITS/Traffic Management, and Active Transportation. New projects for 2027:

- Keystone Avenue Safety and Traffic Improvements
- O'Brien's Pass Safety
- South Virginia Street Rehabilitation & Virginia Line BRT Improvements

Upon RTC Board approval, the FY27 S&H Projects will be brought to the Washoe County Commission for authorization. The Interlocal Cooperative Agreements (ICAs) specify the responsibilities for delivering the new projects located within the jurisdiction of the city and/or the county. The ICAs will authorize the RTC to design, survey, engineer, acquire real property through purchase or eminent domain, and construct the projects. Upon approval of this item by the RTC Board, each ICA will be presented to the County Commission and the respective City Council for their consideration and approval.

FISCAL IMPACT

Funding for the new Fiscal Year 2027 Street & Highway Projects will be included in the FY27 RTC Engineering Budget based on anticipated federal, state, and local revenue sources.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

INTERLOCAL COOPERATIVE AGREEMENT

This agreement is made and executed this ____ day of _____, 2026, by and between the Board of Commissioners of Washoe County, Nevada (the "County"), the Regional Transportation Commission of Washoe County (the "RTC"), and the City Council of Reno, Nevada (the "City").

W I T N E S E T H:

WHEREAS in 1979, the RTC was created by County ordinance through the consolidation of the Regional Street and Highway Commission, the Regional Transit Commission, and a previously existing metropolitan transit planning organization; and

WHEREAS, the RTC is responsible for the Regional Street & Highway Program, the Public Transportation Program, and Transportation Planning; and

WHEREAS, the RTC funds the Regional Street & Highway Program from a variety of local, state and federal funding sources, and expends money from a variety of funds including the Regional Street and Highway Fund (the "Fuel Tax Fund"), the Transportation Sales Tax Fund (the "Sales Tax Fund"), and the Regional Road Impact Fee Fund (the "RRIF Fund"); and

WHEREAS, pursuant to NRS 373.140(2), if a project is proposed to be financed in whole or in part from the Fuel Tax Fund, the RTC must evaluate the project based on the criteria set forth in NRS 373.140(2) before it approves the project; and

WHEREAS, pursuant to NRS 373.140(2), if the RTC approves a project that is proposed to be financed in whole or in part from the Fuel Tax Fund, the County must authorize the project; and

WHEREAS, pursuant to NRS 373.140(2), if the County authorizes a project that is proposed to be financed in whole or in part from the Fuel Tax Fund, the responsibilities for letting construction and other necessary contracts, contract administration, supervision and inspection of work and the performance of other duties related to the acquisition of the project must be specified in written agreement executed by the County and the governing bodies of the City of Reno and the City of Sparks, as appropriate; and

WHEREAS, pursuant to NRS 277A.250, the RTC may exercise the power of eminent domain for the acquisition, construction, repair or maintenance of public roads if the city or county which has jurisdiction over the property approves the exercise of eminent domain; and

WHEREAS, on _____, 2025, the RTC approved its FY 2027 Street & Highway Projects for the Regional Street & Highway Program; and

WHEREAS, on _____, 2026, the County approved the FY 2027 Street & Highway Projects, which authorized the projects proposed to be financed in whole or in part from the Fuel Tax Fund; and

WHEREAS, the projects listed in Exhibit A are located within the jurisdiction of the City and/or the County (the "Projects").

NOW, THEREFORE, in compliance with statutory requirements, and in consideration of the mutual promises contained herein and for other good and valuable consideration, it is hereby agreed by and between the parties hereto as follows:

I. PROJECT AUTHORIZATION

A. The County and the City authorize the RTC to design, survey, engineer, acquire through purchase or eminent domain real property for, and construct, each of the Projects. This authority shall be for all continued work by or on behalf of the RTC as necessary to complete the Project and for any later fiscal year.

B. The RTC may expend money from one or more than one of the Fuel Tax Fund, the Sales Tax Fund, the RRIF Fund, or any other eligible fund. The total estimated cost to complete each Project is estimated by the RTC as shown on Exhibit A. These costs are only estimates and the RTC may expend additional money as necessary from any one or more of the Fuel Tax Fund, the Sales Tax Fund or the RRIF Fund, or any other eligible fund, as such additional expenditures are reviewed and approved by the RTC pursuant to the RTC's policies and procedures.

C. The County and the City authorize the RTC to adopt an appropriate resolution of condemnation and initiate and prosecute to judgment such eminent domain proceedings as may be necessary for the acquisition of such property within their jurisdictions as the RTC deems

necessary for the construction and/or maintenance of any Project and, if prudent, future expansions of each Project identified by the Regional Transportation Plan.

II. RTC RESPONSIBILITIES AND DUTIES

RTC agrees to perform the followings tasks and the County and the City hereby authorize the RTC to do so:

A. Provide all required services, including but not limited to design, environmental assessments and studies, surveying, construction engineering, construction management and quality assurance inspection, utilizing RTC staff and/or qualified consultants;

B. Obtain appraisal reports for any property being considered as necessary for the implementation of any Project and, if prudent, future expansions of the Project identified within the Regional Transportation Plan, conduct negotiations with the owners in an effort to arrive at a mutually agreeable purchase price and negotiate, execute and close contracts to purchase the property;

C. Offer not less than the appraisal value for the property and property rights deemed necessary for a Project and, where the prospect of reaching a mutually agreeable purchase price appears unlikely following reasonable negotiations, cause the RTC Board of Commissioners to adopt a "Resolution of Condemnation" finding that particular properties are necessary to the success of a Project and authorize legal counsel to seek acquisition through eminent domain proceedings;

D. Coordinate all activities related to a Project including, but not limited to, advertising, receipt and review of construction bids, and execution of a contract with the contractor submitting the lowest responsive and responsible bid;

E. Maintain necessary files on each Project;

F. Pay all authorized Project costs from the Fuel Tax Fund, the Sales Tax Fund, the RRIF Fund, and any other eligible fund. Payments for construction or engineering services will be paid to the contractor or consultant upon receipt of a claim or claims which have been certified as a true and correct account of the expenses incurred as a result of or in conjunction with the

provisions of a contract entered into as a result of this Agreement. All submitted claims will have supporting documents attached which substantiate the basis of the claim. Such claim or claims shall be reviewed and approved in accordance with the policies and procedures of the RTC; and

G. Not permit the payment of non-reimbursable or non-payable items established by the policies and procedures of the RTC.

III. COUNTY AND CITY RESPONSIBILITIES AND DUTIES

The County and the City shall do the following:

A. Cooperate with RTC and its consultants in all phases of each Project located within their respective jurisdictions;

B. Assist the RTC in communicating with the public regarding the Project(s) located within their respective jurisdictions;

C. Accept ownership of and maintain each Project located wholly or partially within their respective jurisdictions upon completion of construction;

D. Upon notification from the RTC, require utilities having franchise agreements that require relocation to relocate their facilities prior to award of the Project in accordance with the franchise agreement; for utilities that do not address the issue of relocation in the franchise agreement, require relocation of the subject facilities prior to the award of the Project if state law provides authority to do so; and

E. Coordinate development and administration of the Project with the RTC.

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This Agreement is effective from and after the date first above written.

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY

BY:_____
EXECUTIVE DIRECTOR

BOARD OF COMMISSIONERS, WASHOE COUNTY, NEVADA

BY:_____
CHAIRMAN

ATTEST:

BY:_____
WASHOE COUNTY CLERK

APPROVED AS TO FORM AND CONTENT:

BY:_____
ATTORNEY

CITY COUNCIL OF RENO, NEVADA

BY:_____
MAYOR

ATTEST:

BY: _____
RENO CITY CLERK

APPROVED AS TO FORM AND CONTENT:

BY:_____
DEPUTY CITY ATTORNEY

Exhibit A
City of Reno
New Projects for 2027

NAME	DESCRIPTION	EST. COSTS	PROPOSED YEAR OF CONSTRUCTION	WORK PHASE FOR FY2027
2027 Preventative Maintenance*	Patching/slurry seals on regional roads	$7.5 Million	2027	Design/ Construction
2027 Roadway Reconstruction*	Reconstruction/rehabilitation of failing segments of regional roads	$13 Million	2027	Design/ Right-of-Way/ Construction
2027 Corrective Maintenance*	Patching/mill and fill/grind and overlays on segments of regional roads	$2 Million	2027	Design/ Construction
2027 Traffic Signals and Intersection Improvements*	Intersection improvements throughout the region including new signals and geometry upgrades	$6 Million	2027	Design/ Right-of-Way/ Construction
2027 ITS/Traffic Management*	Improvements to regional infrastructure using new technology to manage traffic	$4 Million	2027	Design/ Right-of-Way/ Construction
2027 Active Transportation Program*	Pedestrian and bicycle improvements developed from the Neighbor Network Plan	$5 Million	2027	Design/ Right-of-Way/ Construction
Keystone Avenue Safety and Traffic Improvements	Improve intersection operations and pedestrian facilities on Keystone Avenue from First Street to I-80	$15 Million	2029	Design
O'Brien's Pass Safety Project	Safety and traffic improvements along Golden Valley Road/W 7th Avenue	$20 Million	2029	Design
South Virginia Street Rehabilitation & Virginia Line BRT Improvements	Reconstruct roadway, improve transit connectivity and performance, and construct ADA improvements	$20 Million	2029	Preliminary Design

*Region-wide programs with specific improvement locations in both the City of Reno and the City of Sparks.

INTERLOCAL COOPERATIVE AGREEMENT

This agreement is made and executed this ____ day of _____, 2026, by and between the Board of Commissioners of Washoe County, Nevada (the "County"), the Regional Transportation Commission of Washoe County (the "RTC"), and the City Council of Sparks, Nevada (the "City").

W I T N E S E T H:

WHEREAS in 1979, the RTC was created by County ordinance through the consolidation of the Regional Street and Highway Commission, the Regional Transit Commission, and a previously existing metropolitan transit planning organization; and

WHEREAS, the RTC is responsible for the Regional Street & Highway Program, the Public Transportation Program, and Transportation Planning; and

WHEREAS, the RTC funds the Regional Street & Highway Program from a variety of local, state and federal funding sources, and expends money from a variety of funds including the Regional Street and Highway Fund (the "Fuel Tax Fund"), the Transportation Sales Tax Fund (the "Sales Tax Fund"), and the Regional Road Impact Fee Fund (the "RRIF Fund"); and

WHEREAS, pursuant to NRS 373.140(2), if a project is proposed to be financed in whole or in part from the Fuel Tax Fund, the RTC must evaluate the project based on the criteria set forth in NRS 373.140(2) before it approves the project; and

WHEREAS, pursuant to NRS 373.140(2), if the RTC approves a project that is proposed to be financed in whole or in part from the Fuel Tax Fund, the County must authorize the project; and

WHEREAS, pursuant to NRS 373.140(2), if the County authorizes a project that is proposed to be financed in whole or in part from the Fuel Tax Fund, the responsibilities for letting construction and other necessary contracts, contract administration, supervision and inspection of work and the performance of other duties related to the acquisition of the project must be specified in written agreement executed by the County and the governing bodies of the City of Reno and the City of Sparks, as appropriate; and

WHEREAS, pursuant to NRS 277A.250, the RTC may exercise the power of eminent domain for the acquisition, construction, repair or maintenance of public roads if the city or county which has jurisdiction over the property approves the exercise of eminent domain; and

WHEREAS, on _____, 2025, the RTC approved its FY 2027 Street & Highway Projects for the Regional Street & Highway Program; and

WHEREAS, on _____, 2026, the County approved the FY 2027 Street & Highway Projects, which authorized the projects proposed to be financed in whole or in part from the Fuel Tax Fund; and

WHEREAS, the projects listed in Exhibit A are located within the jurisdiction of the City and/or the County (the "Projects").

NOW, THEREFORE, in compliance with statutory requirements, and in consideration of the mutual promises contained herein and for other good and valuable consideration, it is hereby agreed by and between the parties hereto as follows:

I. PROJECT AUTHORIZATION

A. The County and the City authorize the RTC to design, survey, engineer, acquire through purchase or eminent domain real property for, and construct, each of the Projects. This authority shall be for all continued work by or on behalf of the RTC as necessary to complete the Project and for any later fiscal year.

B. The RTC may expend money from one or more than one of the Fuel Tax Fund, the Sales Tax Fund, the RRIF Fund, or any other eligible fund. The total estimated cost to complete each Project is estimated by the RTC as shown on Exhibit A. These costs are only estimates and the RTC may expend additional money as necessary from any one or more of the Fuel Tax Fund, the Sales Tax Fund or the RRIF Fund, or any other eligible fund, as such additional expenditures are reviewed and approved by the RTC pursuant to the RTC's policies and procedures.

C. The County and the City authorize the RTC to adopt an appropriate resolution of condemnation and initiate and prosecute to judgment such eminent domain proceedings as may be necessary for the acquisition of such property within their jurisdictions as the RTC deems necessary for the construction and/or maintenance of any Project and, if prudent, future expansions of each Project identified by the Regional Transportation Plan.

II. RTC RESPONSIBILITIES AND DUTIES

RTC agrees to perform the followings tasks and the County and the City hereby authorize the RTC to do so:

A. Provide all required services, including but not limited to design, environmental assessments and studies, surveying, construction engineering, construction management and quality assurance inspection, utilizing RTC staff and/or qualified consultants;

B. Obtain appraisal reports for any property being considered as necessary for the implementation of any Project and, if prudent, future expansions of the Project identified within the Regional Transportation Plan, conduct negotiations with the owners in an effort to arrive at a mutually agreeable purchase price and negotiate, execute and close contracts to purchase the property;

C. Offer not less than the appraisal value for the property and property rights deemed necessary for a Project and, where the prospect of reaching a mutually agreeable purchase price appears unlikely following reasonable negotiations, cause the RTC Board of Commissioners to adopt a "Resolution of Condemnation" finding that particular properties are necessary to the success of a Project and authorize legal counsel to seek acquisition through eminent domain proceedings;

D. Coordinate all activities related to a Project including, but not limited to, advertising, receipt and review of construction bids, and execution of a contract with the contractor submitting the lowest responsive and responsible bid;

E. Maintain necessary files on each Project;

F. Pay all authorized Project costs from the Fuel Tax Fund, the Sales Tax Fund, the RRIF Fund, and any other eligible fund. Payments for construction or engineering services will be paid to the contractor or consultant upon receipt of a claim or claims which have been certified as a true and correct account of the expenses incurred as a result of or in conjunction with the provisions of a contract entered into as a result of this Agreement. All submitted claims will have supporting documents attached which substantiate the basis of the claim. Such claim or claims shall be reviewed and approved in accordance with the policies and procedures of the RTC; and

G. Not permit the payment of non-reimbursable or non-payable items established by the policies and procedures of the RTC.

III. COUNTY AND CITY RESPONSIBILITIES AND DUTIES

The County and the City shall do the following:

A. Cooperate with RTC and its consultants in all phases of each Project located within their respective jurisdictions;

B. Assist the RTC in communicating with the public regarding the Project(s) located within their respective jurisdictions;

C. Accept ownership of and maintain each Project located wholly or partially within their respective jurisdictions upon completion of construction;

D. Upon notification from the RTC, require utilities having franchise agreements that require relocation to relocate their facilities prior to award of the Project in accordance with the franchise agreement; for utilities that do not address the issue of relocation in the franchise agreement, require relocation of the subject facilities prior to the award of the Project if state law provides authority to do so; and

E. Coordinate development and administration of the Project with the RTC.

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This Agreement is effective from and after the date first above written.

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY

BY:_____
EXECUTIVE DIRECTOR

BOARD OF COMMISSIONERS, WASHOE COUNTY, NEVADA

BY:_____
CHAIRMAN

ATTEST:

BY:_____
WASHOE COUNTY CLERK

APPROVED AS TO FORM AND CONTENT:

BY:_____
ATTORNEY

CITY COUNCIL OF SPARKS, NEVADA

BY:_____
MAYOR

ATTEST:

BY: _____
SPARKS CITY CLERK

APPROVED AS TO FORM AND CONTENT:

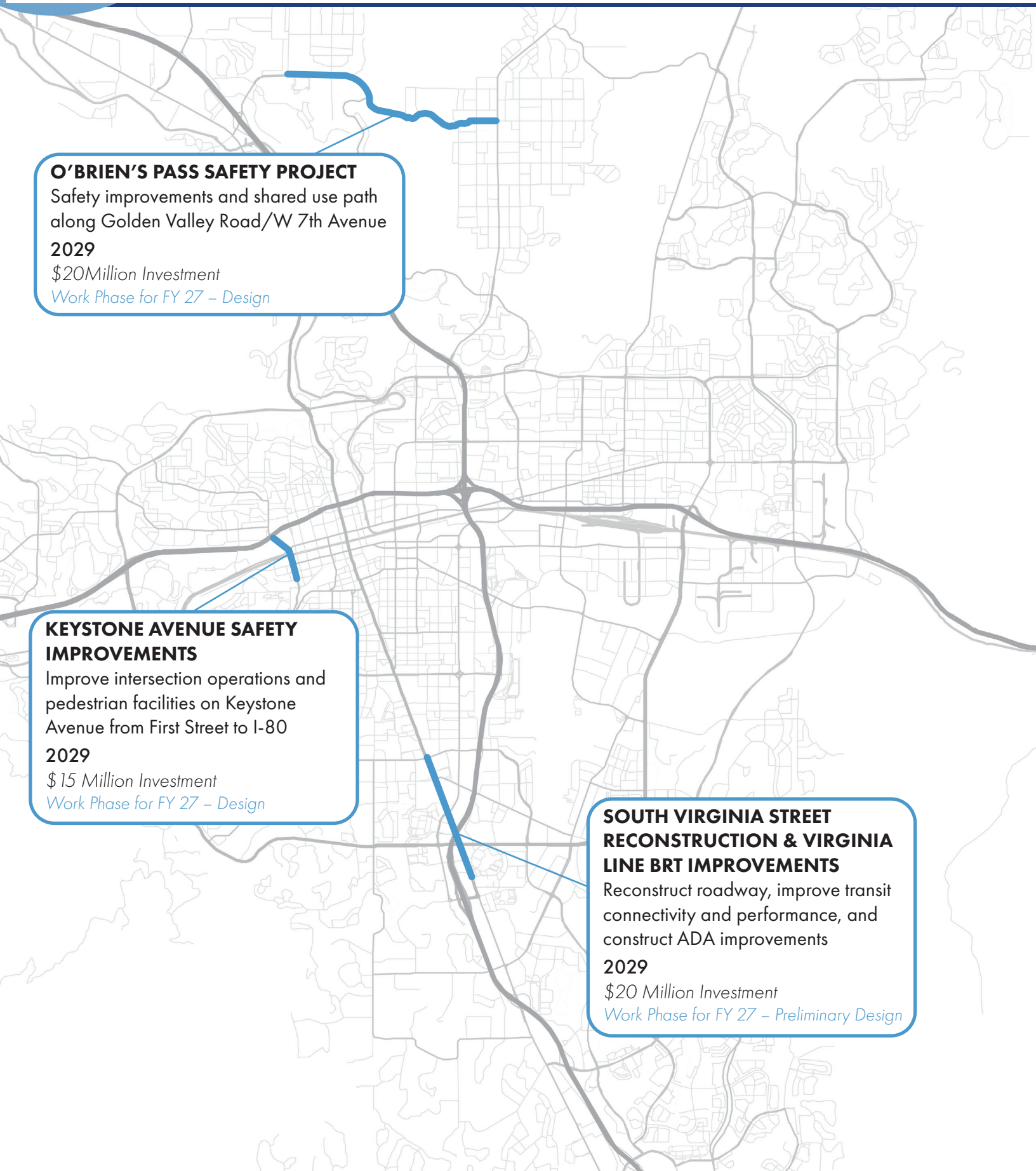
BY:_____
DEPUTY CITY ATTORNEY

Exhibit A
City of Sparks
New Projects for 2027

NAME	DESCRIPTION	EST. COSTS	PROPOSED YEAR OF CONSTRUCTION	WORK PHASE FOR FY2027
2027 Preventative Maintenance*	Patching/slurry seals on regional roads	$7.5 Million	2027	Design/ Construction
2027 Roadway Reconstruction*	Reconstruction/rehabilitation of failing segments of regional roads	$13 Million	2027	Design/ Right-of-Way/ Construction
2027 Corrective Maintenance*	Patching/mill and fill/grind and overlays on segments of regional roads	$2 Million	2027	Design/ Construction
2027 Traffic Signals and Intersection Improvements*	Intersection improvements throughout the region including new signals and geometry upgrades	$6 Million	2027	Design/ Right-of-Way/ Construction
2027 ITS/Traffic Management*	Improvements to regional infrastructure using new technology to manage traffic	$4 Million	2027	Design/ Right-of-Way/ Construction
2027 Active Transportation Program*	Pedestrian and bicycle improvements developed from the Neighbor Network Plan	$5 Million	2027	Design/ Right-of-Way/ Construction

*Region-wide programs with specific improvement locations in both the City of Reno and the City of Sparks.

City of Reno
New Projects FY 2027



O'BRIEN'S PASS SAFETY PROJECT
Safety improvements and shared use path along Golden Valley Road/W 7th Avenue

2029
$20Million Investment
Work Phase for FY 27 – Design

KEYSTONE AVENUE SAFETY IMPROVEMENTS
Improve intersection operations and pedestrian facilities on Keystone Avenue from First Street to I-80

2029
$15 Million Investment
Work Phase for FY 27 – Design

SOUTH VIRGINIA STREET RECONSTRUCTION & VIRGINIA LINE BRT IMPROVEMENTS
Reconstruct roadway, improve transit connectivity and performance, and construct ADA improvements

2029
$20 Million Investment
Work Phase for FY 27 – Preliminary Design

RTC PROJECT UPDATE - Sparks

Planned Projects	Scope/ Design	2025	2026	2027	2028	Construction	2025	2026	2027	2028	Completed
Vista Boulevard	2026 Active Transportation Plan					2025 Preventative Maintenance					E Lincoln Way Roundabout
			30% Design					0% Complete			
	2026 Preventative Maintenance					Eagle Canyon Safety and Operations					Traffic Signal Modifications 24-01 (N McCarran/York)
								0% Complete			
	Highland Ranch Capacity & Safety					Sparks Boulevard Capacity Improvement					Traffic Signal Modifications 24-01 (Rock/C St)
			15% Design					10% Complete			
	McCarran Boulevard Safety & Operational Improvements					Sparks/Ion Traffic Signal					Traffic Signal Modifications 24-01 (Rock/York)
			30% Design					0% Complete			
	Prater Way Rehabilitation					Traffic Signal Fiber 26-01 (Sullivan & El Rancho)					Traffic Signal Fiber 25-01 (Vista & Galletti)
			50% Design					0% Complete			
	Pyramid Highway Operations Improvements					Traffic Signal Modifications 25-01 (Baring/Goldy)					Vista Boulevard/Disc Dr Intersection Improvement
			50% Design					69% Complete			
	Traffic Signal Modifications 26-01 (Galleria/Costa Azul)					Traffic Signal Modifications 25-01 (Baring/N Truckee)					Vista Boulevard/Prater Way ITS (TE Program)
			90% Design					69% Complete			
	Traffic Signal Modifications 26-01 (N McCarran/York)					Traffic Signal Modifications 25-01 (Calle de la Plata/Isidor/Silent Sparrow)					
			90% Design					69% Complete			
	Traffic Signal Modifications 26-01 (Rock/Commerce)					Traffic Signal Modifications 25-01 (El Rancho/Wedekind)					
			90% Design					0% Complete			
	Traffic Signal Modifications 26-01 (Rock/Greg)					Traffic Signal Modifications 25-01 (Greg/Kleppe)					
			90% Design					20% Complete			
	Wedekind Rd Pedestrian Improvements										
			50% Design								

RTC PROJECT UPDATE - Reno

Planned Projects	Scope/ Design	2025	2026	2027	2028	Construction	2025	2026	2027	2028	Completed
			30% Design					0% Complete			
	2026 Preventative Maintenance		50% Design			Arlington Avenue Bridges		52% Complete			2025 Preventative Maintenance (Arrowcreek/Wedge Rehabilitation)
	Biggest Little Bike Network					Buck Drive Circulation		0% Complete			2025 Preventative Maintenance (Meadowood Rehab)
	Butch Cassidy Drive Extension		90% Design			Mill Street Capacity & Safety		69% Complete			Traffic Signals Modification 24-01 (N McCarran/7th Street)
	Geiger Grade Road Realignment		30% Design			Military Road Capacity & Safety		0% Complete			Traffic Signals Modification 24-01 (S Virginia/Sierra)
	Keystone Avenue Bridge Replacement		30% Design			Pembroke Drive Capacity & Safety		0% Complete			Traffic Signals Modification 24-01 (Vassar/Harvard)
	Lemmon Drive Segment 2 Traffic Improvements and Resiliency		60% Design			Traffic Signal Modification 25-01 (Mayberry/Hunter Lake)		20% Complete			Traffic Signal Fiber 25-01 (Longley & Kietzke)
	McCarran Boulevard Safety & Operational Improvements		30% Design			Traffic Signal Modification 25-01 (Robb/7th)		20% Complete			Veterans Parkway ITS Fiber (TE Program)
	Moya Boulevard Capacity		30% Design			Traffic Signal Modification 25-01 (Robb/Mae Anne)		0% Complete			Veterans Parkway Roundabout Maintenance (TE Program)
	North Valleys North Virginia Street Capacity		30% Design			Traffic Signal Modification 25-01 (US 395/Clear Acre)		0% Complete			
	Sierra Street Bridge Replacement		90% Design			West Fourth Street Downtown		18% Complete			
	Sixth Street - Safety for All		30% Design			West Fourth Street Safety		0% Complete			
	Stead Signal Improvements		90% Design			White Fir Rehabilitation		0% Complete			
	Steamboat/Rio Wrangler Roundabout		0% Design			Virginia Line BRT Improvements		0% Complete			

RTC PROJECT UPDATE - Reno Cont.

Planned Projects	Scope/ Design	2025	2026	2027	2028	Construction	2025	2026	2027	2028	Completed
			60% Design								
	Traffic Signal Modifications 26-01 (California/Plumas)		90% Design								
	Traffic Signal Modifications 26-01 (Kietzke/Neil)		90% Design								
	Traffic Signal Modifications 26-01 (S McCarran/Caughlin/Cashill)		90% Design								
	Wedekind Rd Pedestrian Improvements		30% Design								
	University Area Transportation		60% Design								

REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/19/2025 **Agenda Item: 5.3.**

To: Regional Transportation Commission

From: Paul Nelson, Government Affairs Officer

SUBJECT: 2026 Federal Priorities

RECOMMENDED ACTION

Approve the RTC Federal Priorities and provide direction accordingly.

BACKGROUND AND DISCUSSION

The RTC is committed to working with our federal partners to improve and enhance safety, increase mobility, and improve transportation system operations in our community. The RTC has created federal policy priorities, transit priorities, and highway priorities to help guide us into the future. The Federal Priorities serve as a guideline to prioritize projects for federal funding. If a grant does not align with one of these priorities, the RTC will look at other projects that could fit the grant program criteria.

RTC 2026 FEDERAL PRIORITIES
Transit Priorities:
- Bus Maintenance Facility Replacement

Highway Priorities (Regional Road Improvements):
- Transportation Expansion to Tahoe-Reno Industrial Center
- Sun Valley Boulevard Corridor Improvements
- Keystone Avenue Bridge Replacement
- University Village Connection

Highway Priorities (Freeway Improvements):
- I-80 Improvements (Spaghetti Bowl Phase 2)

Policy Priorities:
- Support Efficiency of Federal Regulations
- Environmental Streamlining
- Make RTC a Direct Recipient of FHWA Formula Funds
- Continue Funding of Highway and Mass Transit Programs
- Support Development of Public Lands Management Approach
- Support Joint Development and Public-Private Partnerships
- Support Regional Pavement Preservation

- Spare Ratio Flexibility
- Change the Eligibility Requirements of the Transit Security Grant Program
- Secure Unobligated Funding for Hydrogen Fuel Cell Buses

Detailed information can be found in the attachment, including potential federal funding sources.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

12/20/2024 – Approved the 2025 Federal Priorities.

RTC 2026 FEDERAL PRIORITIES

TRANSIT PRIORITIES

- **Bus Maintenance Facility Replacement**
  Interstate 580 is directly above the Villanova Maintenance Facility. To increase capacity on the interstate, the bridge will have to be widened and RTC will have to relocate the facility. As RTC expands service to keep pace with a growing community and an impending NDOT project necessitates the relocation of the facility, a new site will need to be acquired, and a replacement facility developed prior to NDOT's start of construction. This project will allow for on-site investment and will provide space for long-term expansion of the fleet.
  Potential Federal Funding Source: Low or No Emission Grant Program, Bus and Bus Facilities Grant Program, Capital Investment Grants Program, Discretionary Grant Program.

HIGHWAY PRIORITIES (REGIONAL ROAD IMPROVEMENTS)

- **Transportation Expansion to Tahoe-Reno Industrial Center**
  Additional transportation options are critical for regional economic development in northern Nevada. The Tahoe-Reno Industrial Center (TRI-Center) in Storey County has been an economic driver by creating more than 15,000 jobs. More than 80% of its employees reside in the Reno-Sparks area. Projections indicate that by 2040, the TRI-Center will support between 35,000 and 50,000 jobs, further amplifying the need for alternative routes in addition to widening Interstate 80. The I-80 corridor, east of the City of Sparks to SR 439 (USA Parkway), has experienced a significant rise in congestion and safety issues. To address these challenges, connecting La Posada Drive or Vista Boulevard in the City of Sparks to USA Parkway will help relieve congestion and improve safety on I-80, as shown in a recent feasibility and road alignment study. RTC will move forward with a feasibility study that evaluated commuter rail options between Reno-Sparks and TRIC to reduce traffic through the Truckee River Canyon. These measures aim to support regional growth, improve mobility, and enhance safety for the expanding workforce.
  Potential Funding Source: National Railroad Partnership Program/Federal-State Partnership for Intercity Passenger Rail Grant Program, Multimodal Project Discretionary Grant Program
- **Sun Valley Boulevard Corridor Improvements**
  The segment of Sun Valley Boulevard from Scottsdale Road to 7th Avenue experiences a significant amount of pedestrian traffic and is one of the highest transit ridership areas not located on a Bus Rapid Transit (BRT) route. A portion of this roadway has been identified on the region's High Injury Network (HIN), where the top 25% of the most severe crashes have occurred. The project will address transportation, safety, and drainage needs in this community. The project is nearing final design and is in a "shovel-ready" state.
  Potential Federal Funding Sources: Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program, Better Utilizing Investments to Leverage Development (BUILD) Grant Program

- **Keystone Avenue Bridge Replacement**
  The Keystone Avenue Bridge over the Truckee River is structurally deficient and does not accommodate pedestrians and bicyclists. This project will allow the replacement of a piece of failing infrastructure with a safer alternative, which will include bike and pedestrian facilities where there currently are none.
  Potential Federal Funding Sources: Bridge Investment Program
- **University Village Connection**
  The University of Nevada is expanding to the south, creating more foot traffic between campus and the University Village in downtown Reno. Providing a safe route across Interstate 80 will improve safety and mobility for the students, staff, and faculty who commute between those two locations. Most of their trips require them to cross a busy off-ramp on University Way or Virginia Street, creating conflicts between drivers and pedestrians.
  Potential Federal Funding Sources: Congressionally Directed Spending, Community Project Funding, Bridge Investment Program

HIGHWAY PRIORITIES (FREEWAY IMPROVEMENTS)

- **I-80 Improvements (Spaghetti Bowl Phase 2)**
  The RTC supports this NDOT-led project to improve safety and mobility on Interstate 80. I-80 is a nationally significant freight corridor and critical for regional mobility within the Truckee Meadows. NDOT studies identified short- and long-term investments to improve safety, and travel time reliability between the Spaghetti Bowl and Sparks Boulevard to the Tahoe-Reno Industrial (TRI-Center) in Storey County.
  Potential Federal Funding Sources: Multimodal Project Discretionary Grant Program

POLICY PRIORITIES

- **Support Efficiency of Federal Regulations**
  The RTC recommends aligning FTA policy with FHWA policy by allowing early acquisition of property before environmental review is complete. Currently, the FHWA allows the acquisition of property before the National Environmental Policy Act (NEPA) process can begin. The FTA does not allow the purchase until the NEPA process is complete.
- **Environmental Streamlining**
  The RTC would be able to reduce project development costs and duration by eliminating the duplication of efforts in the National Environmental Policy Act (NEPA) process. This includes reducing duplication in the Section 4(f) of the U.S. Department of Transportation Act of 1966 and Section 106 of the National Historic Preservation Act of 1966 processes and requirements. In addition, limiting the requirements for re-analyzing traffic data for a NEPA document would save time and resources. The RTC supports the Streamline Transit Projects Act, which would expand transit agencies' authority to assume Categorical Exclusion assignment for themselves, using the same criteria and conditions that apply to highway projects. This would streamline NEPA approval for smaller projects with negligible environmental impact.

- **Make RTC a Direct Recipient of FHWA Formula Funds**
  Metro areas like Reno-Sparks have the size, resources, and staff expertise to deliver a federally funded capital program effectively. Projects administered by MPOs are typically lower-cost and higher-impact than those administered by State DOTs. They aren't as flashy, but they deliver real results in the form of safety improvements and transportation alternatives. MPOs that serve an urbanized area (UZA) with a population greater than 400,000 and have construction delivery responsibility should become direct recipients of FHWA funds. The RTC is already a direct recipient of FTA funding, so this would align the policy with the FHWA.
- **Continue Funding of Highway and Mass Transit Programs**
  It is extremely important that Congress does not remove the Highway Trust Fund's 20% funding designation for public transit. The RTC supports continuing the policy, which allows it to flex FHWA funding to transit. The new Surface Transportation Reauthorization Bill could continue transportation funding at the existing authorized levels for the Federal Highway and Transit Administrations' formula and discretionary programs. Maintaining current highway and transit funding levels while continuing the flexibility to use CMAQ funds is paramount. The RTC opposes reductions in formula funding levels and modifications to the formula calculations.
- **Support Development of Public Lands Management Approach**
  The RTC is committed to partnering with diverse stakeholders to develop a well-balanced approach to public land management legislation addressing the needs of all regional partners in Washoe County. This effort is anticipated to allow federal lands to be recommended for development, creating permanent land conservation and helping to fund additional land preservation and conservation projects statewide.
- **Support Joint Development and Public-Private Partnerships**
  The RTC supports the continuation of FTA's joint development program and the encouragement of economic development in transit corridors. RTC also supports the creation of incentives for grantees to include private sector participation in transit infrastructure projects, transit service delivery and related economic development projects. RTC supports the use of innovative financing tools, including but not limited to asset-recycling, Build America Bonds, private activity bonds, state infrastructure banks, increased authorization for the Transportation Infrastructure Finance and Innovation Act, and equity investment tax credits.
- **Support Regional Pavement Preservation**
  The Pavement Preservation Program is a valuable method to keep good regional roads in good condition. The RTC will assist local governments in identifying federal funding opportunities for pavement preservation. The preservation of existing roads and highways in a state of good repair is an important tool to ensure the effective use of federal funding while also improving transportation safety, improving economic development, delivering transportation options and access, and accommodating new and emerging technologies by upgrading the region's existing infrastructure.
- **Spare Ratio Flexibility**
  With the transition to new technology, the spare ratio should be increased to acknowledge that some vehicles have longer lead times for replacement parts and support, so they could require more than a 1:1 ratio for operations. FTA should provide maximum flexibility on this policy to grantees and clearly communicate this message consistently from both HQ and regional FTA offices.
- **Change the Eligibility Requirements of the Transit Security Grant Program**
  The Transit Security Grant Program (TSGP) is a competitive grant that allows rail and transit agencies to improve security in their facilities. RTC had historically been eligible for these funds, but was not eligible for the program in FY25. If the eligibility requirements change, it would allow applications to fund projects that improve passenger safety. The Department of Homeland Security – FEMA offers the NOFO, which could benefit the RTC if it could apply.

- **Secure Unobligated Funding for Hydrogen Fuel Cell Buses**
  Federal Funding Source: $8.78 Million – Low or No Emission (Low-No) Vehicle Program
  The FTA awarded an $8.78 million grant from the Low or No Emission (Low-No) Vehicle Program in 2023. The RTC purchased six New Flyer hydrogen fuel cell buses and installed hydrogen fueling infrastructure with the agreement to receive reimbursement. The FTA still has not obligated the awarded funds. The RTC is working with the federal delegation and the FTA to secure these unobligated funds.

REGIONAL TRANSPORTATION COMMISSION
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Meeting Date: 12/19/2025 **Agenda Item: 6.1.**

To: Regional Transportation Commission

From: Bill Thomas, Executive Director

SUBJECT: Executive Director Report

RECOMMENDED ACTION

Monthly verbal update/messages from RTC Deputy Executive Director Dale Keller - no action taken.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There is no fiscal impact related to this action.

REGIONAL TRANSPORTATION COMMISSION

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Meeting Date: 12/19/2025 **Agenda Item: 6.2.**

To: Regional Transportation Commission

From: Paul Nelson, Government Affairs Officer

SUBJECT: Federal Report Discussion

RECOMMENDED ACTION

Monthly verbal update/messages from Paul Nelson, RTC Government Affairs Officer on federal matters related to the RTC - no action will be taken.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

REGIONAL TRANSPORTATION COMMISSION
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Meeting Date: 12/19/2025 **Agenda Item: 6.3**

To: Regional Transportation Commission

From: Tracy Larkin Thomason, NDOT Director

SUBJECT: NDOT Report

RECOMMENDED ACTION

Monthly verbal update/messages from NDOT Director Tracy Larkin Thomason or designated NDOT Deputy Director - no action will be taken.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.