



# RTC BOARD RETREAT

2026





# **Welcome, Opening Remarks & Stage Setting**

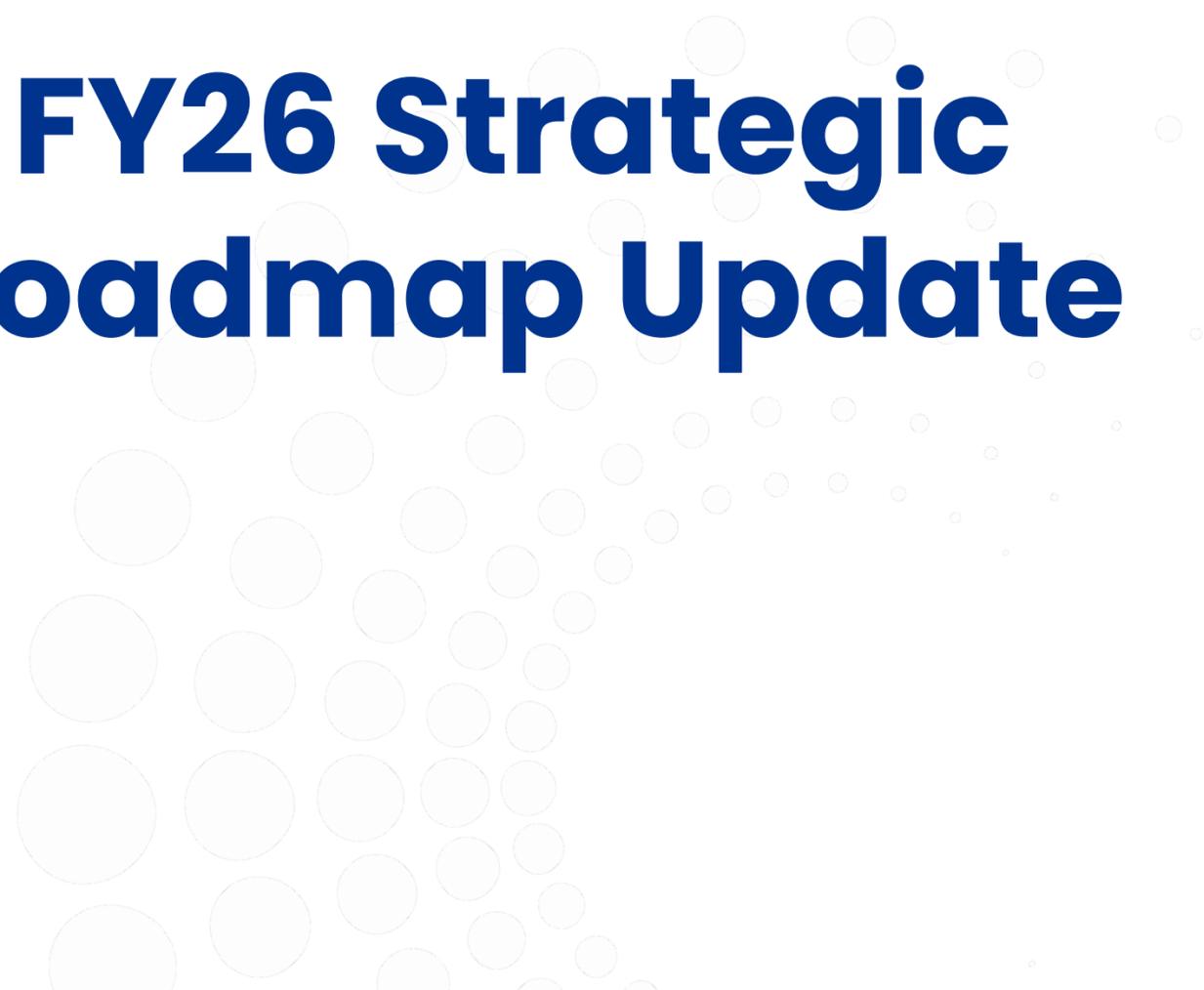
# Strategic “Agenda”

- **FY26 Strategic Roadmap Update**
- **Planning for the Future of Public Transportation**
- **Planning for the Future of Transportation & Regional Interconnectedness**
- **Proactive Management of Congestion**





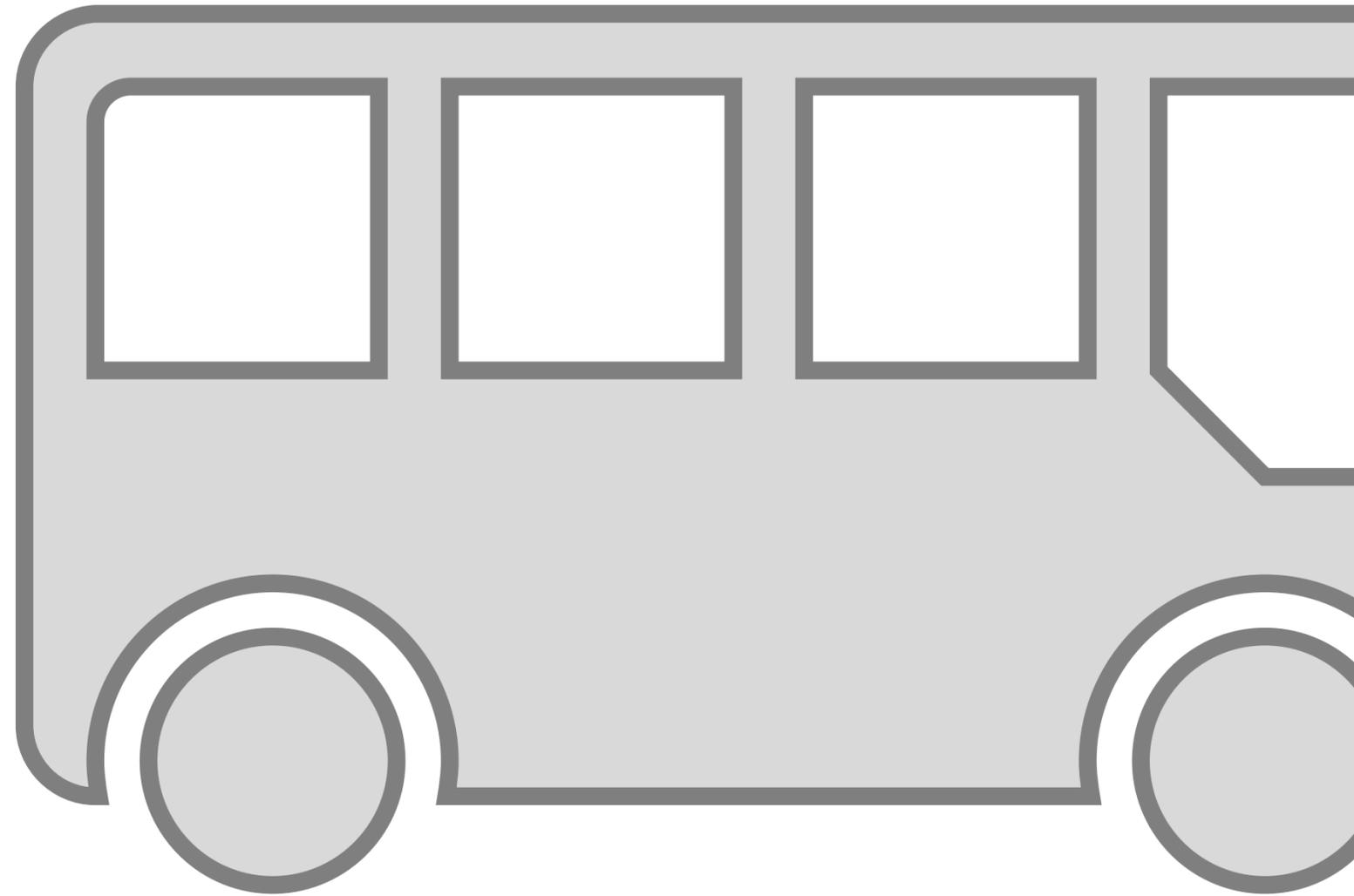
# FY26 Strategic Roadmap Update



# Recap & High-level Update

## ***GOAL 1: EXPAND PUBLIC TRANSPORTATION UTILIZATION***

- **Youth Ride Free w/ WCSD**
- **Replacement maintenance facility design**
- **\$21.5M FTA grant**

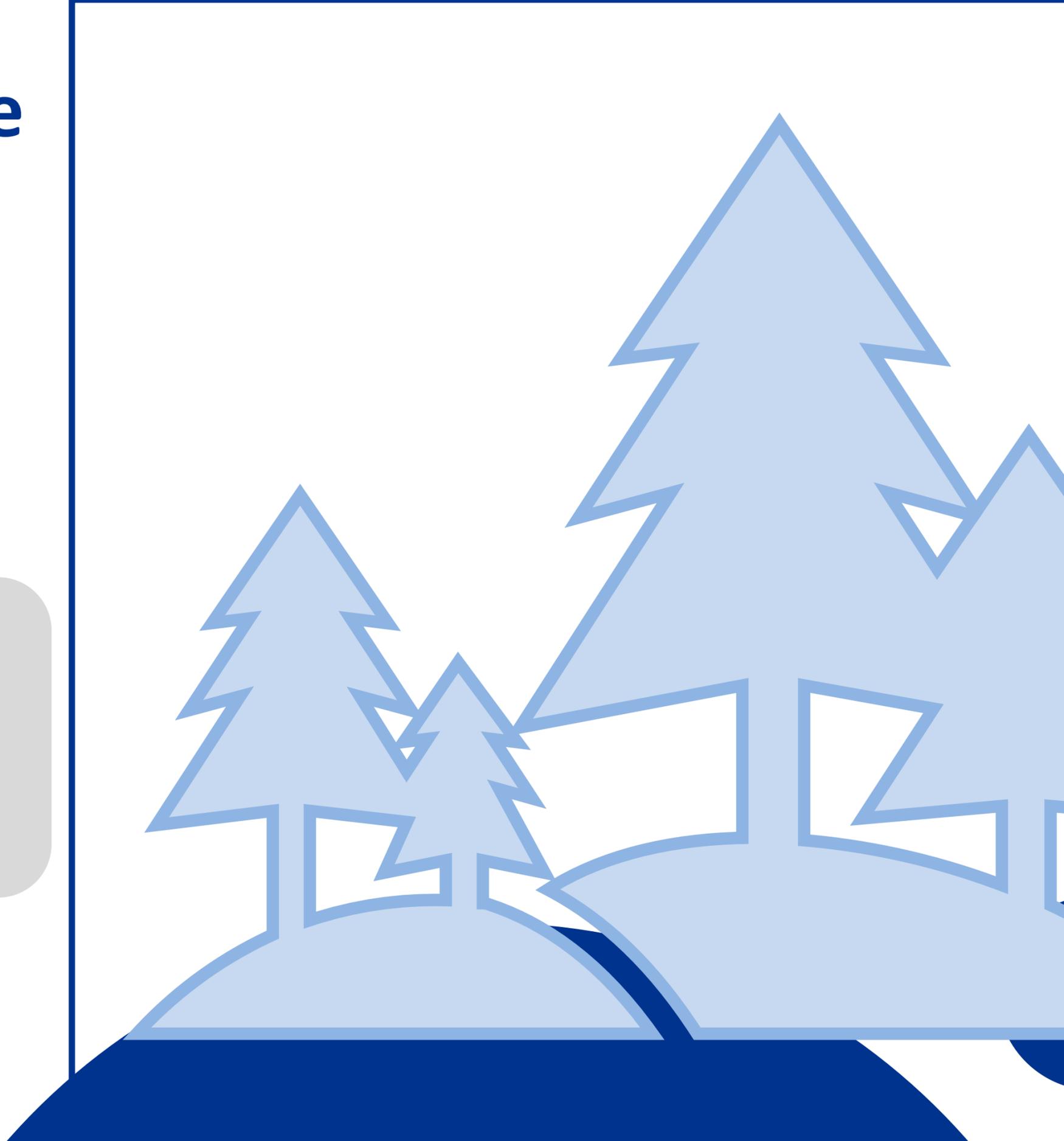


# Recap & High-level Update

## ***GOAL 2: PROMOTE NEIGHBORHOOD MOBILITY***

- **NNP #1 & 2 Board approval**

## ***GOAL 3: REIMAGINE THE TRUCKEE RIVER AS A TRANSPORTATION CORRIDOR***



# Recap & High-level Update

## ***GOAL 4: PROACTIVELY MANAGE CONGESTION***

- **Transportation Operations Maturity Assessment**
- **Sparks Intelligent Corridors national award**
- **Reno-Sparks-TRIC Rail and Alternative Modes Study**
- **Northeast Connector Feasibility Study**



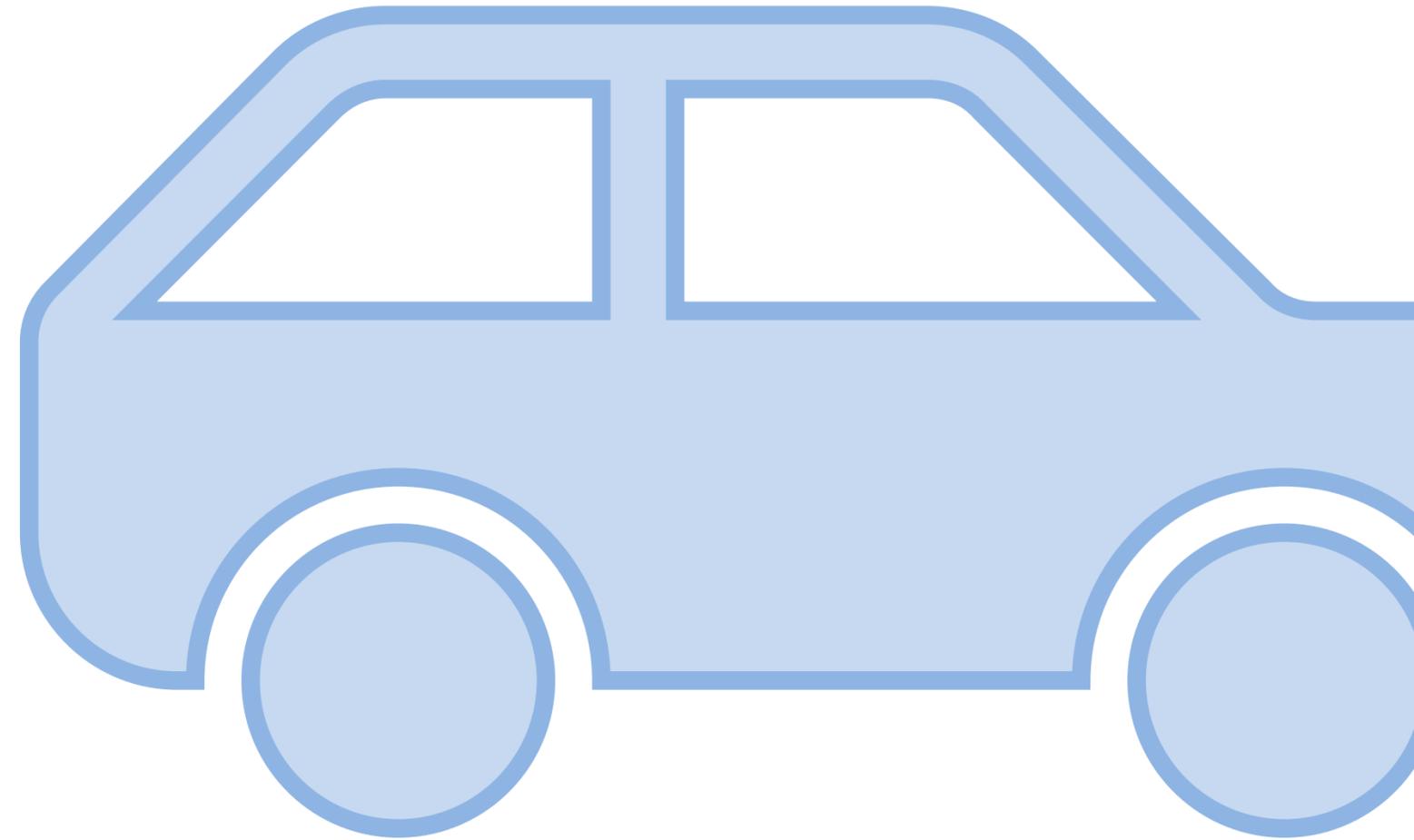
# Recap & High-level Update

## ***GOAL 5: IMPROVE NETWORK SAFETY***

- **West Fourth Street Safety Project**
- **Mae Anne and Avenida de Landa quick-build safety improvements**

## ***GOAL 6: SUSTAINABLE MAINTENANCE OF OUR ROADS***

- **\$6M Community Project Funding**



# Staff & Culture

## ***GOAL 7: BE A HIGH-FUNCTIONING ORGANIZATION***

- **Operational partnerships / contractor accountability**
- **Tell RTC's story**





# Planning for the Future of Public Transportation

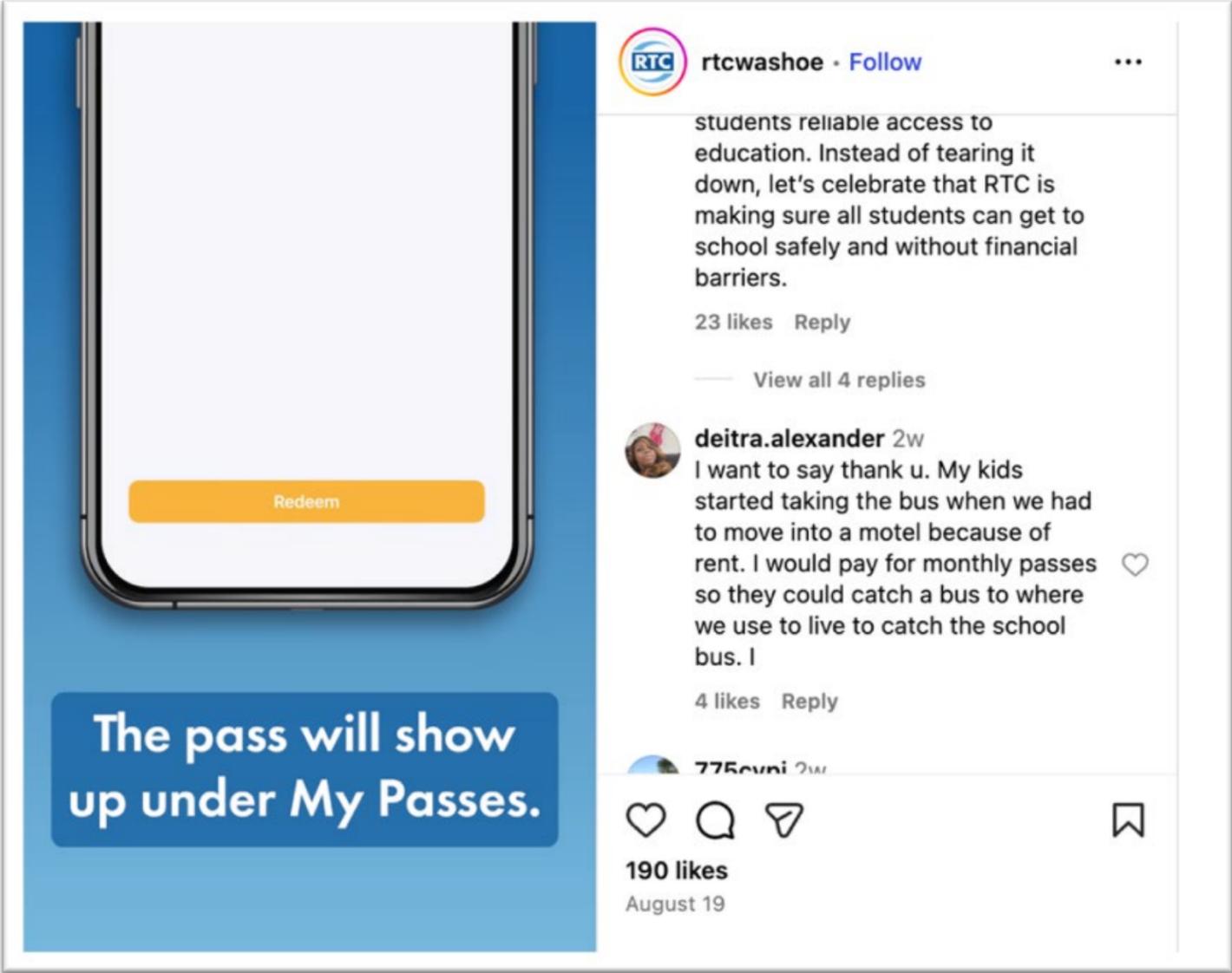


# Kids Ride Free Update

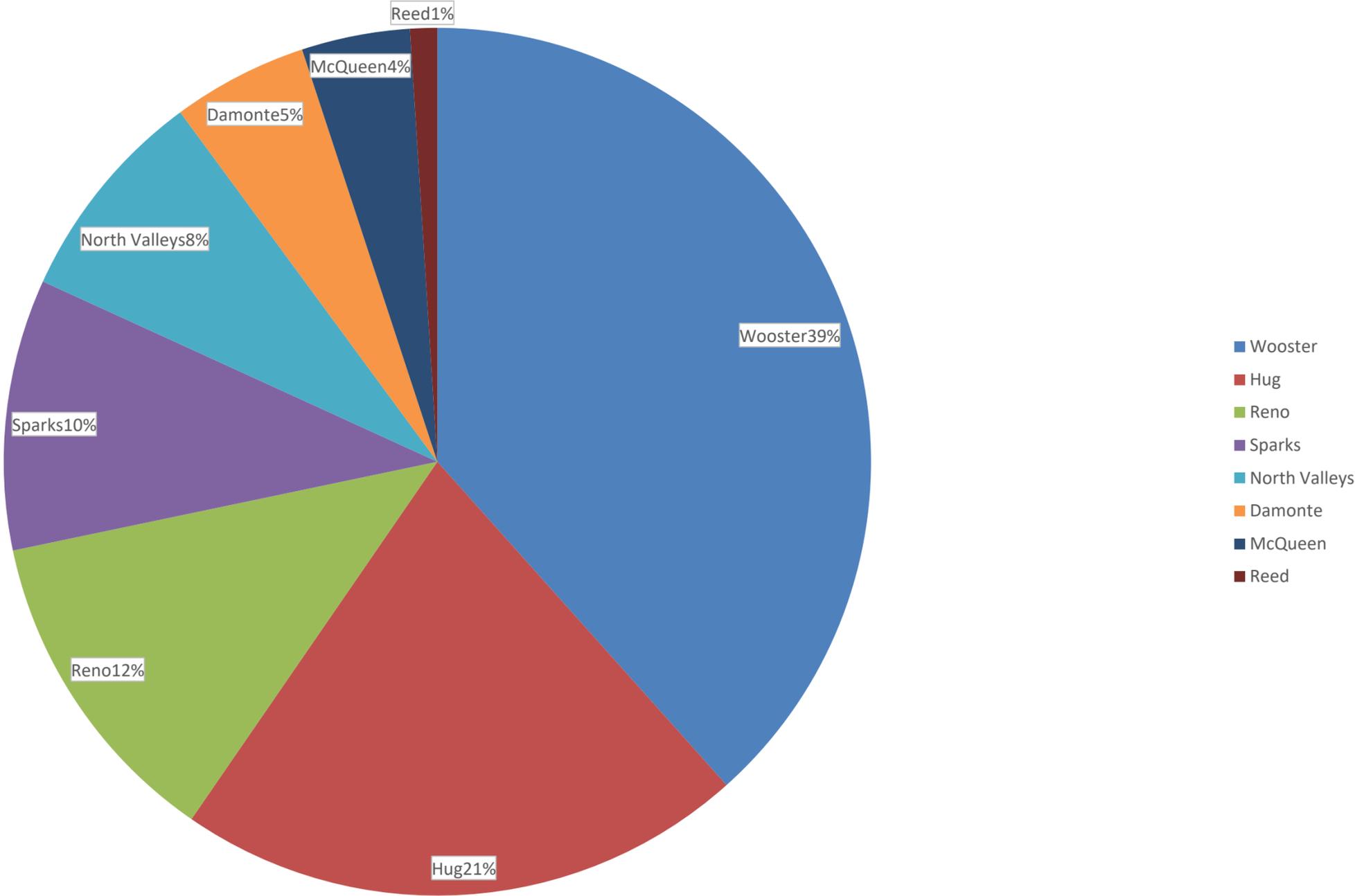
Update on pilot to inform a future decision

# Current Status

- 3,459 students enrolled
- 1,200 weekday ridership
- 400 weekend ridership



# Ridership by High School zone



# Top Routes

- Route 5: Sun Valley via Sutro/Wedekind
- Route 7: Stead
- Route 11: Fourth/Prater
- Route 16: Idlewild
- RAPID Virginial Line

# What's Working Well

- Ridership map matches expectations
- Minimal behavior issues
- Partnership with schools (champions)
- Great public comments



# What Needs Improvement

- No integration with existing student IDs
- Driver enforcement
- Undercounting ridership
- Standing room only complaints



# **TOPS Overview & Recommendations**

**Feedback from Board on proposed recommendations**



# Move More with RTC

## *2025-2030 Transit Plan*



## What is “Move More with RTC”

- Short-Range Transit Plan
- Capital and Operational Improvements for FY26-30
- Public Transportation Department Work Plan
- Informs Regional Transportation Plan
- Follow-Up to TOPS in 2022
- Increased focus on ACCESS and Senior Mobility Programs



## Project Schedule



### **Phase 1**

(Summer/Fall 2025):  
Community feedback &  
service review

### **Phase 2**

(Winter/Spring 2026):  
Feedback on draft  
recommendations

### **Phase 3**

(Spring 2026):  
Final recommendations to  
RTC Board



# **What We Heard**

# What Customers Like and What Can Be Improved (RIDE & FlexRIDE)

<b>RTC RIDE</b>	<b>Average of Importance</b>	<b>Average of Satisfaction</b>	<b>Gap</b>
Overall satisfaction with RTC RIDE		<b>3.66</b>	
Frequency of buses/How often the bus comes	<b>4.52</b>	<b>3.44</b>	<b>-1.08</b>
Buses arrive on time	4.43	<b>3.46</b>	<b>-0.98</b>
Delay/Service advisories	4.23	<b>3.26</b>	<b>-0.97</b>
Location served	<b>4.59</b>	3.66	<b>-0.93</b>
Accurate real-time arrival time info	4.36	<b>3.46</b>	<b>-0.90</b>
Hours service is available	<b>4.46</b>	3.62	<b>-0.83</b>
Distance to the bus stop	4.17	3.63	<b>-0.54</b>
Condition of the stop/station	4.10	3.58	<b>-0.52</b>
Personal security at stop/station	4.15	3.64	<b>-0.51</b>
Cleanliness inside the bus	4.18	3.73	<b>-0.46</b>
Ease of planning a trip	4.15	3.84	<b>-0.31</b>
Personal security while riding	4.12	3.82	<b>-0.31</b>
Ease of transfers	4.09	3.81	<b>-0.29</b>
Ease of getting to/from the bus	4.16	3.88	<b>-0.28</b>
On-board trip time	4.01	3.74	<b>-0.26</b>
Customer service of bus drivers	4.03	3.82	<b>-0.21</b>
Comfort onboard the vehicle	3.99	3.82	<b>-0.17</b>
Seat availability on the bus	3.95	3.98	<b>0.03</b>
Cost of trip	4.03	4.08	<b>0.05</b>
Ease of paying fare	3.98	4.19	<b>0.20</b>
Availability of information in Spanish	3.27	3.80	<b>0.53</b>
Ability to navigate the system in Spanish	3.55	4.10	<b>0.55</b>

<b>RTC FlexRIDE</b>	<b>Average of Importance</b>	<b>Average of Satisfaction</b>	<b>Gap</b>
Overall satisfaction with RTC FlexRIDE		<b>3.71</b>	
On-time pickup	<b>4.55</b>	<b>3.21</b>	<b>-1.34</b>
Ability to get a ride when you want to travel	<b>4.54</b>	<b>3.27</b>	<b>-1.27</b>
Where you can travel	<b>4.51</b>	<b>3.37</b>	<b>-1.14</b>
Length of the ride time	4.31	<b>3.20</b>	<b>-1.11</b>
Hours when service is available	4.42	3.56	<b>-0.86</b>
Use of RTC CONNECT website/app	4.44	3.90	<b>-0.55</b>
Reservation call answer time	4.13	3.59	<b>-0.53</b>
Availability of FlexRIDE information in Spanish	4.00	3.50	<b>-0.50</b>
Professionalism of reservations staff	4.36	4.02	<b>-0.33</b>
Safety on vehicle	4.63	4.33	<b>-0.30</b>
Vehicle cleanliness/comfort of vehicle	4.41	4.13	<b>-0.29</b>
Professionalism of driver	<b>4.53</b>	4.31	<b>-0.21</b>
Cost of ride	4.34	4.25	<b>-0.08</b>
Ability to use RTC FlexRIDE in Spanish	4.00	4.00	<b>0.00</b>

# What Customers Like and What Can Be Improved (Senior Mobility Programs and ACCESS)

## RTC Mobility Services

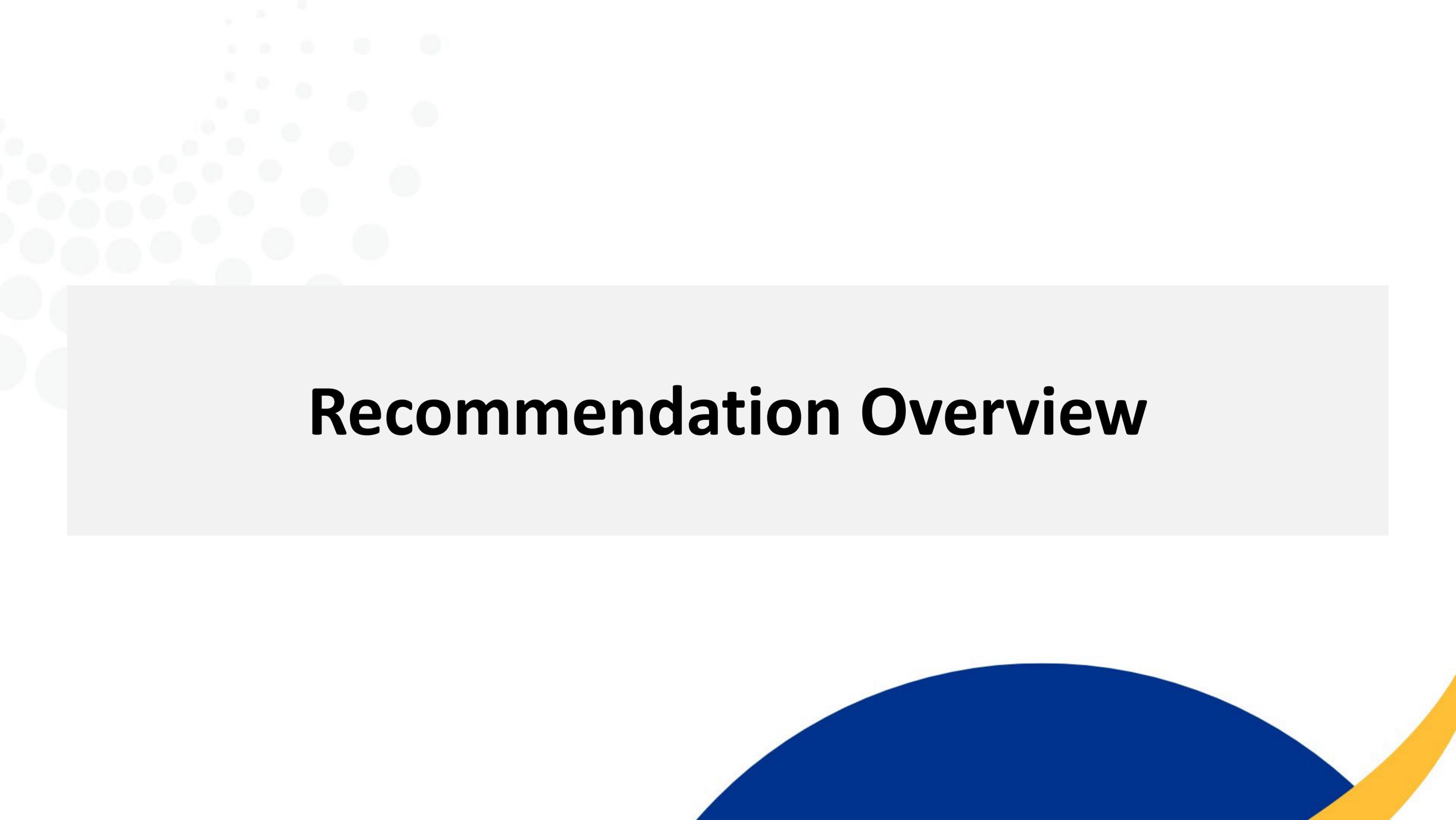
- **How well does program meet your mobility needs?**
  - Very Well (41%)
  - Somewhat well (35%)
  - Not very well (12%)
  - Not at all or not sure (6%)
- **Have you experienced any challenges using your transportation subsidy?**
  - No challenges (37%)
  - Minor challenges (41%)
  - Significant challenges (13%)
- **Does the monthly \$60 subsidy cover your typical transportation needs?**
  - Yes, it's sufficient (22%)
  - No, I often need to pay extra (71%)

<b>RTC ACCESS</b>	<b>Average of Importance</b>	<b>Average of Satisfaction</b>	<b>Gap</b>
Overall satisfaction with RTC ACCESS		<b>4.05</b>	
Where you can travel	<b>4.48</b>	<b>3.55</b>	-0.93
Ability to get a ride when you want travel	4.43	<b>3.58</b>	-0.86
On-time drop-off at your destination	<b>4.48</b>	3.78	-0.71
Length of the ride time	4.18	<b>3.51</b>	-0.67
On-time pick up within 20-minute window	4.36	3.69	-0.67
Hours when service is available	4.38	3.83	-0.55
Professionalism of reservations staff	4.41	3.98	-0.43
Safety on vehicle	<b>4.54</b>	4.14	-0.41
Professionalism of driver	<b>4.51</b>	4.14	-0.37
Reservation call answer time	4.26	3.90	-0.36
Cost of ride	4.43	4.12	-0.31
Vehicle cleanliness/comfort of vehicle	4.39	4.16	-0.24

# Move More with RTC Goals

- Goal 1: Enhance Mobility
- Goal 2: Ensure that service is Safe, Reliable, Comfortable, and Customer Focused
- Goal 3: Deliver Service Cost-Effectively
- Goal 4: Promote transit service as part of a sustainable future in Washoe County

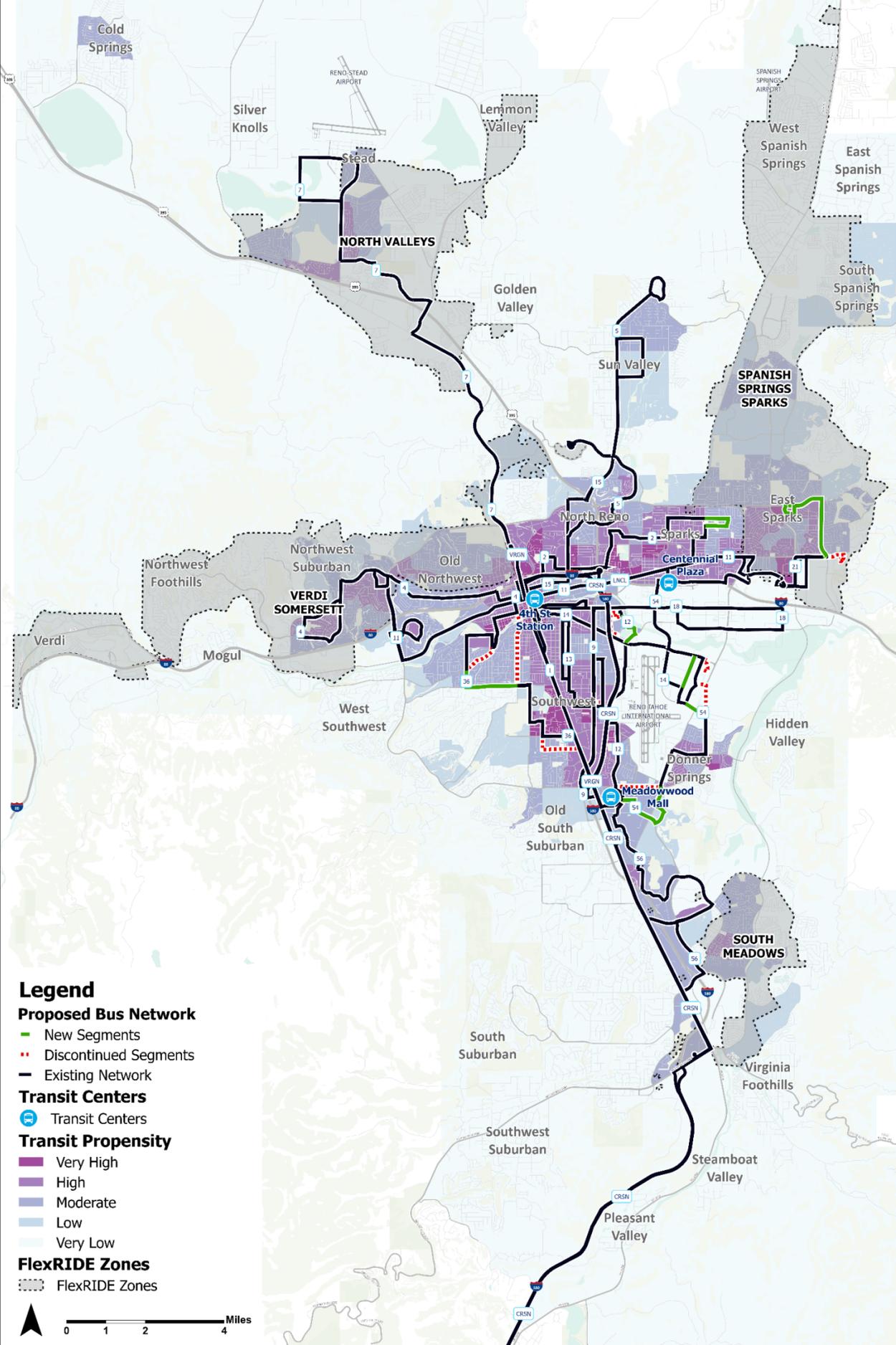




# **Recommendation Overview**

# Recommendation Overview

- Later and more frequent early evening service
- Later and more frequent weekend service
- Changes to route alignments to improve ridership
- No changes to Regional Connector or Virginia Rapid
- Expanded senior mobility services
- ACCESS service policy recommendations
- Fare system recommendations



# Existing Route Impacts

	Route 1	Route 2	Route 4	Route 5	Route 6	Route 7	Route 9	Route 11	Route 12	Route 13	Route 14	Route 15	Route 16	Route 18	Route 21	Route 54	Route 56	Route LNCN
Improved Weekday Evening Frequency		?		?			?		?	?		?		?	?		?	
Improved Weekend Frequency		?		?			?	?	?	?	?	?		?	?		?	
Reduced Weekday Frequency					?						?		?					
Reduced Weekend Frequency					?	?												?
Minor Hourly Frequency Change	?																	
Reduce Weekday Late Night Trips		?	?			?	?		?	?	?			?	?			
Reduce Weekend Late Night Trips		?	?			?	?		?	?	?				?			
Route Combination					?								?					
Service to New Areas		?						?	?						?	?		
Eliminate Route or Segments					?				?				?		?	?		



# **Draft RIDE Route Recommendations**

# RIDE Routes with Alignment Changes

## Route 2

- Extend route to serve Sparks Senior Center on Richards Way

## Route 6 | Route 16 | Route 36

- Combines highest ridership sections of Routes 6 & 16

## Route 11

- Extend route to Outlets at Legends on Lincoln Way

## Route 12

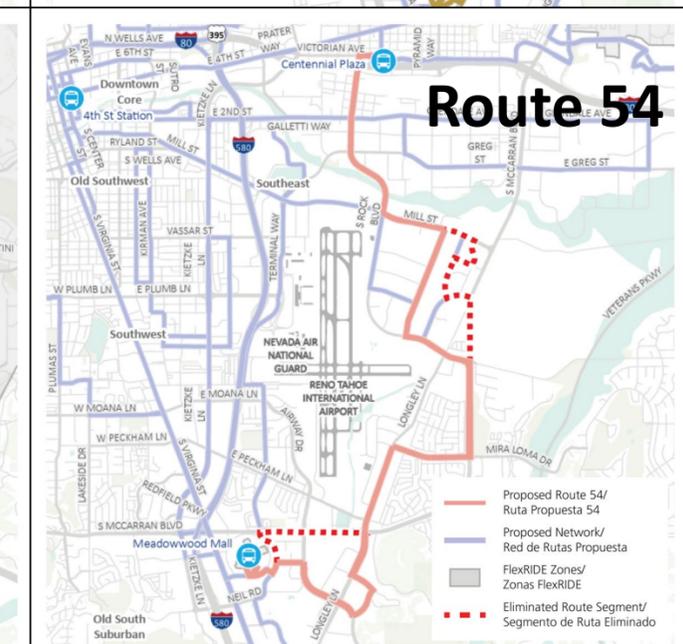
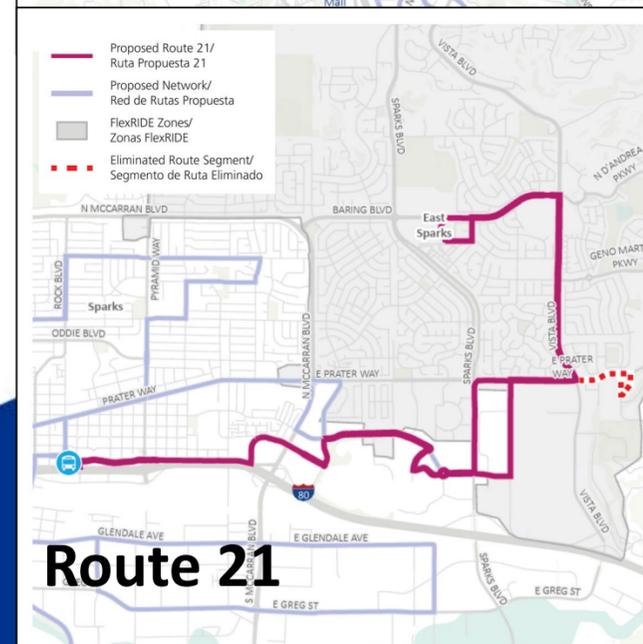
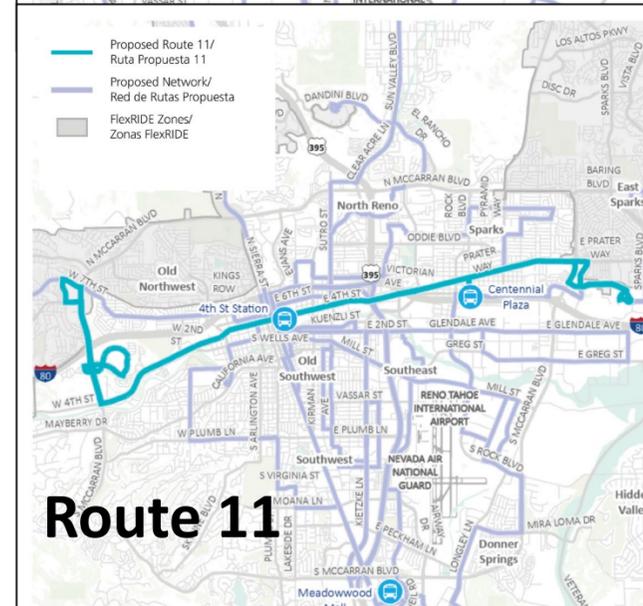
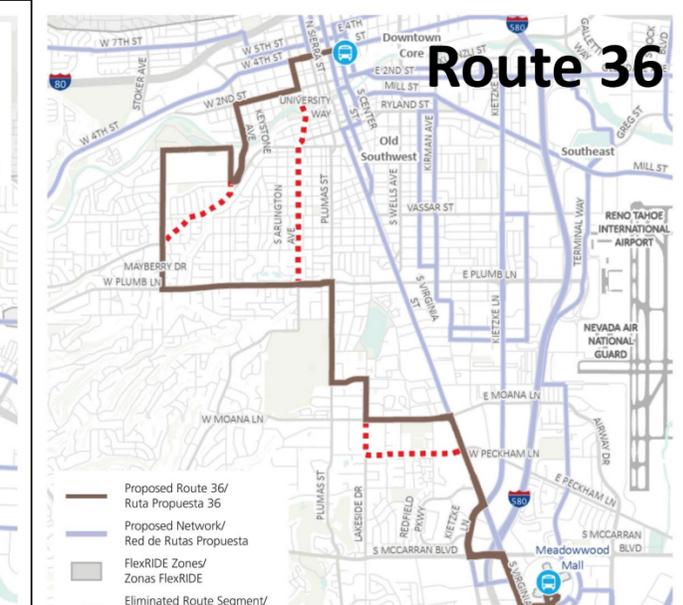
- Change alignment at Grand Sierra Resort
- Shift route to Mill St instead of Kuenzli St to connect to hospital

## Route 21

- Extend route northbound on Vista Blvd to Baring Blvd with service to Reed High School and retail centers.
- Discontinue service to Northern Nevada Medical Center

## Route 54

- Streamlined routing in industrial area east of airport to serve highest ridership stops
- Revise routing at south end of route to serve Northern Nevada Sierra Medical Center





# **Other Service Recommendations**

## FlexRIDE

- Increase wait time standard from 20 to 30 min average for comparability with fixed-route service
- Allow advanced reservations (up to 3 days) and standing ride requests for work and school trips
- Introduce \$1 fare for additional passengers booked on same ride
- Pilot comingling ACCESS and FlexRIDE services on weekends



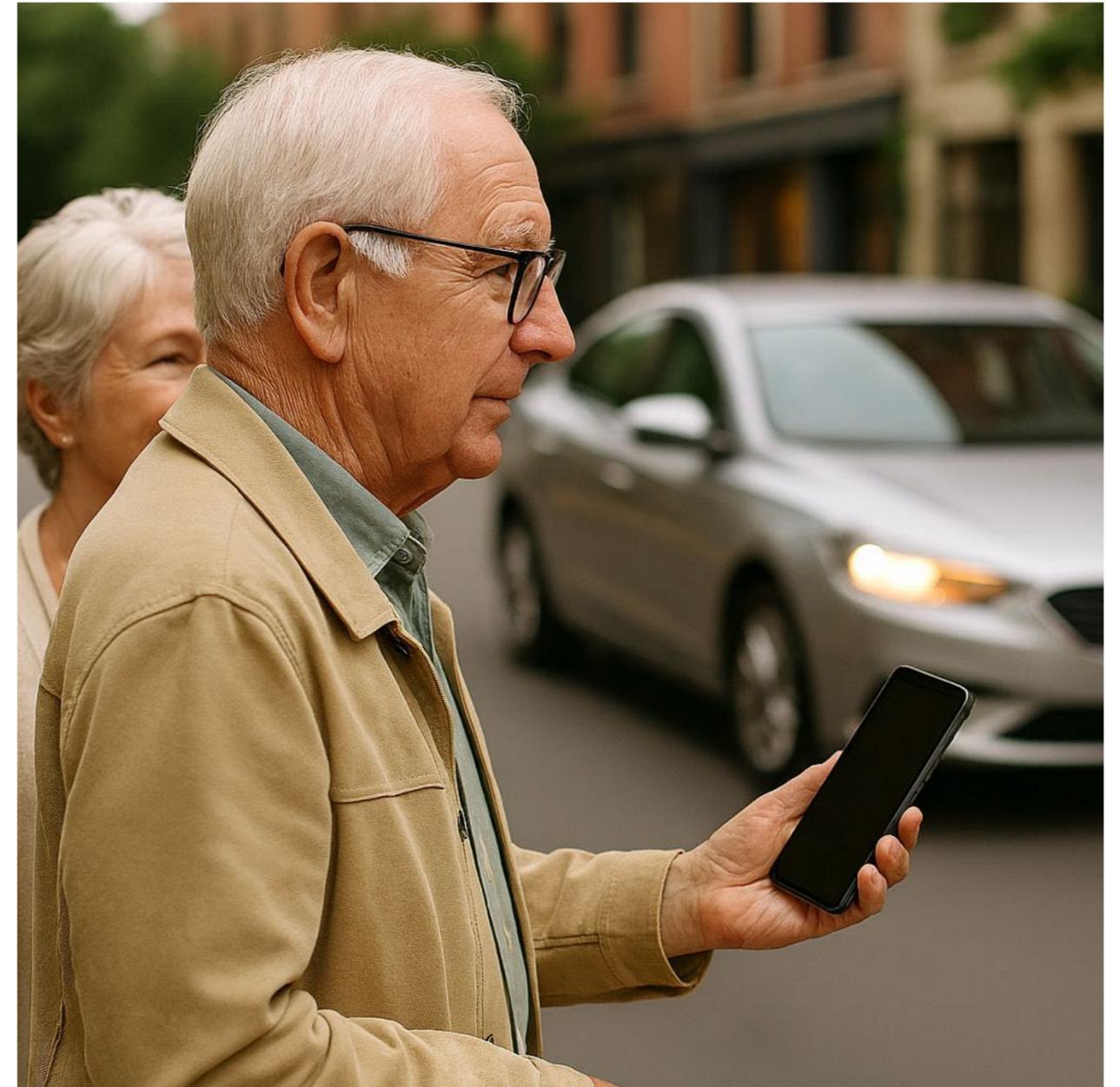
## ACCESS

- Change service model from Door-to-Door to Curb-to-Curb service for operational efficiency and allow customers to apply for Door-to-Door service
- Improve On-Time Performance standard to 90% of trips arriving in window of 10 min before and 20 min after schedule pick-up time
- Improve Call Hold-Time standard to 2.5 min average with 5 min maximum after transferring to customer representative
- Increase fare to \$4.00 and allow customer to ride free on RIDE and Regional Connector services with ID



## Senior Mobility Programs (Taxi, Uber, Lyft)

- Implement new consolidated “ConnectRIDE” program with one debit card to pay for Taxi, Uber, Lyft, FlexRIDE, and RIDE services
- Eligibility will continue to be limited to seniors, RTC ACCESS customers, and veterans with ID.
- Offer reservation phone number for users without a smartphone to book rides
- Increase Senior age to 65+ for new users to manage program costs
- Implement 25% co-payment for customers with household incomes above 200% percent of the Federal Poverty Level to manage program cost



## Fare Technology

- Move towards cashless on-board fare collection for operational and cost efficiency
- Implement fare capping on Token Transit for best one-day and seven-day fares
- Add payment by credit/debit card onboard RIDE, FlexRIDE, and ACCESS
- Add cash loading for Token Transit app at RTC Offices and Retail Locations
- Implement online reduced fare application
- Evaluate phasing-out physical passes and on-board cash acceptance



## Fare Changes

### ○ RIDE

- Phase-out onboard day pass sales with implementation of fare capping

### ○ Regional Connector

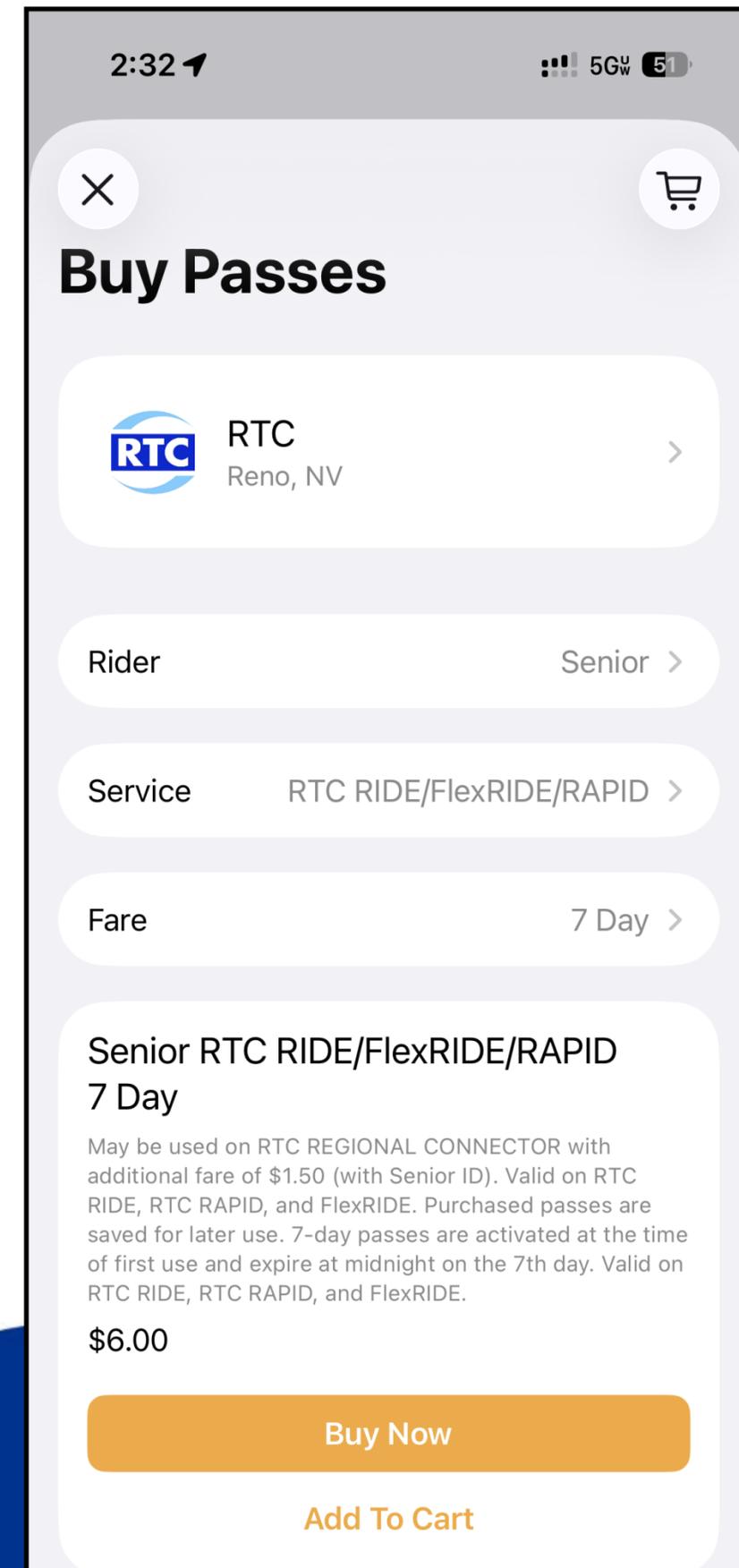
- Replace RIDE to Regional connector fare with new 2-hour Regional Connector pass

### ○ FlexRIDE

- Introduce \$1 fare for additional passengers booked on same ride

### ○ ACCESS

- Increase fare to \$4.00
- Allow ride free on RIDE and Regional Connector services with ID



## Next Steps

- **Close Community Survey (Mar 20)**
- **Board Consider Final Recommendations (Apr-May)**
- **Five Year Implementation Plan**

## Project Website

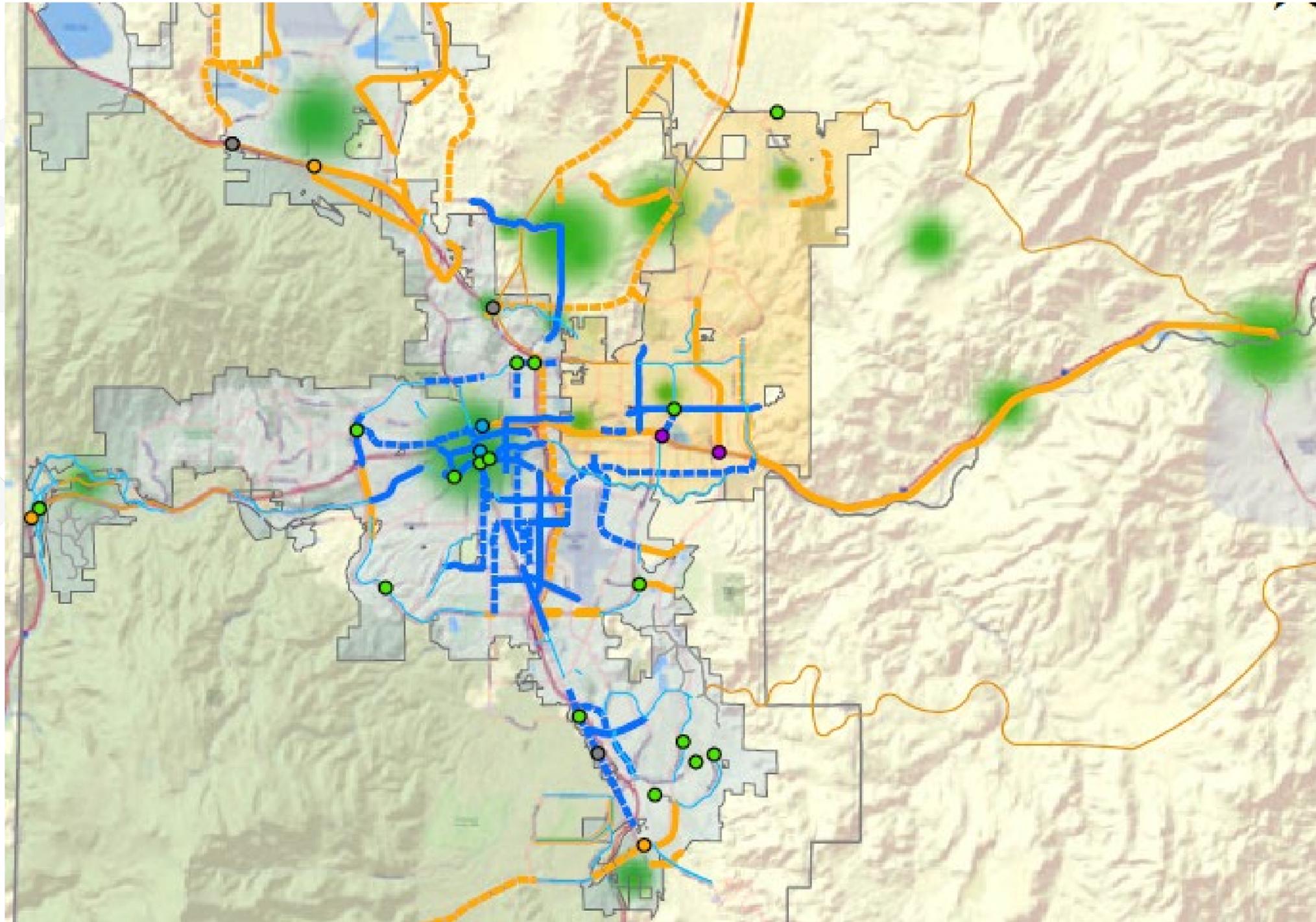
– [rtcwashoe.com/movemore](http://rtcwashoe.com/movemore)





# **Planning for the Future of Transportation & Regional Interconnectedness**

# RTP Priorities



In 2024, as part of the RTP update, Board members identified their top five "areas of community need."

## Geographic Priorities

Top Areas of Focus:

- North Valleys
- Sun Valley
- Truckee River Corridor
- Lake Tahoe (Transit)
- Verdi
- La Posada to USA Parkway

Board priorities excerpted from 2050 RTP Update Appendix A, Pages 178-179



# Commuter Rail Presentation

**Briefing the Board on the findings**



# Tahoe Reno Industrial Center (TRI Center) Workforce Commuter Rail Feasibility Study

*RTC Board Retreat  
March 13, 2026*



# Agenda

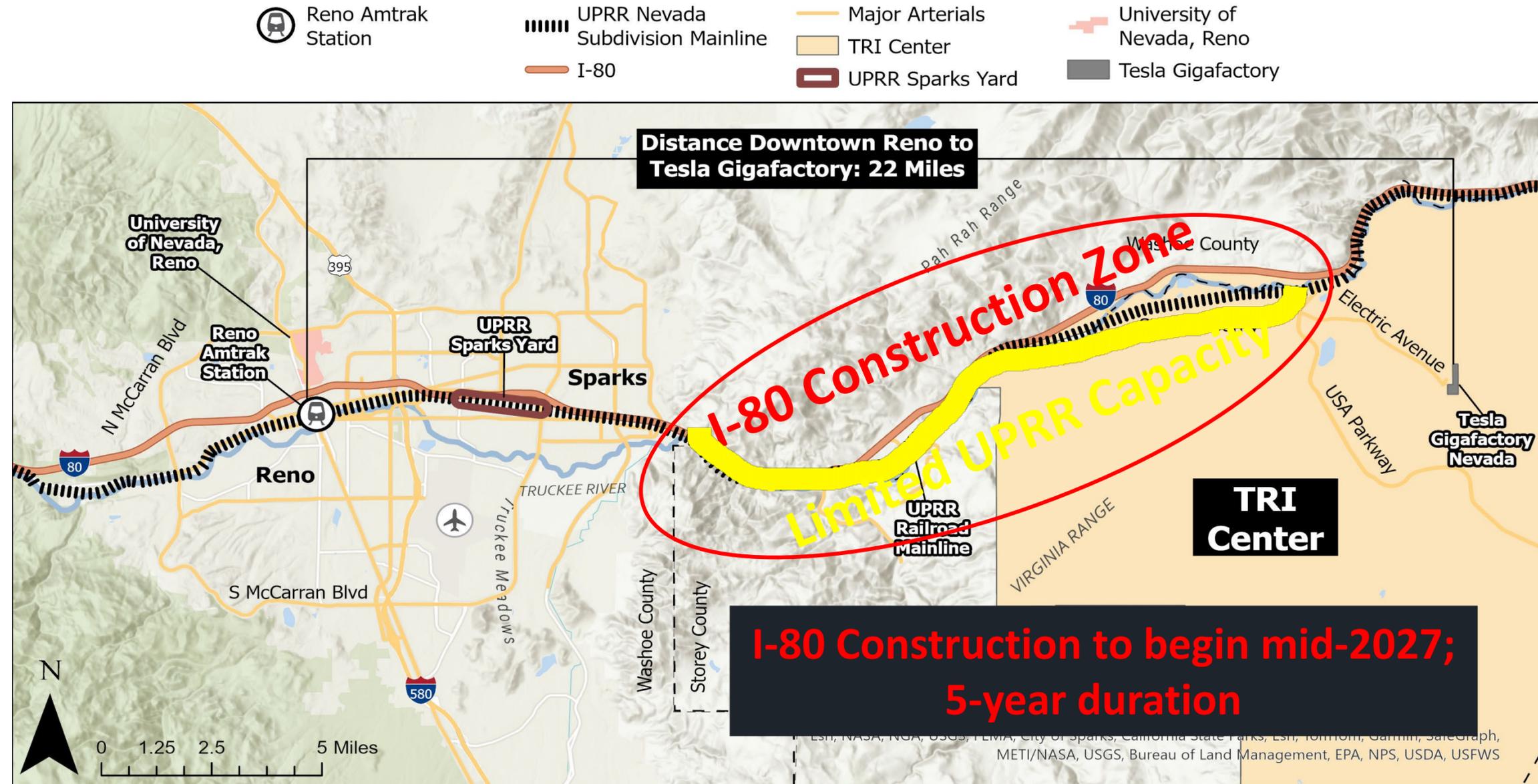
- Workforce Rail Study Purpose
- Market/Ridership Assessment
- Service Characteristics
- Near-Term Alternative
- Long-Term Alternative
- UPRR Mainline Improvements
- Freight IMF at the TRI Center
- Cost Estimates
- Potential Funding Sources
- Next Steps



*Source: visitrenotahoe.com*

# Workforce Rail Study Purpose

- TRI Center is the largest industrial park in the US
- Current workforce = 20,000+ jobs (daily commuters)
- NDOT I-80 Construction start 2027 (5+ Year Duration)
- Workforce projected to nearly double in 10-15 years
- Home to 100+ companies
- Largest employers
  - Tesla, Inc (7,873)
  - Panasonic Corp (4,321)
  - Redwood Materials ( 1,465)
  - Wal-Mart (1,134)
- UPRR major freight corridor Chicago – West Coast



# Workforce Rail Market/Ridership Assessment

- High-level ridership demand assessment performed
- Strong projected demand, especially during I-80 construction
- **Peak demand (primary shift Changes)** 6-9 AM eastbound and 5-7 PM westbound

	2025 Rail Ridership Estimates		2028 Rail Ridership Estimates	
Hour	Eastbound	Westbound	Eastbound	Westbound
6	900	400	3,100	1,200
7	200	500	700	1,600
8	140	50	500	100
17	30	200	100	600
18	600	300	2,000	1,100
19	300	800	900	2,600
<b>Total</b>	<b>2,200</b>	<b>2,300</b>	<b>7,300</b>	<b>7,200</b>

2025 Ridership Estimates assumes Workforce Rail would replace existing shared ride services

2028 Ridership Estimates assumes I-80 construction delays, no shared services, and increase in Tesla/Panasonic Workers

# Conceptual Workforce Rail Service Characteristics

- Service plan to be developed with UPRR
- Require an Access and Operating Agreement
- Assumed Infrastructure Investment
  - *Near-Term = Startup with minimum infrastructure (no UPRR improvements)*
  - *Long-Term = Full Build (includes UPRR mainline improvements)*

<u><i>Workforce Rail Alternative</i></u>	<u><i>Service Plan</i></u>	<u><i>One-Way Travel Time End-to-End</i></u>
<b>Near-Term Alternative</b>	3 round trips AM 3 round trips PM	30 minutes
<b>Long-Term Alternative</b>	4-5 round trips AM 4-5 round trips PM	40 minutes
Train Consist = 1 Loco + 10 Bi-level coaches = 1,350 seats/train		

# Workforce Rail Near-Term Alternative

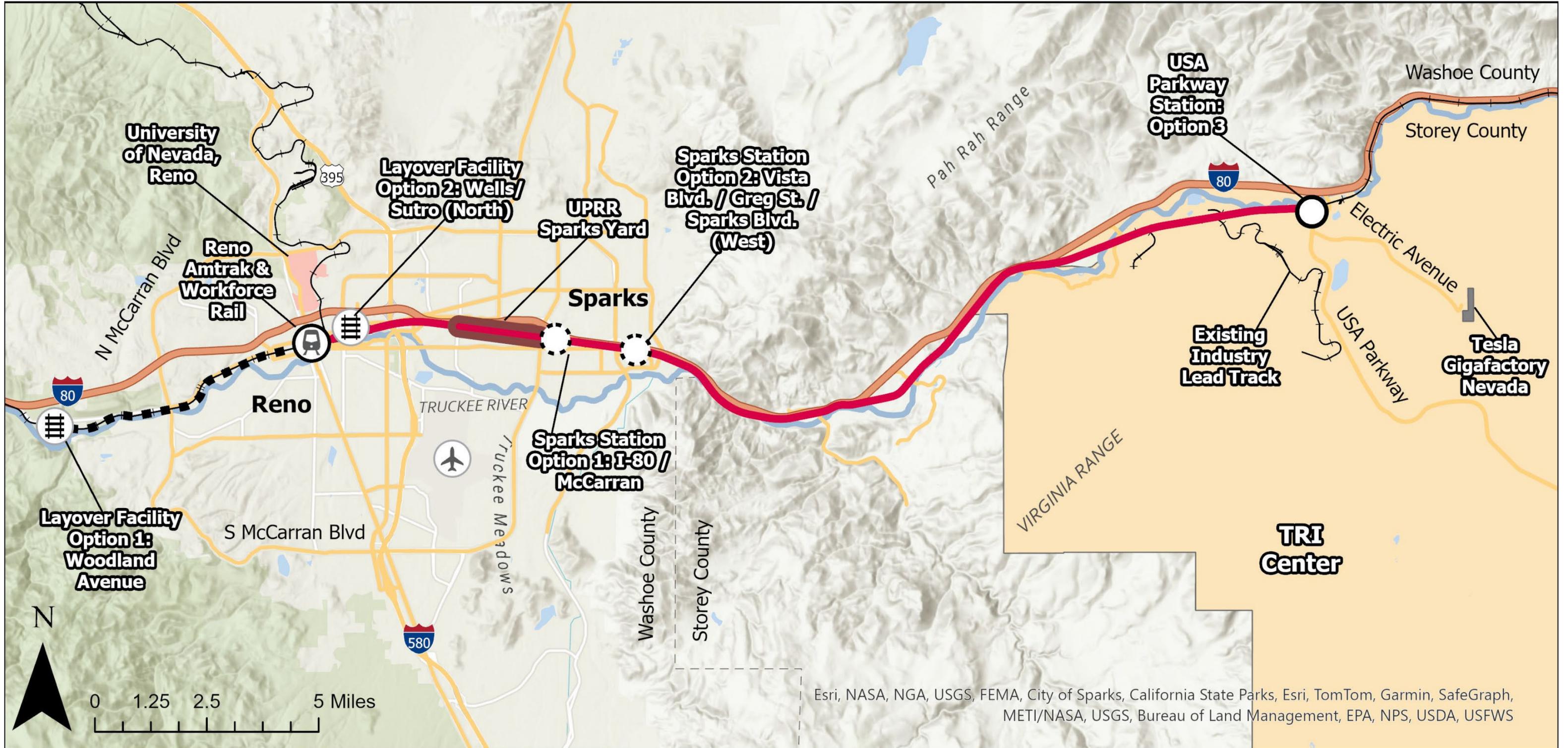
- Startup Service – Minimum Capital Investment
  - **No UPRR mainline improvements.** Slots for a few peak-hour Workforce Rail trains assumed to be available. (Rail Traffic Controller (RTC) modeling required to verify capacity.)
- Stations
  - Existing Reno Amtrak station
  - New station in Sparks – two possible locations (off mainline platform)
  - New station at the TRI Center near USA Parkway, with shuttle transfers between the station and worksites
- Layover yard for overnight train storage and light maintenance
  - Three possible locations identified
- Heavy maintenance performed offsite



Reno Amtrak Station



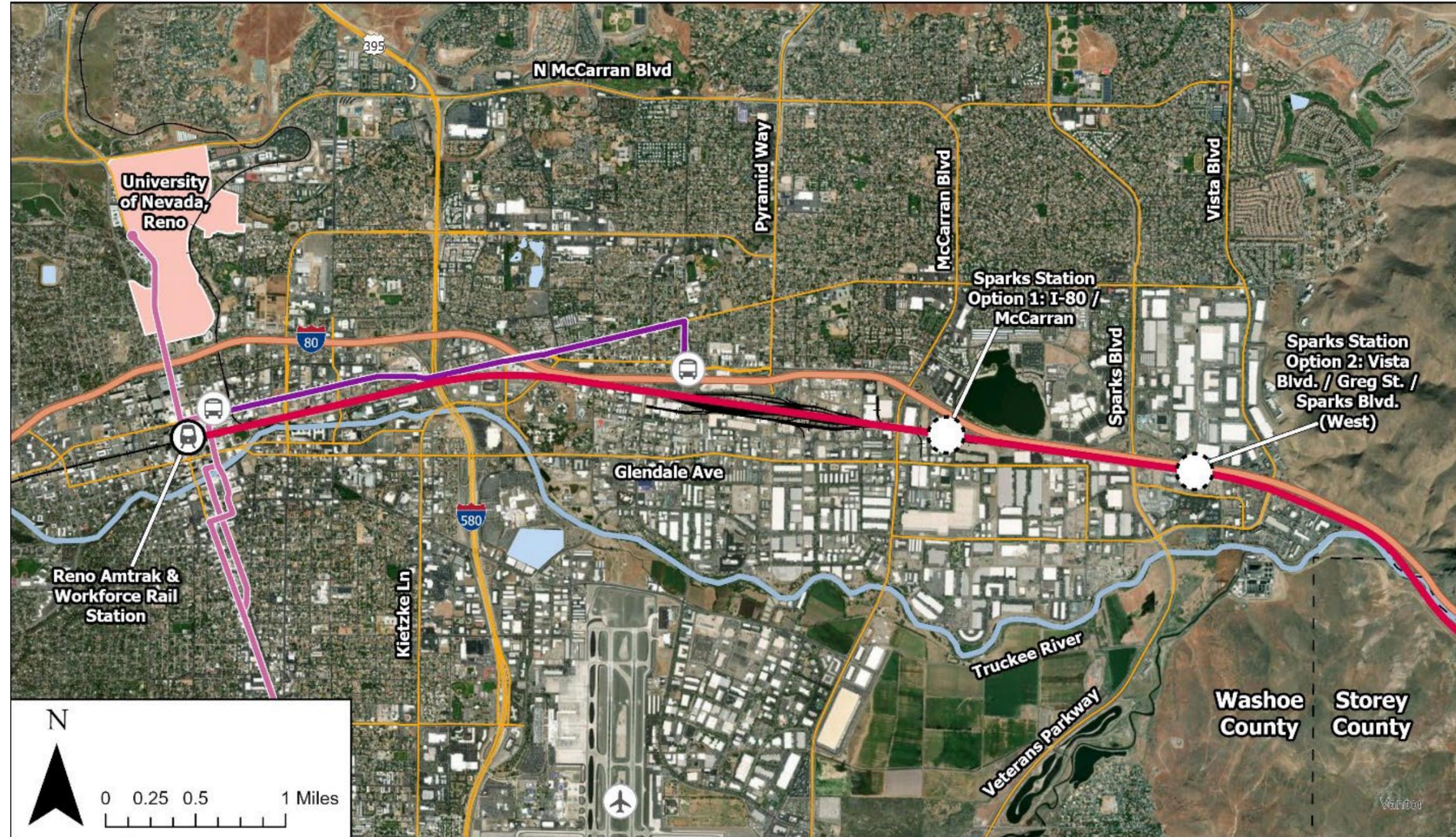
# Workforce Rail Near-Term Alternative



# Recommended Reno and Sparks Stations

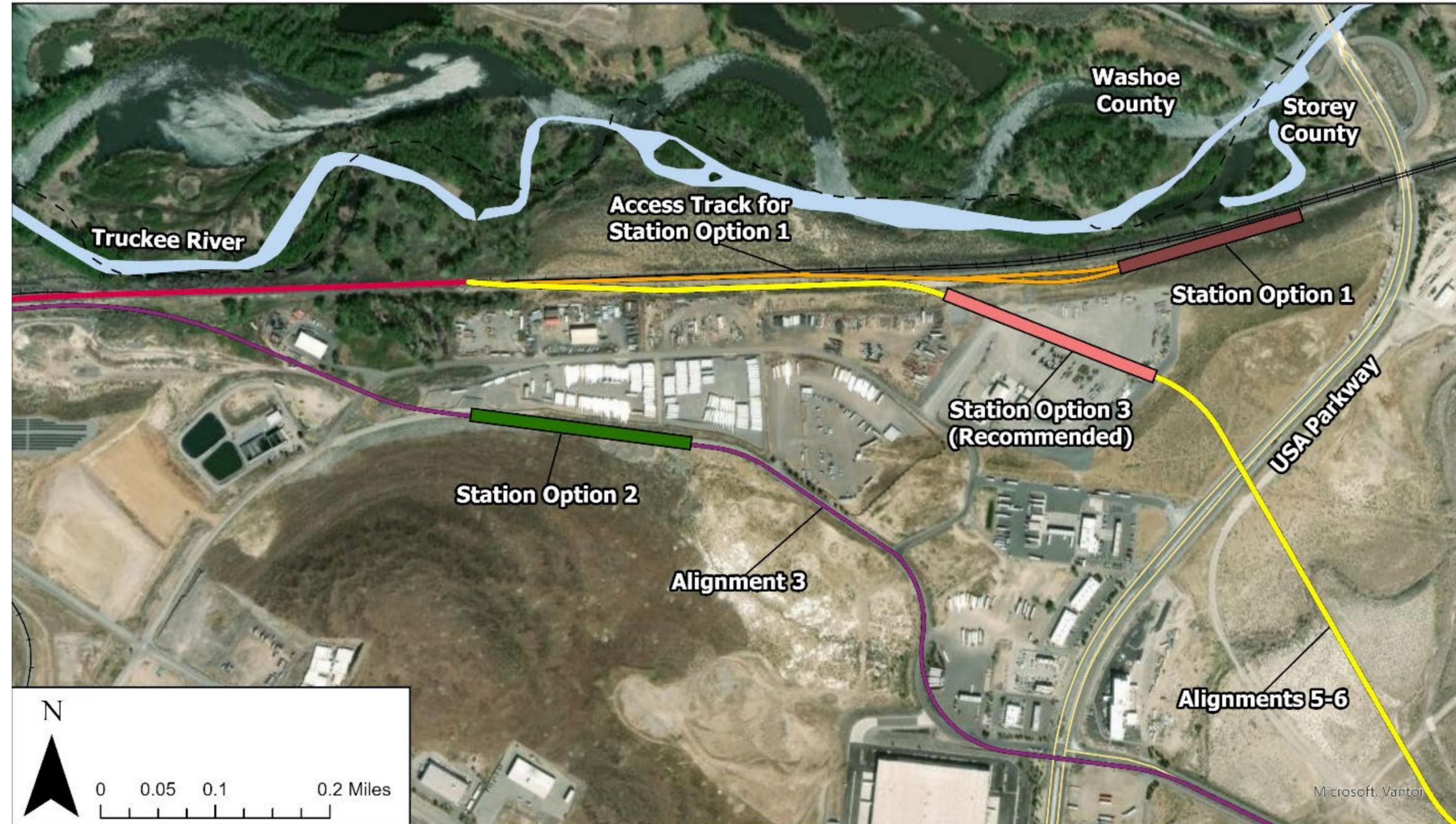


- **Reno:** Existing Amtrak Station
- **Sparks:** 2 candidate station sites recommended for Further Consideration
  - I-80/McCarran
  - Sparks Blvd. / Vista Blvd.



# TRI Center: 3 sites evaluated for a USA Parkway Station

- Passenger load/unload off UPRR mainline
- Alignment that can be extended to the Gigafactory in future phases
- Space and access for first/last mile shuttle connections
- Location with lasting value



## Typical New Station Type:

Long platform with Shelters and Multimodal Facilities.

Platform on one side of the tracks.



# Train Layover Sites

- Needed for overnight train storage and light maintenance
  - *Near-Term heavy maintenance provided outside the region*
- 3 locations evaluated
  - *Wells/Sutro (North)*
  - *Wells/Sutro (South)*
  - *Woodland Ave*
- 2 locations recommended for further evaluation

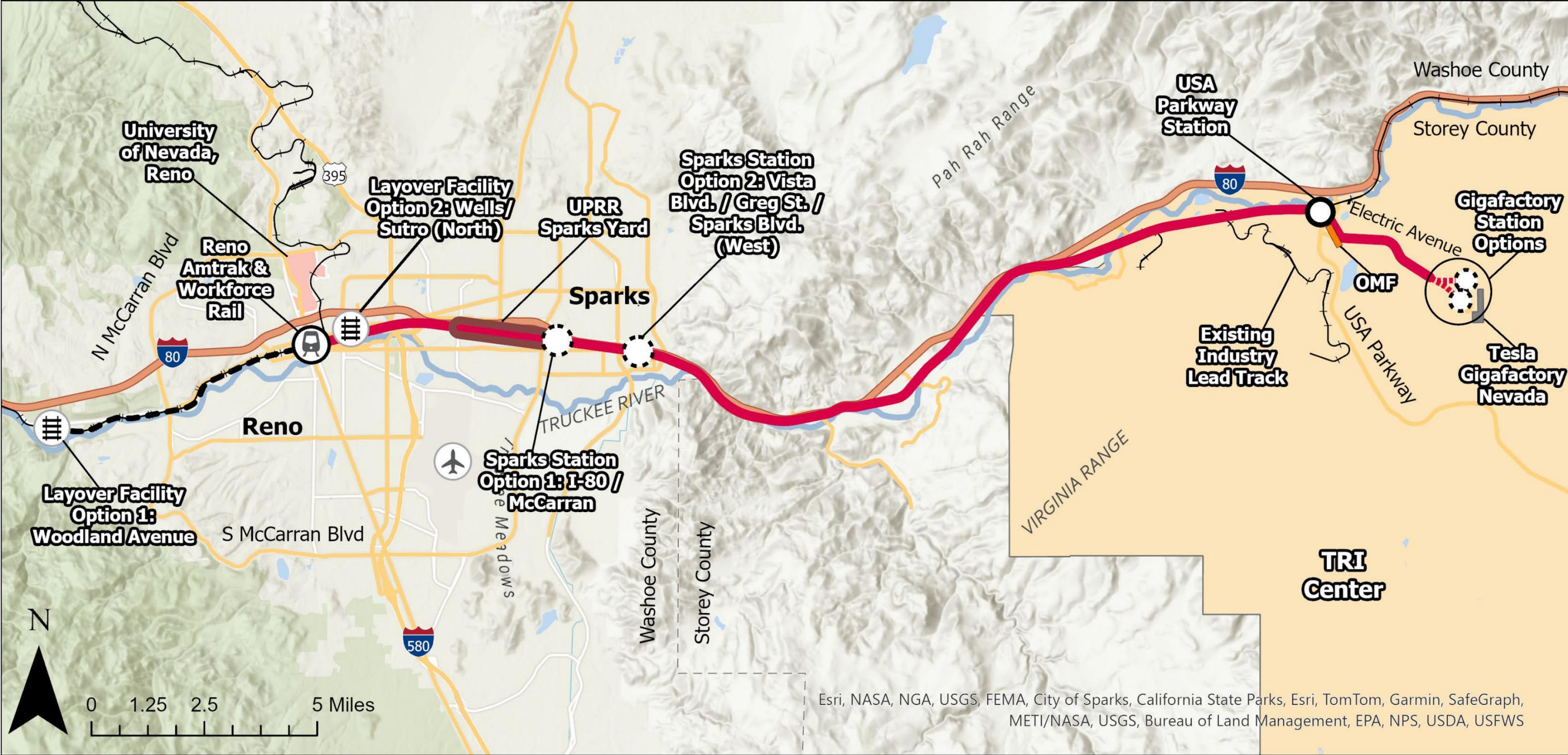


# Workforce Rail Long-Term Alternative

- Build on Near-Term Alternative Investments
- Extend service from the USA Parkway station to the Tesla Gigafactory
- Establish a Workforce Rail Operations and Maintenance Facility
- Identify opportunities to create an IMF (intermodal freight facility) at TRI Center
- Create additional UPRR mainline capacity for Workforce Rail and freight



# Workforce Rail Long-Term Alternative



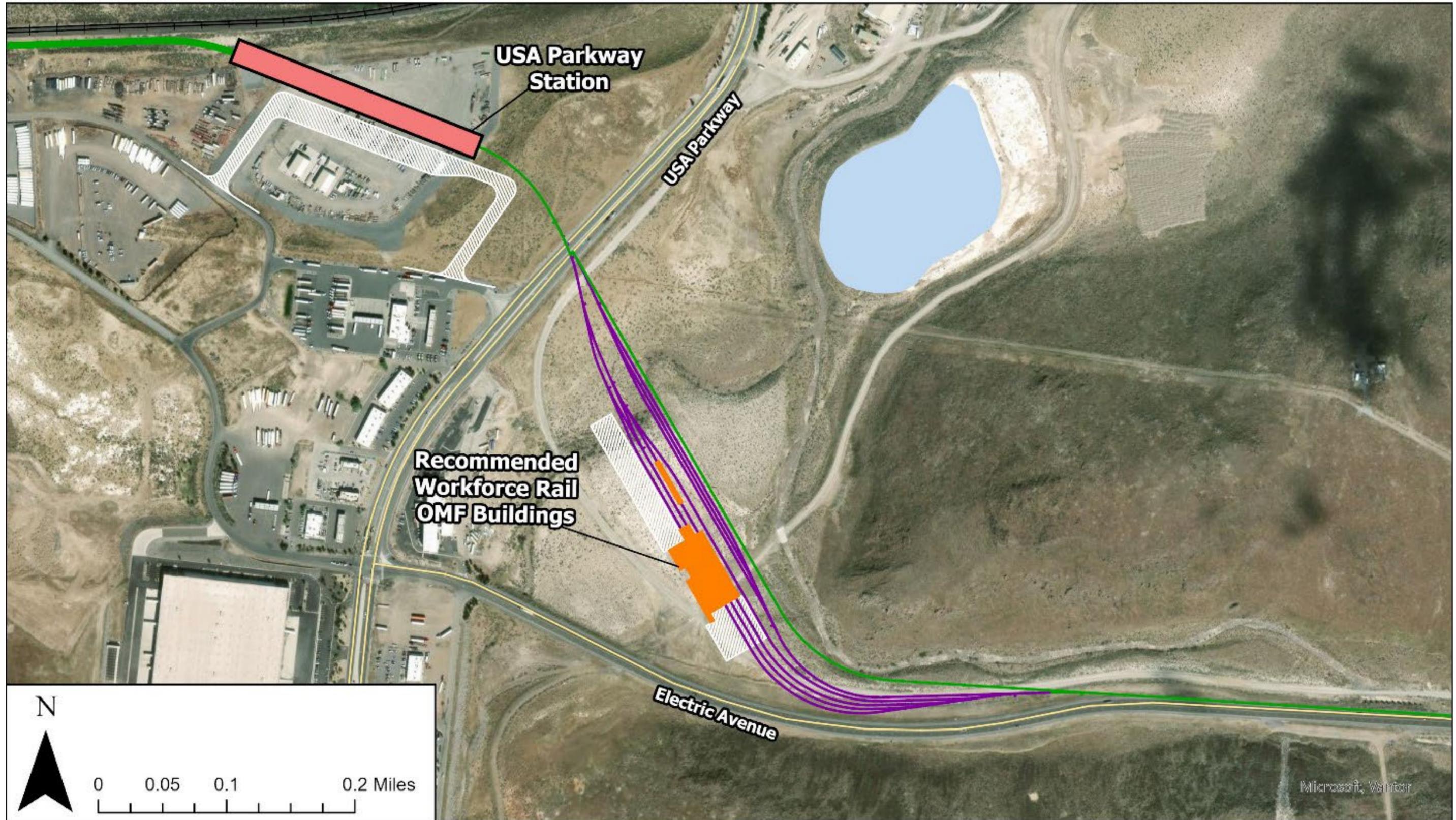
Esri, NASA, NGA, USGS, FEMA, City of Sparks, California State Parks, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

# Workforce Rail to the Gigafactory Evaluated

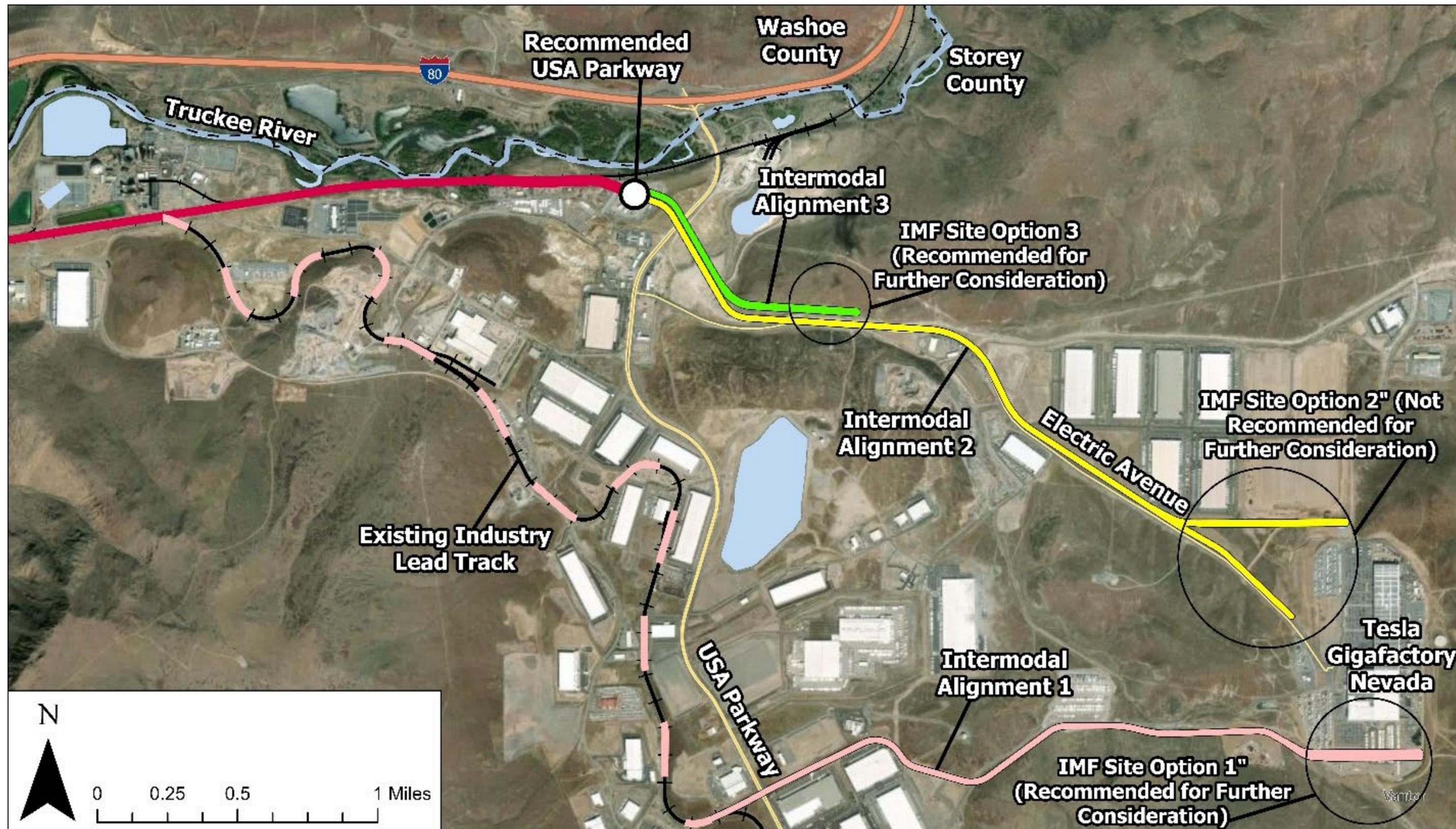
- Align 1 (UPRR industry Lead track)
- Align 2 (Waltham Way)
- Align 3 (Britain Dr)
- Align 4 (London Dr)
- Align 5 (back of MDB Trucking property)



# Workforce Rail O&M Facility



# IMF Alternatives Evaluated at the TRI Center



# Capital Cost Estimates

	FUTURE COST RANGE		
	-10%	(1)	+10%
<b>Workforce Rail Near-Term</b>			
TRIC Station Alt 3	\$88,100,000	\$97,800,000	\$107,600,000
Sparks McCarran Station	\$38,400,000	\$42,600,000	\$46,900,000
Sparks Layover Facility - Wells Ave North	\$31,400,000	\$34,800,000	\$38,300,000
<b>Sub-Total (2027 \$'s)</b>	<b>\$157,900,000</b>	<b>\$175,200,000</b>	<b>\$192,800,000</b>
<b>Workforce Rail Long-Term (Extend to Telsa)</b>			
TRIC Passenger Alt 6 Alignment	\$264,600,000	\$293,900,000	\$323,300,000
TRIC O&M Track and Civil	\$51,500,000	\$57,200,000	\$63,000,000
TRIC O&M Building	\$33,200,000	\$36,800,000	\$40,500,000
<b>Sub-Total (2030 \$'s)</b>	<b>\$349,300,000</b>	<b>\$387,900,000</b>	<b>\$426,800,000</b>
<b>Workforce Rail Long-Term (Mainline Capacity)</b>			
UPRR Mainline - segment 1	\$105,000,000	\$116,600,000	\$128,300,000
UPRR Mainline - segment 2	\$58,500,000	\$65,000,000	\$71,500,000
UPRR Mainline - segment 3	\$46,600,000	\$51,700,000	\$56,900,000
UPRR Storage Yard at TRIC Ind Spur	\$22,400,000	\$24,800,000	\$27,300,000
<b>Sub-Total (2030 \$'s)</b>	<b>\$232,500,000</b>	<b>\$258,100,000</b>	<b>\$284,000,000</b>
<b>Total Workforce Rail</b>	<b>\$739,700,000</b>	<b>\$821,200,000</b>	<b>\$903,600,000</b>
<b>TRIC IMF Alt 3 - Electric Ave (2030 \$'s)</b>	<b>\$377,200,000</b>	<b>\$419,100,000</b>	<b>\$461,100,000</b>
<b>(1) Costs include 3.5% annual escalation + 30% Contingency</b>			

# Equipment Cost Estimate

Leased - Rail Vehicle	2025 \$'s		
	Unit Price	QTY	Cost
Locomotive - MP40	\$1,328,000	1	\$1,328,000
BiLevel Trailer Coach Car	\$755,000	9	\$6,795,000
BiLevel Cab Coach Car	\$755,000	1	\$755,000
			<b>\$8,878,000</b>
<b>Near-Term (Start Up) Service</b>			
3 Train Sets	<b>\$8,878,000</b>	3	\$26,634,000
BiLevel Trailer Coach Car Spares	\$755,000	3	\$2,265,000
BiLevel Cab Coach Car Spare	\$755,000	1	\$755,000
Spare Parts (10% of Vehicle Cost)		1	\$2,963,000
			<b>\$32,617,000</b>
<b>Long-Term (Full Build) Service</b>			
5 Train Sets	<b>\$8,878,000</b>	5	\$44,390,000
BiLevel Trailer Coach Car Spares	\$755,000	5	\$3,775,000
BiLevel Cab Coach Car Spare	\$755,000	2	\$1,510,000
Spare Parts (10% of Vehicle Cost)		1	\$4,963,000
			<b>\$54,638,000</b>

Purchased - Rail Vehicle	2025 \$'s		
	Unit Price	QTY	Cost
Locomotive - MP40	\$9,562,000	1	\$9,562,000
BiLevel Trailer Coach Car	\$4,323,000	9	\$38,907,000
BiLevel Cab Coach Car	\$4,843,000	1	\$4,843,000
			<b>\$53,312,000</b>
<b>Near-Term (Start Up) Service</b>			
3 Train Sets	<b>\$53,312,000</b>	3	\$159,936,000
BiLevel Trailer Coach Car Spares	\$4,323,000	3	\$12,969,000
BiLevel Cab Coach Car Spare	\$4,843,000	1	\$4,843,000
Spare Parts (10% of Vehicle Cost)		1	\$17,775,000
			<b>\$195,523,000</b>
<b>Long-Term (Full Build) Service</b>			
5 Train Sets	<b>\$53,312,000</b>	5	\$266,560,000
BiLevel Trailer Coach Car Spares	\$4,323,000	5	\$21,615,000
BiLevel Cab Coach Car Spare	\$4,843,000	2	\$9,686,000
Spare Parts (10% of Vehicle Cost)		1	\$29,786,000
			<b>\$327,647,000</b>

Train Consist = 1 Loco + 10 Bi-level coaches = 1,350 seats/train

# Proposed Trainset Type

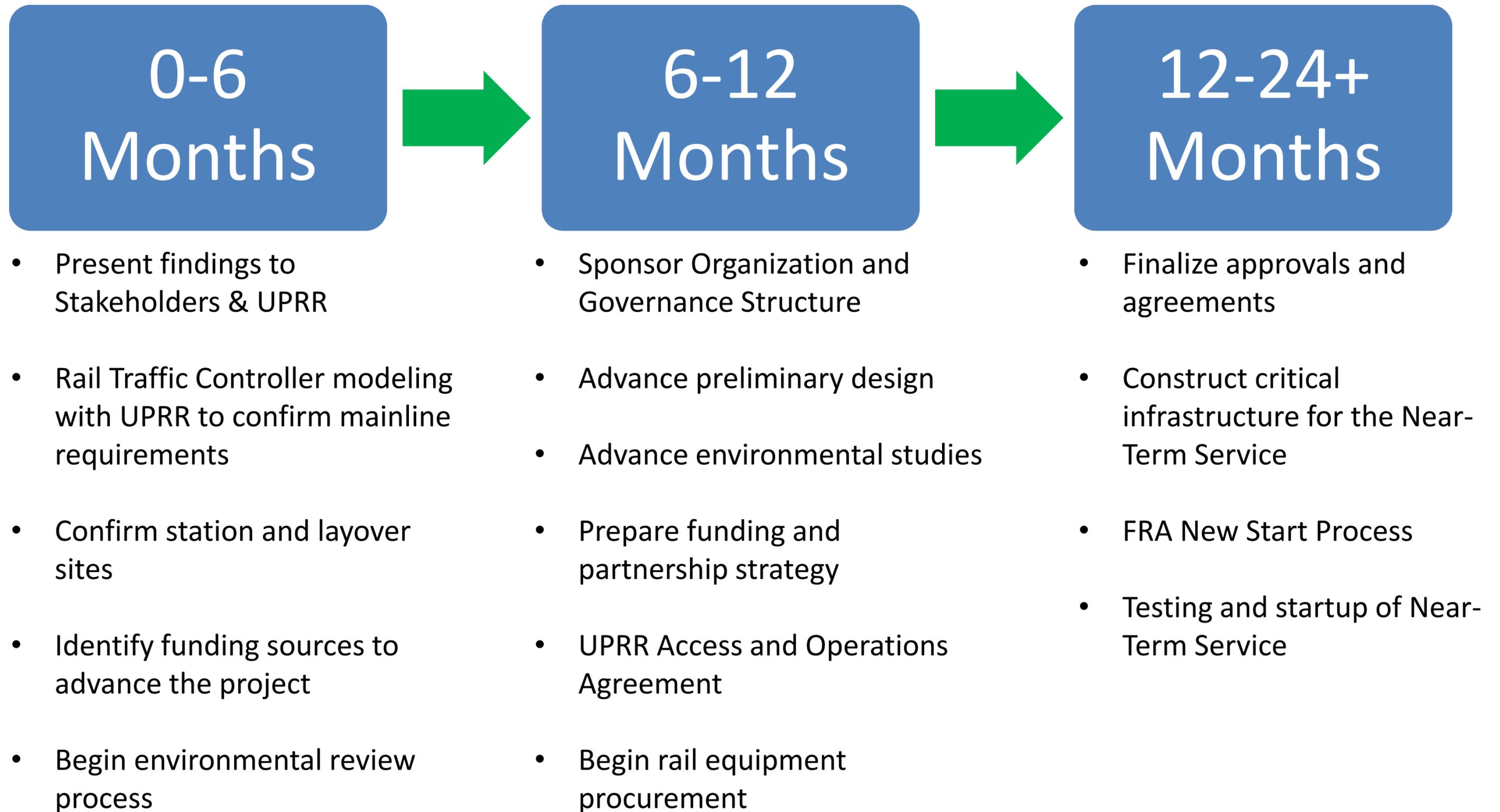


# Operations and Maintenance Cost Estimates

<b>Cost Category</b>	<b>Annual Cost</b>
<b>Train Operations</b>	\$1,916,000
<b>Train Maintenance</b>	\$3,014,000
<b>Maintenance of Way</b>	\$316,000
<b>Yard Operations</b>	\$292,000
<b>Station Operations and Maintenance</b>	\$245,000
<b>UPRR Franchise Access Fee</b>	\$848,000
<b>O&amp;M Contractor Fee/Contingency</b>	\$868,000
<b>Utilities</b>	\$43,000
<b>Professional Service Contracts (GEC)</b>	\$72,000
<b>Administration</b>	\$116,000
<b>Salary and Benefits – Oversight</b>	\$324,000
<b>Insurance</b>	\$694,000
<b>Marketing</b>	\$58,000
<b>Legal &amp; Real Estate Services</b>	\$116,000
<b>Rolling Stock Replacement Reserve</b>	\$3,000,000
<b>TOTAL Annual O&amp;M COST</b>	\$11,022,000



## Next Steps for Near-Term Alternative



# Timeline to Long-Term Alternative

**YEARS 1 - 3**

**PLANNING**

- Planning Funds Available in CRISI, RCE, CIG, BUILD, Mega, STBG and CMAQ.
- Planning efforts may include individual locations along the corridor for crossings, siding, signals, safety, or other improvements that benefit both UPRR and Workforce rail.

**YEARS 2 - 4**

**ENGINEERING / ENVIRONMENTAL**

- Engineering and Environmental Funds including Final Design Available in CRISI, RCE, CIG, BUILD, Mega, STBG, and CMAQ.
- Funds can be packaged with Planning for individual components.

**YEARS 5+**

**CONSTRUCTION**

- Funds from sources identified upon completion of significant milestones.
- Programs offer separate funding packages to complete projects previously funded in the planning/design phase

# Workforce Rail – Win-Win Opportunities

- **Region**

- Create transportation capacity and resiliency: Workforce Rail service between Reno-Sparks and the TRI Center
- Maximize potential of the UPRR track and right-of-way for moving both goods and passengers

- **UPRR**

- Double-tracked mainline between Sparks and the TRI Center
- New business: Potential to leverage Workforce Rail investments for Intermodal Facility handling an estimated 500 - 750 containers and/or rail cars per month

# Questions



The image features a light blue background with several white geometric shapes, including a large 'V' on the left and a curved shape on the right. In the center, the letters 'WISI' are rendered in a stylized, red, sans-serif font. The 'W' is composed of two vertical bars and two diagonal bars. The 'I' is a single vertical bar. The 'S' is a thick, curved shape. The 'I' is a single vertical bar. The 'I' is a single vertical bar. The 'I' is a single vertical bar.

WISI

Thank you

# Workforce Rail Governance

NDOT – responsible for state rail planning but prohibited from spending state funds on rail infrastructure.

- Nevada State Rail Transportation Authority
- State Rail Plan Development and Approval
- Rail Planning Section programs include:
  - *Rail policy and legislation development*
  - *Information and Communications*
  - *Passenger and freight rail planning*
  - *Highway/Railroad crossing agreements*
  - *Crossing safety and inspections*
  - *Crossing equipment and road maintenance*
- **Nevada does not currently operate a state-supported passenger rail program**

Needed to implement Workforce Rail

- Project Sponsor – Local Government allowed by state law to invest in regional rail
- Responsibilities include:
  - Establish policy and jurisdictional authority
  - Project delivery - Planning, design, and construction
  - Financial responsibility - Funding and investment strategies
  - Procurement - Services, ROW, Materials, Equipment, Construction, and Operator
  - Operations and service requirements
  - Management and oversight structure
  - Performance monitoring
  - Compliance reporting
  - Access and operations agreements
  - Insurance

# Truckee River Corridor

- **FY25 Initiative**

- Inventory Study Report
  - Completed July 2025

- **FY26 Initiative**

- Implementation Plan

- **Plan Summary:**

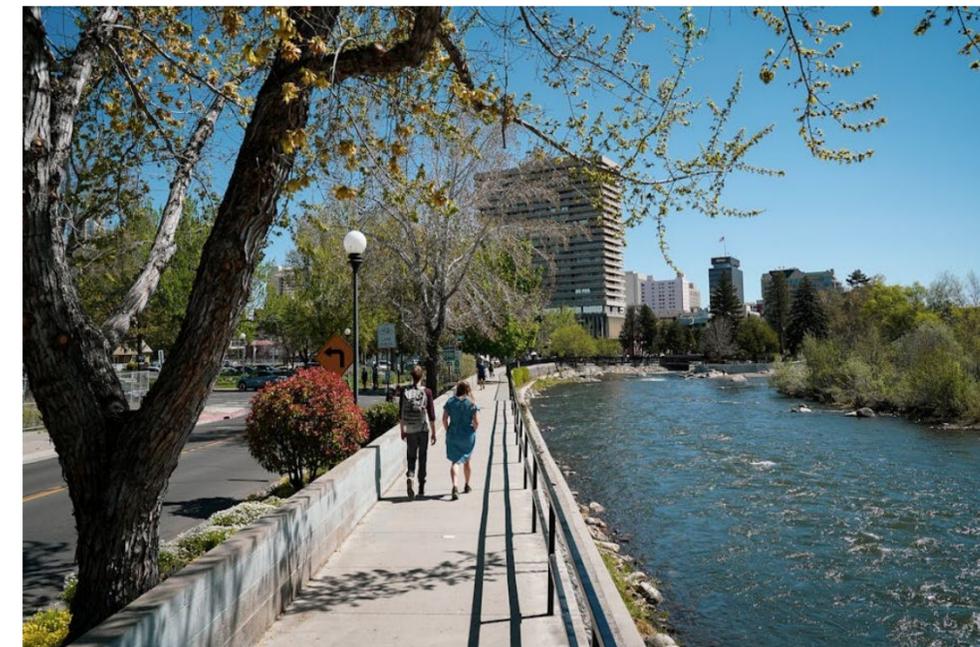
- The planning area is the 11.2 miles of path along the Truckee River from Riverhaven Drive in Reno to Larkin Circle in Sparks.
- The plan will not identify new projects but will include a literature review and the facilitation of a collaborative engagement process among key stakeholders to develop consensus for an implementation strategy that will include shared governance, sustainable funding mechanisms, capital investment, and maintenance responsibilities.

- **Plan Development Milestones:**

- 4 Pre-workshop interviews with Sparks, Reno, Washoe County, and RSIC
- Stakeholder workshop 1 held on 2/17/26
- Stakeholder workshop 2 held on 3/10/26

- **Next Steps:**

- Stakeholder workshops 3&4 held 3/31/26 and 4/28/26
- 4 Post-workshop interviews
- Final Report expected August 2026





# Proactive Management of Congestion

Feedback from Board on budget requests

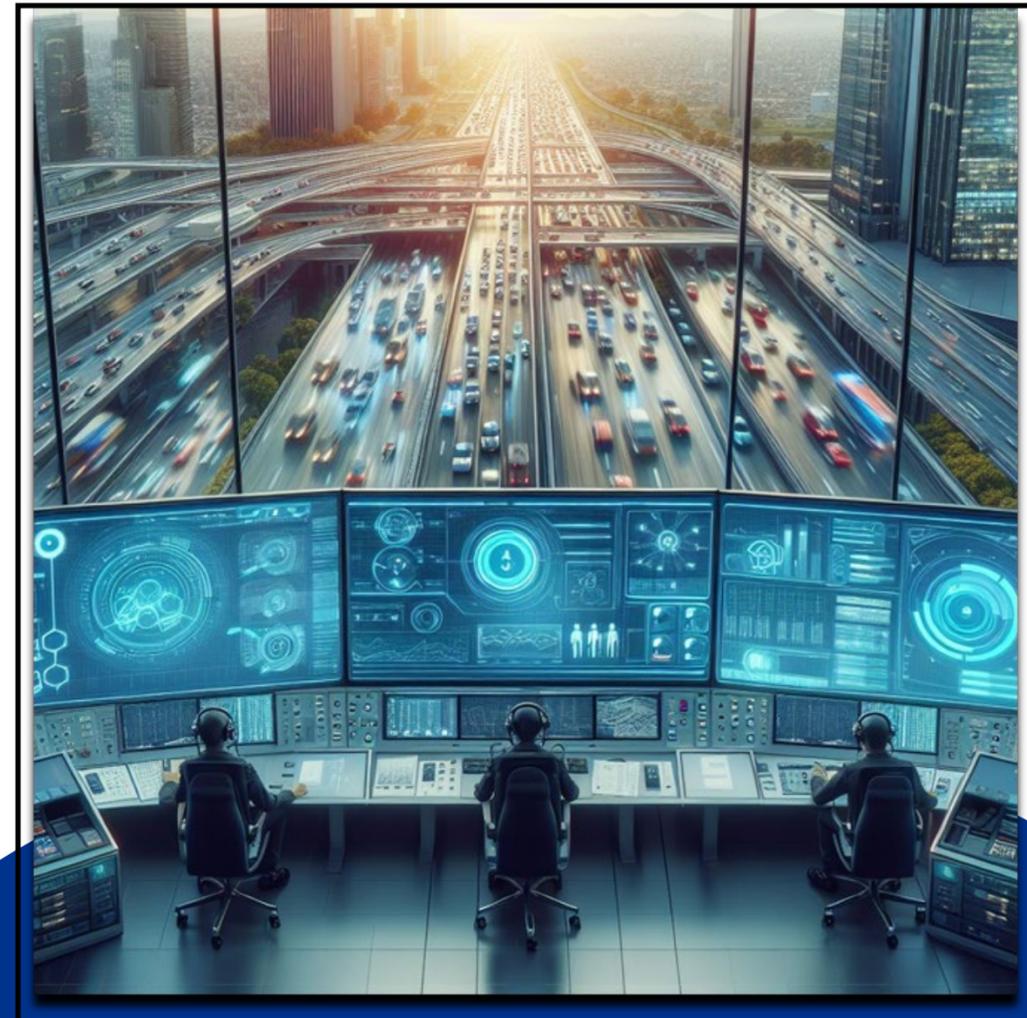
# Traffic Management Center

## ***GOAL 4: PROACTIVELY MANAGE CONGESTION***

- Improve ***traffic operations, reliability, and coordination*** through centralized support.
  - Executed ITS Strategic Master Plan MOU (June 2024)

### ***Outcomes:***

- Regional collaboration
- Operational benefits
- Early implementation wins



# Traffic Management Center

## ***Current Status: TMC Launch***

- RTC is approaching the ***soft opening*** of the TMC in ***April 2026***.

## ***Key elements:***

- Centralized monitoring and coordination of traffic signals across jurisdictions
- Focus on non-freeway traffic operations
- Initial operations support provided by consulting firm

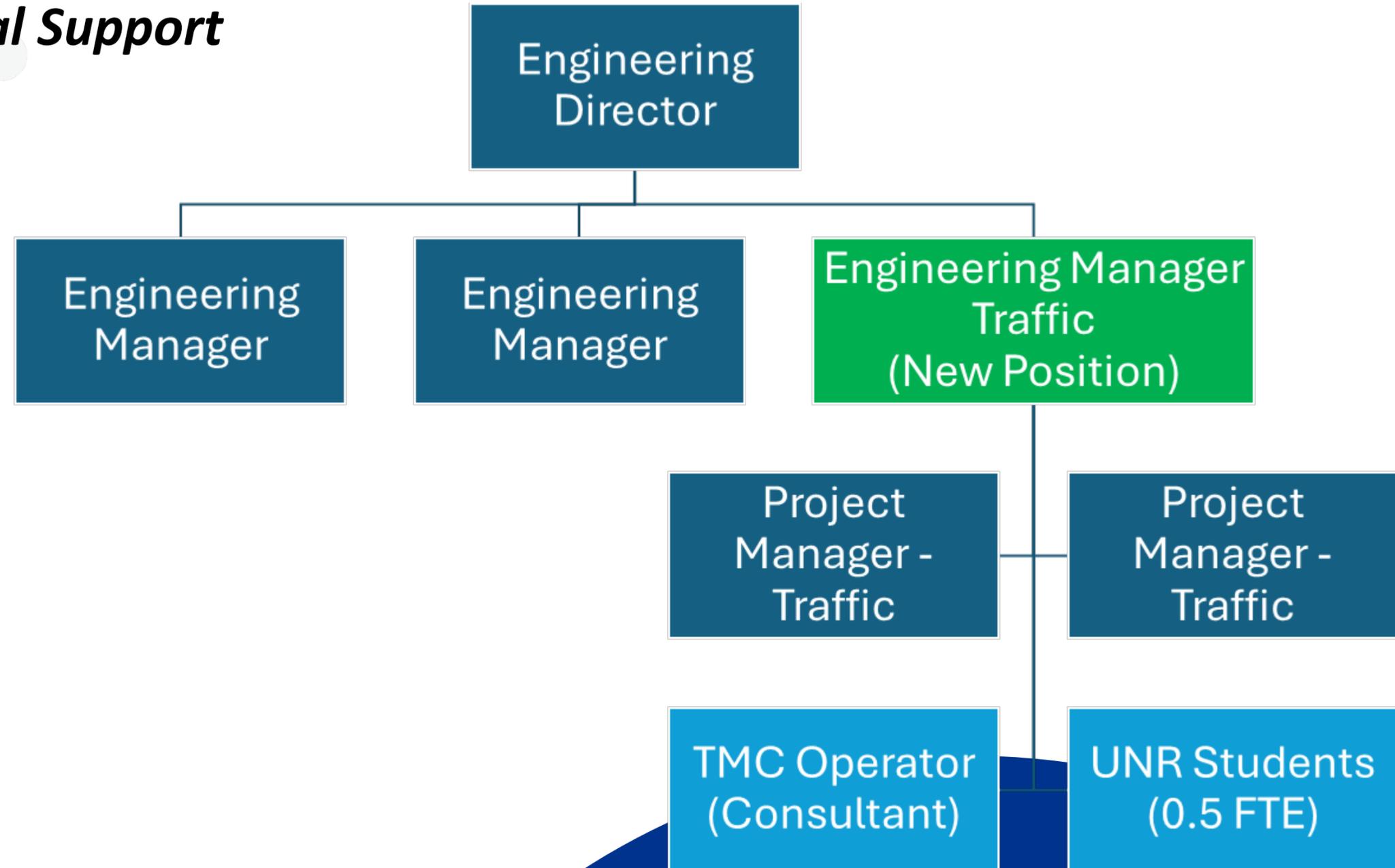
# Traffic Management Center

## *Phase 1 Operational Focus*

- Signal retiming to support **construction projects**
- Development of **coordinated progression plans** for major corridors
- Establishment of **baseline regional traffic performance measures**

# Traffic Management Center

## *Staffing & Organizational Support*



**THANK YOU**

