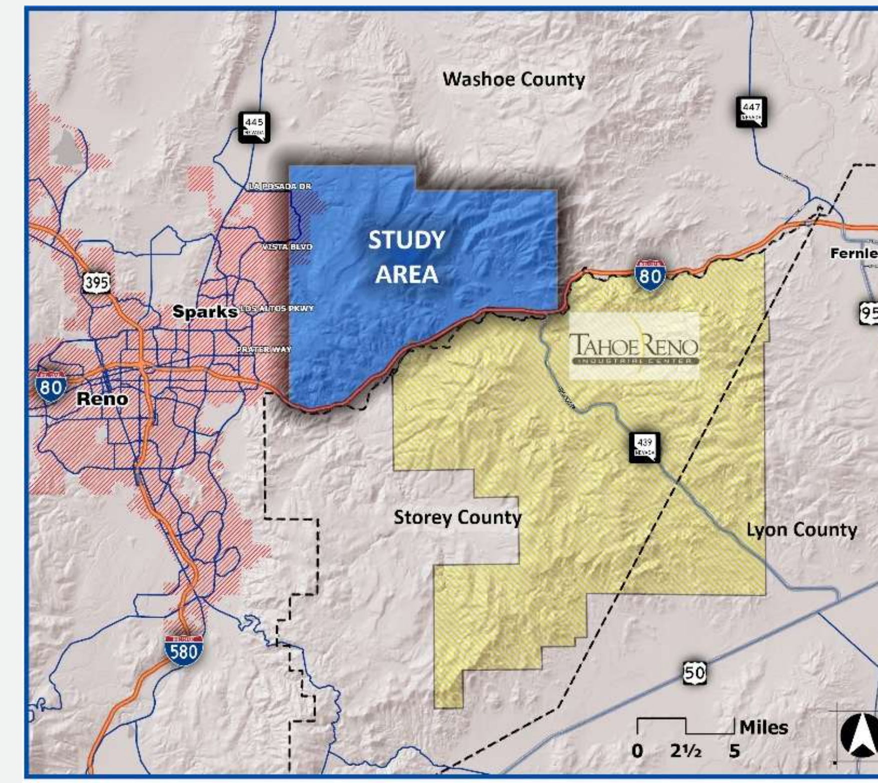
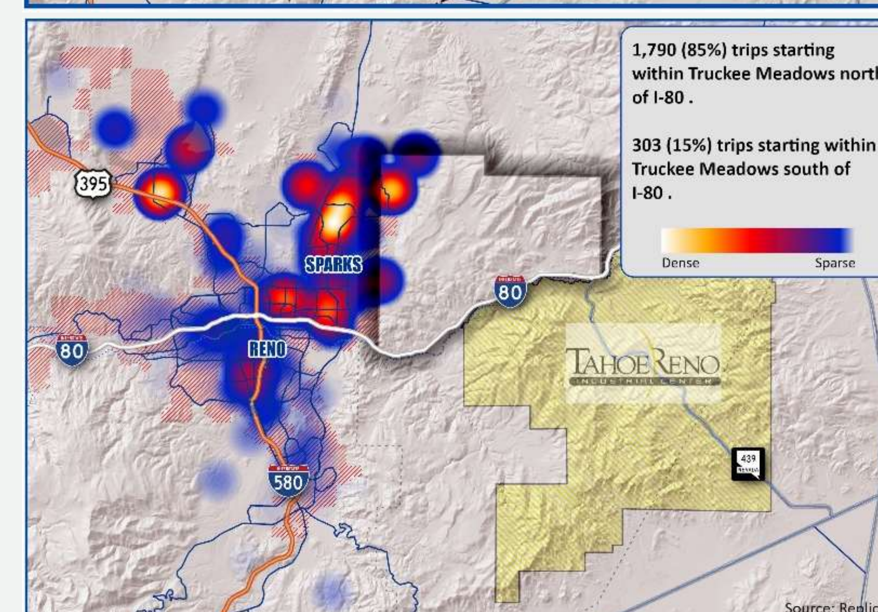
Study Purpose and Need

- 2015-2023: 300% increase in employment at the Tahoe Reno Industrial Center (TRI Center)[1]
- During that same period: 58% increase in traffic on I-80[2]
- 85% of employment trips from the Truckee Meadows to the TRI Center originate north of I-80[3]
- Result: recurring I-80 congestion and complete gridlock during incidents
- A new roadway connection is needed to reduce congestion and increase travel reliability





[1] Source: Bureau of Labor Statistics
[2] Source: Nevada Department of Transportation
[3] Source: Replica

Study Goals, Schedule & Timeline

NORTHEAST CONNECTOR

FEASIBILITY STUDY GOALS

REDUCE CONGESTION
Provide an alternate route to I-80 and create additional transportation capacity between major residential and employment nodes.

SUPPORT ECONOMIC GROWTH
Reduce congestion and travel time as an impediment to employment growth.

INCREASE RELIABILITY
Improve consistency and predictability for travelers by providing choices in route.

INFORM REGIONAL DECISIONS
Provide clarity and establish feasibility to allow decisionmakers to make informed decisions.

FEASIBILITY STUDY SCHEDULE

- **LEVEL 1 SCREENING** — Feb. 2025 - July 2025
- **LEVEL 2 SCREENING** — June 2025 - November 2025
- **DRAFT REPORT** — October 2025 - January 2026 (WE ARE HERE)
- **FINISH** — Early 2026

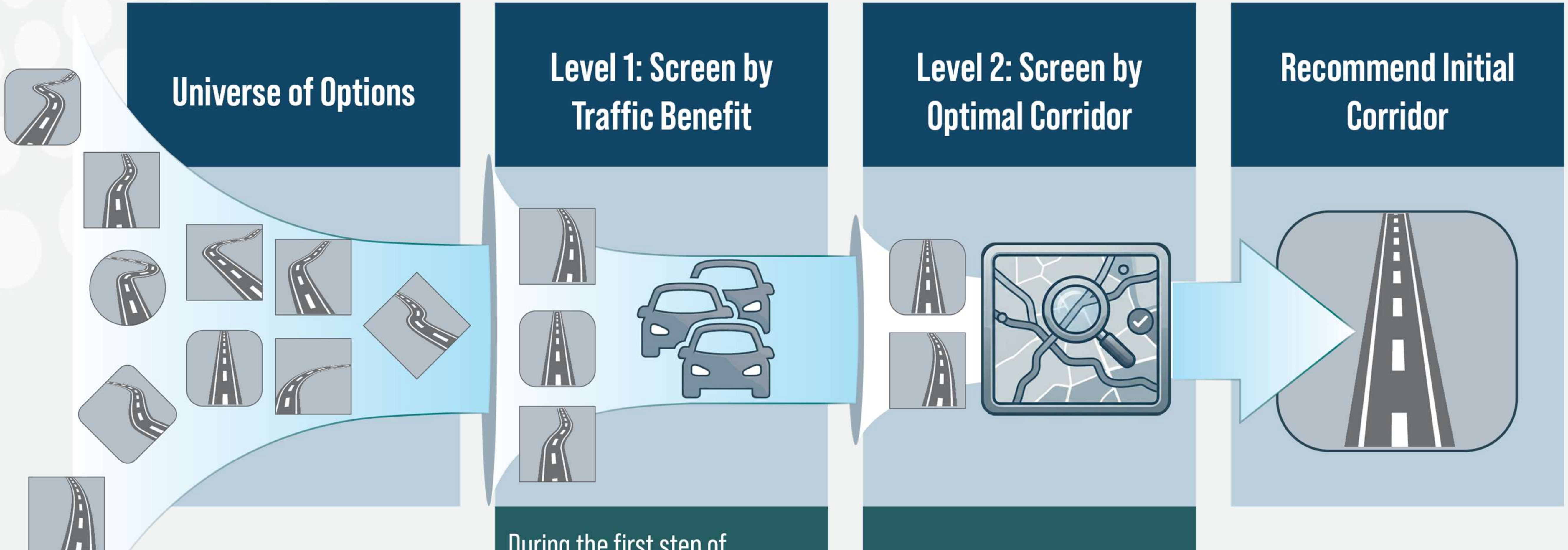
THE PROJECT DEVELOPMENT PROCESS

WE ARE HERE

FUTURE PHASES NOT CURRENTLY FUNDED

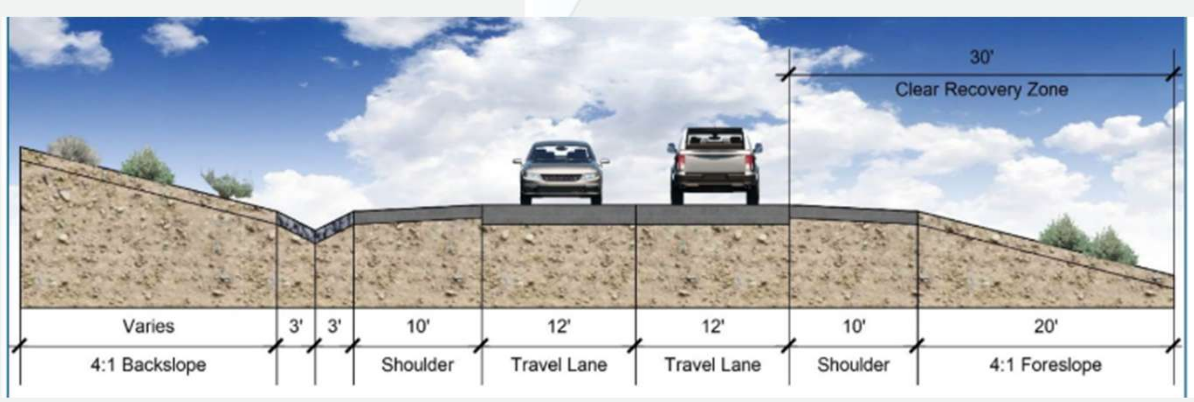
FEASIBILITY → ENVIRONMENTAL → DESIGN → CONSTRUCTION

Corridor Screening Process



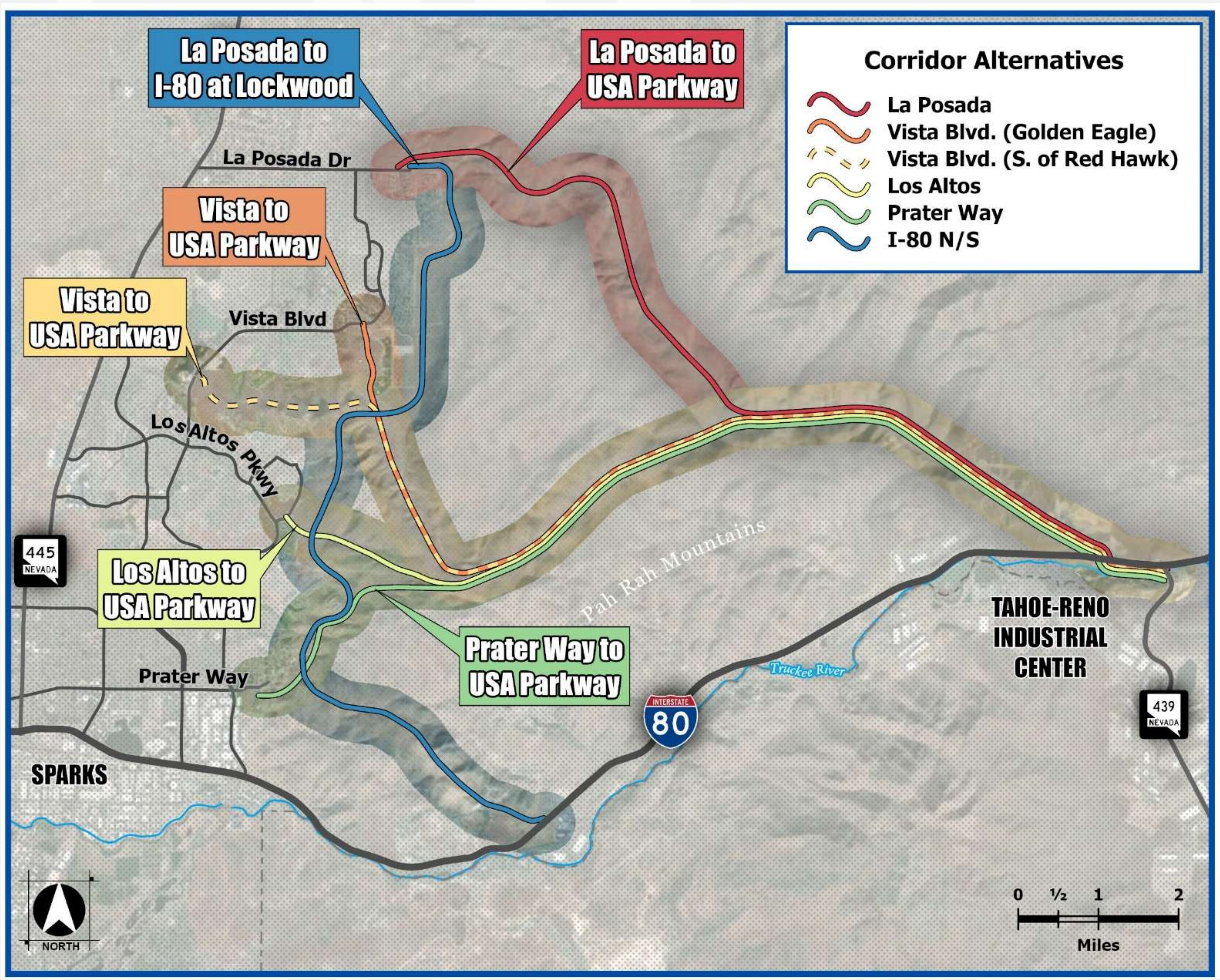
During the first step of screening, the universe of corridor options are analyzed for potential traffic demand. Options with the most potential to attract traffic move to Level 2.

Corridors that pass Level 1 are further evaluated against eight screening factors to produce a Recommended Corridor



All Alternatives Assume a 2-Lane Roadway

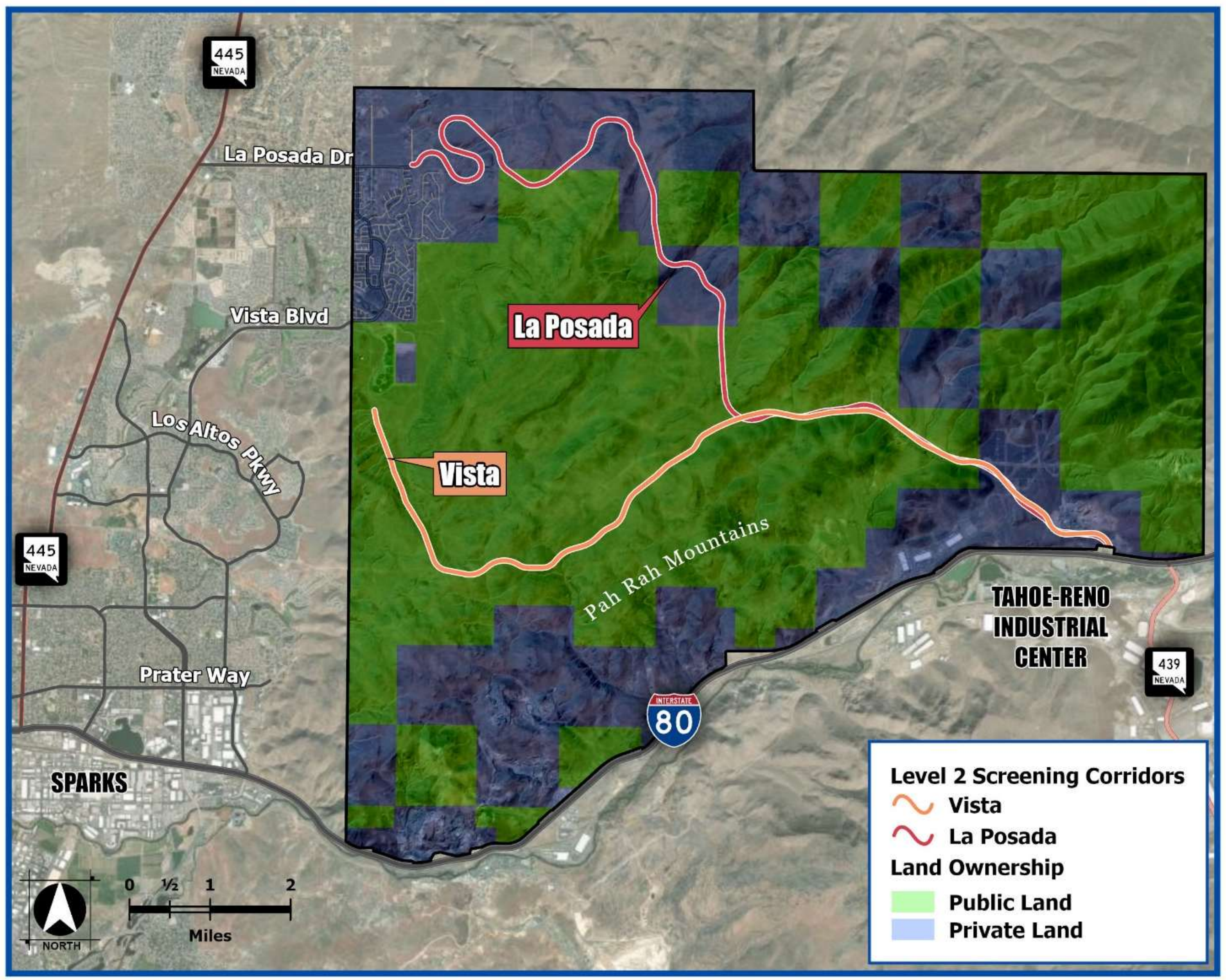
Level 1 Alternatives & Screening



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

Screen out alternatives that are more than 25% of max Average Daily Traffic (ADT)

Level 2 Corridors & Screening Factors



Preliminary and Subject to Change

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

Level 2 Screening Summary & Costs

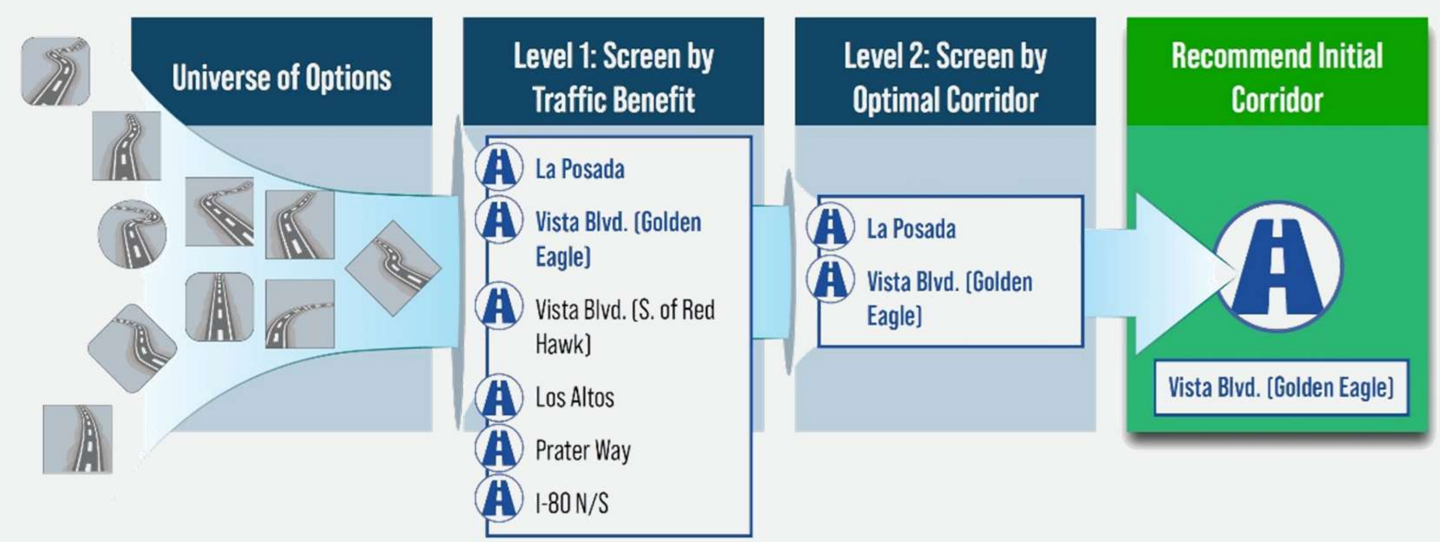
NORTHEAST CONNECTOR

Total Level 2 Overall Corridor Scoring

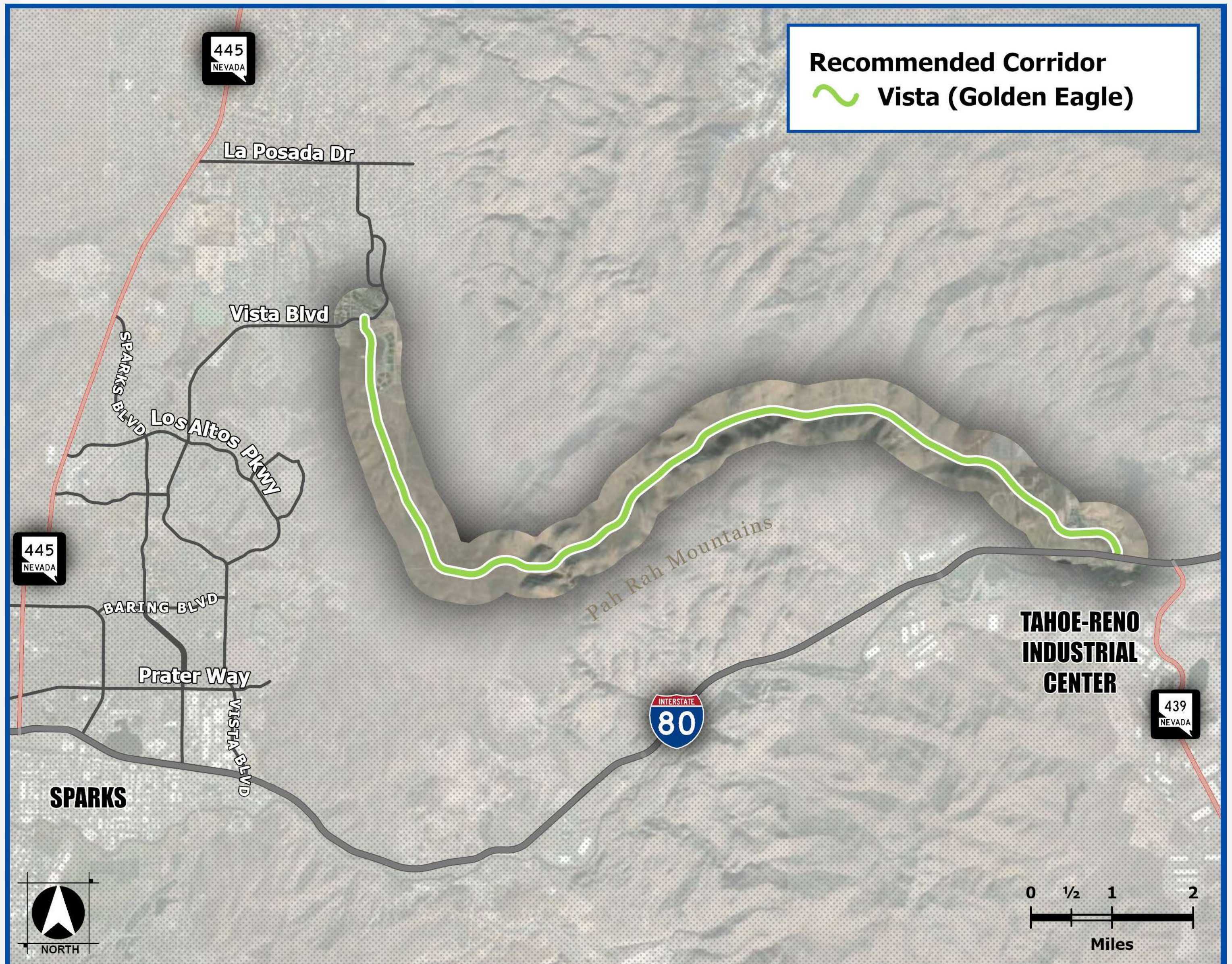
Screening Factor	Corridor Alternatives: Vista	Corridor Alternatives: La Posada
Environmental Impact	2	2
Travel Time & ADT	3	2
Right-of-Way Impact	2	1
Utility Impacts	3	3
Construction	3	2
Maintenance	2	2
Community Impact & Stakeholder Preference	2	2
Overall Score	**17**	**14**

SCORE 1: HIGH IMPACT	SCORE 2: MODERATE IMPACT	SCORE 3: MINIMAL IMPACT
1	2	3

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



Initial Corridor Recommendation & Next Steps



Preliminary and Subject to Change

Next Steps:

- Receive public input on recommendations and draft report
- Incorporate comments and prepare Final Feasibility Report
- RTC and partners determine if/when environmental phase should commence
- All future project phases are pending available funding