Location:

REGIONAL TRANSPORTATION COMMISSION
1105 Terminal Way, 1st Floor Great Room, Reno, NV
Date/Time: 9:00 A.M., Friday, August 15, 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 07/18/2025 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 July. (For Possible Action)

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

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

4.3. Planning Department

4.3.1 Approve the Central Reno/Midtown Neighborhood Network Plan. (For Possible Action)

4.4. Engineering Department

4.4.1 Approve a contract with DOWL, LLC to provide design and construction services related to the Smithridge Drive Rehabilitation Project, in an amount not-to-exceed $1,385,009.02. (For Possible Action)

4.5. Public Transportation/Operations Department

4.5.1 Acknowledge receipt of this quarterly Construction/Maintenance update on Transit Stops as presented to the Citizens Multimodal Advisory Committee on August 6, 2025. (For Possible Action)

4.6. Executive, Administrative and Finance Department

4.6.1 Approve two contracts with Clarity Partners, LLC: 1) a contract to refresh RTC's website in an amount not-to-exceed $99,620; and 2) a contract for maintenance and support of RTC's website for a three-year period in an amount not-to-exceed $84,400. (For Possible Action)

5. Public Hearing:

5.1. Conduct a public hearing regarding approval of the Federal Fiscal Years (FFY) 2025-2029 Regional Transportation Improvement Program (RTIP); adopt a resolution approving the RTIP and approve a self-certification regarding the metropolitan transportation planning process. (For Possible Action)

a. Staff Presentation
b. Public Hearing
c. Action

6. Discussion Items and Presentations:

6.1. Receive a Guinn Center report regarding available funding alternatives to construct and maintain regional roadways and provide direction to staff regarding policy option(s) that could be pursued. (Informational Only)

6.2. Receive a presentation on RTC’s public transit ridership. (Informational Only)

6.3. Approve a contract with CA Group, Inc., to perform design and engineering during construction services in connection with the Bus Stop Improvements 26-01 Project, in an amount not-to-exceed $300,295. (For Possible Action)

6.4. Receive a presentation on the Truckee River Path Inventory Study. (Informational Only)
6.5. Receive a presentation on the Sparks Intelligent Corridors Project. (Informational Only)

7. Reports (Information Only):

7.1. Monthly verbal update/messages from RTC Executive Director Bill Thomas - no action taken.
7.2. Monthly verbal update/messages from Paul Nelson, RTC Government Affairs Officer on federal matters related to the RTC - no action will be taken.
7.3. Monthly verbal update/messages from NDOT Director Tracy Larkin Thomason or designated NDOT Deputy Director - no action will be taken.

8. 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.*

9. 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.*

10. 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: 8/15/2025 **Agenda Item: 4.1.1**

To: Regional Transportation Commission

From: Michelle Kraus, Clerk of the Board

SUBJECT: Draft Meeting Minutes for 07/18/2025

RECOMMENDED ACTION

Approve the meeting minutes for the 07/18/2025 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.** **July 18, 2025**

PRESENT:

Alexis Hill, Chair, Washoe County Commissioner
Ed Lawson, Mayor of Sparks
Mariluz Garcia, Washoe County Commissioner
Bill Thomas, RTC Executive Director
Adam Spear, Legal Counsel
Sajid Sulahria, Deputy Director of NDOT (Alternate)

ABSENT:

Devon Reese, Vice Chair, Reno City Council
Hillary Schieve, Mayor of Reno
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

Chair Hill opened the public comment period.

Dora Martinez, local resident, expressed appreciation for accessibility improvements at the Mae Anne and McCarran bus stop. She raised concerns regarding the visibility of temporary bus stop signs, which are difficult to locate for blind riders. She recommended using QR codes or other solutions that could be read via smartphone. She also noted issues with bus drivers not audibly announcing routes, increasing the risk of boarding the wrong bus.

Carlos Elizondo Reyna, local resident, commented on poor conditions at the Hubbard and South Virginia bus stops. He expressed concern about busses arriving bumper-to-bumper and noted safety issues caused by pressure to stay on schedule. He also reported inconsistent functionality with new transit ticket scanning machines.

Item 3 APPROVAL OF AGENDA

On motion of Commissioner Garcia 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 06/20/2025 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 a Local Public Agency Agreement with Nevada Department of Transportation for the use and reimbursement of federal funds on the Biggest Little Bike Network Project. (For Possible Action)

4.3.2 Approve a contract with Lumos and Associates, Inc., for design and engineering during construction services related to the 2026 Preventive Maintenance Project, in an amount not-to-exceed $1,008,735. (For Possible Action)

4.3.3 Approve a contract with Lumos and Associates, Inc., for design services and engineering during construction services for the Keystone Avenue Rehabilitation Project, in an amount not-to-exceed $855,140. (For Possible Action)

4.3.4 Approve Amendment No. 1 to the contract with CA Group, Inc., for design and engineering during construction services related to the Traffic Engineering and Intersection Improvements 26-01 Project, in the amount of $341,850, for a new total not-to-exceed amount of $687,549. (For Possible Action)

4.3.5 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire a temporary construction easement on a portion of APN 400-151-11 from Cassinari Enterprise, LLC, which is needed to construct the West Fourth Street Safety Project. (For Possible Action)

4.3.6 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire a permanent public use easement and a temporary construction easement on portions of APN 010-610-15 from Oppio Keystone, LLC which are needed to construct the West Fourth Street Safety Project. (For Possible Action)

4.3.7 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire a temporary construction easement on a portion of APN 006-212-04 from Reno MH & RV Park, LLC, which is needed to construct the West Fourth Street Safety Project. (For Possible Action)

4.3.8 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire a temporary construction easement on a portion of AP 006-222-19 from West End Reno, LLC, which is needed to construct the West Fourth Street Safety Project. (For Possible Action)

4.4 Public Transportation/Operations Department

4.4.1 Approve a contract with Pavion Corp to replace the existing Avigilon security servers at Centennial Plaza and Sutro with Verkada cloud connectors, in an amount not-to-exceed $138,274.65. (For Possible Action)

4.4.2 Acknowledge receipt of the RTC RIDE 5 Year Vehicle Replacement Strategy. (For Possible Action)

4.4.3 Approve Amendment No. 2 to the contract with Marathon Finishing Systems, Inc., for additional Phase 2 services to complete the installation of the hydrogen fuel cell service bay at RTC's 6th Street facility, in the amount of $21,935.45, for a new total not-to-exceed amount of $817,740.03. (For Possible Action)

4.4.4 Approve an Interlocal Cooperative Agreement (ICA) with the Nevada Department of Transportation to provide continued funding to the RTC for the ED Pass Program, in the amount of $350,000. (For Possible Action)

4.4.5 Approve a contract with CDM Smith, Inc., for architectural and engineering services to complete a feasibility study and the environmental process for relocation of RTC's fixed route maintenance and operations facility on Villanova Drive, in an amount not-to-exceed $1,091,365.19. (For Possible Action)

4.5 Executive, Administrative and Finance Departments

4.5.1 Approve the RTC Goals for Fiscal Year (FY) 2026 (July 1, 2025 to June 30, 2026). (For Possible Action)

4.5.2 Acknowledge receipt of the updated RTC Strategic Roadmap for FY 2026-2027. (For Possible Action)

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

Item 5 DISCUSSION ITEMS AND PRESENTATIONS

5.1 Discuss and provide potential direction to staff regarding legislative measures from the 83rd Session of the Nevada Legislature (2025). (Informational Only)

Michael Hillerby, Kaempfer Crowell and RTC's Legislative Advocate, summarized key outcomes from the 83rd Session of the Nevada Legislature.

In terms of legislation directly affecting RTC, the most significant was AB361, which mandates protective driver enclosures on transit buses. This requirement codified safety upgrades that RTC had already implemented. The bill originally included criminal trespass provisions for individuals assaulting transit drivers, but that language was removed due to opposition from groups including the ACLU and RTC Southern Nevada. Additionally, the legislature passed a bill enabling RTC Southern Nevada to extend fuel tax indexing through 2036, which RTC Washoe supported due to its potential to reduce pressure on the statewide highway fund.

Mr. Hillerby also discussed the failure of several bills related to automated traffic enforcement, including one that would have allowed speed cameras in construction zones. Although RTC and the construction industry supported the effort, it did not pass out of committee. A limited bill allowing enforcement cameras on school bus stop arms did pass. No progress was made on electric vehicle fees or toll road legislation during this session, although stakeholders plan to revisit those issues next session. Hillerby concluded by noting that RTC will be involved in two interim studies—one on regional rail and another on trails-to-transit—and emphasized that securing funding for new infrastructure will continue to be a major challenge due to rising costs and declining fuel tax revenue.

Chair Hill praised Mr. Hillerby's work and inquired about the process for getting RTC priorities onto a special session agenda. Executive Director Thomas raised concerns about electric vehicles contributing no fuel tax despite their impact on roadways, while Commissioner Garcia asked how many BDRs RTC gets during each session, to which Mr. Hillerby replied only one. The Board expressed interest in continuing legislative coordination, particularly around funding and regional transportation solutions.

5.2 Receive a presentation on the draft Central Reno/Midtown Neighborhood Network Plan. (Informational Only)

Marquis Williams, Senior Transportation Planner, presented the draft neighborhood plan aimed at improving pedestrian and bicycle infrastructure in Central Reno.

This plan is part of RTC's Active Transportation Program and focuses on improving walking and biking infrastructure at the neighborhood level. Mr. Williams explained that the initiative stems from the Active Transportation Plan adopted in 2024, which divided the region into 12 neighborhoods to better address short-distance trips like those to schools, grocery stores, and workplaces. The Central Reno plan is the first to be developed and includes both quick-build projects that can be implemented within one to two years and longer-term capital projects to be prioritized in future transportation plans.

The draft plan recommends 13.3 miles of active transportation improvements, including neighborhood byways and protected bike lanes. The byways use traffic-calming features such as curb extensions and small traffic circles on residential streets, while the protected bike lanes offer physical separation from traffic on major corridors. Mr. Williams noted future improvements would be delivered under the program's annual $5 million budget, with design currently underway and construction targeted for summer 2026.

Commissioner Garcia inquired about how performance tracking and public feedback would be handled after implementation. Mr. Williams responded that RTC is partnering with UNR to collect data using lidar technology and will continue to accept public input online.

Chair Hill expressed support for the plan but questioned why Liberty Street, which had been included in a prior scenario, was excluded from the implementation phase. Mr. Williams explained that Liberty did not fit within the prioritized network, but could be considered again in future updates, which occur every five years.

5.3 Receive a presentation on the draft Federal Fiscal Years (FFY) 2025-2029 Regional Transportation Improvement Program (RTIP). (Informational Only)

Graham Dollarhide, RTC Planning Manager, gave a presentation on the RTIP.

The RTIP is a federally required, fiscally constrained five-year plan that prioritizes transportation projects aligned with the region's long-range transportation goals. Though updates are only required every four years, RTC maintains a biennial update cycle to streamline project review and implementation. Unlike amendments that focus on specific changes, a full update provides a comprehensive review of all projects and allows for the programming of additional funding years.

This update transitions the plan from the 2023–2027 RTIP to the 2025–2029 version, with projects being removed, added, or modified. No air quality conformity analysis is required since no new capacity-increasing projects were added beyond what was already modeled in the most recent Regional Transportation Plan (RTP). Mr. Dollarhide explained that projects are selected for the RTIP based on their priority in the RTP, which categorizes projects into three tiers: near-term (first 10 years), long-term (next 15 years), and unfunded. A scoring process that accounts for feasibility, transit needs, and fiscal constraints determines which projects move forward into the RTIP.

Most project changes in this update are minor administrative adjustments, though a small number meet the criteria for formal amendments. Two projects—the Moana Lane Multimodal and ADA Improvements and the Rosewood Trailhead project—are being removed. Moana Lane was the lowest-scoring project in the RTP's top priority tier, and the Rosewood Trailhead was withdrawn due to the lead agency's inability to accept funding. Thirteen new projects, totaling about $285 million, are being added, all of which are fiscally constrained and scored through the RTP process.

Additional inclusions in this update are programmatic efforts such as the recently awarded Transportation Alternatives Set Aside projects, a new bus stop improvements program, and the initiation of the Active Transportation Program beginning in FY 2026. The draft update is open for public comment from July 14 to August 12 and is being promoted through various channels. Feedback from CMAC and TAC has been received, and public comments will be incorporated before the final document is presented at the August 15, 2025, RTC Board meeting.

5.4 Authorize staff to present the 8th Edition Regional Road Impact Fee (RRIF) General Administrative Manual (GAM) and the RRIF Capital Improvement Plan (CIP) to the planning commissions acting as the capital improvements advisory committee and governing body of each participating local government for adoption. (For Possible Action)

Jeff Wilbrecht, RTC Project Manager, presented the 8th Edition of the RRIF General Administrative Manual (GAM) and updated RRIF Capital Improvement Plan (CIP).

The RRIF program collects fees from new development through the building permit process, which are then used by RTC to fund regional road capacity improvement projects. While the program ensures that development contributes its fair share and has long been supported by the community, its use is limited to capacity-related improvements and cannot fund maintenance or operational costs.

The program is governed by NRS 278B and administered through an interlocal agreement among Reno, Sparks, Washoe County, and RTC. Two primary documents guide its implementation: the General Administrative Manual (GAM), which outlines procedures, and the Capital Improvement Plan (CIP), which supports the calculation of the fees. RTC is responsible for initiating the review of the program following updates to the Regional Transportation Plan (RTP), which serves as the foundation for identifying needed capacity improvements driven by growth.

The update process for the Eighth Edition began in November with input from a Technical Advisory Committee composed of representatives from local jurisdictions, planning commissioners, and private development interests. The update relies on land use forecasts, travel demand modeling, and vehicle miles traveled (VMT) as the standard measurement to link road usage with growth. The analysis identifies which improvements are needed in the North and South service areas—divided by I-80—and calculates impact fees accordingly. Fees collected in each area must be spent within that area.

The update determined that the RRIF share of capacity-related improvements over the next ten years is approximately $149 million, split about 60% to the North and 40% to the South. Using VMT growth projections and trip data by land use type, the new fee structure was calculated. Compared to the Seventh Edition, the average fee increase is about 2.1%, with single-family residential increases of approximately 2.9% in both service areas.

Both the draft GAM and CIP were reviewed by technical staff from local jurisdictions and RTC advisory committees, with no objections raised. Staff requested authorization to present the updated documents to each local government's planning commission and governing body for formal adoption.

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

5.5 Receive a report regarding regional road maintenance needs and available funding to perform roadway maintenance activities. (Informational Only)

Christian Schonlau, RTC Director of Finance, presented an informational report on the challenges facing regional road maintenance funding, highlighting the limitations of the current fuel tax-based model.

Mr. Schonlau explained that although Washoe County's fuel tax is indexed annually using a 10-year average of the Western Producer Price Index—providing modest, predictable increases such as the 3.45 cents per gallon adjustment for FY 2026—this system is increasingly strained. Fuel sales have plateaued or declined across the county, primarily due to the rise in electric and hybrid vehicles, improvements in fuel efficiency, and changing travel habits such as remote work. As a result, tax revenues are not keeping pace with the rising costs of maintaining aging infrastructure, particularly as inflation drives up labor and material costs.

Mr. Schonlau emphasized that both RTC and local jurisdictions are experiencing the effects of this growing funding gap. He warned that without alternative revenue mechanisms—such as road usage fees for electric vehicles or delivery surcharges—road conditions could worsen more quickly than they can be repaired.

5.6 Receive a presentation regarding the need for multi-county transportation planning and cooperation and provide input and direction regarding options for pursuing a formal organizational structure in partnership with adjacent counties and other agencies. (Informational Only)

Bill Thomas, RTC Executive Director, presented preliminary ideas for improving coordination between RTC Washoe and neighboring counties, particularly Storey and Lyon, in response to increasing regional growth and cross-county travel.

Mr. Thomas highlighted how rapid development, especially in areas like the Tahoe-Reno Industrial Center in Storey County, is placing growing pressure on Washoe County's transportation infrastructure, despite much of the demand originating outside RTC Washoe's jurisdiction. He explained that informal collaboration is no longer adequate for addressing the scale of these regional challenges and emphasized the need for a formal structure to guide transportation planning, coordinate project funding, and improve access to state and federal grants.

He presented several possible governance models, such as a Joint Powers Authority, a Regional Advisory Board, or eventually a multi-county metropolitan planning organization, depending on future eligibility. Board feedback on these concepts will inform future stakeholder engagement and planning efforts.

Chair Hill expressed support for proactive coordination but emphasized the importance of preserving local control and ensuring fair representation in any new structure. Specifically, she requested that RTC staff begin conversations with staff from other involved agencies.

Commissioner Garcia supported the effort, especially regarding workforce commuting patterns.

Commissioner Lawson noted the importance of planning across jurisdictional lines given impacts from the TRIC industrial area.

Item 6 REPORTS (Informational Only)

6.1 RTC Executive Director Report

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

- More than 300 kids have already signed up for RTC Youth Pass.
- The RTC continues to coordinate with local emergency management agencies for training and exercises.
- The FTA has completed its review of our environmental determination request for the 4th Street Station Project.
- We have successfully submitted a grant application for the FTA's No or Low Emission and the Bus and Bus Facilities Programs.
- A call for projects is open to provide transportation improvements for seniors with disabilities.
- A thank you letter from MJ Maynard-Carey from RTC of Southern Nevada was received.
- May was National Bike Month when we had the opportunity to take a tour of the Kiwanis Activity Center and Bike Program to see the great work that this nonprofit does.

- Once again, the RTC partnered with Washoe County, KOLO 8 News and Sparks Target for the Stuff a Bus for Seniors Event.
- Introduction of Ashley Hurlbut, who joined the RTC engineering group on April 21st as a new Project Manager.
- Introduction of Moin Hassan who joined the Engineering Team as an intern for the summer.
- Congratulations to two employees on their recent promotions. The Finance Department promoted Nelia Belen to Senior Accountant – and Rosanne Orozco to Accountant.
- Congratulations to LaShonn Ford, Vanessa Lacer and Jamie Borino for reaching their one-year anniversaries.

6.2 RTC Federal Report

Paul Nelson, RTC Government Affairs Officer, Paul Nelson provided updates on federal legislative matters, including coordination on funding requests.

RTC submitted a joint request totaling $6 million for three community project funding (CPF) initiatives located in Reno, Sparks, and unincorporated Washoe County. The projects were chosen in collaboration with local jurisdictions to demonstrate regional unity and avoid internal competition for limited federal dollars. Both Nevada's House and Senate delegations have expressed strong support for RTC's CPF proposals. Meetings with congressional staff confirmed interest in RTC's collaborative approach, particularly in light of increased federal scrutiny over project selection. U.S. Department of Transportation Secretary Sean Duffy has taken a personal interest in regions that submit coordinated requests across jurisdictions. His office sent a letter to Governors urging them to join DOT Safe Roads initiatives, which focuses on non-freeway roads, with emphasis on visibility, signals and signage on the intersections and along the roadways. RTC will continue to monitor congressional budget proceedings and follow up with delegation offices to support the inclusion of Washoe County projects in the final federal budget.

6.3 NDOT Director Report

NDOT Deputy Director Sajid Sulahria gave a presentation and a summary on the following topics:

- Pyramid Highway Ribbon-Cutting on July 11th
- Reminder of U.S. 395 North Valleys Ramp Closure
- Recent bridge inspections in Washoe County
- I-80 Public Hearing – East Vista to USA Parkway Widening Project

Item 7 COMMISSIONER ANNOUNCEMENTS AND UPDATES

No announcements or requests were made by commissioners.

Item 8 PUBLIC COMMENT

No additional public comment was received.

Item 9 ADJOURNMENT

The meeting was adjourned at 11:13 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: 8/15/2025 **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 month 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**
Locust-Kirman-Tayor-Wells Corridor Study	July 25, 2025
Truckee Meadows Safety Action Plan	August 25, 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
N/A			

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
TMC Phase 1 Development PSA	Smart City Traffic, LLC	$94,365
Live Traffic Data Feed	INRIX	$25,500

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

Project	Contractor	Approval Date	CO / Amend. Number	CO / Amend. Amount	Revised Total Contract Amount
N/A					

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

Meeting Date: 8/15/2025 **Agenda Item: 4.2.2**

To: Regional Transportation Commission

From: Vanessa Lacer, Planning Director

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 1 & 2	
Marquis Williams, Project Manager	https://rtcwashoe.com/planning/active-transportation-plan/
Status: The first of two Neighborhood Network Plans (Central Reno) was available for public review and comment in July with plan approval scheduled for August. The second Neighborhood Network Plan (Central Sparks) will be available for public review and comment in September.	

Neighborhood Network Plans 3 & 4	
Marquis Williams, Project Manager	https://rtcwashoe.com/planning/active-transportation-plan/
Status: The planning process for Neighborhood Network Plans 3 & 4 has begun, with RFP advertisement on June 2, 2025. A vendor contract is expected to be finalized in September.	

Rock Blvd Corridor/Area Study	
Shay League, Project Manager	
Status: The planning process for the Rock Blvd Corridor/Area Study has begun, with RFP advertisement on June 2, 2025. A vendor contract is expected to be finalized in September.	

Kirman/Locust/Wells/Taylor Corridor/Area Study	
Xuan Wang, Project Manager	
Status: The planning process for the Kirman/Locust/Wells/Taylor Corridor/Area Study has begun, with RFP advertisement on June 25, 2025. A vendor contract is expected to be finalized in October.	

ONGOING PROGRAMS

Data Collection Program	
Xuan Wang, Project Manager	https://dlm.maps.arcgis.com/apps/mapviewer/index.html?webmap=06f3673e1e40454cbabbb57e67b424e2
Status: Data collection started for scheduled sites. Continue to identify sites for data collection.	

RTC Regional Travel Demand Model Update	
Xuan Wang, Project Manager	https://www.rtcwashoe.com/mpo-reports/model2023/
Status: The project team is working on enhancing model functions.	

Active Transportation Program	
RTC Planning and Engineering Staff	https://www.rtcwashoe.com/metropolitan-planning/
Status: The second Active Transportation Technical Advisory Committee (AT-TAC) meeting was held on July 1, 2025.	

Vision Zero Truckee Meadows	
RTC Planning Staff	https://visionzerotruckeemeadows.com/
Status: SS4A planning funds totaling $1.2 million in federal dollars awarded, and draft agreement with FHWA is in progress. Once executed, staff will release an RFP for consultant support in the development of a Comprehensive Safety Action Plan and a predictive safety tool for use in developing future roadway projects. A Vision Zero Truckee Meadows Task Force meeting was held in July 2025.	

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

Meeting Date: 8/15/2025 **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 team is currently developing the 90% design.	

Eagle Canyon Safety and Operations	
LaShonn Ford, Project Manager	https://rtcwashoe.com/projects/eagle-canyon-safety-and-operations/
Status: The project design has reached 90% design. Final Design is underway.	

Capacity/Congestion Relief Projects

Buck Drive Circulation	
Bryan Byrne, Project Manager	https://rtcwashoe.com/projects/buck-drive-circulation/
Status: Kimley-Horn & Associates has finalized the design, and the project will go out to bid this Fall. Construction is tentatively anticipated to begin in spring 2026 and continue through fall 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.	

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 just getting started and looking at early scoping and schedule items. Currently performing survey, geotechnical investigations, hydrology/hydraulics analysis, traffic modeling and preliminary engineering. Preliminary engineering has progressed to 30% 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 60%. 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 design is anticipated by the end of the calendar year. Right-of-way engineering and acquisitions are underway.	

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: Bids opened June 2025. Project has been awarded to Granite Construction Company. Project team is engaged in the pre-construction phase. Construction will begin later this year. More information is available at SparksBlvdProject.com. Construction is complete for the southern segment (Phase 1) of the project, between Greg St and I-80.	

Vista Boulevard/Disc Drive Intersection Improvement	
Alex Wolfson, Project Manager	https://rtcwashoe.com/projects/vista-boulevard-disc-drive-intersection-improvements/
Status: Work is substantially complete at the Nichols Dr and Mira Loma / Veterans locations. Major work at the Vista and Disc is expected to start in August.	

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 team is working towards 30% (preliminary) design of the project. Continued work with United States Army Corp of Engineers is underway to coordinate necessary geotechnical exploration.	

Lemmon Drive Traffic Improvements and Resiliency	
Bryan Byrne, Project Manager	https://rtcwashoe.com/projects/lemmon-drive-traffic-improvements-and-resiliency/
Status: The project team has completed the 60% design milestone, and the design is now under review by the RTC and supporting agencies. Work will progress 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 later this year, 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: Preliminary 30% design for (2) segments anticipated Fall 2025	

Sierra Street Bridge Replacement	
Bryan Byrne, Project Manager	https://rtcwashoe.com/projects/sierra-street-bridge-replacement/
Status: The project team has successfully completed the 60% design milestone. Work is now shifting toward advancing the plans to the 90% 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 Winter 2025	

West Fourth Street Downtown	
Scott Gibson, Project Manager	https://rtcwashoe.com/projects/west-fourth-street-downtown/
Status: The project has been awarded to Q&D construction with work expected to start mid-August.	

West Fourth Street Safety	
Scott Gibson, Project Manager	https://rtcwashoe.com/projects/west-fourth-street-safety/
Status: 100% design plans have been submitted to the city of Reno. NDOT has completed and approved the environmental review. ROW activities are underway. The project is expected to go to construction in spring 2026.	

Pavement Preservation Projects

2025 Bridge Maintenance	
Scott Gibson, Project Manager	https://rtcwashoe.com/projects/2025-bridge-maintenance/
Status: The Ralston, Evans, and Valley bridges over I-80 are complete. The Kuenzli Street bridge is scheduled for later in the August.	

Arrowcreek/Wedge Rehabilitation	
Jessica Dover, Project Manager	https://rtcwashoe.com/projects/arrowcreek-parkway-wedge-rehabilitation/
Status: Pulverization of Arrowcreek Pkwy from the east side of Thomas Creek Rd to the west side of the Arrowcreek Pkwy/Wedge Pkwy intersection, begain 07/21/2025. Paving operations for this segmentan are expected to continue through 08/12/2025. Paving operations on Arrowcreek Pkwy from the west side of the Wedge/Arrowcreek intersection, to approximately 825' northeast of the intersection will start in mid-August and continue through the first week of September 2025.	

La Posada Corrective	
Bryan Byrne, Project Manager	https://rtcwashoe.com/projects/la-posada-corrective-project/
Status: The project is at 50% design and is working to incorporate comments and progress to 90% design. The 90% design is expected to be completed in August 2025.	

Meadowood Rehab	
Garrett Rodgers, Project Manager	https://rtcwashoe.com/projects/meadowood-rehab/
Status: Project has reached substantial completion.	

Prater Way Rehabilitation	
Kimberly Diegle, Project Manager	https://rtcwashoe.com/projects/prater-way-rehabilitation/
Status: Analysis of corridor configuration alternatives is being finalized.	

Traffic Engineering/ITS

Veterans Roundabout Modifications	
Jessica Dover	https://rtcwashoe.com/projects/veterans-roundabout-modifications/
Construction of improvments associated with the inside lane of the roundabout and construction of the asphalt slip lane will continue through the end of September, 2025. Traffic control will then shift to allow traffic to flow on the newly constructed inside lane, while improvements are completed in the outside lane	

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 New timing plans won't be implemented until Washoe County School District is back in session.	

E. Lincoln Way Roundabout	
Ashley Hurlbut	https://rtcwashoe.com/projects/legends-roundabouts/
Construction began July 2025 and is anticipated to be substantially complete by the end of September 2025.	

Traffic Signal Modifications 24-01	
Ashley Hurlbut	https://rtcwashoe.com/construction-projects/traffic-signal-modifications-24-01/
Construction of the project has resumed at North McCarran & West 7th Street. Completion is anticipated for Summer 2025.	

Traffic Signal Modifications (TSM) 25-01	
LaShonn Ford	https://rtcwashoe.com/projects/traffic-signal-modifications-25-01/
Design is complete. The project has been advertised to contractors. Construction anticipated to begin Summer 2025.	

Sparks Intelligent Corridors	
Alex Wolfson	https://rtcwashoe.com/projects/sparks-intelligent-corridor/
The RTC is testing out technology to disseminate connected vehicle data (travel time, delays, etc.) to motorists via a smart phone app. This information can be travel times, road conditions, and incidents, and can also be used to adjust traffic signal operations in real-time. Interested parties can learn more about this app and project at this link - https://www.rtcwashoe.com/construction-projects/traction_connect/ The RTC is hoping to gather public feedback on the kinds of services that are useful in order to inform operational decision making moving forward.	

Vista Boulevard/Prater Way ITS	
Garrett Rodgers	https://rtcwashoe.com/projects/vista-boulevard-prater-way-its/
Construction started in May 2025 and will continue through August 2025.	

Sparks/Ion Traffic Signal	
LaShonn Ford	https://rtcwashoe.com/projects/sparks-boulevard-ion-drive-traffic-signal/
The project has reached 60% design.	

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 and right of way process is underway for this project. NV Energy is proceeding with an overhead to underground utility relocation project, anticipated to start in Summer 2025.	

REPORT ON NEGOTIATED SETTLEMENT AGREEMENTS FOR THE ACQUISITION OF PROPERTY

Project	Property Owner	Purchase Amount	Amount Over Appraisal
Arrowcreek/Wedge Rehabilitation	Galena Junction SC, LP	$19,807.00	$0
West Fourth Street Safety	Gurpreet Kaur	$1,000.00	$0
West Fourth Street Safety	Independent Order of Odd Fellows Reno Lodge 14/Mountain View Cemetery	$4,400.00	$0
West Fourth Street Safety	Monroe Living Trust	$2,900.00	$0
West Fourth Street Safety	Reno Housing Authority	$4,964.00	$0
West Fourth Street Safety	Truckee Meadows Water Authority	$1,000.00	$0
West Fourth Street Safety	West End Reno LLC	$2,088.00	$0

CONTRACTS UP TO $100,000

Project	Vendor	Scope	Amount
TMC Concepts Development	Smart City Traffic LLC	Development of operating procedures for initial deployment of the Regional Traffic Management Center (TMC)	$94,365

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

Meeting Date: 8/15/2025 **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 July.

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 to Provide Free Bus Rides to the Rib Cook Off – In partnership with The Nugget Casino Resort, RTC will provide free transportation on the RAPID Lincoln Line, Route 11, and ACCESS transit services from Wednesday, August 27, through Monday, September 1, all day, each day to the 2025 *Best in the West Nugget Rib Cook Off*.



RTC Provides Free Bus Rides to Hot August Nights – In partnership with Hot August Nights, RTC provided free transportation from Friday, August 1 through Sunday, August 10, all day on the RAPID Virginia Line, RAPID Lincoln Line, Route 1, Route 11, and Route 7. RTC ACCESS offered free rides to the Atlantis Casino, Grand Sierra Resort and Casino, Nugget Casino Resort, Peppermill Casino, University of Nevada, and Fourth Street Station.

35th Anniversary of the ADA – The Regional Transportation Commission (RTC), in honor of the 35th Anniversary of the Americans with Disabilities Act signed into law on July 26, 1990, offered free transit services on Saturday, July 26. RTC offered free rides on all of its transit services to commemorate this important civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, ***transportation***, and all public and private places that are open to the general public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else.

RTC RIDE Key Highlights – July

- Driver of the month: Fernando Lara (June accomplishments)
- Independence Day- Sunday level Service
- Bus Request: SWAT Training (July 9)
- GRBR Emergency Tabletop Exercise



- Carson City BBQ – Lucky Draw Employee Engagement event
- 99% service hours and trips delivered
- 1 grievance filed in July. Settled and withdrawn by the Union.
- 1 new Unfair Labor Charge (ULP) filed and withdrawn by the Union on July 25th.
- One older ULP withdrawn by the Union.



Keolis represented staffing headcount as of July 30, 2025:

Position	Total Employed	#Needed
Coach Operator Trainees	6	10
Coach Operators	169	10
Dispatchers	6	0
Road Supervisors	4	0
Mechanic A	4	1
Mechanic B	4	0
Mechanic C	4	0
Facilities Technician	2	0
EV Technician	1	0
Utility Worker	11	0
Electronics Tech	2	0
Body Technician	1	0

RTC ACCESS Key Highlights – July

Classes: July 7th - 15 hired, 11 in training.

Safety:

- **Accidents:**
  - 2 Preventable
  - 0 Non-preventable
- **Incidents**
  - 1
- **Injuries:**
  - 0
- **YTD Preventable Accident Count: 9**
- **YTD Injury Count:** 2

July Safety Blitzes – Hydration & ADA Compliance

July Safety Meeting – FTA Drug awareness video

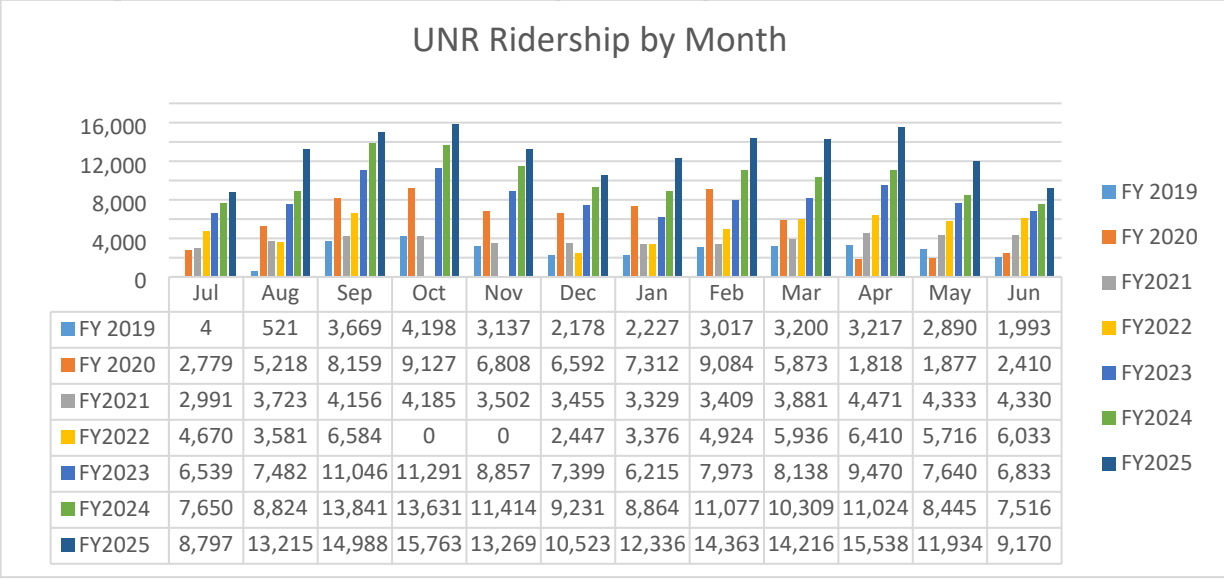
MTM represented staffing headcount as of July 30, 2025:

Position	Total Employed	#Needed
Drivers	60FT – 1PT	10FT – 0 PT
Dispatchers	4 FT	0
Reservationists	4. FTE's	0.5
Mechanic A	3.5 FT	0
Utility Worker	1	0
Facility/Maintenance Technician	1	0

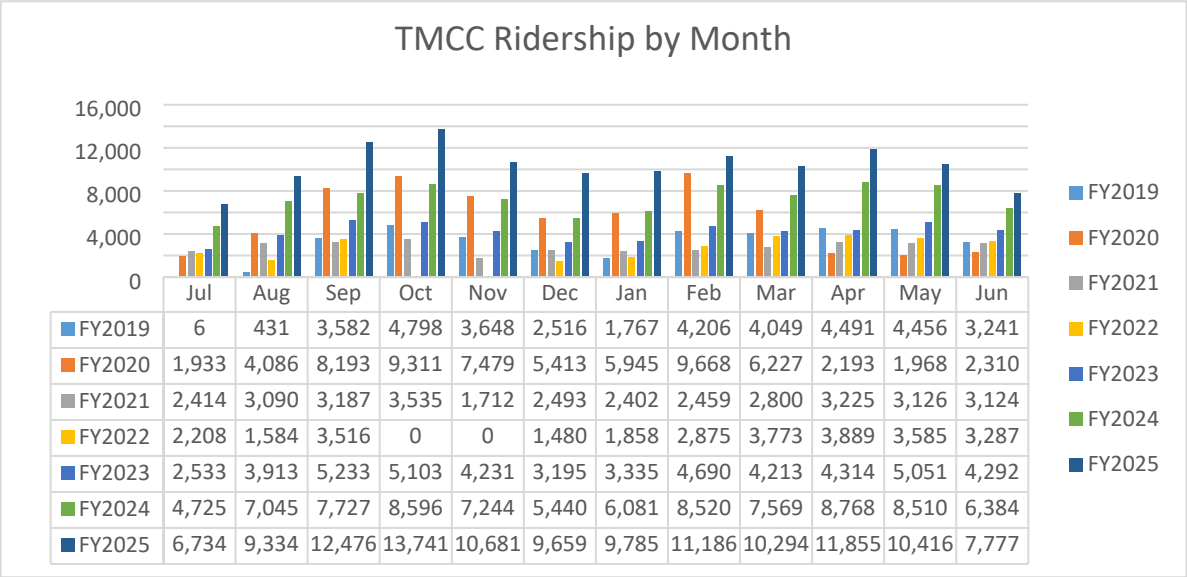
TRANSIT DEMAND MANAGEMENT (TDM) Update

- Vanpools dropped to 327. Staff continues to work with Tahoe residents and Commute with Enterprise to add more vans.
- RTC is also working with Commute with Enterprise on their new FlexVan program. This program will enable people to purchase single seats to utilize a vanpool.
- Staff continues to meet weekly with RTC's marketing company Celtis. They shot a UGC (user generated content) video for the Vanpool program and will be presenting it to staff in September.
- Celtis will be releasing the old UGCs for the ED Pass Program beginning August 8th, prior to students returning to class. New videos will follow in the fall.
- Next year's grant for the Ed Pass Program has been approved and NDOT has issued the notice to proceed.

Ridership numbers from the ED Pass Program through the month of June 2025:



	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



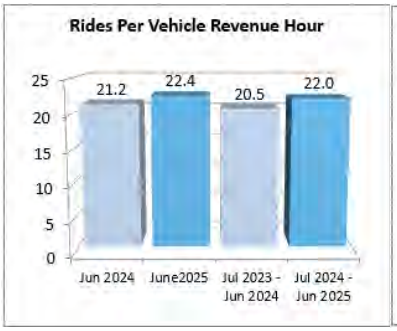
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY2019	6	431	3,582	4,798	3,648	2,516	1,767	4,206	4,049	4,491	4,456	3,241
FY2020	1,933	4,086	8,193	9,311	7,479	5,413	5,945	9,668	6,227	2,193	1,968	2,310
FY2021	2,414	3,090	3,187	3,535	1,712	2,493	2,402	2,459	2,800	3,225	3,126	3,124
FY2022	2,208	1,584	3,516	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

Once again, we hit all-time highs for the month of June with over 19,700 trips!

JUNE 2025 TRANSIT PERFORMANCE

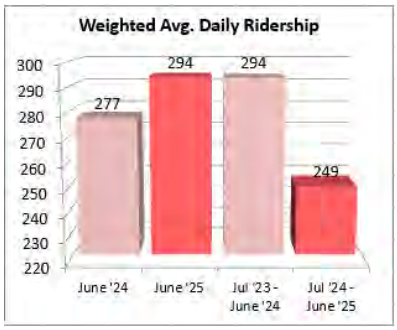
RTC RIDE

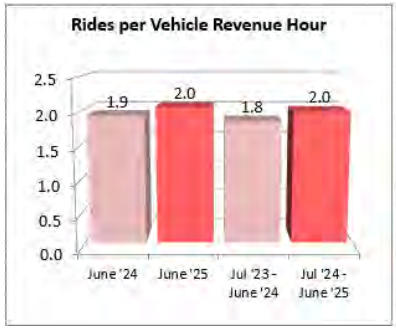


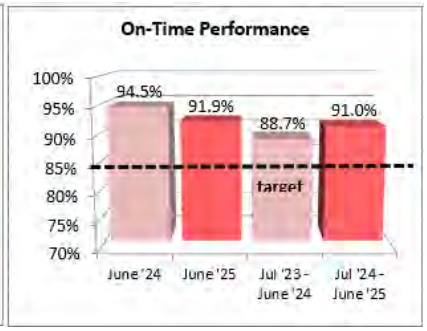




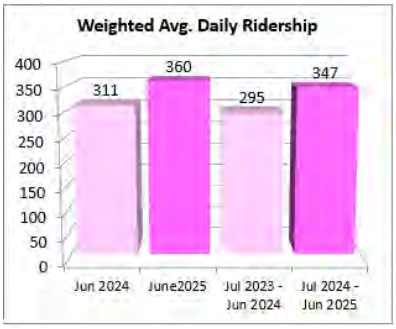
RTC ACCESS

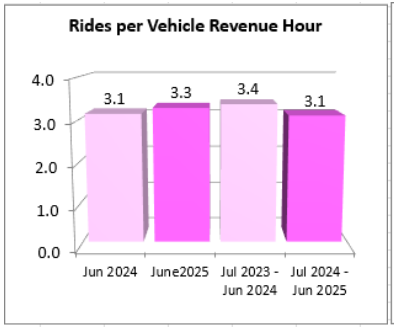


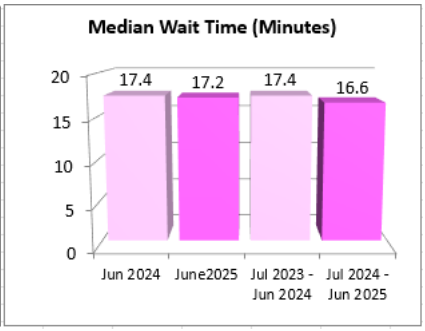




RTC FlexRIDE

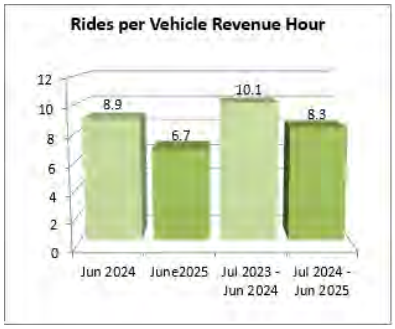






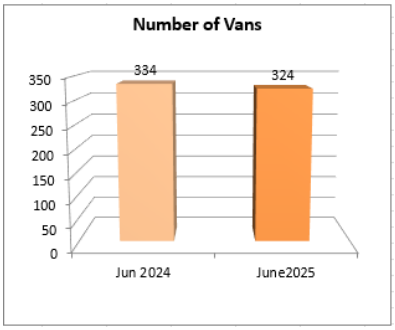
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RTC VANPOOL





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

Meeting Date: 8/15/2025 **Agenda Item: 4.2.5**

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

July 2025



www.rtcwashoe.com

Outreach Activities

Josh MacEachern, Project Manager

July Overview:

In July 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:

- Veterans Roundabout Media Opportunity.
- Start of Construction on Legends Roundabout.
- Bridge resurfacing closures.
- Keystone & McCarran Flip the Switch Event.
- Sparks Boulevard Phase 2 Public Meeting.
- Fourth Street Corridor Projects Public Meeting.
- Arlington Bridges Flooding Updates.
- Continued promotion of RTC's Youth-Pass.
- Continued phasing of Spanish Outreach campaigns.

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

July Highlights:

- **136 TV Spots (addendum includes 25 highest viewed).**
- **1,009,137 Estimated Audience.**
- **$58,938 Local Ad Value.**
- **Keystone / McCarran Flip the Switch.**
- **Arlington Bridges Site Recovery.**
- **ADA 35th Anniversary Free Transit.**
- **Arrowcreek / Wedge Construction.**
- **Pyramid Highway Signal Timing.**
- **Legends Roundabout Improvements.**

> Outreach Activities

Josh MacEachern, Project Manager

Press Releases:

- **7.2.25 – Star Spangled Sparks Free Transit**
- **7.3.25 – Valley Bridge Closure**
- **7.3.25 – Veterans Roundabout Media Opportunity**
- **7.7.25 – Keystone & McCarran Signal Flip the Switch**
- **7.7.25 – Legends Roundabout Construction Begins**
- **7.11.25 – University Way, Evans Bridge Closure**
- **7.15.25 – Sparks Phase 2 Public Meeting**
- **7.16.25 – Call for Senior Projects**
- **7.17.25 – Fourth Street Corridor Public Meeting**
- **7.21.25 – Arrowcreek Closure Notice**
- **7.21.25 – Arlington Avenue Bridges Update Media Opportunity**
- **7.21.25 – Free Rides for ADA 35th Anniversary**

Highlights:



> Outreach Activities

Josh MacEachern, Project Manager

Public Outreach:

- **7.2.25 – Nevada Newsmakers (Bill/Josh)**
- **7.2.25 – Keolis Employee BBQ (Jim)**
- **7.8.25 – TMBA Presentation (LaShonn/Marquis/Sara/Paul/Josh)**
- **7.9.25 – RTC / RPD S.W.A.T. Bus Training (Josh)**
- **7.10.25 – Arrowcreek HOA Meeting (Jessica/Josh)**
- **7.11.25 – Pyramid Highway Phase 1 Ribbon Cutting (Bill/Laura/Paul/Josh)**
- **7/14/25 – Vision Zero Truckee Meadows Task Force (Graham/Marquis/Josh/Paul)**
- **7.14.25 – Intertribal Council of Northern Nevada Convention (Paul)**
- **7.15.25 – Sparks Boulevard Public Meeting (Garrett/Josh/Laura/Paul/Nichole)**
- **7.17.25 – Fourth Street Corridor Projects Public Meeting (Scott/Josh/Paul/Laura/Dale/Jeff)**

> Social Media

Josh MacEachern, Project Manager

Facebook

- **Reach: 56.6k**
- **Content Interactions: 514**
- **Link Clicks: 2,246**
- **Visits: 1,841**
- **New Follows: 65**
- **Followers: 5k**

Instagram

- **Reach: 7,248**
- **Content Interactions: 262**
- **Followers: 2.3k**

X

- **Impressions: 2.9k**
- **Engagements: 124**
- **Likes: 13**
- **Followers: 2.2k**

YouTube

- **Views: 2.2k**
- **Watch time (hours): 111**
- **Subscribers: 483**

Email Marketing

- **Subscribers: 1.4k**

> Video Production

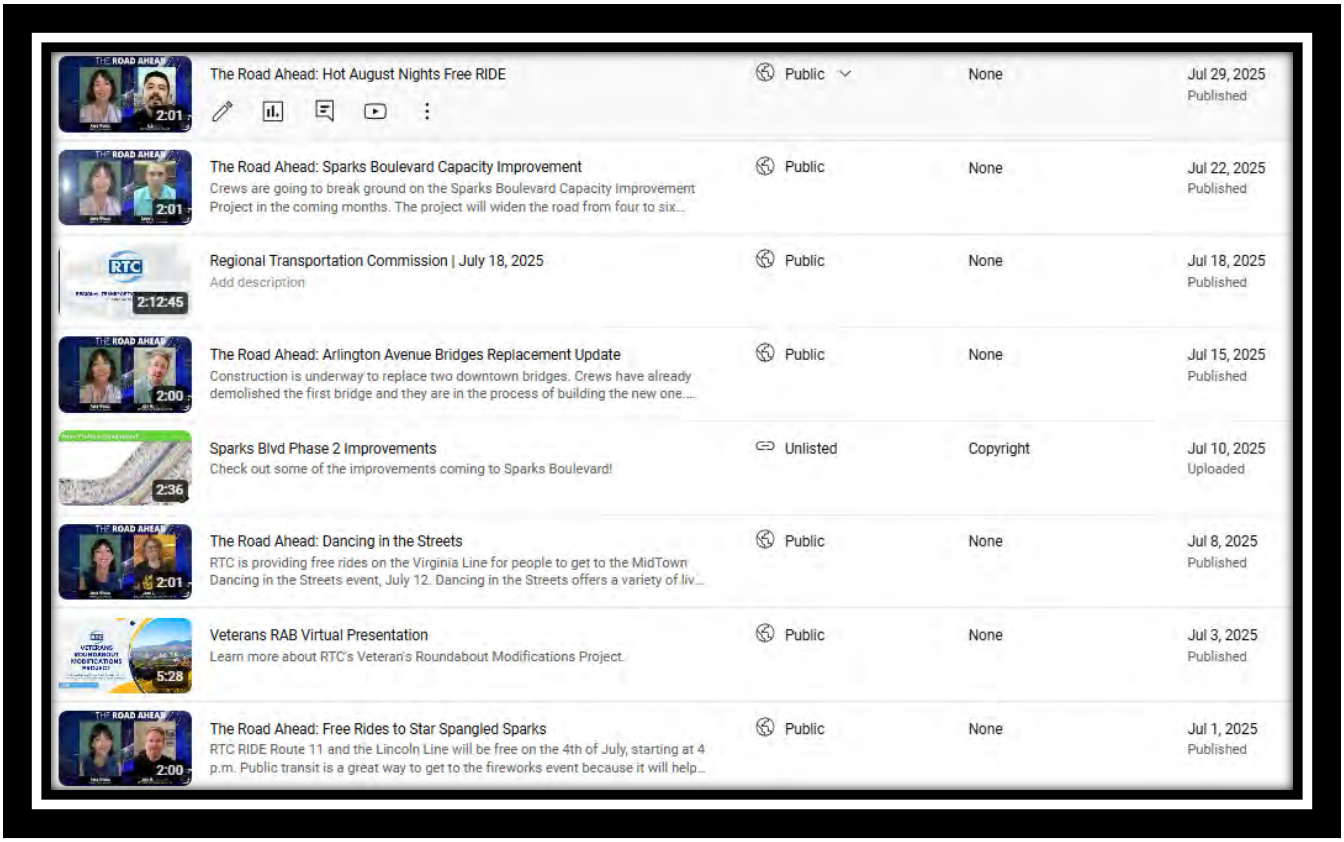
Paul Nelson, Project Manager

The Road Ahead:

- **7.1.25 – Free Rides to Star Spangled Sparks**
- **7.8.25 – Free Rides to Dancing in the Streets**
- **7.15.25 – Arlington Avenue Bridges Replacement Update**
- **7.22.25 – Sparks Boulevard Capacity Improvement**
- **7.29.25 – Hot August Nights Free Rides**

Other:

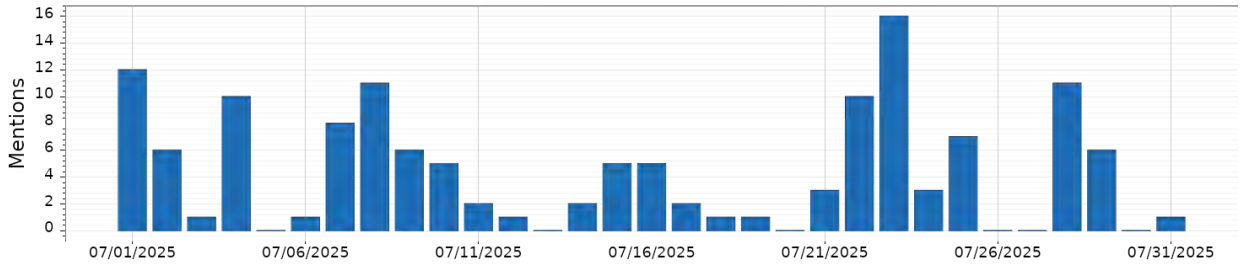
- **Veterans RAB Virtual Presentation**
- **Sparks Blvd. Phase 2 Improvements**
- **July RTC Board Meeting**



> Addendum

RTC Media Hits July 2025

136 Total Events





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KOLO 8 News Now @ 6:30PM

Event Type: **TV**

Jul 28, 2025 6:41:03 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **13,491**

Category: **News**

Country: **US**

According to the **rtc** -- a storm drain on first street -- was overwhelmed by the rain ... Causing it to back flood.... The water also got into the nearby arlington avenue bridges construction zone ... But it has since receded ...



2 News Nevada at 6:30pm

Event Type: **TV**

Jul 28, 2025 6:35:04 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **11,291**

Category: **News**

Country: **US**

rtc **Washoe** County: "we have a pretty good plan of how to divert the river as people have kind of seen when they come down here to take pictures and do things like that...in a flash flood event it's hard to plan for no matter what you do, the weather will probably hit you harder



News 4 Nightly at 6pm

Event Type: **TV**

Jul 28, 2025 6:05:01 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **10,253**

Category: **News**

Country: **US**

>>that's **rtc** public information officer josh mickey kahana, who said instead of continuing to build the foundation of the new arlington avenue bridges, crews spent their monday clearing out water and assessing next steps for the project.



KOLO 8 News Now @ 5:30PM

Event Type: **TV**

Jul 28, 2025 5:30:48 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **15,403**

Category: **News**

Country: **US**

Live updatesou can follow "kolo 8 news now." the **rtc**... Is assessing the impact of last night's storm.. On the*arlington avenue bridges project* crews are out there-- today-- checking out... Any potential damage... To determine what their next steps will be .. Moving forward. They say - during this time...



News 4 Nightly at 6pm

Event Type: **TV**

Jul 25, 2025 6:10:06 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **15,094**

Category: **News**

Country: **US**

Plus, the **rtc** works to make ada compliant improvements on road projects as well. Comingup t onightdeptationlhts have now begun from the detention center dubbed alligator alcatraz. Florida's governor speaks on the facility when we return.



News 4 Nightly at 6pm

Event Type: **TV**

Jul 25, 2025 6:05:06 PM

Source: **KRNV (NBC)**

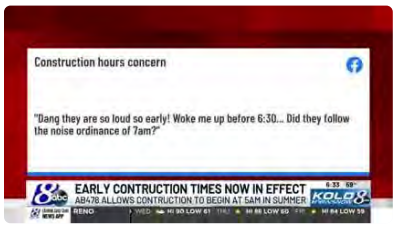
Market: **Reno, NV**

Audience: **15,094**

Category: **News**

Country: **US**

Well, the **rtc** of washoe county offering up free rides tomorrow in honor of the 35th anniversary of the americans with disabilities act. In addition to our city buses, **rtc**



Good Morning Reno 6am

Event Type: **TV**

Jul 23, 2025 6:31:18 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **11,151**

Category: **News**

Country: **US**

Rtc says it plans to open up pedestrian access at*firs* and*arlingto* on august 8- th the agency says construction on the bridge replacement project is moving along .. With the entire project ... On track to be finished... In october of 2026. Reno city council members say - it's a top priority to get this done.



KOLO 8 News Now @ 6:30PM

Event Type: **TV**

Jul 22, 2025 6:41:04 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **16,607**

Category: **News**

Country: **US**

The **rtc** -- giving an update on the*arlington bridges projec* -- today. Saying -- it plans to open up pedestrian access... At*firs* and arlingto* -- on august 8th. The **rtc** says - construction is moving along .. With the entire project ... To replace both bridges-- on track to be finished... In october of 2026.



KOLO 8 News Now @ 5:30PM

Event Type: **TV**

Jul 22, 2025 5:36:43 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **15,051**

Category: **News**

Country: **US**

That's according to the **rtc**... Which gave an update ... On the major work-- going on downtown. As crews work to replace the two bridges-- that were nearly a century old. The **rtc** says - crews are now working to construct the new north bridge... Which should be done by september..



2 News Nevada at 5:30pm

Event Type: **TV**

Jul 22, 2025 5:30:06 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **10,401**

Category: **News**

Country: **US**

rtc: "We have to do a lot of work with local agencies to make sure that when we're in the river, we're not only treating it with respect, but being careful about what we do and do not disturb."> Both bridges carrying arlington avenue are over 90 years old.



News 4 Nightly at 6.30pm

Event Type: **TV**

Jul 21, 2025 6:35:41 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **11,425**

Category: **News**

Country: **US**

Closures are in place on arrowcreek parkway partpr oject a n ewconstr tionhe crelo.se the **rtc** arodha scrideek fro mof the ethasotmas creek road intersection to the west side of the parkway intersection.



News 4 Today

Event Type: **TV**

Jul 21, 2025 6:46:45 AM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **10,589**

Category: **News**

Country: **US**

You have mndot, which owns the road **rtc**. That's a regional agency. Washoe county, the city of sparks, even the city of reno involved. So sinking all those traffic signals, it will take some coordination on the part of all of those government agencies.



News 4 Today

Event Type: **TV**

Jul 18, 2025 6:45:24 AM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **10,532**

Category: **News**

Country: **US**

You have indot, which owns the road **rtc**. That's a regional agency. Washoe county, the city of sparks. Even the city of reno involved. So sinking all those traffic signals, it will take some coordination on the part of all of those government agencies.



Destination X

Event Type: **TV**

Jul 15, 2025 10:29:26 PM

Source: **KRNV (NBC)**

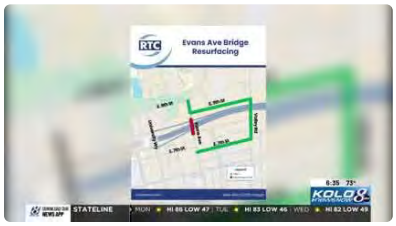
Market: **Reno, NV**

Audience: **14,416**

Category: **Other**

Country: **US**

>>COMING UP ON NEWS FOUR AT 11, THE **RTC** OF WASHOE COUNTY PRESENTING AN UPDATE ON PHASE TWO OF THE SPARKS BOULEVARD PROJECT, HOW IT'S DESIGNED TO IMPROVE SAFETY AND (Mission Control) Initiate re-entry. When your family feels protected under our roof they're free to dream.



Good Morning Reno 6am

Event Type: **TV**

Jul 14, 2025 6:32:35 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **11,518**

Category: **News**

Country: **US**

These reductions will run from 8 p-m sundays through noon on frg today -- **rtc** is resurfacing the evans avenue bridge.. This is a look at the detours...which will be in place through next wednesday. It is third bridge to be resurfaced as part of the project.



KOLO 8 News Now @ 5PM

Event Type: **TV**

Jul 11, 2025 5:20:55 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **13,228**

Category: **News**

Country: **US**

BENITO: "And of course, we have to worry about parking because if they are closing the one-mile stretch of Midtown (1:16) Well, that doesn't leave a lot of parking for the rest of us, but not to worry (1:20) There's other options that you can hop on a bus line (1:23) **RTC** is offering free buses on any stop on South or North



KOLO 8 News Now @ 5:30PM

Event Type: **TV**

Jul 08, 2025 5:35:15 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **15,051**

Category: **News**

Country: **US**

The **rtc** says - the goal is to reduce crashes -- add capacity -- and create safer pedestrian crossings* they will*als* add... A "second circulating lane"... To access scheels drive. Most of the work ... Will happen at night ... To reduce the impacts to traffic. There will be detours.



2 News Nevada at 5:00pm

Event Type: **TV**

Jul 08, 2025 5:16:01 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **10,422**

Category: **News**

Country: **US**

rtc of Washoe County: This Improvement project is a long time coming.



Kolo 8 News Now @ 6pm

Event Type: **TV**

Jul 06, 2025 6:05:29 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **16,770**

Category: **News**

Country: **US**

to out will begin construction on the roundabout at veterans and geiger grade road - **rtc** says they are looking to increase capacity of the intersection.

KOLO 8 News Now @ 6:30PM

Event Type: **TV**

Jul 04, 2025 6:30:21 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **12,111**

Category: **News**

Country: **US**

Parking is limited but the **rtc** is offering free rides to the event. Fireworks ... Are scheduled to begin around 9:30. But with*high wind*... A possibility -- there's some concern... About the impact to the show. We spoke to the nugget -- about their plans -- in case the wind stays active tonight ...

News 4 Nightly at 6pm

Event Type: **TV**

Jul 04, 2025 6:10:02 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **15,094**

Category: **News**

Country: **US**

This is part of an **rtc** bridge maintenance project around reno that they're doing. They're planning to replace the bridge decks on evans avenue and kuenzli street later this year. Work on valley road, expected to be completed by friday, july 18th.

KOLO 8 News Now @ 5PM

Event Type: **TV**

Jul 04, 2025 5:05:03 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **13,431**

Category: **News**

Country: **US**

Parking is limited but **rtc** is offering free rides to the event. Fireworks will begin around 9:30 depending on the wind conditions. Happy fourth of july to you all // celebrate safely. Back to you in the studio **rtc** is offering free rides to the event. Fireworks will begin around 9:30 depending on the wind conditions.

KOLO 8 News Now @ 6:30PM

Event Type: **TV**

Jul 02, 2025 6:51:38 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **14,536**

Category: **News**

Country: **US**

Its all thanks to a new pilot program -- created from the partnership between wcsd and **rtc** ... Making bus transportation available for reliable rides to school, jobs, summer programs and more. The school district... And the r-t-c.... Will evaluate the program's impact through ridership data...

KOLO 8 News Now @ 6:30PM

Event Type: **TV**

Jul 02, 2025 6:41:18 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **14,185**

Category: **News**

Country: **US**

As prices for construction, labor and materials rise... the **rtc** needs to "keep up with the price"... And be able to match federal dollars. The money collected ... Goes towards local projects. Like: wideninglevar*...

2 News Nevada at 6:00am

Event Type: **TV**

Jul 01, 2025 6:42:58 AM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **10,396**

Category: **Other**

Country: **US**

rtc **washoe** : "So back in 2008 the voters approved a ballot question and that approved this measure that allows gas prices to go up every year to really match up with inflation because every year you see cost go up when it comes to materials, when it comes to labor for construction

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

Meeting Date: 8/15/2025 **Agenda Item: 4.2.6**

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 08/06/2025 and were given the quarterly update presentation on construction, installation, and maintenance of benches, shelters, and transit stops. Members discussed strategies to make certain bus stops along 2nd Street and Sun Valley Boulevard safer. Additionally, there was discussion about how to make transit more accessible to students, including by strategically locating bus stops and by expanding the free student pass program.

The TAC met on 08/07/2025 and were presented with one primary item: the FY 2025-2029 Regional Transportation Improvement Program. The committee reviewed the FFY 2025-2029 Regional Transportation Improvement Program, which included several project updates and modifications. Members gave feedback and unanimously recommended approval. Members also discussed the Draft

Central Reno Midtown Neighborhood Network Plan which was presented at the July RTC Board Meeting and is scheduled for approval by the RTC Board at the August Board meeting.

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: 8/15/2025 **Agenda Item: 4.3.1**

To: Regional Transportation Commission

From: Marquis Williams, Senior Transportation Planner

SUBJECT: Central Reno/Midtown Neighborhood Network Plan

RECOMMENDED ACTION

Approve the Central Reno/Midtown Neighborhood Network Plan.

BACKGROUND AND DISCUSSION

The Central Reno/Midtown Neighborhood Network Plan (NNP) kicked off in October 2024 based on a recommendation from the Active Transportation Plan (approved in September 2024). The NNP is meant to increase the number of walking and biking trips within the Central Reno/Midtown neighborhood by improving safety and comfort along key corridors. The Plan recommends traditional bicycle and pedestrian infrastructure improvements as well as low-cost, quick-build improvements. The Plan also recommends before and after improvement data collection to measure the effectiveness of the improvements in the creation of a comprehensive and responsive active transportation network accessible to a broader cross-section of our community.

The Central Reno/Midtown NNP recommends 14 corridors for quick-build style transportation improvements. In total, 11.6 miles of roadways are recommended for improvements across the neighborhood, including 8.5 miles of neighborhood byways, 3.1 miles of protected bike lanes, and over 45 intersections enhancements. The NNP includes a cutsheet for each corridor project recommendation, detailing the project extents, approximate cost, potential intersection enhancements, and a conceptual cross-section. Based on funding availability and construction feasibility, selected quick-build projects are expected to be implemented using funds from the RTC Active Transportation Program. The public comment period for this final document was open from July 14-August 1. Comments received are summarized in the comment matrix.

FISCAL IMPACT

Funding for this item has been budgeted for in the FY2024-FY2025 Unified Planning Work Program (UPWP) and is included in the FY 2026 RTC budget.

PREVIOUS BOARD ACTION

9/20/2024 - Approved a contract with Alta Planning + Design, Inc. for consulting services on Neighborhood Network Plans 1 & 2.



Central Reno/Midtown

Neighborhood Network Plan

August 2025

Acknowledgments

The Central Reno/Midtown Neighborhood Network Plan was developed through collaboration with partner agencies and local organizations. Additionally, this project involved RTC staff from all departments including Planning, Public Transit, and Engineering. This planning process relied on engaging with residents and staff at local agencies with direct knowledge of current challenges within the neighborhood. Staff from partner agencies and members of the public provided detailed feedback and input during the planning process as part of the Neighborhood Network Plan Steering Committee. This group helped provide context to the public comments and inform the identification of recommended improvements. Those listed below helped to guide the development of the plan and will continue to support the implementation of project recommendations at their various roles at agencies and organizations throughout the community.

RTC Washoe Project Team

- Marquis Williams, RTC Planning
- Graham Dollarhide, RTC Planning
- LaShonn Ford, RTC Engineering
- Sara Going, RTC Engineering

Neighborhood Network Plan Steering Committee Member Organizations

- City of Reno (Fire, Police, Public Works)
- Reno-Sparks Indian Colony
- One Truckee River
- Midtown Merchants
- Washoe County School District
- Washoe County (Sustainability)

Each organization above was represented by one or more staff members during Steering Committee meetings. The Steering Committee also included two members of the public from the Central Reno/Midtown neighborhood.

Consultant Team

Cole Peiffer – Alta Planning + Design

Dave Foster – Alta Planning + Design

Chloe Ward – Alta Planning + Design

Sierra Rodriguez-Torres – Alta Planning + Design

Lauren Ball – MJT

Table of Contents

Acknowledgments i

Table of Contents ii

Chapter 1: Introduction 1

Neighborhood Description 1

Connections with Other Plans 3

Plan Process 3

Plan Contents 3

Chapter 2: Neighborhood Profile 4

Neighborhood Demographics 4

Existing Neighborhood Network 6

Chapter 3: Biking and Walking in Central Reno/Midtown Today 10

Community Engagement 10

Data Insights and Analysis: Understanding Trends 17

Chapter 4: Addressing Central Reno/Midtown Needs 32

Neighborhood Network Plan Implementation Strategy 32

Programmatic and Policy Enhancements 33

Neighborhood Network Improvements 40

Implementation 46

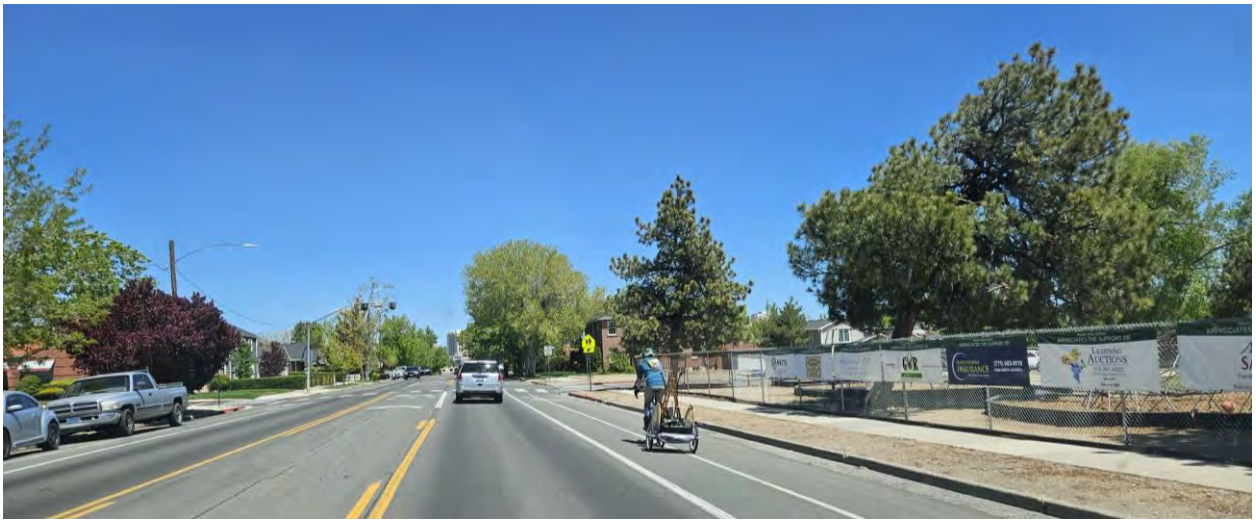
Stay Connected 46

Chapter 1: Introduction

The purpose of this Neighborhood Network Plan (NNP) is to improve the pedestrian and bicycling experience in the Central Reno/Midtown neighborhood through the implementation of quick-build style infrastructure. This NNP applies the regional vision, goals, and priorities from the regional RTC Washoe Active Transportation Plan and identifies improvements that can be rapidly implemented across the neighborhood to provide increased connectivity and comfort to people walking and biking. The RTC developed this plan using in-depth data analysis combined with collaboration with partner agencies and direct engagement with members of the public.

Neighborhood Description

The Central Reno/Midtown neighborhood—generally defined by I-580 to the east, the Truckee River, S. McCarran Boulevard, Keystone Avenue, Plumb Lane, and Plumas Street—offers a variety of destinations (**Figure 1**). It features over 30 schools, parks with playgrounds, sports courts, and trails, including Virginia Lake Park. Entertainment is centered around the Virginia Street corridor, with venues like casinos, theaters, and museums. Employment hubs include Renown Regional Health Center and commercial areas along Virginia Street and Kietzke Lane. The neighborhood also offers community spaces like churches, libraries, and local markets.



Bicyclist using the existing bike lane on Arlington Avenue in front of Mount Rose Elementary School.

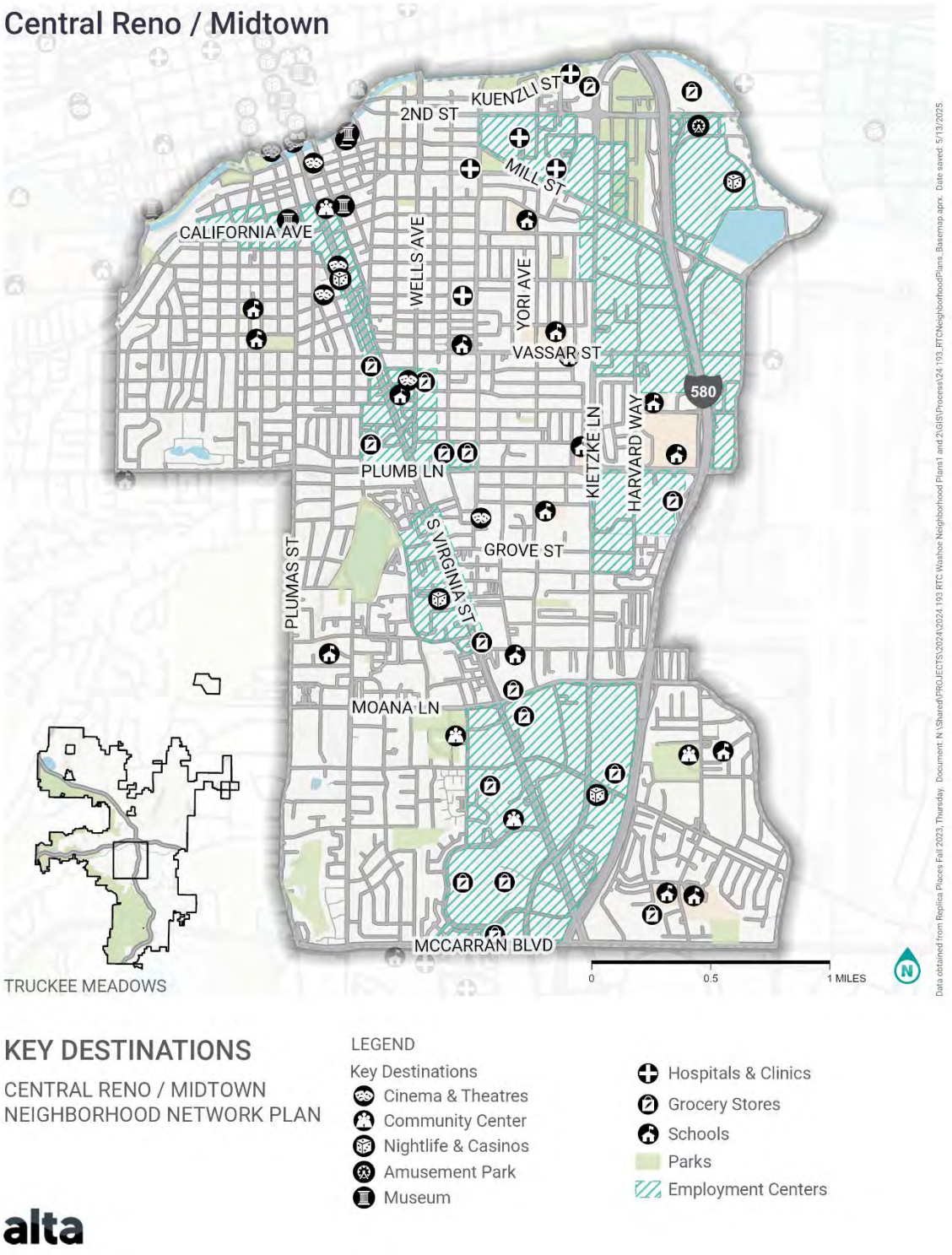


Figure 1. Central Reno/Midtown Neighborhood Area

Connections with Other Plans

This NNP recommends projects for quick-build implementation through RTC's Active Transportation Program. Improvements identified in this plan are not inclusive of large-scale improvements, although the Long-Term Needs section of Chapter 4 includes a high-level list of needs that could be addressed by means beyond quick-build. These long-term needs and other higher-scale active transportation projects can be addressed through other planning processes such as the Regional Transportation Plan, specific area plans, corridor studies, etc.

Plan Process

This NNP follows the process outlined in the Active Transportation Plan and applies a regional vision, goals, and analysis to the Central Reno/Midtown neighborhood. This process included two phases of public engagement featuring multiple in-person events and online elements. In addition to public engagement, the RTC used regional data analysis to identify neighborhood issues and areas of need based on demographics, roadway context, and crash history. By integrating community insights with data findings, the plan highlights and addresses the most pressing challenges for people walking and biking. The result is a quick-build implementation strategy designed to rapidly enhance connectivity and comfort throughout the neighborhood.

Plan Contents

This plan describes the planning process, data analysis findings, community engagement findings, and recommended improvements across four chapters as described below.

- Chapter 1 – Introduction
    - This chapter provides an overview of the project and connection with other planning processes.
- Chapter 2 – Neighborhood Profile
    - This chapter highlights demographic and socioeconomic data across the neighborhood and identifies areas of need.
- Chapter 3 – Biking and Walking in Central Reno/Midtown Today
    - This chapter presents key findings from community engagement and data analysis, offering a snapshot of current walking and biking conditions in the Central Reno/Midtown neighborhood.
- Chapter 4 – Addressing Central Reno/Midtown Needs
    - This chapter provides an overview of quick-build style improvements and identifies recommended quick-build improvements throughout the neighborhood.

Chapter 2: Neighborhood Profile

To better understand the context and needs of the neighborhood, the RTC reviewed various datasets to compare the Central Reno/Midtown neighborhood with the broader Reno/Sparks area—also known as the greater Truckee Meadows region—to identify focused needs within the neighborhood. This section includes a summary of socioeconomic data and a summary of the common destinations throughout the neighborhood for context. Additional information about datasets and analysis methodologies are included in **Appendix A**.

Neighborhood Demographics

The Central Reno/Midtown neighborhood has a young, diverse population with a high population density compared to the broader Reno/Sparks area. It is notably younger, with a higher proportion of people aged 20 to 39 and fewer people over 60. The neighborhood also has a larger percentage of Hispanic, Black, Native American, Asian, and multiracial individuals than the regional average.

Population density in Central Reno/Midtown is approximately 23 times higher than the regional average, with the densest areas around Plumb Lane, Kietzke Lane, and Virginia Street. The median household income varies significantly across the neighborhood, with some areas having very low incomes, particularly near Liberty Street and Virginia Street as seen in **Figure 2**. The median household income in the neighborhood is approximately $63,325, which is over $22,000 below the Reno/Sparks regional average of $85,969.

A significant portion of households (15%) in Central Reno/Midtown lack access to a vehicle, far surpassing the regional average of 7%. Areas like Plumb Lane and Kietzke Lane have the highest concentrations of vehicle-inaccessible households. Furthermore, the neighborhood faces housing affordability challenges, with 42% of households being cost-burdened—meaning they pay over 30% of their income on housing—which is higher than the regional rate of 31% of households being cost-burdened.



Bicyclist using the crosswalk to cross Plumb Lane at Virginia Street.

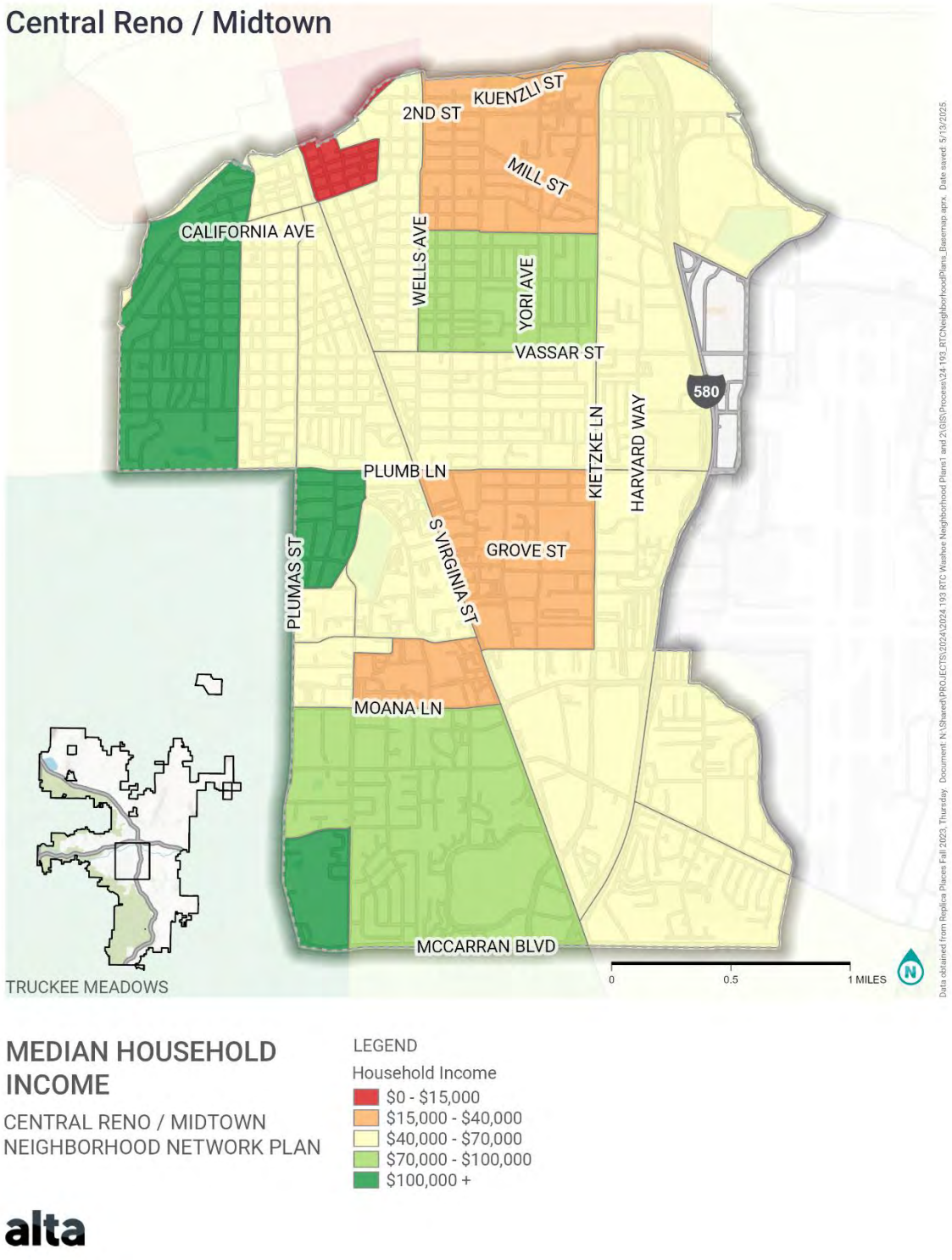


Figure 2. Median Household Income in Central Reno/Midtown

Existing Neighborhood Network

Pedestrian Facilities



Section of Vassar Street near Harvard Way with sidewalk gap.

The current sidewalk network in the neighborhood provides sidewalks on at least one side of the roadway for many streets; however, there are areas where sidewalk gaps exist (as shown to the right), which cause pedestrians to walk along or within the roadway and impacts overall connectivity. The RTC assessed sidewalk availability on arterials and collectors,[1] scoring them from zero (no sidewalks) to two (sidewalks on both sides) as shown in **Figure 3**. In Central Reno/Midtown, arterials scored an average of 1.71, and collectors scored 1.81, showing a generally well-connected network. However, gaps and a lack of sidewalk buffers along major roadways in the southeast corner of the neighborhood are safety concerns for community members, especially where missing facilities cause pedestrians to walk within the roadway. Refer to **Appendix A** for more details.

Bicycle Facilities



Existing bike lanes on roadways above 30 mph, such as on Kietzke Lane (shown above) can feel uncomfortable for most users because there is no physical separation between bicyclists and people driving.

The Central Reno/Midtown area has 23.4 miles of bike facilities as shown in **Table 1**. Of these, 20.3 miles (over 90%) are unprotected facilities (bike lanes and shared lanes), which can create higher-stress environments for people biking compared to protected facilities such as shared-use paths or protected bike lanes. Overall, the existing bicycle network in the neighborhood covers 51% of the 45.8 miles on arterial and collector streets in the neighborhood (**Figure 4**). Unprotected facilities such as bike lanes on roads with speeds above 30 miles per hour (mph) can be uncomfortable for most users. As a result, many long stretches of bike lanes, such as those on Kietzke Lane or Mill Street, provide connectivity but remain difficult routes. Additionally, the existing bike network in the neighborhood includes multiple gaps such as along Plumb Lane between Virginia Street and Harvard Avenue, Moana Lane between Plumas Street and Virginia Street, and multiple segments of Virginia Street. These gaps highlight opportunities to expand and improve the bike network in the area. For a more in-depth analysis, refer to Chapter 4 or **Appendix A**.

[1] **Arterials** provide longer through travel between major trip generators while **collectors** "collect" traffic from the local roads and connect smaller cities and towns with each other. For more information on the Functional Classification of Roadways, visit https://www.dot.nv.gov/home/showdocument?id=6654.

Table 1. Bicycle Facilities in Central Reno/Midtown by Mileage (Sept. 2024)

Protection	Facility Type	Mileage
Unprotected	Bike Lanes	16.7
	Shared Lane Facilities	4.6
Protected	Shared-Use Paths	2.1
	Separated Bike Lanes	0.0
	Total	23.4

Protected facilities – Facilities that are separate from vehicle traffic by a physical barrier or are in a separate right-of-way from vehicle traffic.





Unprotected facilities – On-street facilities marked with roadway striping that indicate the shared use of a travel lane by bicycles or dedicated space in a bike lane.

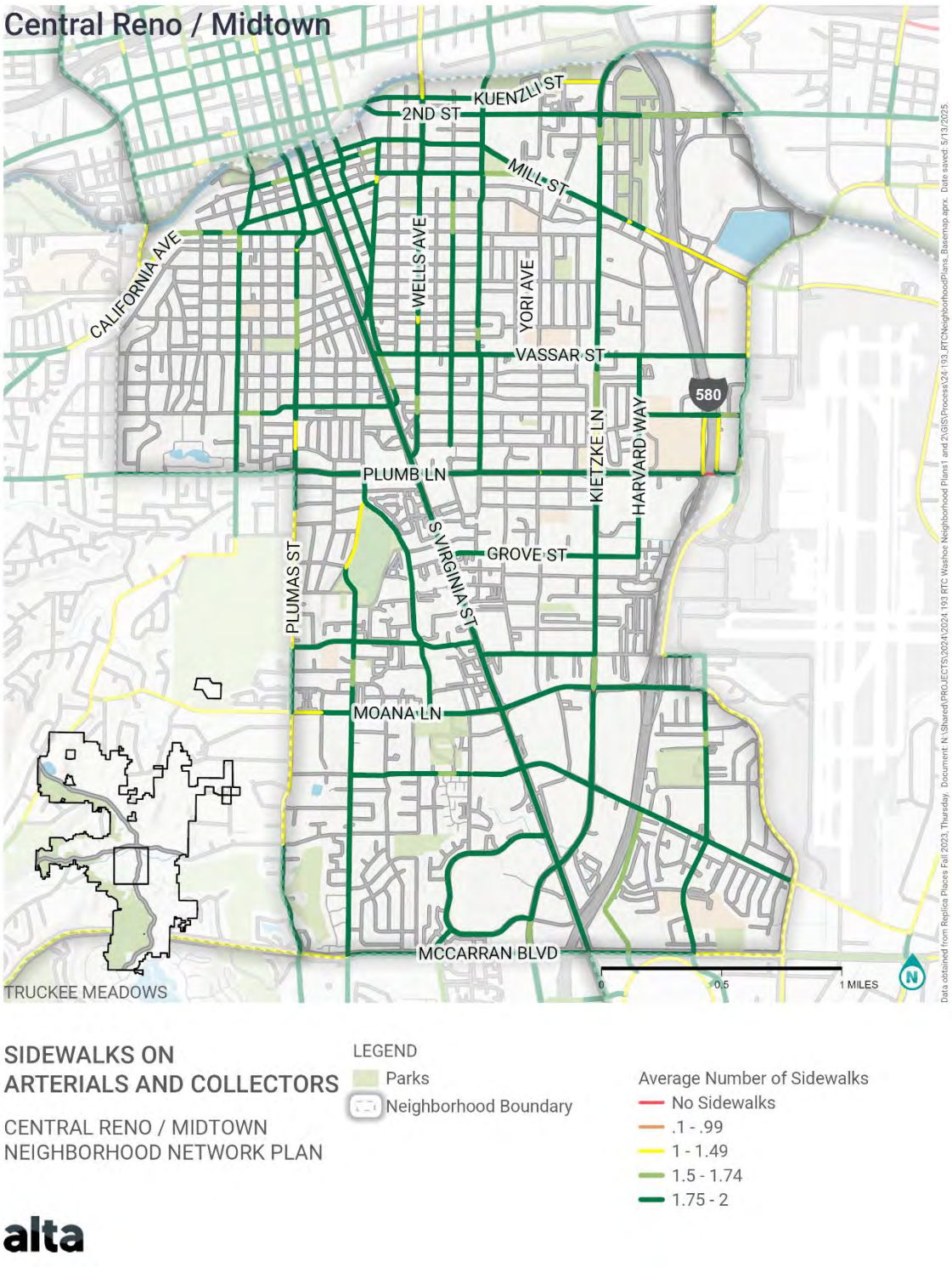


Figure 3. Sidewalks on Arterial and Collector Roads in Central Reno/Midtown

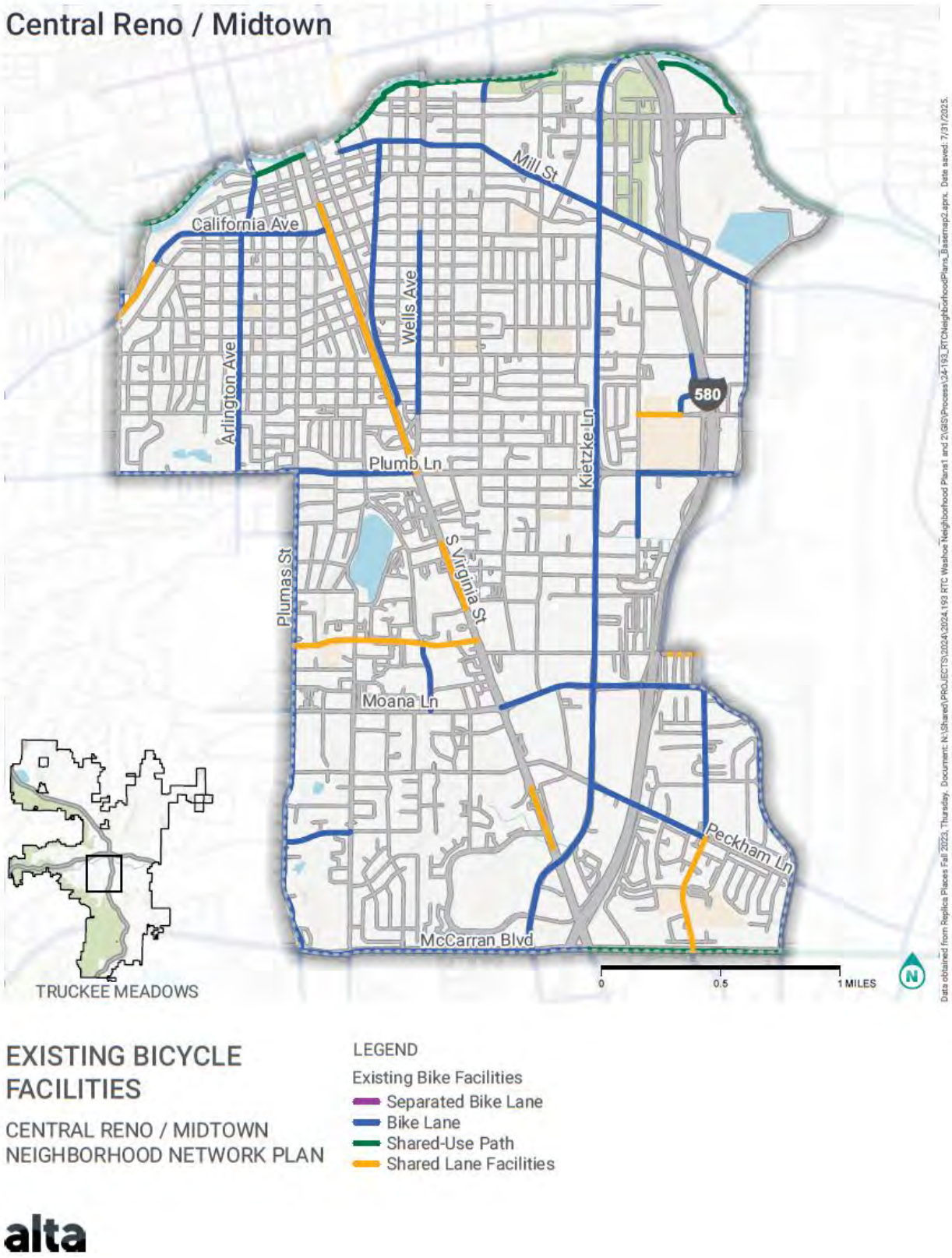


Figure 4. Existing Bicycle Facilities in Central Reno/Midtown

Chapter 3: Biking and Walking in Central Reno/Midtown Today

Community Engagement

The RTC engaged with community members and organizations within the Central Reno/Midtown neighborhood throughout the development of this Central Reno/Midtown Neighborhood Network Plan (NNP) across a variety of strategies including in-person and virtual meetings, in-person pop-ups, a walking audit, an interactive map, and Neighborhood Network Plan Steering Committee meetings. Engagement occurred across two distinct phases with the first phase focused on listening to the community and identifying issues and the second phase focused on community review and refinement of draft recommendations. This section summarizes the engagement efforts and findings from the Central Reno NNP process. For greater detail about specific meetings, please refer to Appendix B.

Phase 1

Community Workshop and Pop-Ups



Community Workshop at the Boys and Girls Club.

During the first phase of engagement, the RTC connected with the community through a workshop and two pop-up events, collectively attended by over 125 participants. Engagement workshops are semi-structured events. Community members attend a presentation to learn about a project and are then invited to discuss issues and provide detailed feedback through facilitated activities. Pop-up events are informal outreach activities held in public spaces or community events to gather quick feedback and provide information and resources about projects. The community engagement workshop for this NNP took place at the Boys and Girls Club Carano Facility from 5:00 p.m. to 7:00 p.m. on November 13, 2024. The first pop-up event took place on December 5, 2024, at the Reno Public Market from 5:00 p.m. to 8:30 p.m. The second pop-up event was at the Reno-Sparks Convention Center on December 7, 2024, from 10:00 a.m. to 1:00 p.m.

These events provided an opportunity for community members to share their concerns related to walking, biking, and accessing transit in the neighborhood. Attendees were invited to provide comments either by drawing or posting a sticky note on paper maps of the Central Reno/Midtown neighborhood to highlight missing infrastructure and/or other challenges. In addition to the map exercise, participants were provided with an overview of the project and were connected with project resources to stay engaged, including the interactive online map and project website. All outreach materials were provided in both English and Spanish, including the interactive map.



Pop-up event at the Reno Public Market.



Pop-up event at the Reno-Sparks Convention Center.

Interactive Map

The interactive map allowed community members to identify areas of concern and provide comments on the existing network. Over 150 comments and over 500 votes on comments were received through the interactive map, as shown in **Figure 5**. Community members highlighted issues across the neighborhood, which included the following major themes:

1. **Crosswalk Safety**: Several comments emphasize the need for better crosswalk infrastructure, including light-up signs, pedestrian refuges, better visibility, and traffic signals that prioritize pedestrians.

2. **Lack of Bike Lanes**: Numerous comments highlight areas where bike lanes are either missing, inconsistent, or inadequate, urging for safer, continuous bike lanes, especially on popular routes (e.g., Vassar Street, Moana Lane, and Plumas Street).

3. **Traffic Calming**: High-speed vehicle traffic is a common issue, with requests for traffic calming measures such as roundabouts, stop signs, and road redesigns to make streets safer for pedestrians.

4. **Lighting Issues**: Poor street lighting, particularly in high-traffic areas or near bus stops, is a recurring concern for pedestrian and bicyclist safety.

5. **Sidewalks and Pathways**: There were calls for wider, more accessible sidewalks, particularly for wheelchairs and strollers, and improved connections for pedestrians, especially near hospitals, schools, and transit hubs. Additionally, many suggest creating or extending connected bike paths, particularly along the Truckee River, and improving access to key destinations such as Midtown, the airport, and shopping areas.

Additionally, community members frequently identified specific streets and intersections as barriers for walking and biking including Plumb Lane, Virginia Street, Kietzke Lane, and South Wells Avenue. Community members noted concerns about interactions with high-speed vehicles and a lack of separation on these streets generally.

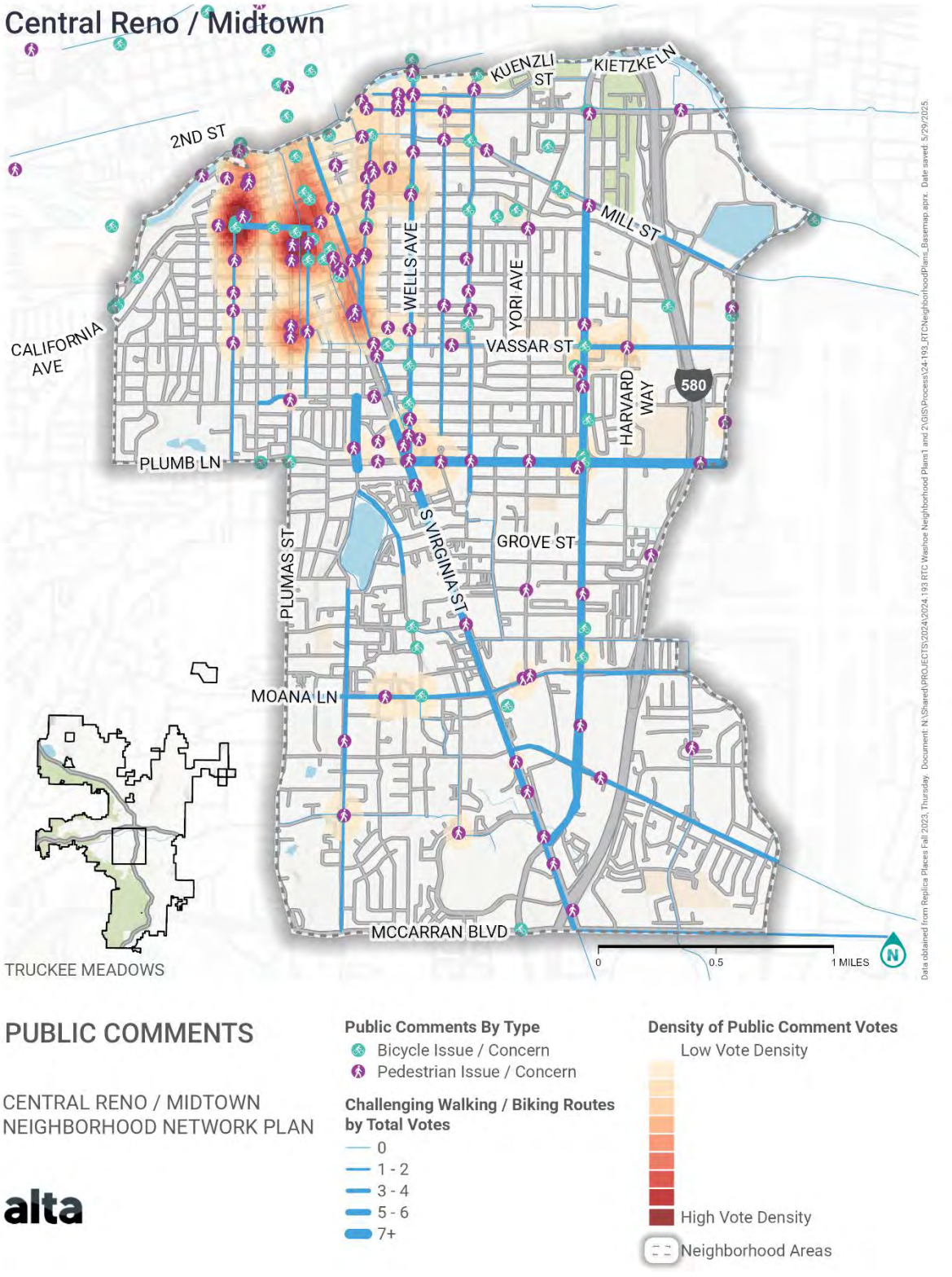


Figure 5. Interactive Map Comments

Neighborhood Network Plan Steering Committee

The Steering Committee was composed of community members and representatives from the City of Reno, Reno Fire Department, Reno Police Department, Washoe County School District (WCSD) Safe Routes to School, Reno-Sparks Indian Colony, Chamber of Commerce, Midtown Merchants, Northern Nevada Public Health, and One Truckee River. Community members were invited to join the committee during engagement events, where they could sign up to participate and share their insights throughout the planning process. Members met to assess existing conditions and take part in a walk audit, which identified key areas for improvement and directly informed the plan's recommendations.



Steering Committee small group exercise to identify known issues and potential solutions.

Walk Audit

On January 10, 2025, the Steering Committee conducted a walk audit within the Central Reno/Midtown neighborhood—an on-the-ground assessment in which participants walk through specific areas to evaluate infrastructure, accessibility, and overall safety for people walking and biking. The half-day effort focused on 10 key barriers identified through public comments and the existing conditions analysis. At each location, participants documented challenges and shared observations, which were then compiled into a summary of issues for further review (Appendix C). While not all sites reviewed are suitable for quick-build implementation, the findings helped shape the plan's recommendations and will continue to inform future large-scale roadway projects.



Members of the Steering Committee using a crosswalk on Kietzke Lane during the walk audit.

Phase 2

Steering Committee

Drawing on feedback from the community engagement process and the Steering Committee, the project team developed a draft set of recommendations. During the Steering Committee's final meeting, members reviewed the draft in small groups using three interactive online maps, which allowed them to explore and provide targeted comments on proposed improvements. This input played a key role in refining and finalizing the recommendations for the NNP.



Steering Committee discussing conceptual improvements as a group.

Active Transportation Plan (ATP) Process

During the development of the ATP (from 2023 to 2024), the RTC received 89 comments specific to the Central Reno/Midtown neighborhood. These comments highlighted challenges faced by people walking, biking, and accessing transit, and provided an early understanding of key issues in the area. These public comments helped provide a baseline understanding of existing issues within the neighborhood and provided context for the feedback gathered during the Central Reno NNP engagement process. A full summary of the ATP comments is provided in Appendix B of this Plan.

What We Heard from the Community

Over the course of the project, we engaged directly with over 125 community members and received over 750 interactions including comments and votes through the interactive map. Comments gathered during the project covered all elements of active transportation, from connections to transit stops to concerns about using shared-use paths. The project team focused on comments related to active transportation that could be addressed through quick-build implementation as part of this project but have archived all comments for future consideration. Across all comments received through this project, three key themes emerged as reoccurring concerns from community members as the leading issues for people walking and biking in the neighborhood:

Engagement Totals



500+ Votes on Comments



250+ Specific Comments



125+ Residents Engaged

Safety

- Community members expressed safety concerns related to crossing and traveling along roadways with high speeds and high volumes, with a particular emphasis on marked crosswalks around schools and parks.

Connectivity

- Sidewalk gaps and a disconnected bike network were identified by community members as leading issues impacting their decision to walk or bike.

Slower Speeds

- Community members expressed a desire for increased traffic calming elements and lower vehicle speeds on residential streets to improve safety and make walking and biking more welcoming for all users.

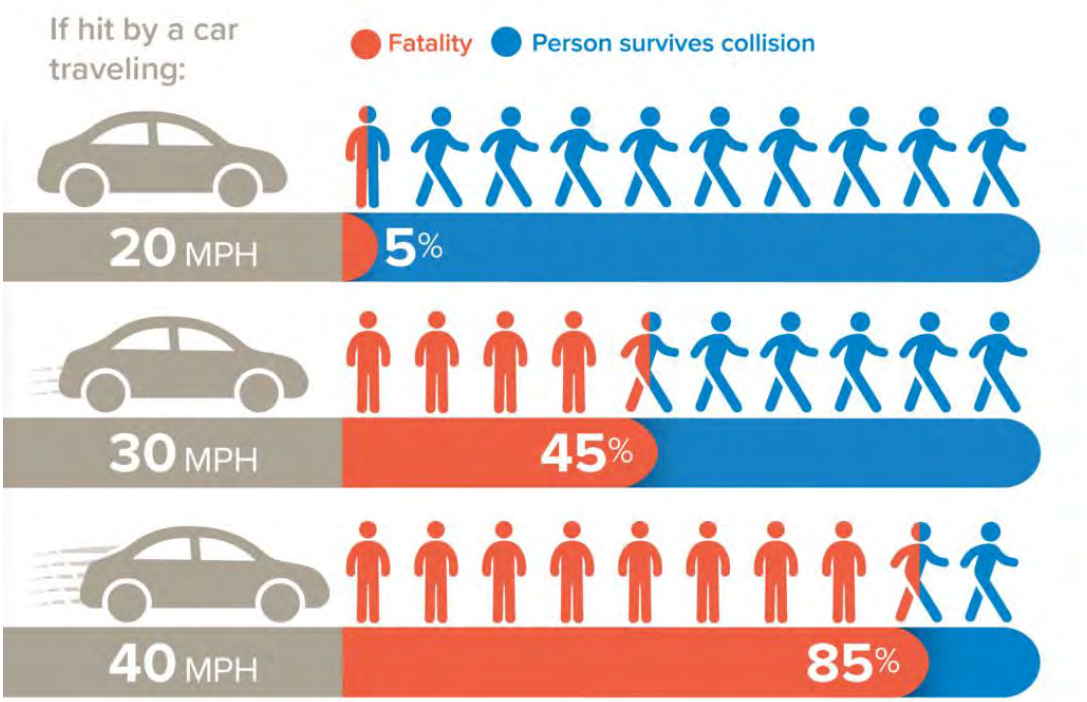
The themes identified through community input, combined with data analysis, played a central role in shaping the recommendation scenarios and determining which projects to move forward. Each recommendation was developed to respond directly to these priorities while remaining feasible within the neighborhood's scope and funding limitations.

Data Insights and Analysis: Understanding Trends

To better understand current conditions and identify opportunities to increase active transportation, the RTC analyzed datasets related to safety, equity, and roadway conditions for people walking and biking, as well as the potential for shifting short trips away from vehicle use. This analysis builds on the regional work completed for the ATP, with a focused lens on Central Reno to identify priority areas for improvement—particularly where data insights align with community feedback. For additional details on data sources and methodologies, refer to Appendix A.

Roadway Speeds

The posted speed limits for vehicles are a key factor in ensuring the safety and comfort of active transportation users across the transportation network. Higher vehicle speeds increase the risk of serious injury or death in the event of a crash, particularly for people walking and biking (**Figure 6**). Within the Central Reno/Midtown neighborhood, roads with high-speed limits include McCarran Boulevard, South Virginia Street, E. Mill Street, and Kietzke Lane (**Figure 7Error! Reference source not found.**). It is crucial to consider speed not only for safety but also for the comfort of people walking and biking, as higher vehicle speeds generally lead to a greater need for separation between vehicles and active transportation users. For this reason, posted speeds are a primary factor in the determination of the Bicycle Level of Traffic Stress (BLTS) and Pedestrian Experience Index, which are both further described below.



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf

Figure 6. Risk of injury for people walking based on vehicle speeds.

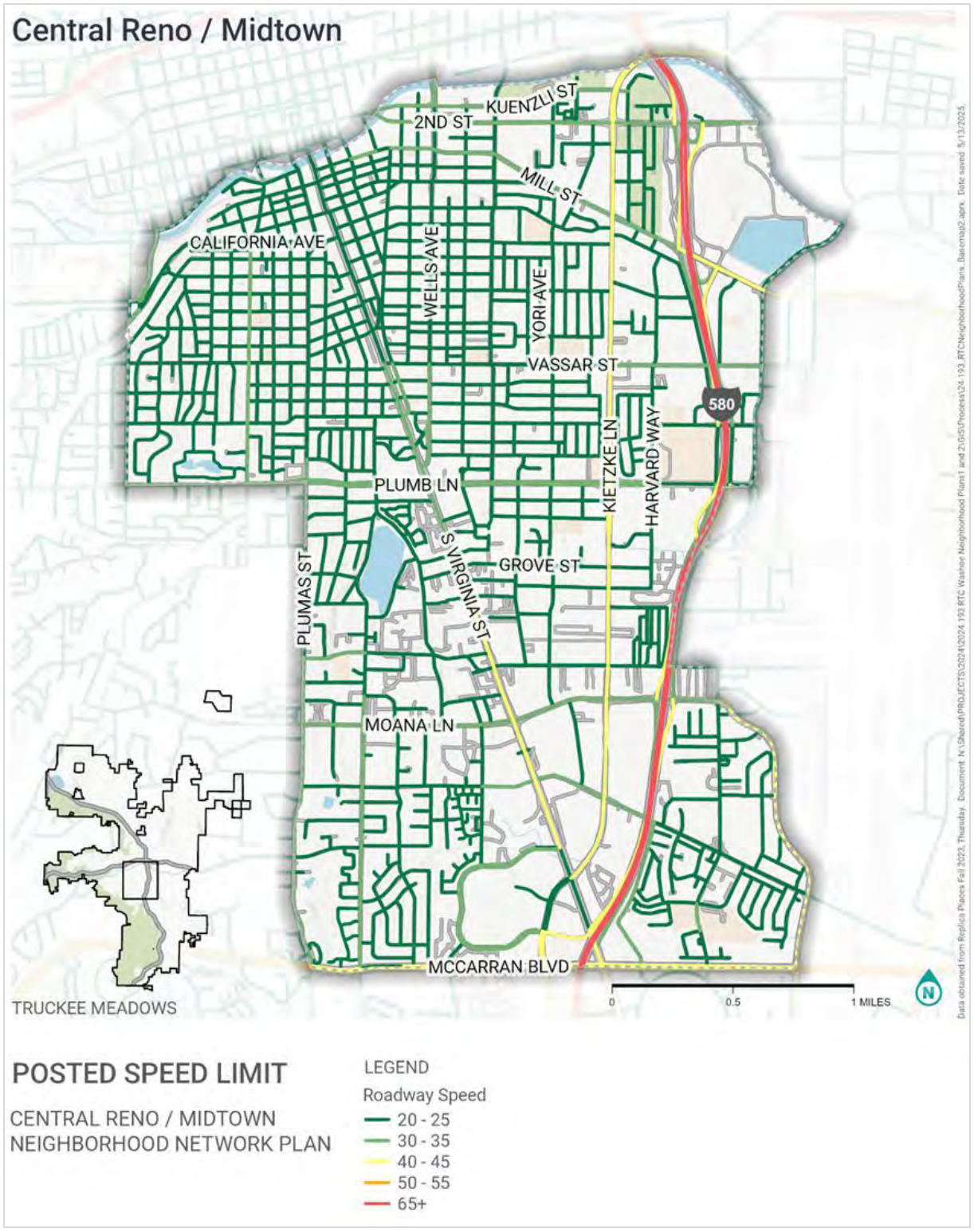


Figure 7. Posted Speed Limits in Central Reno/Midtown

Safety

The RTC developed a High Injury Network for the region as part of the Truckee Meadows Vision Zero Action Plan, which identifies the corridors with the highest crash rates, level of frequency, and crash severity across the county. The Central Reno/Midtown area contains 21 High-Injury Network corridors and 32 intersections, representing a significant portion of the region's dangerous roadways (**Figure 8**). These findings highlight the need for targeted safety improvements, particularly on high-speed road segments and high-crash corridors.

Additionally, recent crash data (2019 to 2023[2]) highlights an ongoing need for safety improvements with a total of 305 crashes, including 19 fatalities and 271 injuries involving a person walking or biking. Of these, the majority (212) involved pedestrians, while 93 were related to bicyclists (**Table 2**).

Table 2. Total Crashes by Mode

Total Crashes by Mode			
Crash Severity	**Pedestrians**	**Bicyclists**	**Total**
Fatal	18	1	19
Injury	179	92	271
Property	15	0	15
Grand Total	212	93	305



The intersection of Kietzke Lane and Roberts Street (shown above) is an example of a High Injury Network (HIN) intersection along a HIN corridor (Kietzke Lane from Kuenzli Street to Plumb Lane)

[2] *Data provided by Nevada Department of Transportation. Data excludes December 2023 due to limited availability.*

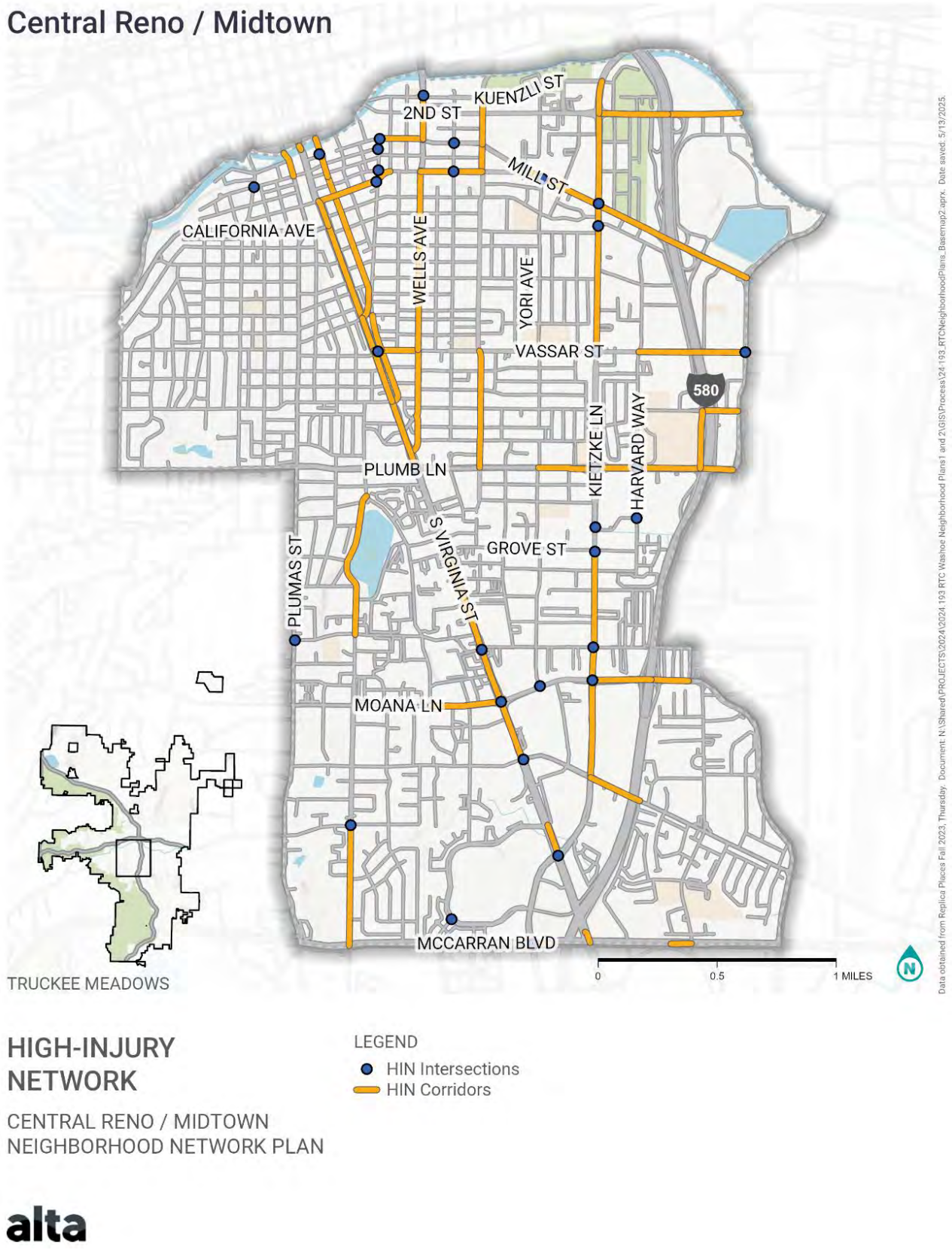


Figure 8. High-Injury Network in Central Reno/Midtown

Intersections vs. Segments

Crashes occurred nearly equally at intersections and roadway segments, but crashes resulting in a fatality or injury were more prevalent on road segments, accounting for 63% of fatalities and 54% of injuries. Notably, Kietzke Lane stands out among the top 15 corridors with seven fatal pedestrian crashes, which is as many crashes as the other 14 corridors combined.

Table 3. Corridors with High Crash Totals (2019 – 2023) (NDOT)

Rank	*Street Name*	Pedestrian Crashes		Bicycle Crashes		Total	Corridor Mileage	Crashes Per Mile
		Fatal	*Injury*	*Fatal*	*Injury*			
1	Virginia St.	1	32	0	16	49	3.6	13.73
2	Kietzke Ln.	7	11	0	14	32	3.9	8.29
3	Mill St.	0	12	0	5	17	1.9	9.18
4	Wells Ave.	1	14	0	2	17	1.6	10.52
5	Moana Ln.	0	6	1	4	11	1.7	6.37
6	Plumb Ln.	0	6	0	5	11	1.9	5.85
7	2nd St.	3	6	0	1	10	1.6	6.29
8	Kirman Ave.	1	4	0	4	9	1.7	5.29
9	Gentry Wy.	0	5	0	3	8	0.8	9.98
10	Sierra St.	0	5	0	2	7	0.3	20.47
11	Vassar St.	1	2	0	4	7	1.6	4.48
12	E. Peckham Ln.	0	2	0	4	6	2.0	3.06
13	Grove St.	0	5	0	1	6	1.0	6.23
14	Lakeside Dr.	0	5	0	1	6	2.3	2.59
15	Center St.	0	3	0	3	6	0.8	7.49



Intersections with multiple lanes such as the Plumb Lane and Virginia Street intersection (shown to the left) can be difficult for people walking and biking to navigate. For example, multi-lane intersections which lack dedicated space for bicyclists may result in a greater level of sidewalk riding as bicyclists seek a safe path through the intersection.

Equity

The ATP conducted a transportation-focused equity analysis to evaluate equity in active transportation, considering factors like health outcomes, socioeconomic status, vehicle access, health issues, and environmental impact. These variables were combined into a final composite equity index. In the Central Reno/Midtown neighborhood, most census tracts ranked in the top 20% for equity, indicating higher needs for active transportation improvements (**Figure 9**). Two census tracts in the old southwest area (west of Plumas Street) ranked in the lowest 20%, highlighting disparities between the east and west sides of the neighborhood.



Areas with greater equity needs often have a higher dependence on walking, biking, and transit. Improvements to the active transportation network in these areas can provide more pronounced benefits based on the higher level of people using active transportation modes.

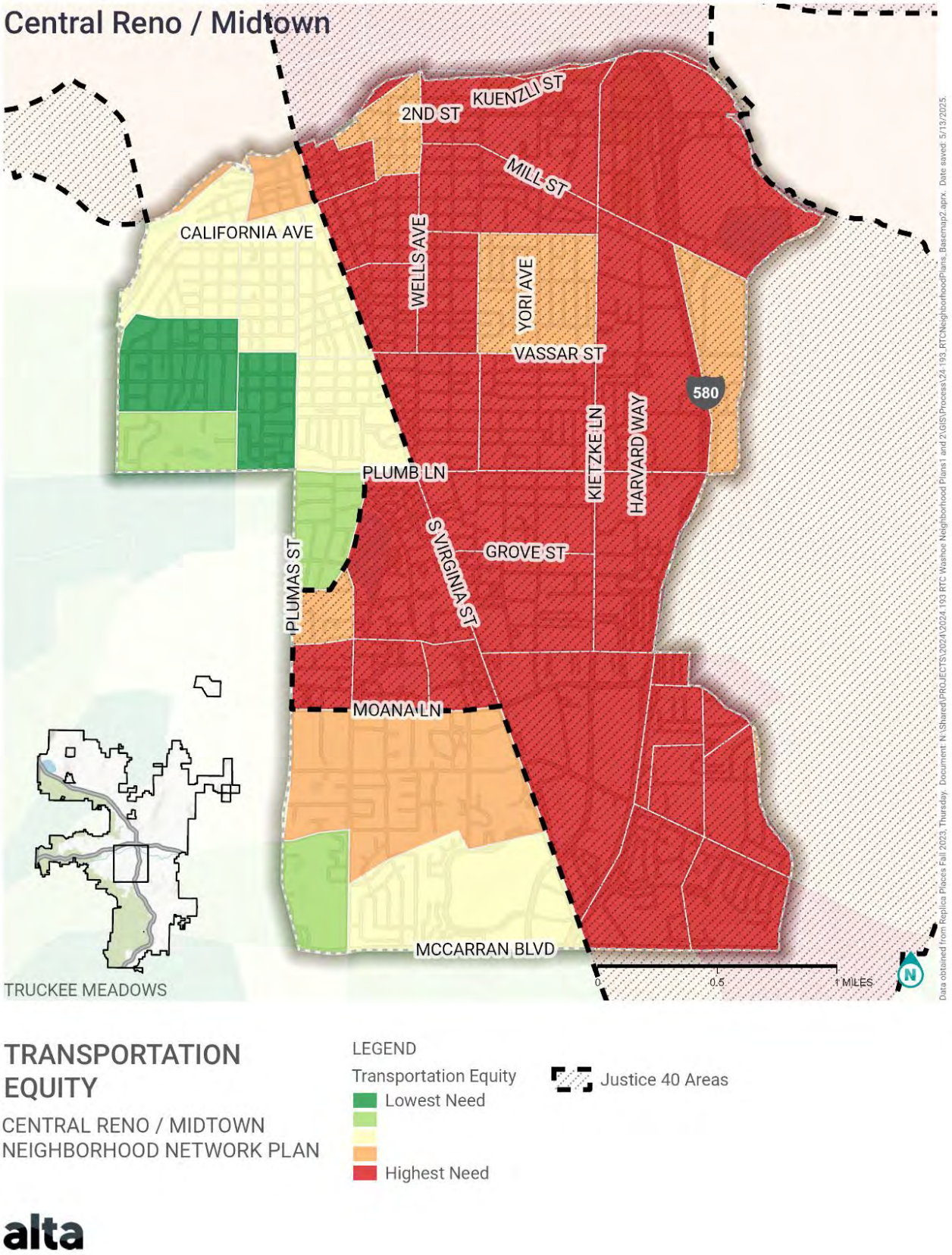


Figure 9. Transportation Equity in Central Reno/Midtown

Bicycle Level of Traffic Stress (BLTS)

BLTS measures how comfortable bicyclists feel on a roadway, considering factors like speed, number of lanes, and bike lane presence (**Figure 10**). BLTS is rated from level one (comfortable for bicyclists of all ages and abilities) to level four (high stress, suitable only for strong and fearless bicyclists). In the Central Reno/Midtown neighborhood, many roadways rank as BLTS 3 or 4, including Kietzke Lane, Virginia Street (south of Gentry Lane), Plumb Lane (Kietzke Lane to Virginia Street), Moana Lane (west of Virginia Street), and Vassar Street (east of Wells Avenue). These roads present challenging conditions for people biking due to high vehicle speeds, heavy traffic, and a lack of adequate bike infrastructure, creating a stressful and discouraging environment for biking.



Roadway conditions that are too stressful for bicyclists may result in greater levels of sidewalk riding despite the presence of a bike lane (as shown above).

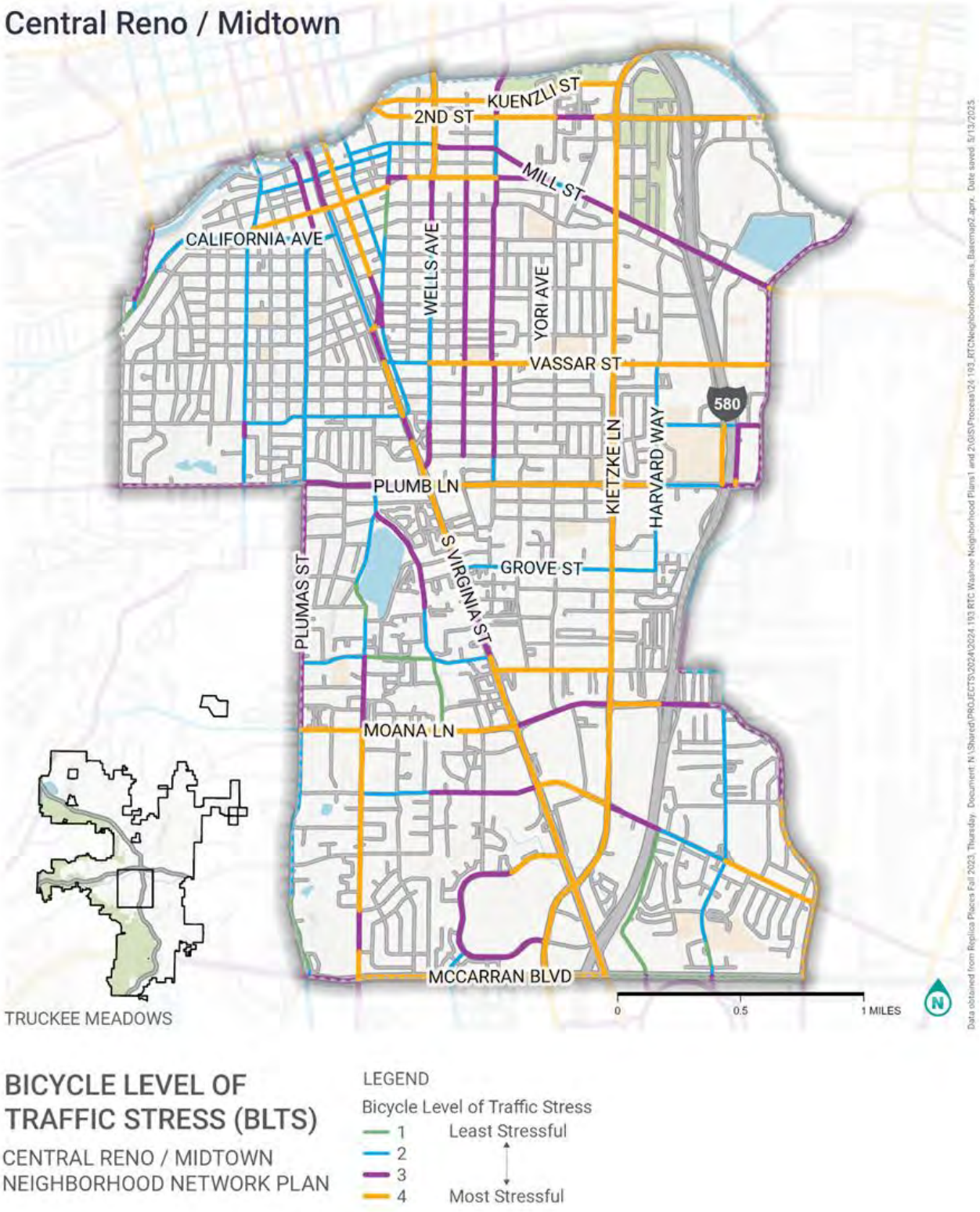


Figure 10. Bicycle Level of Traffic Stress in Central Reno/Midtown

Pedestrian Experience Index

A pedestrian-focused quantitative analysis conducted by researchers at University of Nevada, Reno, assessed the pedestrian experience along roadways in the Central Reno/Midtown neighborhood (**Figure 11**). The analysis assigned scores based on factors such as sidewalk presence, width, buffer space from vehicles, number of vehicle lanes, and roadway speed. Roadways received scores up to 85 points, with higher scores indicating a more comfortable pedestrian experience. The average score for Central Reno/Midtown was 57.63, indicating that most sidewalks are five to six feet wide and are present on one or both sides of the roadway, though buffer space is intermittent, and some areas have higher vehicle speeds and lane numbers. While many roadways scored relatively high, segments like Virginia Street (south of Plumb Lane), S. McCarran Boulevard, Moana Lane, and Greg Street had lower scores. Overall, 36% of the roadways in the area scored as bad or poor for pedestrian experience. Compared to the broader Reno/Sparks area, the Central Reno/Midtown network had a higher average pedestrian experience score, particularly for major and minor arterial roads.







The pedestrian experience is heavily influenced by sidewalk obstructions, poor sidewalk quality, a lack of sidewalks, and being too close to high traffic speeds and volumes as shown in the examples from Kietzke Lane above.

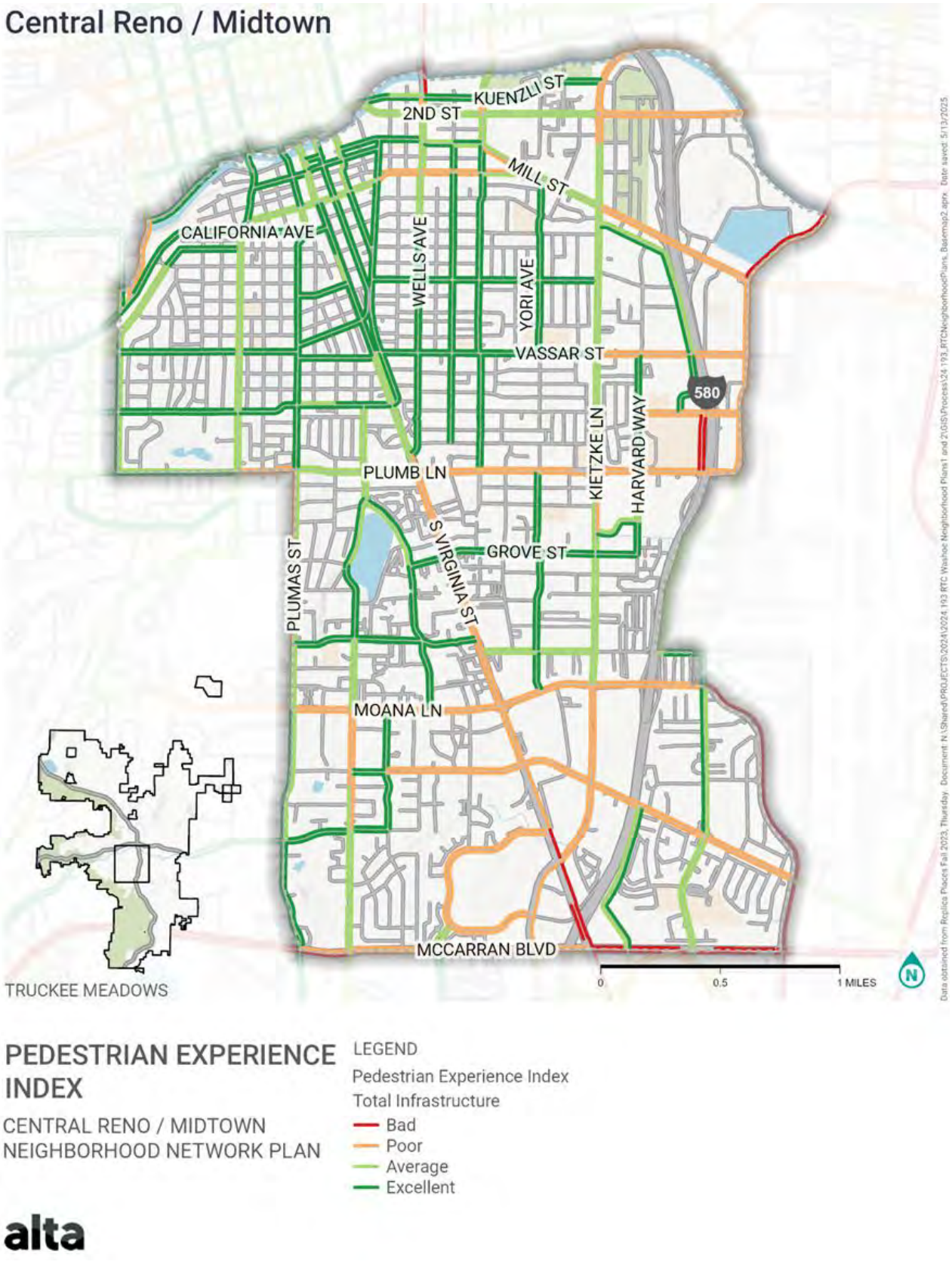


Figure 11. Pedestrian Experience Index in Central Reno/Midtown

Active Trip Potential

In addition to identifying current active transportation routes, it's crucial to recognize areas with strong potential for increased active transportation trips. This analysis is done by pinpointing regions where people commonly make short vehicle trips. These trips are categorized by distance, which helps determine the potential for mode shifts. Trips under one mile are seen as potential walking trips, trips between one and three miles as potential biking trips, trips between three and six miles as potential e-bike trips, and trips over six miles are considered less suitable for active modes (**Figure 12**). Within the Central Reno/Midtown neighborhood, there are several areas that see a high percentage of vehicle trips that are less than or equal to six miles and which have the potential to be converted to other modes. Overall, Central Reno/Midtown sees 10% more trips under three miles than the Reno/Sparks area, highlighting the significant potential for increased mode shift in the neighborhood. For additional description of these findings, please refer to Appendix A.

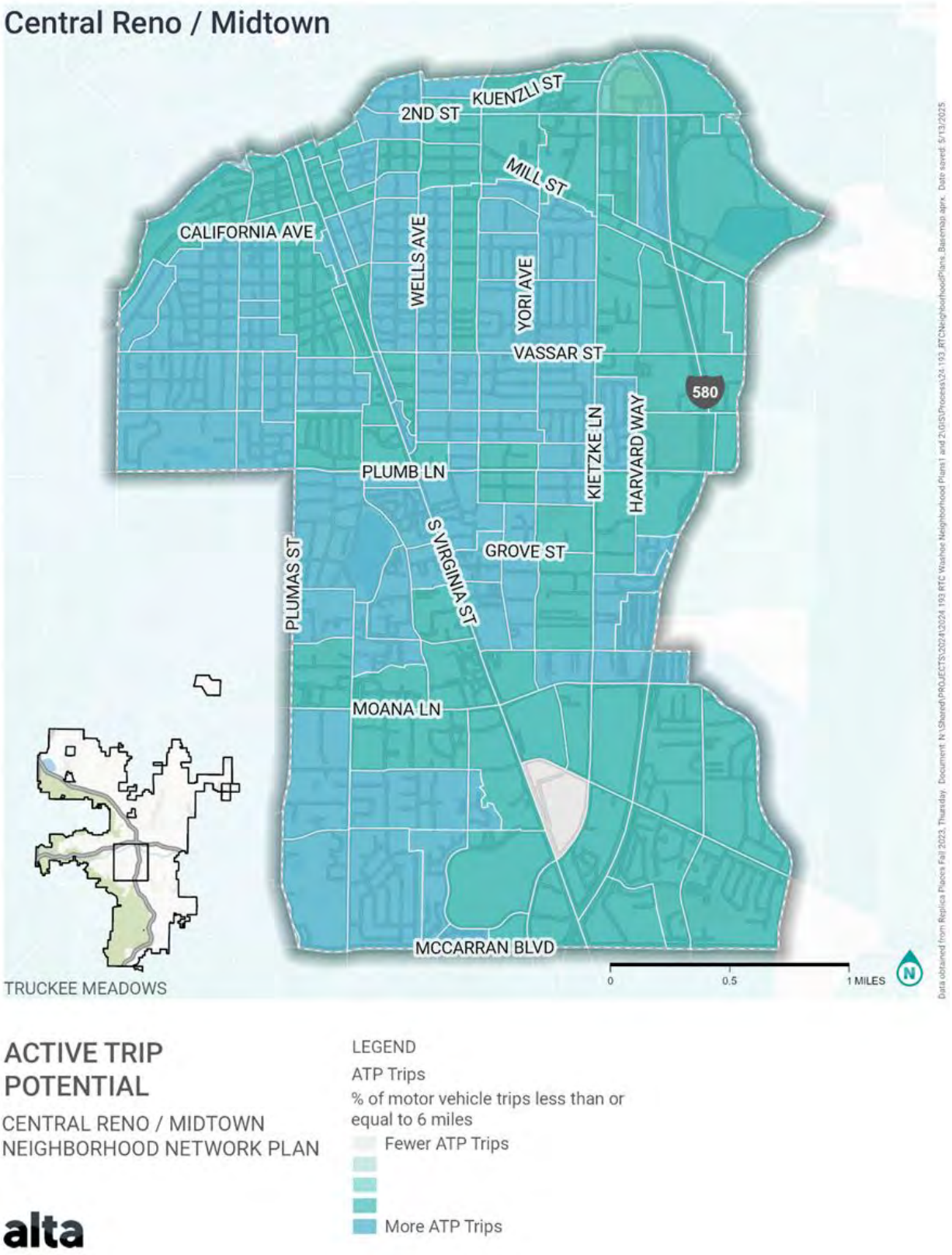


Figure 12. Active Trip Potential in Central Reno/Midtown

Gap Analysis

The Active Transportation Gap Analysis conducted by the RTC as part of the ATP assessed gaps in the region's network by combining evaluation factors (**Figure 13**) like Safety, Bicycle Level of Traffic Stress, Pedestrian Experience, Equity, and Active Trip Potential.[3] Each roadway segment was assigned a score between 0 and 40, with higher scores indicating more significant gaps in active transportation infrastructure. The Central Reno/Midtown area had an average score of 23.3, with most streets scoring between 20 and 30.

The top 10 streets with the highest average gap analysis scores, representing the greatest barriers to active transportation (**Figure 14**), include:

- Kietzke Lane
- Center Street
- S. Virginia Street
- Moana Lane
- Vassar Street
- Plumb Lane
- Wells Avenue
- Smithridge Drive
- Matley Lane
- Villanova Drive

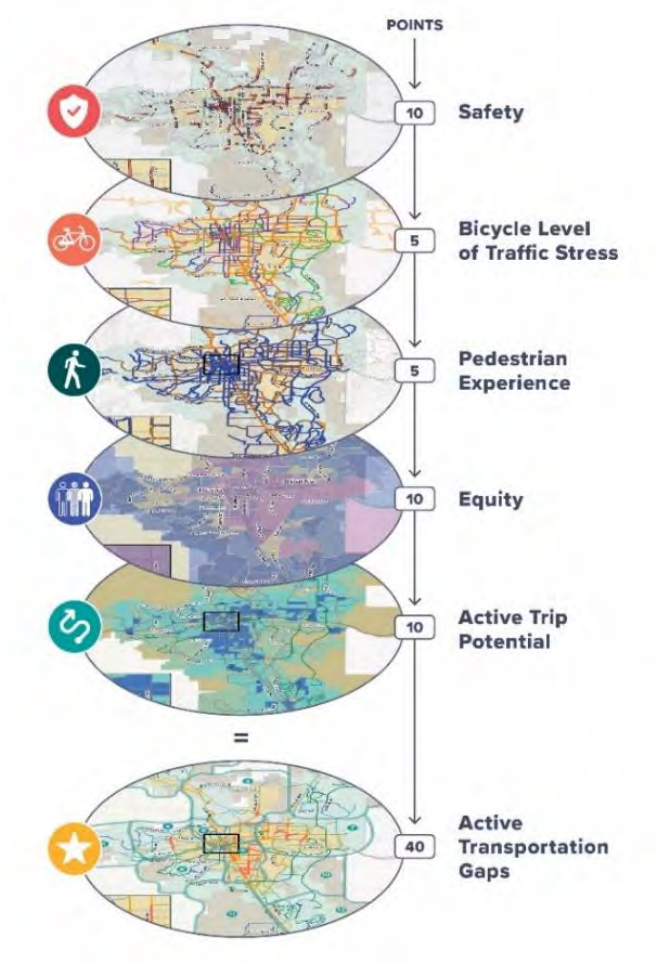


Figure 13. Active Transportation Gap Analysis Variables

[3] *The term "gap" represents a roadway section that acts as a barrier to active transportation in the region.*



Figure 14. Top 10 highest scoring corridors in Central Reno/Midtown

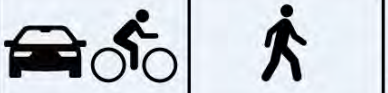
Chapter 4: Addressing Central Reno/Midtown Needs

The Neighborhood Network Plan (NNP) is a short-term plan that identifies roadway improvements, as well as policies and programs, to increase walking and biking in the neighborhood. This approach provides improvements to the existing network while also providing policies and programs that encourage, educate, and engage with the community about active transportation group rides, rules, and resources. This chapter describes the recommended programmatic and policy enhancements and network improvements within the Central Reno/Midtown neighborhood.

Neighborhood Network Plan Implementation Strategy

This NNP's recommendations are focused on short-term improvements to quickly address identified community needs while considering long-term improvements for future enhancements. Short-term improvements identified in this NNP use a quick-build implementation style that involves using low-cost materials and avoiding significant implementation costs such as moving curbs, building sidewalks, or reconstructing sections of the road. By working within the existing roadway space, these projects can be rapidly put in place to begin providing benefits to the community. This NNP also identifies potential projects for long-term implementation that applied the preferred facility type to the roadway from the RTC Street Typology Guide.[4] **Table 4** highlights the preferred separation of modes on arterials and collectors by land use context in Truckee Meadows from the Typology Guide. These long-term projects represent roadways with more complex challenges than may be addressed through quick-build implementation alone and therefore will be best addressed through a corridor-wide improvement project that holistically addresses the various transportation challenges for each unique corridor.

Table 4. Preferred Separation of Modes on Arterials and Collectors by Land Use Context (RTC Street Typology Guide)

Separation of modes	Example facility / facilities	Urban	Suburban	Rural
	One-way Cycle Tracks and sidewalk	★★★	★★	★★
	Shared Use Path	★★	★★★	★★★
	Bike lanes, traffic calmed streets	★	★	★
★★★ - Optimal level ★★ - Secondary level ★ - Least preferred level				

[4] *The RTC Street Typology Guide represents a systematic approach to prioritizing the safety and comfort of pedestrians and cyclists in Washoe County. For more information about the RTC Street Typology Guide, follow the hyperlink: RTC Active Transportation Plan.*

Programmatic and Policy Enhancements

Programmatic enhancements help active transportation users to be more confident while walking or biking and encourage them to get out into their community using a mode other than driving. Additionally, recommendations also consider policies to bolster accommodations for people walking and biking throughout the community by addressing potential barriers to active transportation. All recommendations are highlighted in **Table 5** with greater detail about each recommendation under each of the six Es of traffic safety (Equity, Education, Encouragement, Engineering, Engagement, and Evaluation). This approach represents a holistic approach to enhancing transportation safety beyond making updates to roadway design. **Table 6** through **Table 10** describe each recommendation, note the lead agency, provide an example of similar programs/policies, and highlight an order of magnitude of the level of effort for implementation on a scale of 1 through 5.

Table 5. Recommendations for the Six E's of Traffic Safety (described in greater detail in the tables below)

	Recommendation	Lead Agency	Level of Effort
Equity	*Guaranteed Ride Home Program*	RTC	♦♦♦
	Community-Based Organizations Outreach Programs	RTC	♦
Education	*Urban Biking and Scooting Class*	Department of Motor Vehicles/RTC	♦♦♦♦
	Traffic Ticket Reduction	Reno Police Department/Sparks Police Department/Washoe Sheriff's Office	♦♦♦♦
Encouragement	*Bike Maps*	RTC	♦
	Walk and Roll to Work/Wherever Days	RTC/Northern Nevada Public Health	♦♦
	Washoe County School District (WCSD) Bike Buses	WCSD/RTC	♦♦♦
Engineering	*Wayfinding Program*	RTC/City of Reno/City of Sparks/Washoe County	♦♦♦♦♦
	Develop a Construction Detour Policy	RTC/City of Reno/City of Sparks/Washoe County	♦♦♦♦♦
	Develop an Open Streets Program	RTC in collaboration with Sparks/Reno	♦
Engagement	*Neighborhood Mobility Listening Labs*	RTC in collaboration with Sparks/Reno	♦
	Farmers' Market Monthly Booths	RTC in collaboration with Sparks/Reno	♦
	Monitor Crash Data	RTC in collaboration with Sparks, Reno, and Washoe County	♦♦
Evaluation	*Assess Local Bicycle and Pedestrian Trips*	RTC in collaboration with Sparks, Reno, and Washoe County	♦
	Active Transportation Dashboard	RTC in collaboration with Truckee Meadows Regional Planning Agency (TMRPA)	♦

Equity

Equity is a major component throughout these proposed recommendations to focus efforts within areas that are heavily dependent on public transit or active transportation. Table 6 provides an overview of recommended bicycle and pedestrian equity policies and programs.

Table 6. Recommended Equity Policies/Programs

Recommendation	Description	Lead Agency	Level of Effort	Example Program / Policy
Guaranteed Ride Home Program	Provide bicyclists and pedestrians an option to receive a ride home when the individual is unable to bike or walk home up to a certain number of times per year. The alternative options could consist of late and frequent public transit times, car-sharing programs, and other forms of transportation support. This would operate similarly to the Guaranteed Ride Home Program for SmartTrips.	RTC	♦♦♦	Breaking Down Barriers to Bicycling in the US ACTC Guaranteed Ride Home
Community-Based Organizations Outreach Programs	Collaborate with community-based organizations in disadvantaged areas with a focus on Spanish-language organizations to improve the community's comfort and interest in planning projects such as the Reno Bike Project, Northern Nevada HOPES, Nevada Urban Indians, or the Children's Cabinet. This may include directed meetings with organizations that are project specific or at regular intervals to provide an update on projects and hear current issues. Working directly with interpreters, community-based organizations, and community champions to convene outreach events promoting walking and biking safety.	RTC	♦	Partnerships with Community-Based Organizations on Engagement Projects City of Lodi: Love Your Block Program

Education

Bicycle and pedestrian education helps those who are interested in active transportation to feel more comfortable, safe, and confident navigating streets and shared-use paths. **Table 7** outlines potential policies and programs that the RTC could consider.

Table 7. Recommended Education Policies/Programs

Recommendation	Description	Lead Agency	Level of Effort	Example Program / Policy
		Department of Motor Vehicles/ RTC		Urban Bicycling and Scooting 101 Class - Downtown Sacramento Partnership
Traffic Ticket Reduction	Work with local police departments to create a program that provides a bicyclist with a safety education course as a traffic court option. People who receive a safety-related citation/ infraction for moving violations would be permitted to attend a Basic Street Skills class to reduce or waive fines.	Reno Police Department/ Sparks Police Department/ Washoe Sheriff's Office	♦♦♦♦	Marin Traffic Citation Fee Active Transportation Commission (ATC)

Encouragement

Encouragement policies and programs help to create a lasting active transportation culture and can encourage overall mode share shifts. **Table 8** provides an overview of recommended bicycle and pedestrian encouragement policies and programs.

Table 8. Recommended Encouragement Policies/Programs

Recommendation	Description	Lead Agency	Level of Effort	Example Program / Policy
		RTC	♦	Bicycle Friendly Community Idea book City of Oakland Bicycle Facilities Tour Map
Walk and Roll to Work/Wherever Days	Bolster collaboration with local community groups such as the Reno Bike Project, Truckee Meadows Bike Alliance, or the Kiwanis Club to sponsor more public walking and biking events such as Walk and Roll to Work/Wherever Days, Biketober, or May Bike Month.	RTC/ Northern Nevada Public Health	♦♦	Sacramento Area Bicycle Advocates
		WCSD/ RTC	♦♦♦	How to Start a Bike Bus-PBOT Safe Routes to School

Engineering

Engineering recommendations support facilities that provide increased comfort and ease for people who bike and walk. **Table 9** summarizes proposed engineering policies and programs that work with existing bicycle and pedestrian infrastructure to improve the experience for people walking, biking, or accessing transit.

Table 9. Recommended Engineering Policies/Programs

Recommendation	Description	Lead Agency	Level of Effort	Example Program / Policy
	Implement a region-wide, well-branded, and wayfinding program in concert with all roadway which include an active to highlight low-stress connectivity for those walking, biking, rolling, or taking transit.	RTC/City of Reno/ City of Sparks/ Washoe County	♦♦♦♦♦	Denver Pedestrian and Bicycle (D-Route) Wayfinding
Develop a Construction Detour Policy	The RTC could work with local agencies on a collaborative effort to update standards for accommodating people walking and biking when construction or events impact sidewalks, on-street bikeways, and shared-use paths.	RTC/City of Reno/ City of Sparks/ Washoe County	♦♦♦♦♦	City of Sacramento Draft Work Zone Detour Policy

Engagement

Engaging with residents on a regular basis can institutionalize safe walking and biking transportation systems. By prioritizing people who walk and bike, these programs help create safe environments for all users. **Table 10** displays the proposed engagement policies and programs for the RTC.

Table 10. Recommended Engagement Policies/Programs

Recommendation	Description	Lead Agency	Level of Effort	Example Program / Policy
Develop Open Streets Program	Promotes active transportation and people-centered spaces and emphasizes the potential of streets designed for people. Collaborate with local leaders, climate advocacy groups, and bike and pedestrian coalitions to offer informative booths for the public.	RTC in collaboration with City of Reno/City of Sparks/Washoe County	♦	Open Streets MPLS Open Streets Project
Neighborhood Mobility Listening Labs	Conducting informal listening sessions within the neighborhood presents a regular opportunity for residents to engage with active transportation planners and voice their specific concerns within the neighborhood. These could be held on a rotating basis as stand-alone events or as part of a larger community event.	RTC in collaboration with City of Reno/City of Sparks/Washoe County	♦	Multnomah County SRTS Community Event Tabling
Farmers' Market Monthly Booths	Regularly occurring community events such as the Idlewild Farmers' Market is a good opportunity for RTC planners to meet people where they are and gather key feedback. Hosting a regular booth at these events (on a monthly or quarterly basis) would present a strong opportunity for area residents to engage with active transportation planners and voice their specific concerns while hearing about project updates.	RTC in collaboration with City of Reno/City of Sparks/Washoe County	♦	Multnomah County SRTS Community Event Tabling

Evaluation

Efforts to evaluate and track progress toward reaching the NNP's goals are important for long-term success and project implementation. **Table 11** lists proposed policies and programs that can identify what's working, what's not working, and where additional efforts are needed following the completion of the plan.

Table 11. Recommended Evaluation Policies/Programs

Recommendation	Description	Lead Agency	Level of Effort	Example Program / Policy
Monitor Crash Data	Regularly review crash data for collisions involving people walking, biking, and rolling. The local police department can help the RTC assess traffic safety issues and track progress toward a safer community for people walking and biking.	RTC in collaboration with City of Reno/City of Sparks/Washoe County	♦♦	San Francisco Collision Report
Assess Local Bicycle and Pedestrian Trips	Conduct a regular assessment of bicycle and pedestrian trips on major roadways and recently improved corridors. Consider adding bicycle and pedestrian counting technology as an element of roadway projects that include multimodal elements.	RTC in collaboration with City of Reno/City of Sparks/Washoe County	♦	SFMTA Bicycle Counts NYC Bicycle Counts
Active Transportation Dashboard	Create and maintain an active transportation dashboard showing existing, planned, and in progress active transportation infrastructure. This GIS dashboard will display quarterly bicycle- and pedestrian-involved collision statistics and may include links to projects with specific benefits for active transportation and other resources throughout Truckee Meadows.	RTC in collaboration with Truckee Meadows Regional Planning Agency	♦	City of Oakland, Bicycle Facilities and Projects

Neighborhood Network Improvements

This section outlines the process used to make project recommendations and breaks those recommendations into three categories: (1) existing RTP projects, (2) Active Transportation Program projects, and (3) long-term needs. All recommendations are based on feedback the project team heard during the public engagement process, professional insights, and data described earlier in this document. These projects will be supplemented by planned projects from other programs including the Peckham Lane Multimodal Project, Moana Lane Rehabilitation Project, and Plumb Lane Multimodal Project (**Figure 15**).

Existing RTP Projects

Table 12 provides a breakdown of all improvements to the neighborhood network from the Regional Transportation Plan, RTC's 20 year long-range plan, which are in addition to Active Transportation Program projects. As these projects are designed and constructed, they will be supplemented by the short-term Active Transportation Program projects to create a more connected network. All neighborhood network recommended improvements (Active Transportation Program projects and RTP projects) in the Central Reno/Midtown neighborhood are shown in **Figure 15**.

Table 12. RTP Projects within Central Reno/Midtown Neighborhood (2025–2034)

Corridor	Extent	Project Type
Kietzke Ln.	Virginia St. to Mill St.	Multimodal
Mill St.	Kietzke Ln. to Terminal Wy.	Capacity
Mill St.	Lake St. to Gould St.	Multimodal
Peckham Ln.	Lakeside Dr. to Airway Dr.	Multimodal
Plumb Ln.	Kietzke Ln. to Terminal Way	Multimodal
S. Virginia St.	Plumb Ln. to Peppermill	Multimodal
S. Virginia St.	Moana Ln. to Meadowwood Mall Cir.	Multimodal

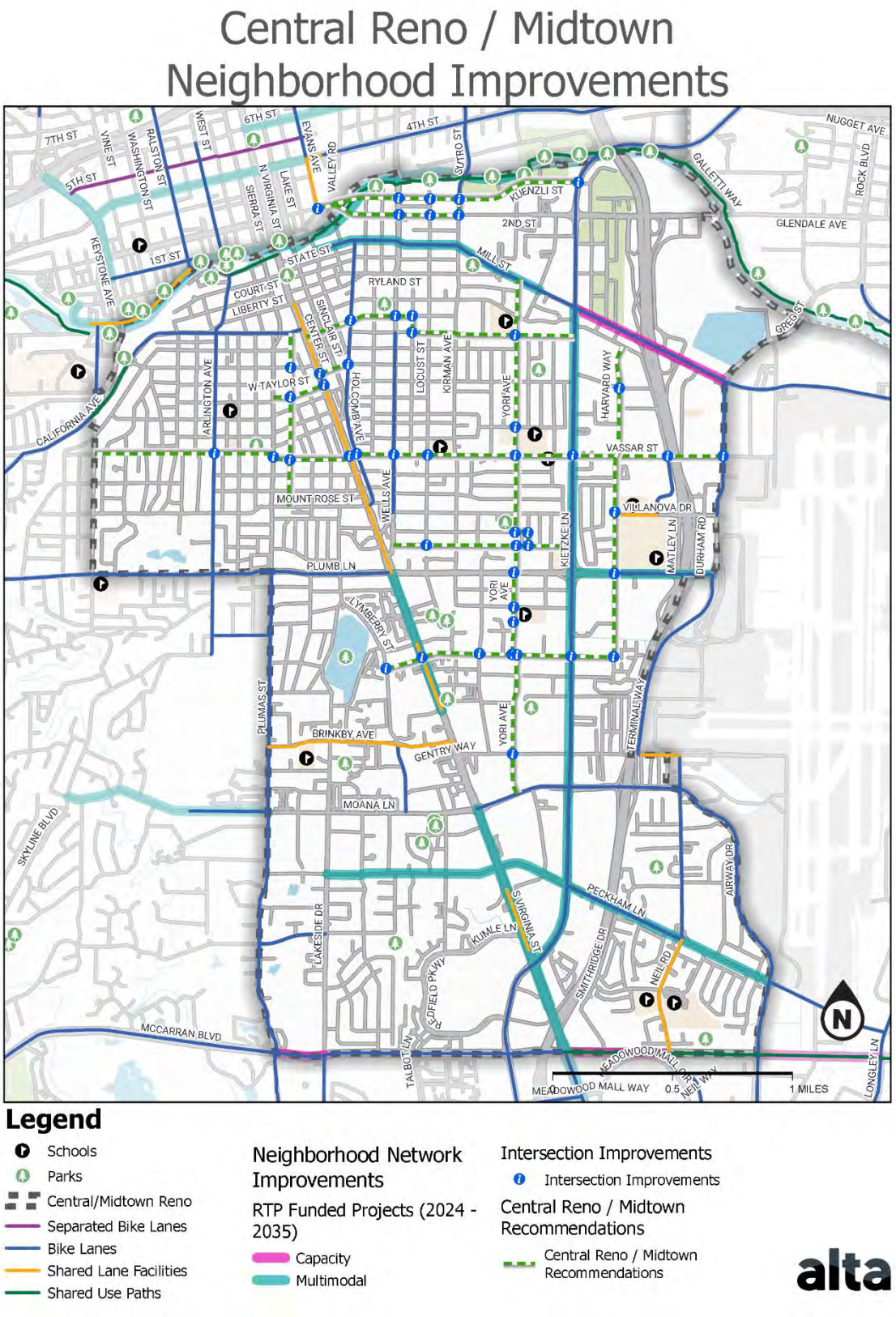


Figure 15. Central Reno/Midtown Neighborhood Network Improvements

Recommendation Selection Process

The project team identified three unique scenarios for Active Transportation Program projects in the neighborhood based on feedback from the community and data analysis findings. Each scenario considered a different overarching theme, which represented a key goal from the community engagement process including connecting north-south, building off the Biggest Little Bike Network, and connecting to schools and parks. To compare between scenarios, the project team evaluated each scenario based on elements of three key metrics:

1. Impact on achieving Active Transportation Plan goals
2. Improving access to key community destinations
3. Implementation considerations

Table 13. Project Evaluation Metrics

Evaluation Metric	Element
Active Transportation Plan Goals	• *Safety* • *Mode Share* • *Community Enhancement* • *Maintenance*
Community Access	• *Access to Hospitals* • *Access to Schools* • *Access to Parks*
Implementation Considerations	• *Primary Emergency Vehicle Route Considerations* • *Operational/Parking Considerations* • *Planning Level Cost Estimate*

Table 13 highlights each element of the evaluation metric. The final recommendations represent a combination of recommendations across all three scenarios. For more details about the project selection process, please refer to **Appendix D**.

Active Transportation Program Projects

The recommended improvements identified as Active Transportation (AT) Program projects in ***Figure 16*** will be considered for implementation as quick-build style projects using funds from the AT Program. In total, the Plan recommends 11.6 miles of roadways across the neighborhood to enhance walking and biking (**Table 14**). This includes just over 8.5 miles of new neighborhood byways, 3.1 miles of new protected bike lanes, and enhancements at over 45 intersections along these corridors. These projects are highlighted in **Table 15** and shown in ***Figure 16***; each project is further described in a standalone project cutsheet provided in Appendix E. Project cutsheets represent the planning level project concept with potential intersection improvements and conceptual corridor improvements. Additionally, each concept includes a typical cross section of each proposed facility type to showcase the potential configuration along the corridor. The exact layout of each improvement will be refined during the design phase of implementation.

Table 14. Central Reno/Midtown Active Transportation Improvements by Facility Type

Facility Type	Total Mileage	Total Estimated Cost
Neighborhood Byway	8.5	$ 3,151,061
Cycle Track	0.7	$ 377,113
Protected Bike Lane	2.4	$ 1,456,352
Total	11.6	$ 4,984,526

Table 15. Central Reno/Midtown Active Transportation Improvements

Corridor	Extent	Improvement Type	Mileage	Cost
2nd St.	Lake St. to Sutro St.	Protected Bike Lane	0.53	**$$$**
Kuenzli St.	Lake St. to Kietzke Ln.	Protected Bike Lane	1.05	**$$$$**
Kirman St.	2nd St. to Kuenzli St.	Protected Bike Lane	0.07	**$**
Yori Wy.	Mill St. to Moana Ln.	Neighborhood Byway	2.21	**$$$$**
Grove St.	Lymberry St. to Harvard Wy.	Neighborhood Byway	0.96	**$$$**
Casazza Dr.	Wells Ave. to Kietzke Ln.	Neighborhood Byway	0.71	**$$**
Vassar St.	Terminal Wy. to Kietzke Ln.	Protected Bike Lane	0.71	**$$$$**
Vassar St.	Kietzke Ln. to S Virginia St.	Neighborhood Byway	0.86	**$$$**
Harvard Wy.	Market St. to Grove St.	Neighborhood Byway	1.20	**$$$**
Taylor St.	Plumas St. to Virginia St.	Neighborhood Byway	0.22	**$$**
Cheney St.	Virginia St. to Holcomb Ave.	Neighborhood Byway	0.13	**$$**
Moran St.	Virginia St. to Wilson St.	Neighborhood Byway	0.45	**$$**
Roberts St.	Wilson St. to Kietzke Ln.	Neighborhood Byway	0.61	**$$**
Forest St.	California Ave. to Mount Rose St.	Cycle Track	0.72	**$$$**
Caliente St.	Plumas St. to Virginia St.	Neighborhood Byway	0.32	**$$**
Monroe St.	Marsh Ave. to Plumas St.	Neighborhood Byway	0.87	**$$**

$ = Less than $100,000, **$$** = $101K–$250K, **$$$** = $251K–$500K, **$$$$** = $501K–$1M, **$$$$$** = $1M+

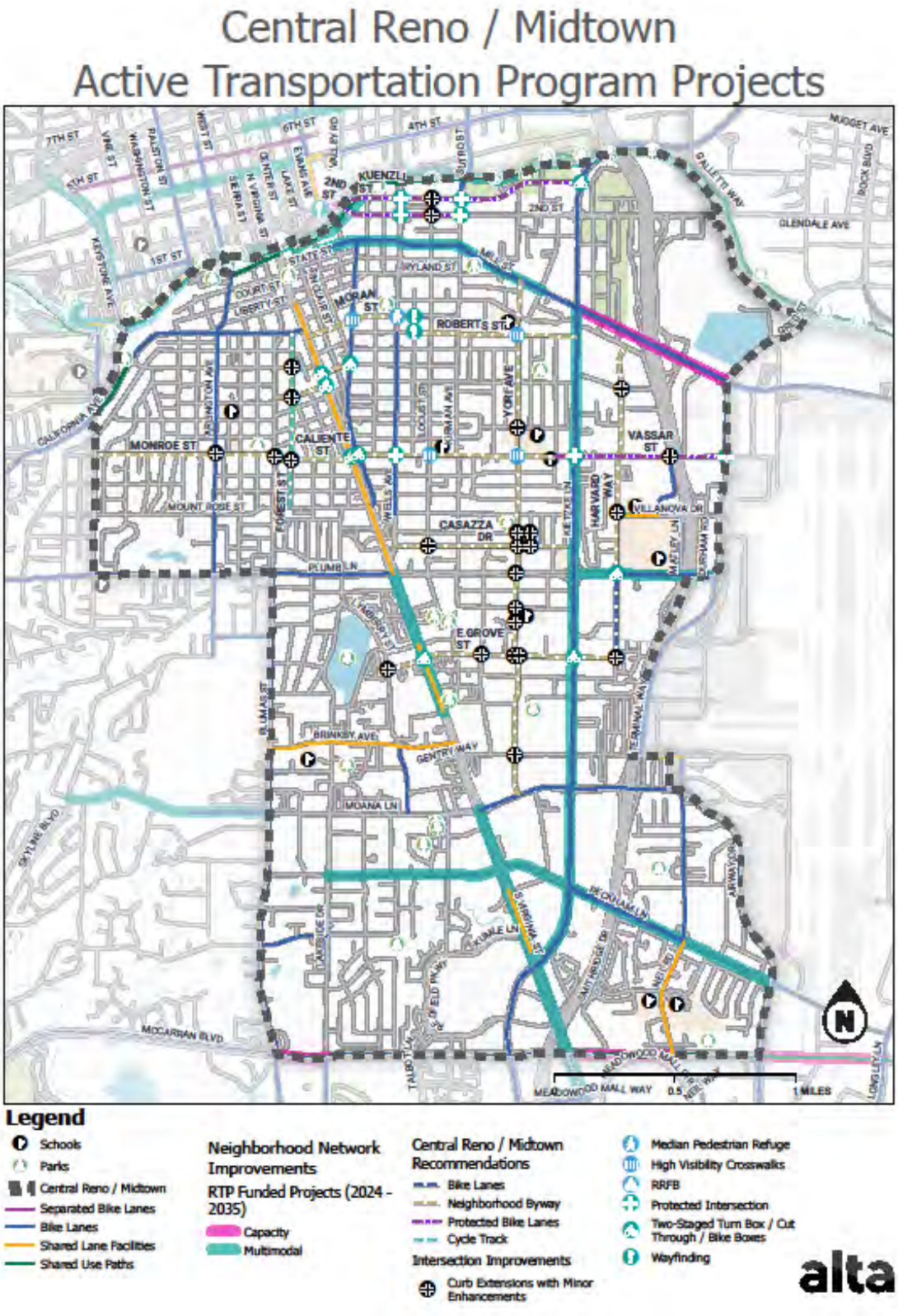


Figure 16. Central Reno/Midtown Active Transportation Program Projects

Long-Term Needs

Quick-build style improvements provide the added benefit of quickly addressing community needs. More complex roadways that require higher levels of improvements and more significant redesign to address identified needs are best addressed through more comprehensive roadway improvement projects. **Table 16** highlights roadway extents that were identified as barriers to active transportation in the neighborhood but that cannot be addressed through quick-build improvements alone. The Preferred Facility Type noted below is based on the Street Typology Guide from the Active Transportation Plan. These may be considered for long-term improvements during future planning efforts or implementation programs.

Table 16. Central Reno/Midtown Long-Term Needs

Corridor	Extent	Typology	Preferred Facility Type
2nd St.	Truckee River to Truckee River	Urban Arterial Major	One-Way or Two-Way Cycle Track 8' - 12' Sidewalk w/ 5' - 7' Buffer
Airway Dr.	Neil Rd. to McCarran Blvd.	Urban Arterial Major	One-Way or Two-Way Cycle Track 8' - 12' Sidewalk w/ 5' - 7' Buffer
Kietzke Ln.	Truckee River to McCarran Blvd.	Urban Arterial Major	One-Way or Two-Way Cycle Track 8' - 12' Sidewalk w/ 5' - 7' Buffer
McCarran Blvd.	Airway Dr. to Plumas St.	Urban Arterial Major	One-Way or Two-Way Cycle Track 8' - 12' Sidewalk w/ 5' - 7' Buffer
Plumb Ln.	Terminal Way to Sharon Way	Urban Arterial Major	One-Way or Two-Way Cycle Track 8' - 12' Sidewalk w/ 5' - 7' Buffer
Virginia St.	Wells Ave. to McCarran Blvd.	Urban Arterial Major	One-Way or Two-Way Cycle Track 8' - 12' Sidewalk w/ 5' - 7' Buffer
Wells Avenue	Virginia St. to Truckee River	Urban Arterial Major	One-Way or Two-Way Cycle Track 8' - 12' Sidewalk w/ 5' - 7' Buffer
Moana Ln.	Neil Rd. to Plumas St.	Urban Arterial Major/Minor	One-Way or Two-Way Cycle Track 8' - 12' Sidewalk w/ 5' - 7' Buffer / One-Way or Two-Way Cycle Track 6' - 8' Sidewalk w/ 5' - 7' Buffer
Terminal Way/Greg St.	Plumb Ln. to Truckee River	Urban Arterial Major/Minor	One-Way or Two-Way Cycle Track 8' - 12' Sidewalk w/ 5' - 7' Buffer / One-Way or Two-Way Cycle Track 6' - 8' Sidewalk w/ 5' - 7' Buffer
Arlington Avenue	Truckee River to Plumb Ln.	Urban Arterial Minor	One-Way or Two-Way Cycle Track 6' - 8' Sidewalk w/ 5' - 7' Buffer
California Avenue	Virginia St. to Keystone Ave.	Urban Arterial Minor	One-Way or Two-Way Cycle Track 6' - 8' Sidewalk w/ 5' - 7' Buffer
Kuenzli St.	Truckee River to Sutro St.	Urban Arterial Minor	One-Way or Two-Way Cycle Track 6' - 8' Sidewalk w/ 5' - 7' Buffer
Lakeside Dr.	Eastshore Dr. to McCarran Blvd.	Urban Arterial Minor	One-Way or Two-Way Cycle Track 6' - 8' Sidewalk w/ 5' - 7' Buffer
Liberty St./Ryland St.	Mill St. to Arlington Ave.	Urban Arterial Minor	One-Way or Two-Way Cycle Track 6' - 8' Sidewalk w/ 5' - 7' Buffer
Mill St.	Lake St. to Terminal Way	Urban Arterial Minor	One-Way or Two-Way Cycle Track 6' - 8' Sidewalk w/ 5' - 7' Buffer
Plumas St./ Sierra St.	Moana Ln. to Liberty St.	Urban Arterial Minor	One-Way or Two-Way Cycle Track 6' - 8' Sidewalk w/ 5' - 7' Buffer
Sutro St./ Kirman Avenue	Truckee River to Ryland St.	Urban Arterial Minor	One-Way or Two-Way Cycle Track 6' - 8' Sidewalk w/ 5' - 7' Buffer
Plumas St.	Moana Ln. to McCarran Blvd.	Suburban Arterial Minor	Shared-Use Path (12' path / 7' buffer) 5' -7' Sidewalk with 5' - 7' Buffer

Implementation

The AT Program projects recommended by this plan will be considered for implementation using AT Program funds and are intended to be implemented quickly across the neighborhood. The RTC will begin project design for identified quick-build improvements in 2025, with a goal to begin construction in Summer 2026. Projects will be constructed based on AT Program funds availability.

Stay Connected

We encourage you to stay connected through the process as project designs are refined and projects are implemented. RTC will regularly post project updates noting progress toward design and implementation for projects on the Central Reno/Midtown neighborhood webpage. You can also stay connected to RTC's broader efforts through the Citizens Multimodal Advisory Committee, RTC Board, and ongoing public announcements from the RTC.

A

Appendix A: Neighborhood Profile



Central Reno / Midtown

Neighborhood Profile

Neighborhood Network Plan

December 2024

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Table of Contents

Introduction, Plan Review, and Neighborhood Demographics 2
Key Neighborhood Destinations 16
Existing Neighborhood Network 20
Neighborhood Network Gaps 39
Neighborhood Profile Summary 41

Introduction, Plan Review, and Neighborhood Demographics

Introduction

As part of the *Walk and Roll Truckee Meadows Active Transportation Plan* (ATP), the Regional Transportation Commission (RTC) of Washoe County is developing Neighborhood Network Plans (NNPs) which aim to enhance active transportation options by improving pedestrian and bicycling infrastructure in twelve identified neighborhood areas. The NNPs will apply the regional vision, goals, and priorities while taking a community-driven approach that provides each community the opportunity to express their specific values, needs and desired solutions. Central Reno/Midtown is one of the first two communities engaged in this process as designated in the ATP. These areas encompass communities with some of the greatest active transportation need in the region, with high levels of pedestrian stress, low scores for pedestrian experience, and high levels of injuries on the network. This Neighborhood Network Plan will provide an in-depth look at the neighborhood area specific data that came out of the ATP process, as well as a review of relevant plans and demographic data.

Plan Review

Reimagine Reno is the City of Reno's Master Plan which guides development through the year 2036. Adopted in 2017, the plan has undergone several amendments and is meant to serve as a living document as the City continues to grow and evolve. The plan addresses a variety of issues that are either directly or indirectly related to active transportation and are relevant to the development of the Central Reno / Midtown Neighborhood Network Plan. While the plan is comprehensive in nature, it contains guiding principles and associated policies that are supportive of expanding and enhancing bicycle and pedestrian connections throughout the city.

Guiding principle four – Vibrant Neighborhoods and Centers

This guiding principle from *Reimagine Reno* emphasizes the need for the City to actively encourage the development of more diverse neighborhoods that are oriented around and designed for people. This is achieved through the implementation of several strategies, including encouraging the development of walkable community centers that provide services and amenities, and encouraging pedestrian and bicycle connections as part of new development. To foster the development of walkable communities, the plan sets policies such as supporting the development of walkable community centers[1], and designing community centers to facilitate safe and convenient pedestrian and bicycle access[2]. To encourage pedestrian and bicycle connections, the plan sets policies such as promoting safe, clear, and direct connections with adjacent and regional destinations[3], and prioritizing sidewalk and trail improvements that complete gaps between existing neighborhoods and other community destinations[4].

[1] Policy 4.4A: Walkable Centers

[2] Policy 4.4F: Multi-Modal Hubs

[3] Policy 4.5A: Connectivity and Access

[4] Policy 2.5B: Missing Links

Guiding principle five – Well Connected City and Region

This guiding principle from *Reimagine Reno* emphasizes the need for Reno to use its existing transportation facilities more efficiently, increase transit ridership and coverage, and improve access for all road users. It stresses the critical role that improving pedestrian and bicycle connectivity plays in filling gaps in the transportation network, and highlights the importance of higher intensity, walkable development. To achieve these goals, the plan employs numerous strategies, several of which support pedestrian and bicycle infrastructure. These include continuing to develop a well-connected and balanced transportation system that enhances mobility for all modes, actively managing the transportation system to improve reliability, efficiency, and safety, and encouraging the use of bicycling, walking, and other forms of alternative transportation. To support development of a balanced transportation system, the plan establishes policies such as striving to balance the safety and needs of all road users in the planning, development review, and decision-making in the City[5], collaborating with RTC, the City of Sparks, and other regional entities on the implementation of the *Reno Sparks Bicycle and Pedestrian Plan*[6] and *Complete Streets Master Plan*[7], and requiring the dedication of the necessary right-of-way to implement multi-modal improvements[8].

To actively manage the transportation system while supporting pedestrian and bicycle connections, the plan employs policies such as designing and managing the City's transportation system to ensure the needs and safety of road users are considered as part of capacity and congestion management[9], and requiring the consideration of pedestrian travel patterns, access to schools and parks, and opportunities to integrate multi-modal facilities, among others, when designing or redeveloping new or existing roadways[10]. The use of traffic calming and pedestrian safety features is encouraged to support neighborhood character and safety[11], and Safe Routes to School planning is recommended to reduce vehicle congestion and enhance transit, bicycle, and pedestrian connections in school zones[12]. To stimulate the use of bicycling, walking, and other forms of alternative transportation, the plan sets policies such as prioritizing pedestrian and bicycle improvements in places where transit service exists[13], and encouraging bikeways as part of coordinated trip reduction programs to support the use of bicycles for commuting[14].

[5] Policy 5.1A: Balanced Modes

[6] Policy 5.1C: Bicycle and Pedestrian Plan

[7] Policy 5.1D: Complete Streets Master Plan

[8] Policy 5.1F: Right-of-Way Preservation

[9] Policy 5.2D: System Capacity

[10] Policy 5.2E: Roadway Design and Classification

[11] Policy 5.2I: Traffic Calming and Pedestrian Safety

[12] Policy 5.2J: Safe Routes to School

[13] Policy 5.4D: First and Last Mile Connections

[14] Policy 5.4E: Bikeways and Supporting Facilities

Neighborhood Demographics

Data Explanation

Part of the development of the ATP involved an in-depth analysis of demographics and socioeconomic characteristics of the region and communities within it. This included leveraging data from the American Community Survey (ACS), crash data from the Nevada Department of Transportation (NDOT), the RTC Travel Demand Model, and Replica Places. This type of analysis is critical for better understanding the context and needs of a place and is used to inform the development of the plan and the strategies and policies it recommends. Each of the neighborhood network profiles will also include an overview of some of the important data relevant to the neighborhood context, and a comparison of the neighborhoods to the Reno/Sparks area as a whole.

Demographics

The Central Reno/Midtown neighborhood has a population that is younger and more diverse than the Reno/Sparks area with a higher level of population density than is typical across the region. As shown in Figure 1, this neighborhood has a larger proportion of people aged 20 to 39 than compared to the Reno/Sparks area and a slightly smaller proportion of adults over the age of 60. For example, those aged 25 to 29 represent over eleven percent of the total population within the neighborhood compared to approximately eight percent for the Reno/Sparks area. Additionally, those over 60 represent 22.6 percent of the total population in the Reno Sparks area compared to 20.2 percent in this neighborhood.

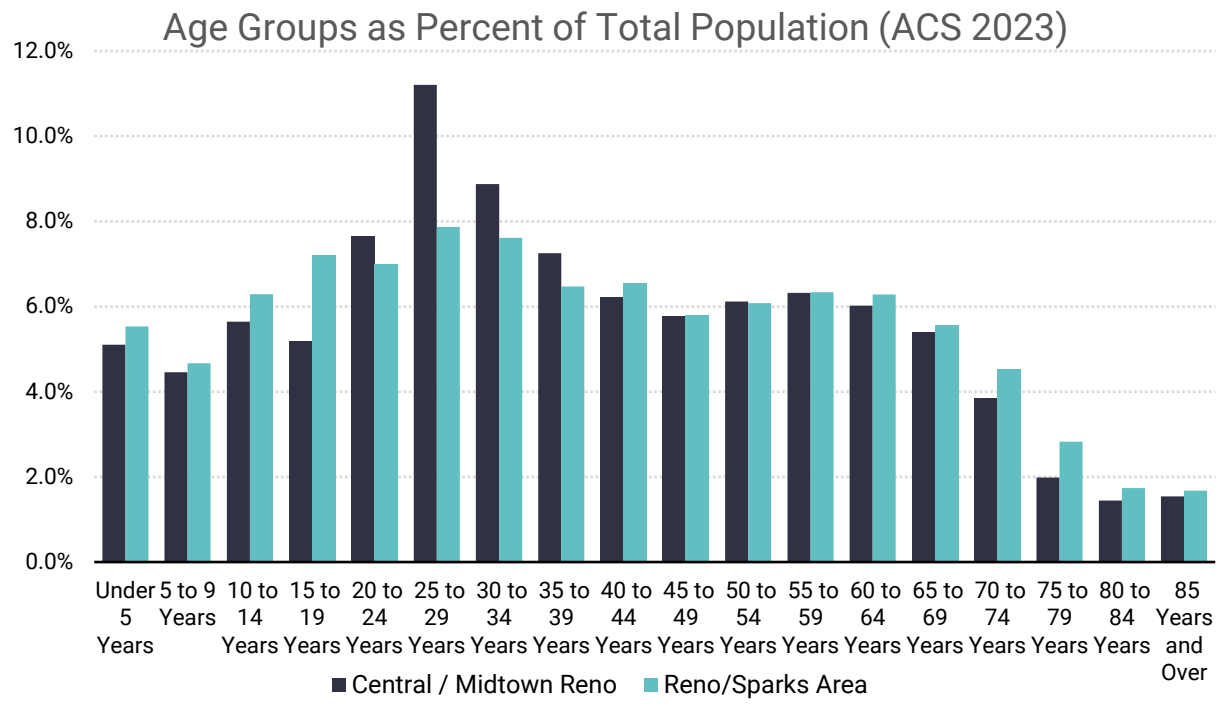


Figure 1 Age groups as percent of total population in Central Reno / Midtown and Reno / Sparks area

The Central Reno/Midtown neighborhood has a larger percentage of people of color than the Reno/Sparks area. The neighborhood has a larger population of Hispanic or Latino residents as well as Black, Native American, Asian, Native Hawaiian, and those who identify as two or more races, as shown in Figure 2.

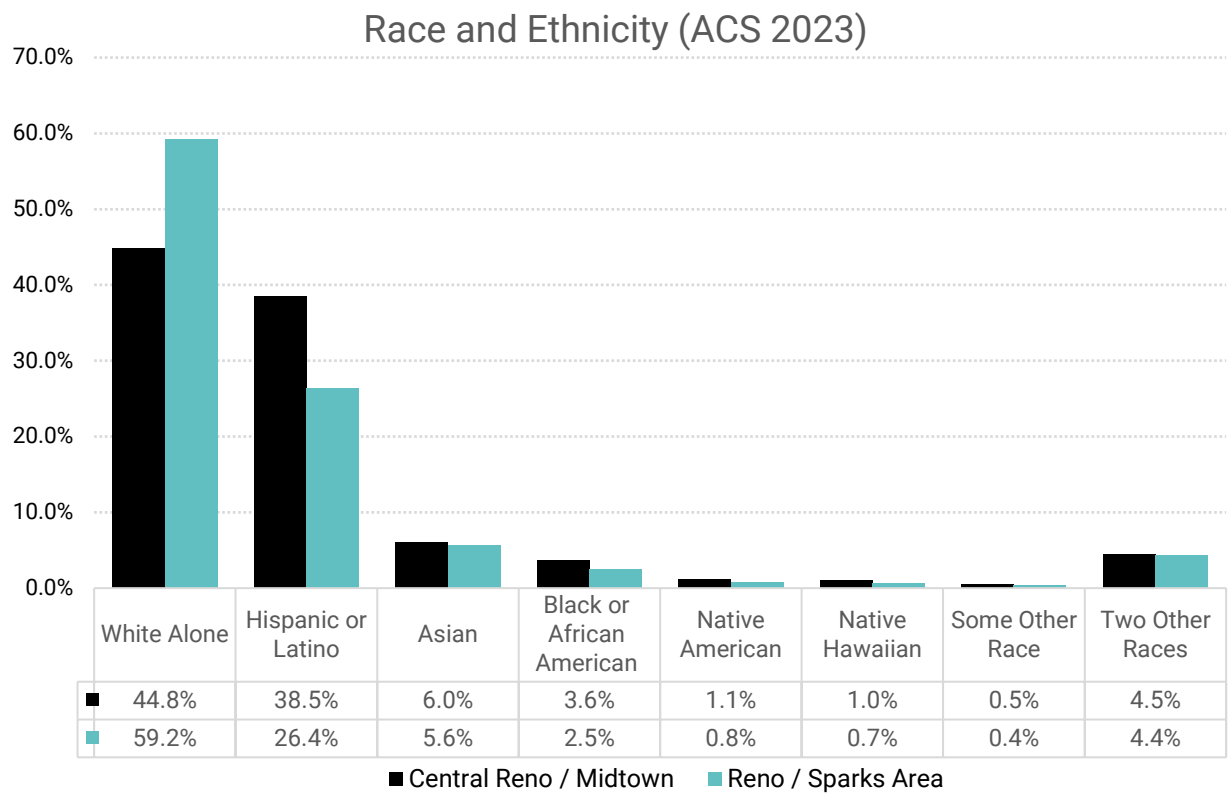


Figure 2 Race and ethnicity in Central Reno / Midtown and Reno / Sparks area

Population Density

Central Reno/Midtown has a population density that is approximately 23 times higher than the regional average, with about 6,903 people per square mile compared to just 300 people per square mile in the Reno/Sparks area. Within the neighborhood, the area with the highest population density is located between Plumb Ln, Kietzke Ln, Gentry Wy, and Virginia St, as shown in Figure 3.

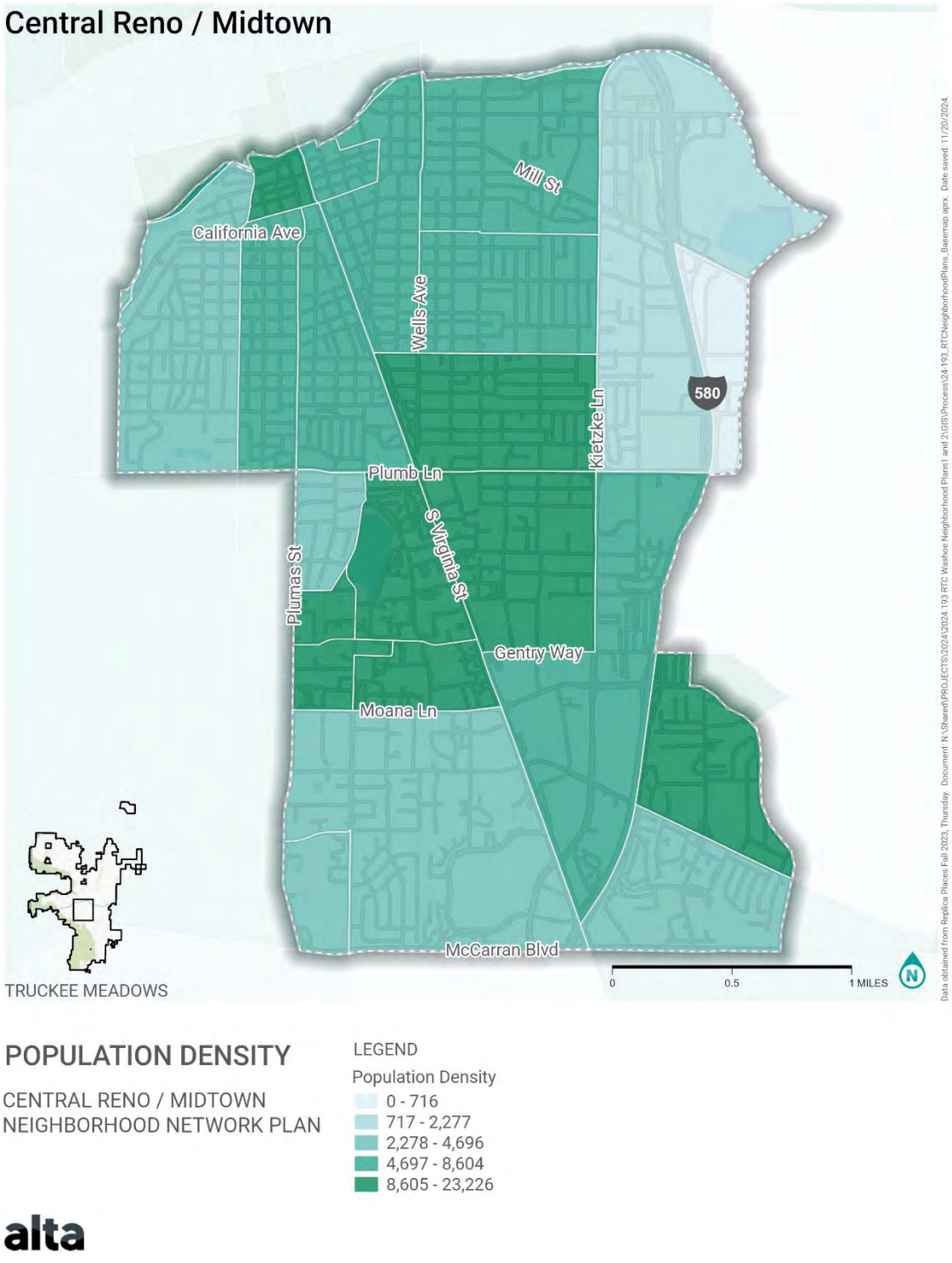


Figure 3 Population density in Central Reno / Midtown

Median Household Income

The Central Reno/Midtown neighborhood has a large array of household incomes as shown in Figure 4. There is a significant difference in household incomes across the neighborhood. Figure 4 highlights an area to the north in the neighborhood near Liberty St and Virginia St, which has a median household income of $14,621 compared to the northwest portion of the neighborhood (between Keystone Ave and Arlington Ave) which has a median household income of $125,625. It's important to note that the area shown in red includes subsidized housing and a low total number of households. Other areas such as between Plumb Ln, Virginia St, Kietzke Ln, and Gentry Wy, also have below average income levels with median household incomes of $35,396. On average, the median household income across the neighborhood ($63,325) is below the Reno/Sparks median household income ($85,969) by just over $22,000.

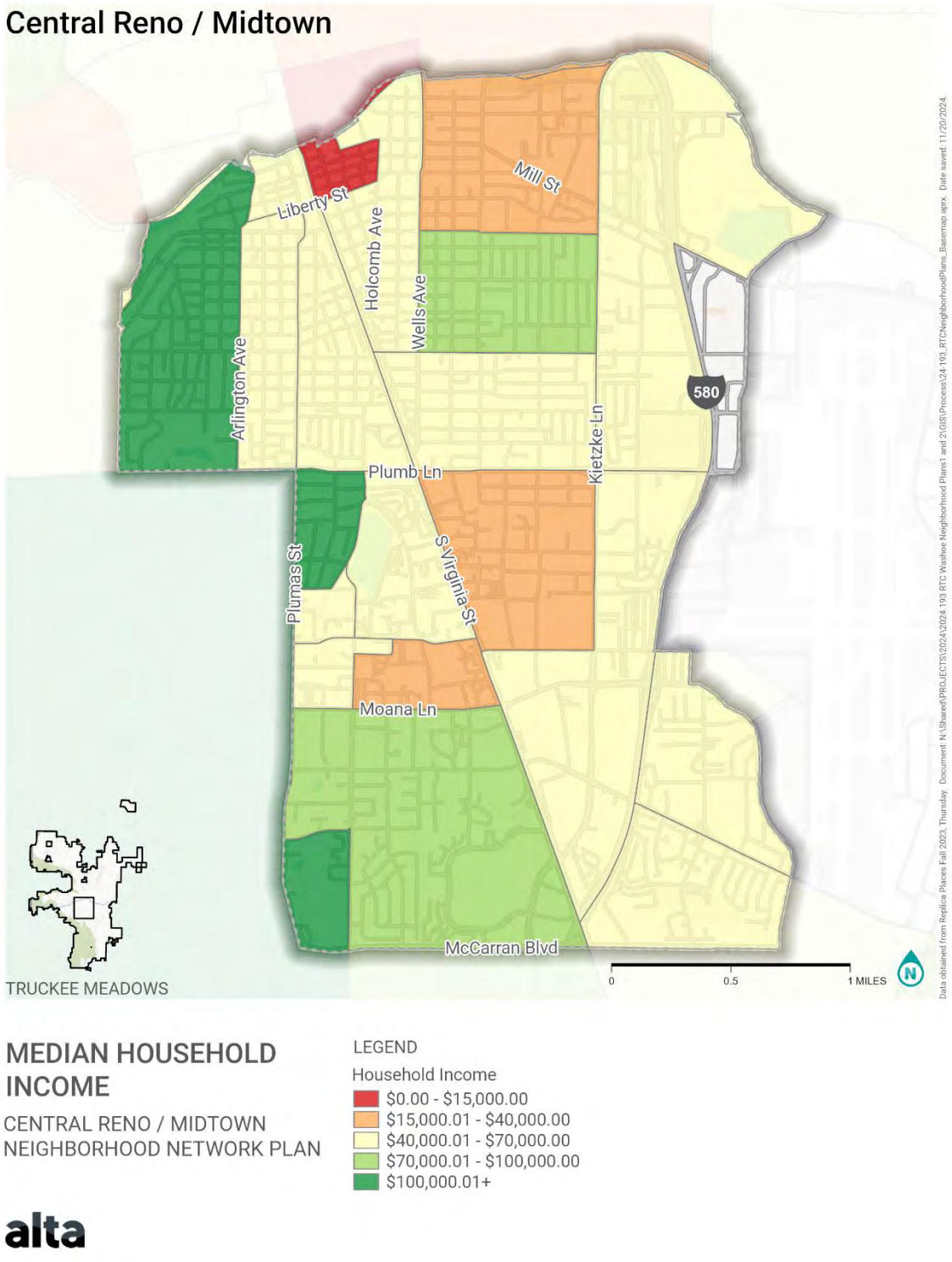


Figure 4 Median household income in Central Reno / Midtown

People without Access to a Vehicle

Figure 5 below shows the distribution of households in Central Reno/Midtown without access to a vehicle. In Central Reno/Midtown, **3,363 household- 15 percent of all households in the neighborhood-lack access to a vehicle**. This figure significantly exceeds the regional average, as only **7 percent of households across the Reno/Sparks area** experience similar challenges, totaling **12,223 households**. The area with the highest concentration of vehicle inaccessibility is located west of Virginia St, between Plumb Ln, Kietzke Ln, and Gentry Wy, where **30% of households** are without a vehicle. Additionally, a notable cluster of households without access to a vehicle exists along Kietzke Lane and in the northeast area of the neighborhood around Wells Ave and Mill St.

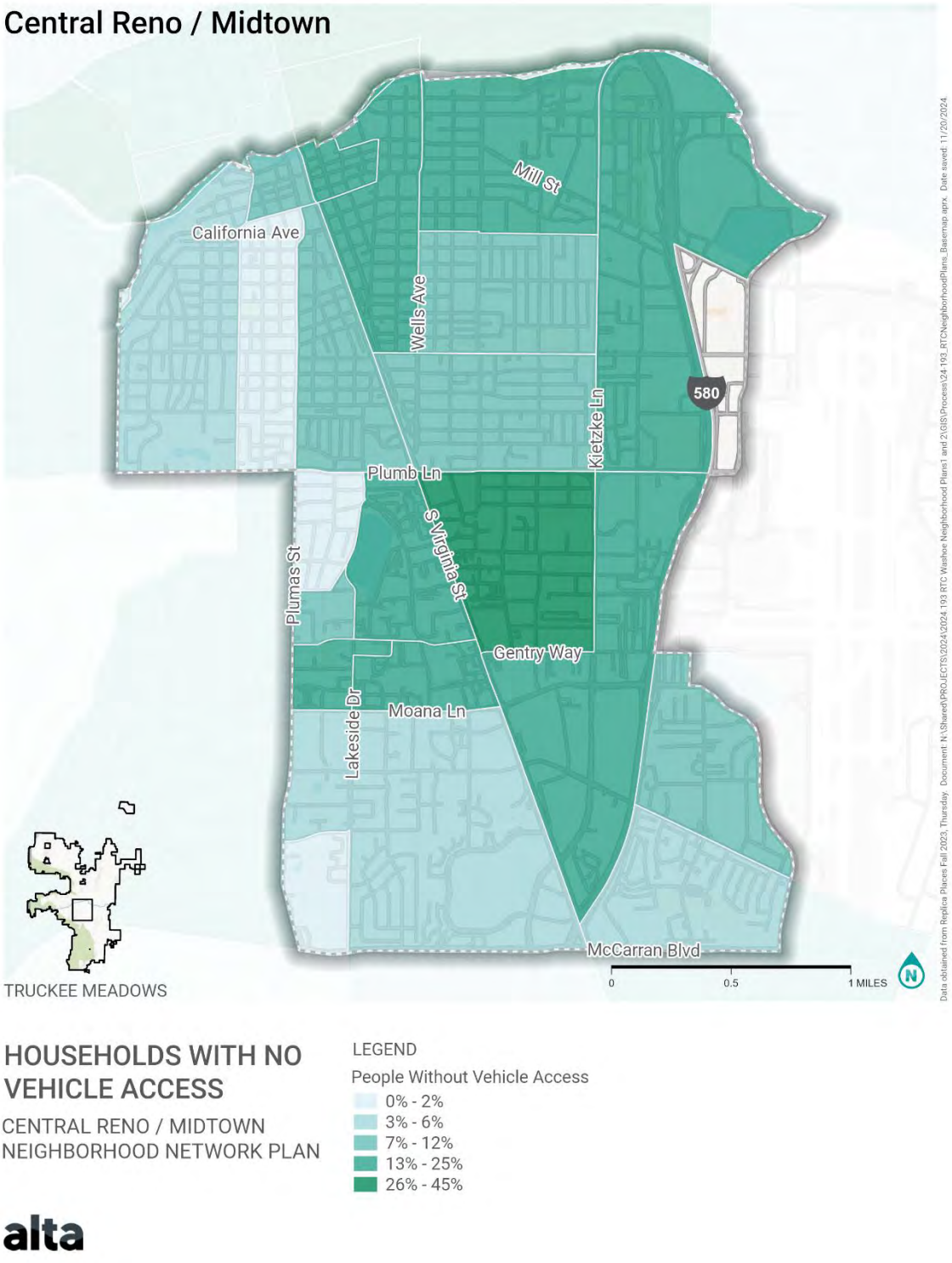


Figure 5 Percent of households without access to a vehicle in Central Reno / Midtown

Owner- and Renter-Occupied Household Burden

Housing cost burden refers to households that are paying 30 percent or more of their monthly income for their rent or mortgage payments. Figure 6 below shows the distribution of cost-burdened households throughout the Central Reno/Midtown area. Many of the census tracts throughout the neighborhood contain high rates of households that are cost burdened. The area bounded by Plumb Ln, Virginia St, Moana Ln, and Plumas St contains a tract with 61 percent of households paying more than 30 percent of their income, and 57 percent of households in the tract bounded by Wells Ave, Virginia St, and the Truckee River is housing cost burdened. Approximately 42 percent of households in the Central Reno/Midtown neighborhood are cost-burdened, compared to only 31 percent for the Reno/Sparks area.

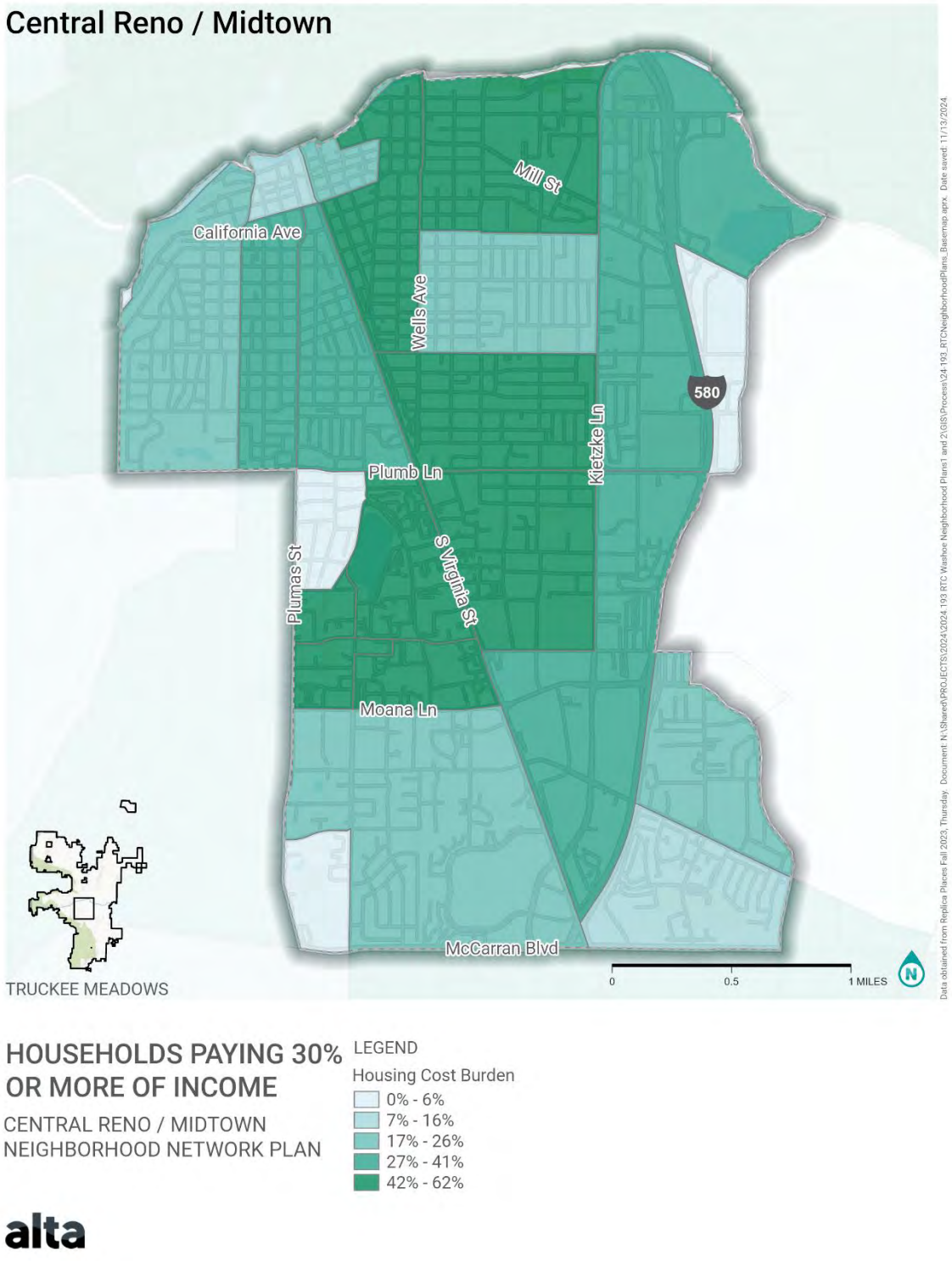


Figure 6 Percent of households who are paying 30 percent or more of their income for housing costs

Equity Index

The ATP used a transportation-focused equity analysis to measure equity through various criteria that are related to or impacted by active transportation usage. These included things such as health outcomes, socio-economic factors like poverty level, access to a vehicle, health issues, and environmental impact (Figure 7). The variables were assigned a percentile rank and combined together into a final composite index for the entire study area[15]. Figure 8 highlights the results of that regional analysis within the Central Reno/Midtown neighborhood. As shown, the majority of census tracts in the neighborhood fall within the top 20 percent in terms of equity. Two census tracts ranked in the lowest 20 percent of needs are located in the old Southwest to the west of Plumas Street. This highlights the significant difference across the neighborhood and the stark contrast between the west side and east side of the neighborhood with all census tracts to the east of Virginia St falling in the top 40 percent of equity needs across the region. Additionally, as shown in Figure 8, these areas are identified as part of the Justice 40 initiative, the latest federal equity analysis from the US Department of Transportation, which prioritizes investments towards historically underserved communities based on their own broad set of data criteria[16].

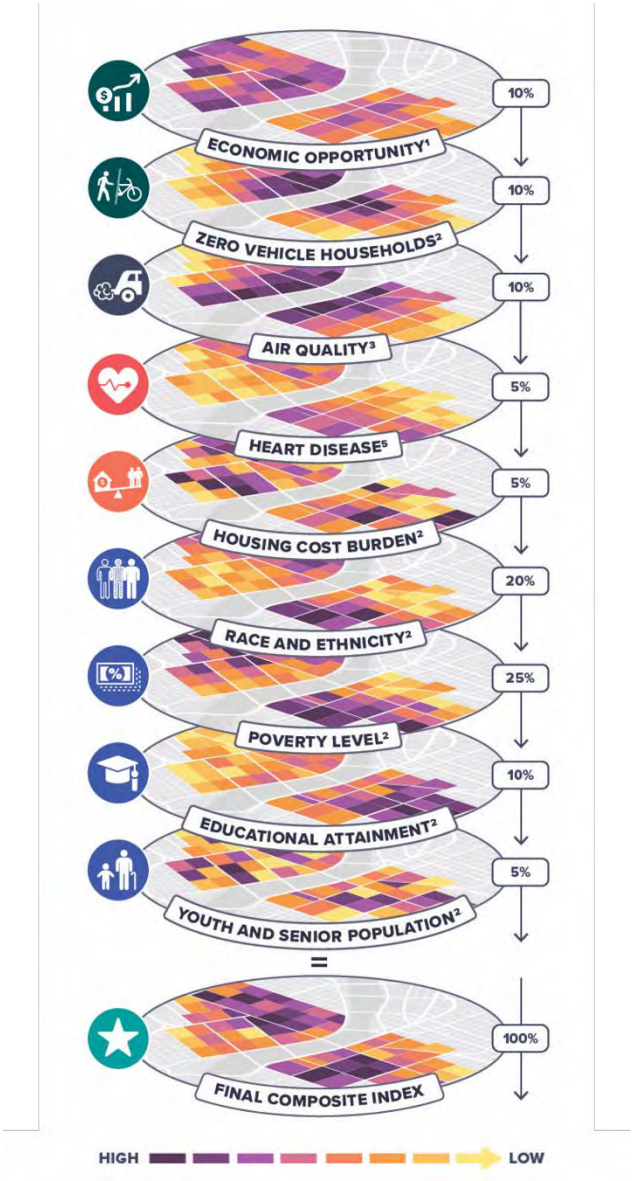


Figure 7 Equity Analysis Variables

[15] More information on the Equity Composite methodology available in the RTC ATP (page 25-26)

[16] More information on this analysis is available here: Justice40 Initiative | US Department of Transportation

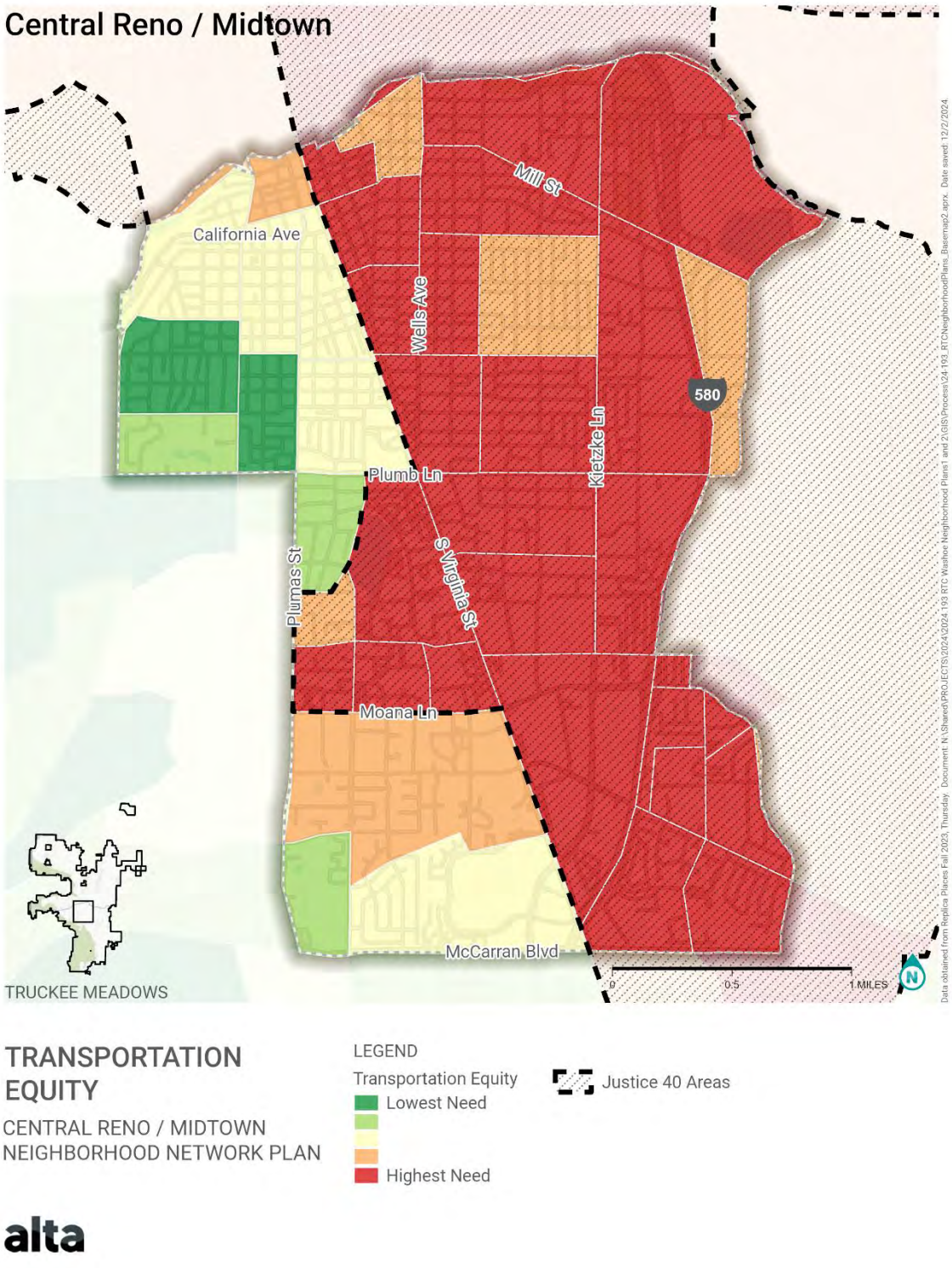


Figure 8 Transportation equity index and Justice 40 areas in Central Reno / Midtown

Key Neighborhood Destinations

Central Reno/Midtown is a dynamic neighborhood that contains a wealth of places for residents to engage with their community, access recreation, and meet the needs of their daily lives. This section highlights key destinations within the neighborhood including schools, parks, entertainment, employment, and community center; key destinations throughout the neighborhood area are highlighted in Figure 9.

Schools

There are several schools in the area for a variety of grade levels from preschool to 12th grade which are listed in Table 1.

Table 1 Schools that service Central Reno / Midtown

School Level	School Name
Early Education	• MunchkinLand Preschool • Sunflower Preschool • Little Golden Goose • Wooster Head Start • Aleph Academy • Brookfield School Little Campus • A Plus Learning Center • Kids R Us • Under the Magic Pine Tree • Smiling Hearts Preschool • Granny Purple's Kids-E-Care • UNR Early Head Start • Creative World Children's Academy • All about Kids 2 • Huc's Early Learning • Purple Door Preschool • Minds N Motion • Jovie of Reno • Little Learners • Beginnings Infant Toddler
Elementary / Middle Schools	• Echo Loder Elementary School • Corbett Elementary School • Little Flower Catholic School • Veterans Memorial Elementary School • Mount Rose K-8 • Our Lady of the Snows • Anderson Elementary School • Libby Booth Elementary School • Bailey Charter Elementary School • Pine Middle School • Vaughn Middle School

School Level	School Name
High Schools	• Earl Wooster High School • Reno High School* • Encompass Academy* • St. Nicholas Orthodox Academy • Academy For Career Education*

**Schools outside of the neighborhood but serving students within the neighborhood area.*
***List is not exhaustive*

Parks

Parks play an important role in the success and vitality of a community, providing opportunities for relaxation, recreation, and gathering, supplying vital ecosystem services like heat and air pollution mitigation, and contributing to the health of community members and cities. The Truckee River at the northern edge of the neighborhood provides a key recreation and leisure opportunity for residents and includes the Truckee River Path which is an important east/west connection for people walking and biking. The neighborhood is also dotted with numerous parks providing residents with opportunities to partake in a variety of outdoor activities and experience several types of natural environments. Parks like Powning, Riverwalk, Newlands, Liston, Yori, Plumas, and Stewart provide smaller, accessible community spaces with minimal amenities like children's playgrounds and walking paths. Larger parks like Wilkinson, Miguel Ribera, Tighe, Manzanita, Barbara Bennett, Pickett, and the Moana Springs Recreational Complex provide amenities like sports courts and fields, trails, and skateparks. Near the middle of Midtown is Virginia Lake Park which provides playgrounds, exercise equipment, paths, and a fishing dock.

Entertainment Centers

Entertainment centers are places and areas that provide residents with diverse opportunities for nightlife, dining, sporting events, theater, live music, performing arts, and cultural activities. Much of Central Reno/Midtown's entertainment occurs around or along the Virginia St corridor, including the Reno-Sparks Convention Center, the Atlantis and Peppermill Casinos, the Grand Sierra Resort and Casino, the Reno Little Theater, The Discovery Science Museum, the Nevada Museum of Art, and the Pioneer Center for the Performing Arts. Additional corridors of entertainment include Wells Ave, California Ave, Plumb Ln, Moana Ln, and Lakeside Dr.

Employment Centers

Employment centers are areas that are more densely populated with commercial, retail, and healthcare spaces, providing communities with ample employment opportunities, as well as opportunities to shop, eat, and socialize. There are several areas that comprise employment centers in the Central Reno/Midtown neighborhood, including Firecreek Crossing, the Renown Regional Health Center, Grand Sierra Resort, and the Wells Ave, Virginia St, and Kietzke Ln corridors. Additionally, the industrial area near the airport, including Terminal Wy, Mill St, and Vassar St, as well as California Ave with its concentration of insurance agencies and law offices, also serve as significant employment hubs.

Community Destinations

Community destinations provide additional spaces for residents to gather and build the social networks that foster thriving and resilient communities. These types of spaces can include churches, community centers, or other destinations that are visited frequently.

Table 2 Community destinations in Central Reno / Midtown

Community Destination Type	Location
Churches	• Living Stones Church • Faith Alive Christian Center • Pathfinder Church • Saint Therese Church of the Little Flower • Reno Revival Church • Cordero Church • Our Lady of the Snows Catholic Church • Lutheran Church of the Good Shepherd • Reno Buddhist Center • Saint Anthony Greek Orthodox Church • Skyline Church • Community Bible Church • Potters House Christian Fellowship Church • Rhema Christian Church • Slavic Christian Center • Center for Spiritual Living
Community Centers	• Neil Road Recreation Center • Moana Springs Community Aquatics and Fitness Center • Boys and Girls Club Carano Facility • Boys and Girls Club Neil Road Facility
Other Frequented Destinations	• Downtown Reno Library • Sierra View Library • Reno Public Market • Shirley's Farmers Market • Washoe County Court House • US District Court • City of Reno Municipal Court • Sparks Municipal Court • Bruce R. Thompson Courthouse and Federal Bulding

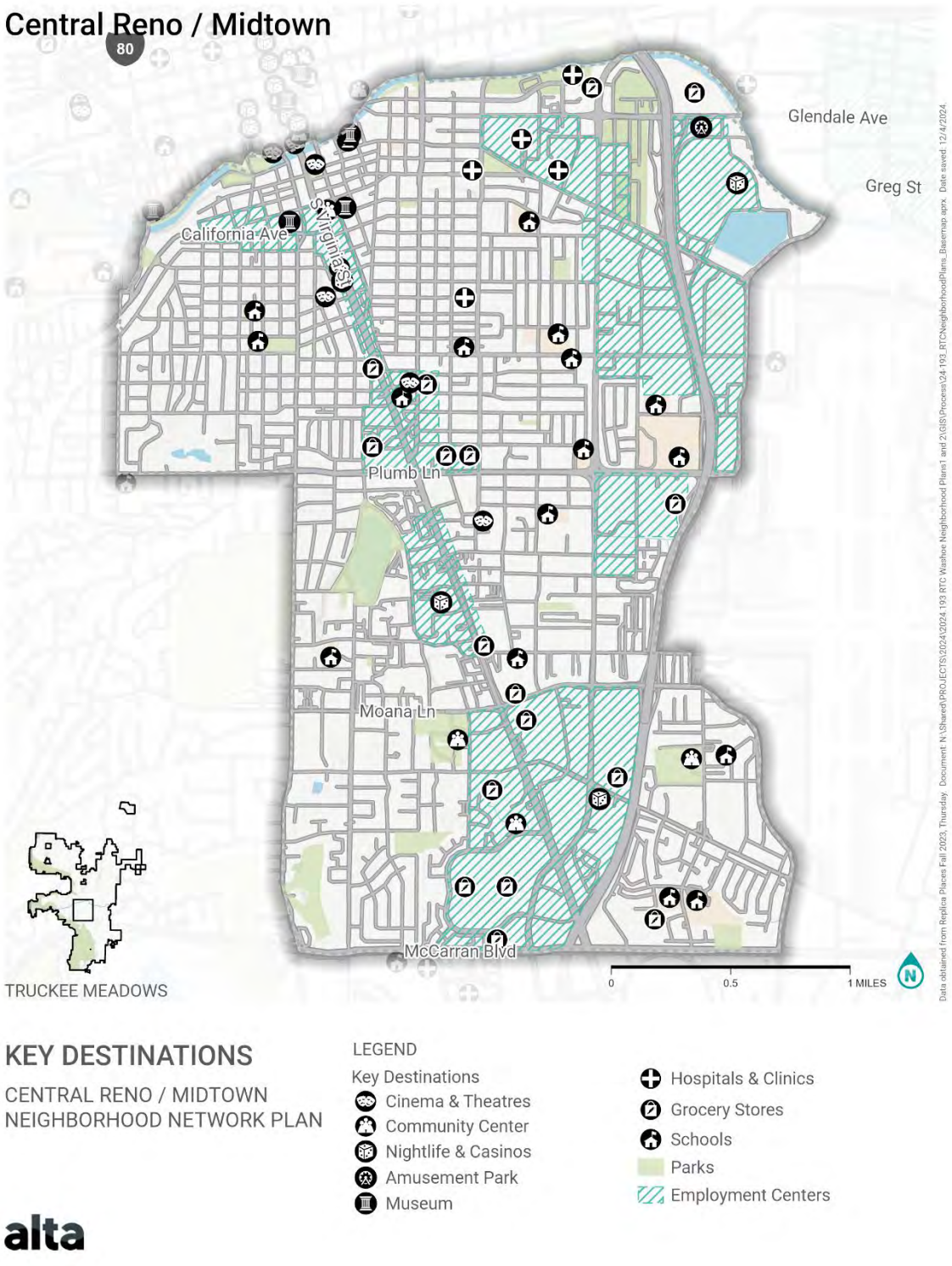


Figure 9 Key destinations in Central Reno / Midtown

Existing Neighborhood Network

Pedestrian Facilities

The pedestrian network is made up of sidewalks and crossing facilities like crosswalks and rectangular rapid flashing beacons (RRFBs). The RTC evaluated the presence of sidewalks along regional roadways as part of the ATP. Sidewalks help enhance safety and accessibility for pedestrians and those using mobility scooters or devices. The RTC recently collected sidewalk data to assess the availability of sidewalks on regional roadways. The analysis assigned a score to each roadway between zero and two, with zero indicating there were no sidewalks present on either side of the street and two indicating there were sidewalks on both sides. Within Central Reno/Midtown, the arterial street network earned an average score of 1.71, indicating a higher percentage of arterials in the area have sidewalks on both sides of the street. The collectors earned an average score of 1.81, indicating that even more collectors in the area have sidewalks on both sides of the street. In contrast, the Reno/Sparks area arterials and collectors earned average scores of 1.25 and 1.39 respectively. These scores point to a generally well-connected sidewalk network in the Central Reno/Midtown neighborhood. However, minor gaps in the network can still present significant challenges for people who are walking or using a mobility device. A gap where no sidewalk exists presents a major safety hazard if users are forced to walk in the roadway.

Bicycle Facilities

The bicycle network is made up of a variety of bicycle facilities, each providing bicyclists with varying degrees of safety and accessibility. Within the Central Reno/Midtown neighborhood there are a variety of facility types with the majority of miles provided as bike lanes (Figure 10). The area provides 4.6 miles of shared lane facilities, 16.7 miles of bike lanes, 2.1 miles of shared use paths and no separated bike lanes, for a total of 23.4 miles of bicycle facilities in the area (Table 3). This accounts for 51 percent of the area's 45.8 miles of regional roadway network. Much of this mileage comes in the form of standard bike lanes along higher speed arterials such as Kietzke Ln, Plumas St, Arlington Ave, and Mill St. Additionally, many gaps exist within the area's bicycle network, such as Plumb Ln between Virginia St and Harvard Ave, Moana Ln between Plumas St and Virginia St, and along multiple segments of Virginia St, where no bicycle facilities exist at all but would provide essential connections in the neighborhood. Overall, many opportunities exist in Central Reno/Midtown for expanding and enhancing the bicycle network.

Bicycle Facility Types:

- **Shared-Use Paths:** Pathways for pedestrians, bicyclists, and others, which are separate from vehicle traffic and include connections that are outside of the right-of-way.



Picture 1. Shared-Use Path example

- **Separated Bike Lanes:** Dedicated paths for bicyclists, which are physically separated from vehicle traffic by a barrier.
- **Bike Lanes:** Dedicated spaces for bicyclists on the roadway, which are marked by pavement markings and can be accompanied by additional signage.
- **Shared Lane Facilities**: Markings that indicate the shared use of a travel lane by bicycles and vehicles, including signed bicycle routes, "sharrows", and bike / bus lanes.

Table 3 Bicycle facilities in Central Reno / Midtown by mileage

Facility Type	Mileage
Shared-Use Paths	2.1
Separated Bike Lanes	0
Bike Lanes	16.7
Shared Lane Facilities	4.6
Total	23.4



Picture 2. Separated bike lane example



Picture 3. Bike lane example



Picture 4. Shared lane facility example



Figure 10 Existing bicycle facilities in Central Reno / Midtown

Network Context

Roadway Speeds

The posted speed for vehicles on the road is a major factor for active transportation safety and comfort throughout the transportation network. As vehicle speeds increase, there is a greater risk for serious injury and death in the event of a crash, especially for people walking or biking (Figure 11). The existing speed limits for roadways in the neighborhood are shown in Figure 12. This element is important for safety as well as overall comfort for people walking and biking because as the posted vehicle speeds increase, people walking and biking typically desire a greater level of separation from vehicles. For this reason, posted speeds are a primary factor in the determination of the Bicycle Level of Traffic Stress (BLTS) and Pedestrian Experience Index (PEI) which are both further described below.

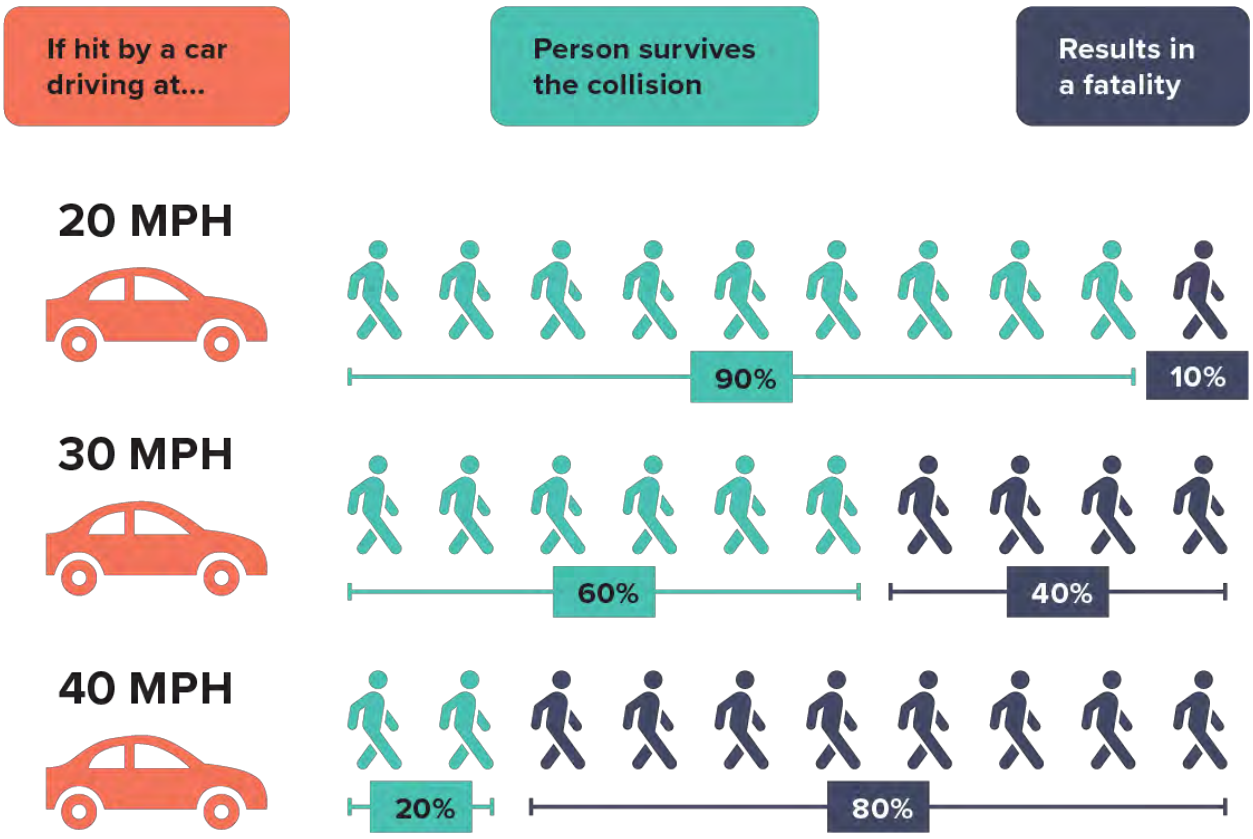


Figure 11. Risk of injury for people walking based on vehicle speeds (US Department of Transportation, Literature Reviewed on Vehicle Travel Speeds and Pedestrian Injuries. March 2000)

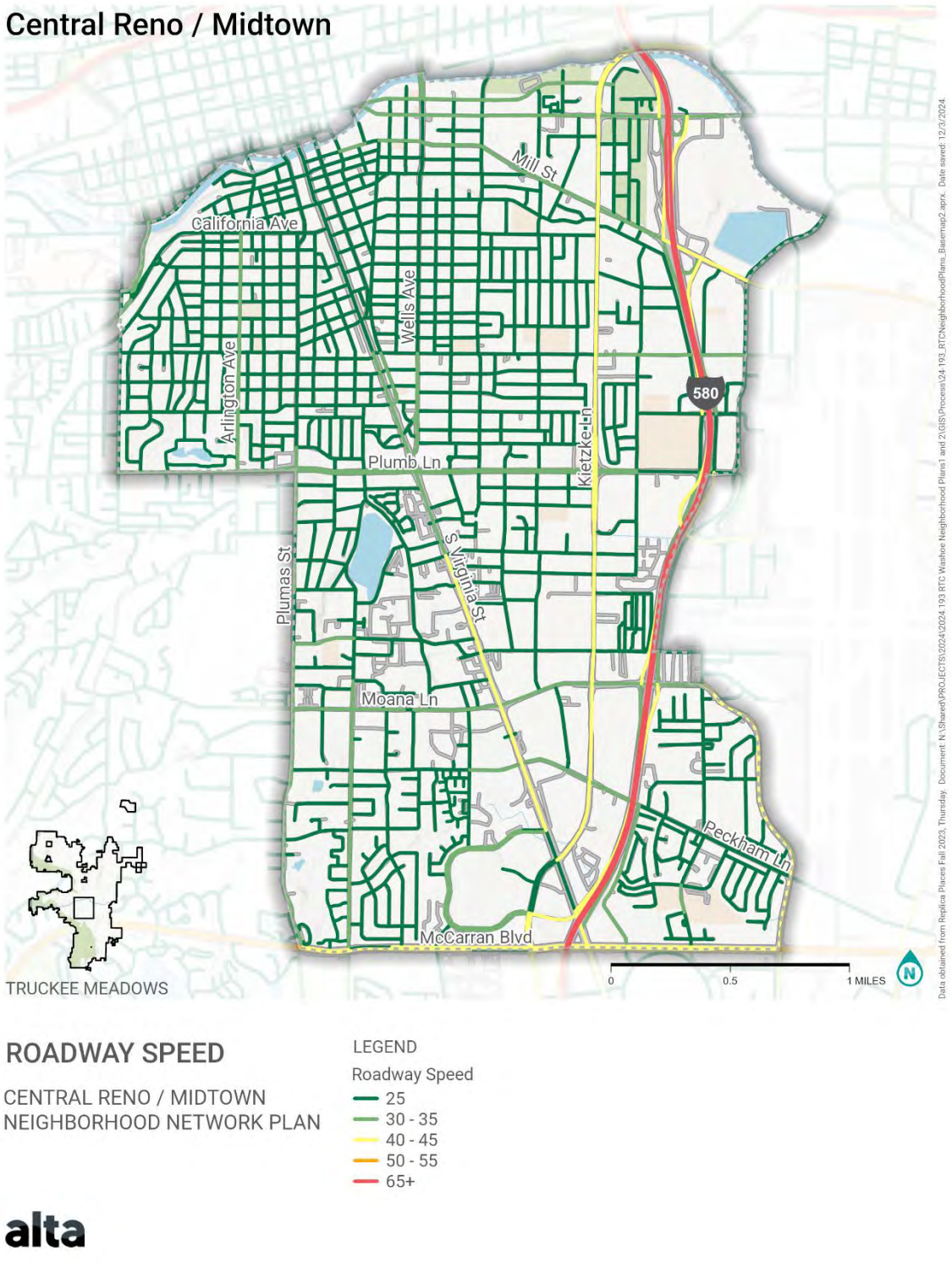
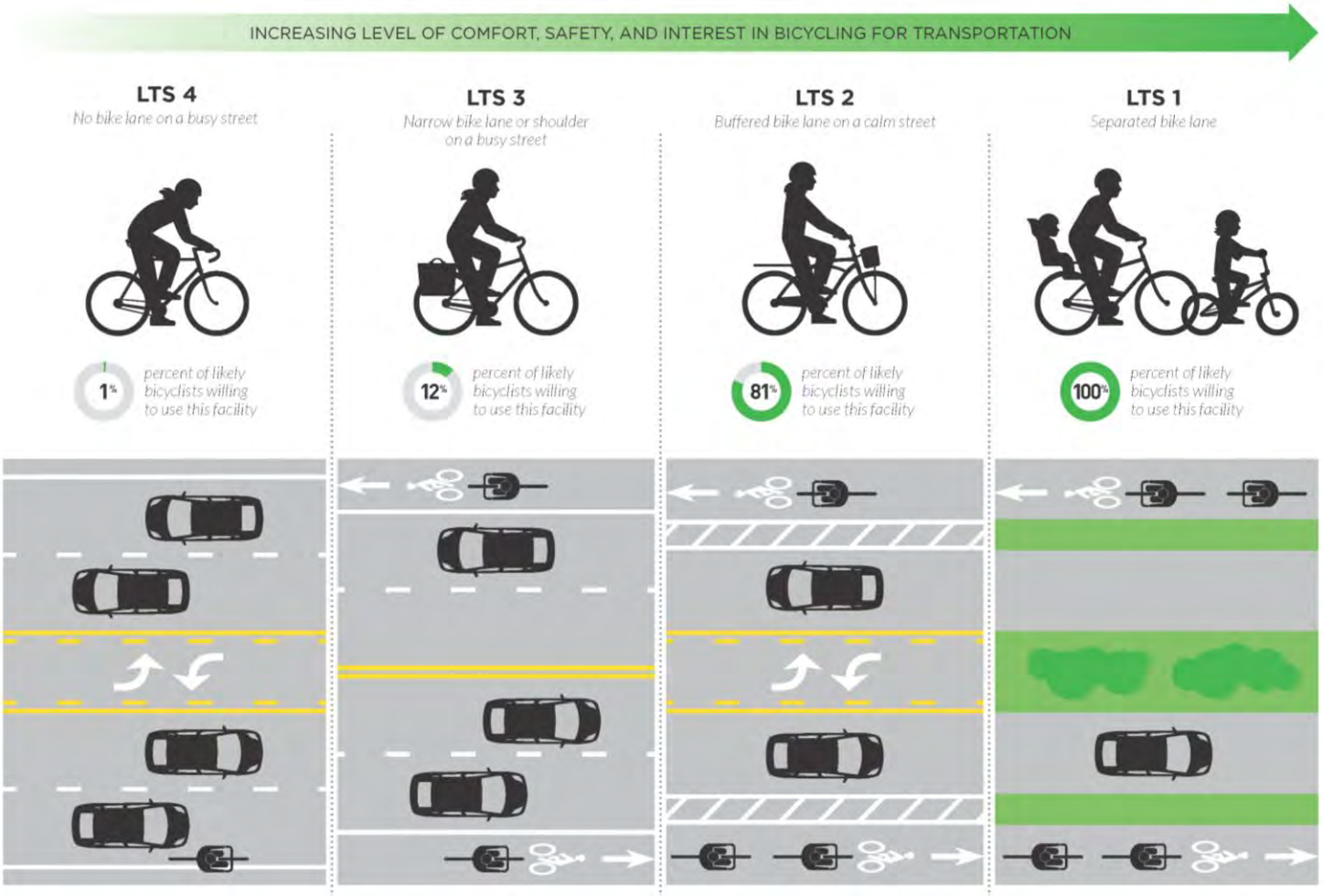


Figure 12 Existing speed limits on roadway network

Bicycle Level of Traffic Stress

Bicycle level of traffic stress (BLTS) estimates the level of comfort that bicyclists experience on a given roadway segment. It considers things such as posted speed, number of travel lanes, and the presence and type of bike lanes, and can help identify where gaps in a bike network exist. BLTS is measured from level one to four, with one representing roadways where bicyclists of all ages and abilities would feel comfortable riding, and level four representing high-stress roadways where only strong and fearless bicyclists would feel comfortable (Figure 13).

Figure 13 Diagram showing the four levels of bicycle level of traffic stress



The BLTS for regional roadways in the neighborhood is highlighted in Table 4. As shown in Figure 14, there are many roadways which rank as BLTS 3 or 4 across the neighborhood, including Kietzke Ln, Virginia St (south of Gentry), Plumb Ln (Kietzke Ln to Virginia St), Moana Ln (west of Virginia St), and Vassar St (east of Wells Ave). These roadways create challenging conditions for bicyclists, making them uncomfortable to navigate and difficult to cross. High vehicle speeds, significant traffic volumes, and the absence of adequate bicycle facilities or separation from motor vehicles contribute to a stressful and discouraging environment for biking.

Table 4 Average bicycle level of traffic stress scores for arterials and collectors

Roadway Classification	Central Reno/Midtown	Reno/Sparks Area
Arterials	3.1	3.06
Collectors	2.34	2.32
Average Total	3.01	2.91

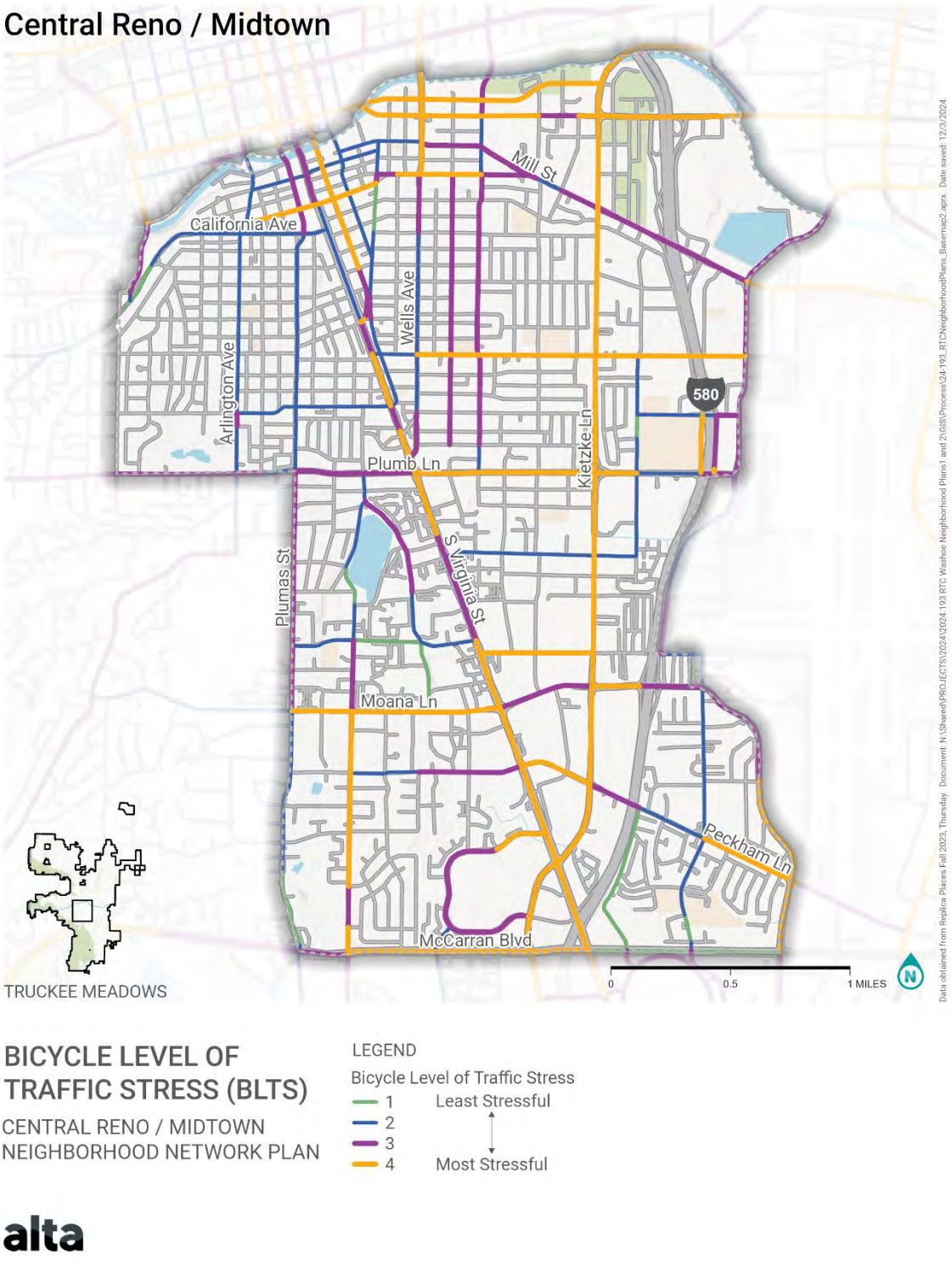


Figure 14 Bicycle level of traffic stress scores for the streets in the regional roadway network

Pedestrian Experience Index

Researchers at UNR conducted a pedestrian-focused quantitative analysis meant to provide a planning level understanding of the pedestrian experience along roadways. The metric they developed assigns scores based on factors such as the presence of sidewalks and their associated widths, existing buffer space from moving vehicles, number of vehicle lanes, and roadway speed. The cumulative score is assigned to each side of a roadway, with a total of 85 points possible. Higher scores represent roadways that provide a more comfortable pedestrian experience. The results of this analysis within the Central Reno / Midtown neighborhood are highlighted in Figure 15.

Central Reno/Midtown earned an average score of 57.63 for the pedestrian experience across all of its regional roadways. A score of 57 falls within the average range and means that sidewalks are typically five to six feet wide, are present on one or both sides of the road, provide buffer space between vehicles and pedestrians only intermittently, or may have higher speeds and number of lanes. Most of the roadways, as shown in Figure 15, have relatively high pedestrian experience scores. However, certain roadway segments, such as Virginia St (south of Plumb Ln), S McCarran Blvd, Moana Ln, and Greg St have lower PEI scores. Overall, 16.6 miles (36 percent) of the regional roadway network within Central Reno/Midtown have a pedestrian experience score that ranks as Bad or Poor.

Urban arterial roads in the Reno/Sparks area earned average pedestrian experience scores of 36 for major arterials and 50 for minor arterials. Urban collectors in the region earned average pedestrian experience scores of 53 for commercial collectors and 57 for residential collectors. When compared to the Reno/Sparks area, the regional roadway network in Central Reno/Midtown, which includes both types of arterial and collector typologies, earned a higher average pedestrian experience score.

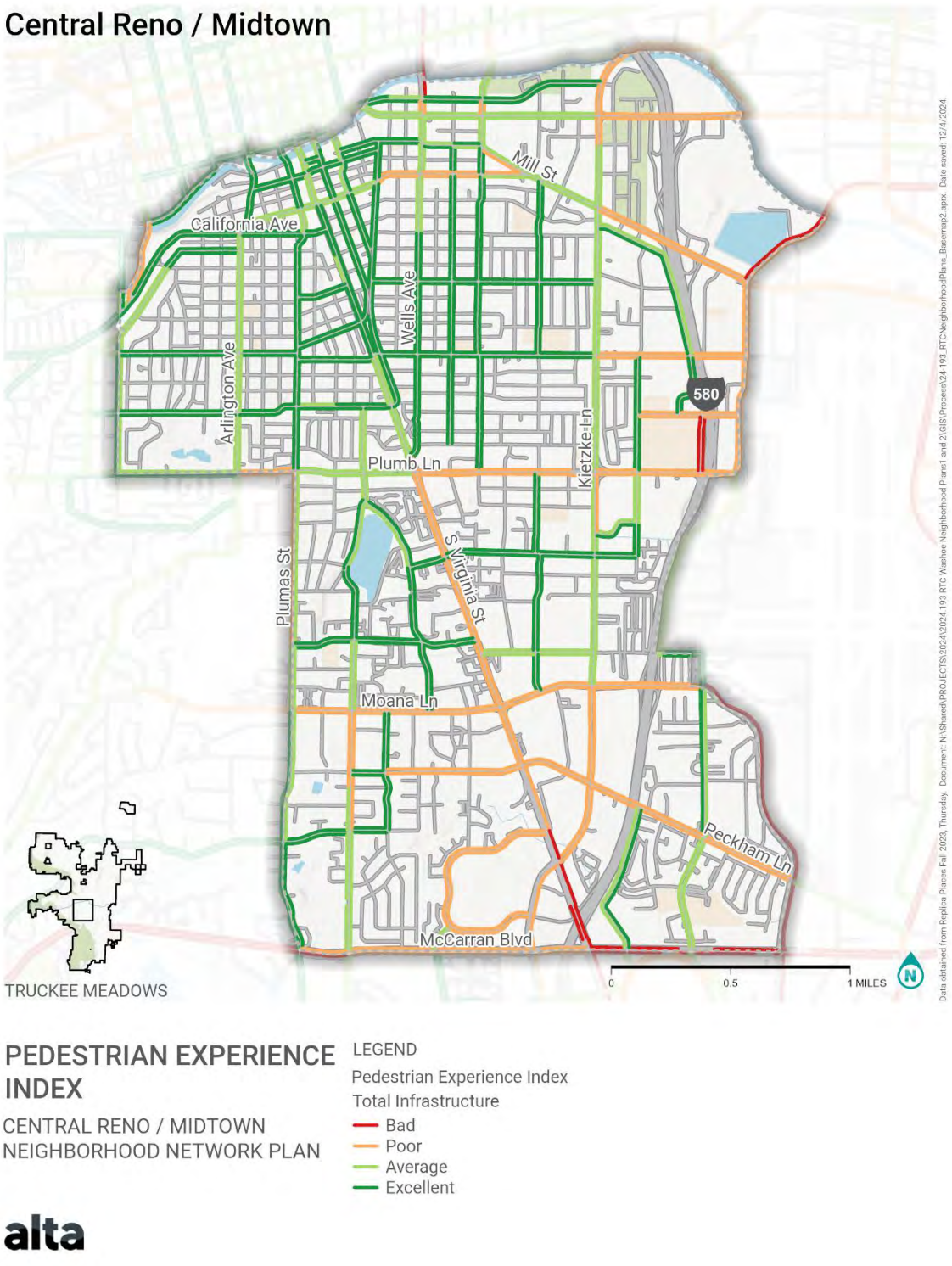


Figure 15 Pedestrian experience scores for the sidewalks in the regional roadway network

Traffic Safety

Crash Data

The project team reviewed the most recent five years of available crash data which covers 2019 - 2023[17]. Over this period, there were a total of 305 crashes involving someone walking or biking within the Central Reno/Midtown neighborhood, with 19 fatal crashes and 271 crashes causing an injury (Table 5). Many of these crashes involved a person walking, with 212 total pedestrian crashes, while 93 crashes involved a person biking.

Table 5 Total crashes by mode

Total Crashes by Mode			
Crash Severity	**Pedestrians**	**Bicyclists**	**Total**
Fatal	18	1	19
Injury	179	92	271
Property	15	0	15
Grand Total	212	93	305

Intersections vs. segments

There are roughly an even split of crashes between intersections and roadway segments (the area between intersections) for people walking and biking. However, **crashes on roadway segments accounted for two-thirds (63 percent)** of fatalities for people walking and biking and over half of all injury crashes (54 percent). Comparatively, 60 percent of crashes involving a person walking or biking which only resulted in property damage occurred at an intersection (Table 6). This difference highlights the higher likelihood of injury and even death on roadway segments for people walking or biking due to the typically higher vehicle speeds between intersections.

Table 6 Crash severity at intersections and on roads

Crash Severity	Pedestrians		Bicyclists		All Active Transportation	
	Intersections	Segments	Intersections	Segments	Intersections	Segments
Fatal	33%	67%	100%	0%	37%	63%
Injury	48%	52%	43%	57%	46%	54%
Property	60%	40%	-	-	60%	40%
All Crashes	48%	52%	44%	56%	47%	53%

[17] Data provided by NDOT. Data excludes December 2023 due to limited availability

Top Crash Corridors

Crash history helps highlight specific corridors which account for the majority of the crashes in the neighborhood. Out of a total of 45 corridors, the following 15 accounted for a total of **187 injury crashes (69 percent of the total)** and **15 fatal crashes (79 percent of the total)** involving a person walking or biking in the Central Reno/Midtown area (Table 7). ***Kietzke Ln stands out among these top 15 corridors in terms of total fatal crashes with seven fatal pedestrian crashes, which is as many as the other 14 top corridors combined***. Additionally, Virginia St includes a total of 48 injury crashes for people walking and biking, or nearly one-fifth of all injury crashes in the neighborhood during the study period from January 2018 to October 2025.

Table 7 Crash history on corridors with high crash rates

Rank	***Street Name***	**Pedestrian Crashes**		**Bicycle Crashes**		**Total**	**Crashes Per Mile**
		Fatal	*Injury*	*Fatal*	*Injury*		
1	Virginia St	1	32	0	16	49	13.73
2	Kietzke Ln	7	11	0	14	32	8.29
3	Mill St	0	12	0	5	17	9.18
4	Wells Ave	1	14	0	2	17	10.52
5	Moana Ln	0	6	1	4	11	6.37
6	Plumb Ln	0	6	0	5	11	5.85
7	2nd St	3	6	0	1	10	6.29
8	Kirman Ave	1	4	0	4	9	5.29
9	Gentry Wy	0	5	0	3	8	9.98
10	Sierra St	0	5	0	2	7	20.47
11	Vassar St	1	2	0	4	7	4.48
12	E Peckham Ln	0	2	0	4	6	3.06
13	Grove St	0	5	0	1	6	6.23
14	Lakeside Dr	0	5	0	1	6	2.59
15	Center St	0	3	0	3	6	7.49

High Injury Network

The RTC conducted substantial analysis of the regional roadway network to identify roads and intersections with the greatest safety needs as part of the Truckee Meadows Vision Zero Action Plan. As a part of this plan, the RTC developed a High-Injury Network (HIN) for the region, which identifies those places which have the highest crash rates, level of frequency, and crash severity across the county.

Central Reno/Midtown contains 21 HIN corridors and 32 HIN intersections. The corridors account for 14.34 miles, or nearly 17 percent of the region's HIN network, and almost 23 percent of the region's HIN intersections. Figure 16 highlights the streets and intersections that comprise the HIN in Central Reno/Midtown. Corridors such as Virginia St, Kietzke Ln, Wells Ave, and Mill St make up some of the more dangerous portions of the area's roadway network.

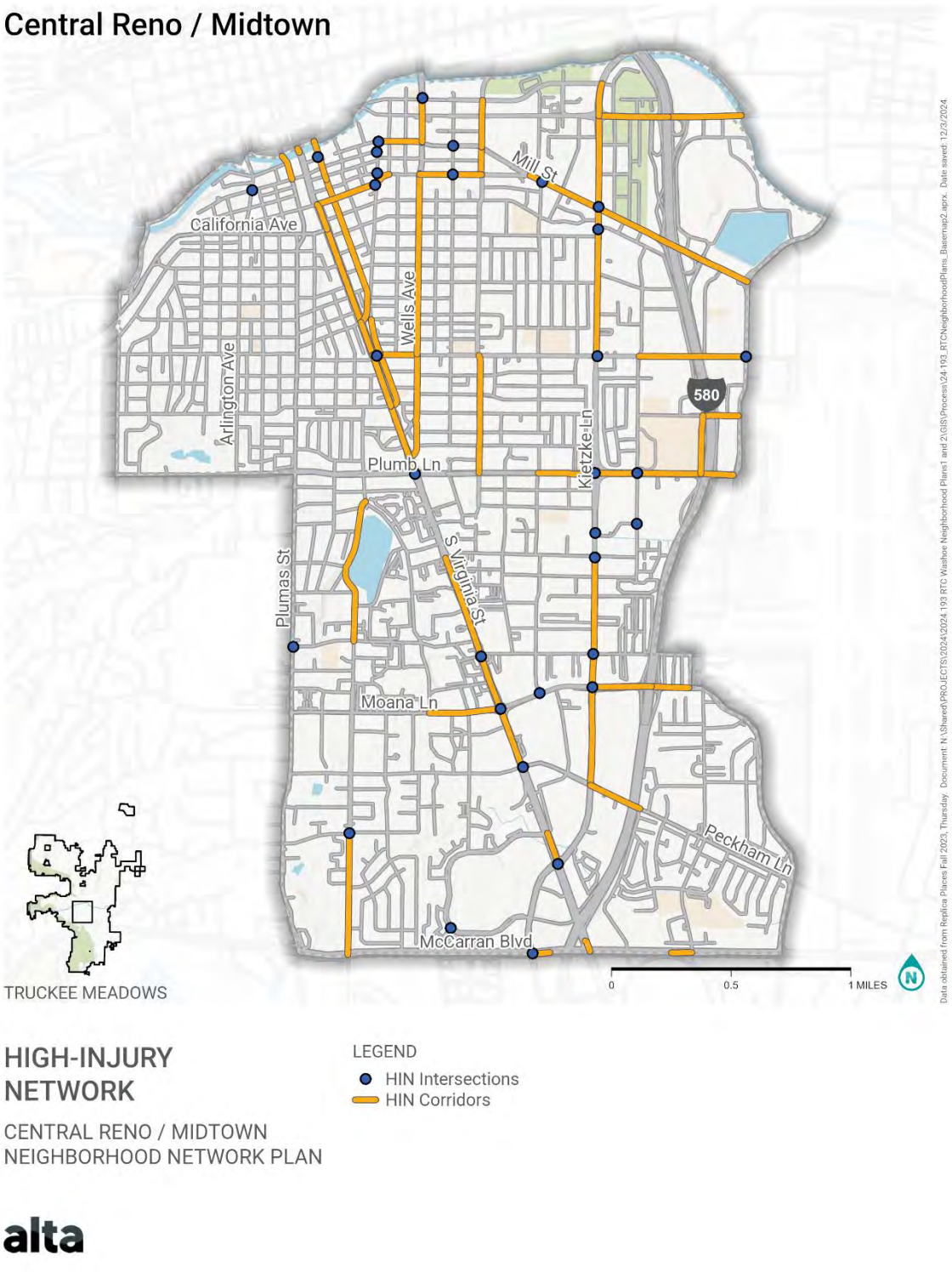


Figure 16 High injury network in Central Reno / Midtown

ATP Interactive Webmap Results

Part of the community engagement effort for the ATP involved providing the public with an interactive web map where they could pinpoint specific locations which were difficult or concerning as a bicyclist or pedestrian (Figure 17). They were also encouraged to mark locations which currently provided good or comfortable facilities. Respondents left a total of 89 comments for the Central Reno/Midtown area. Residents identified 35 bicycle-related issues, 35 pedestrian-related issues, seven network gap issues, and 10 issues related to other mobility deficiencies. Bicycle issues included poor wayfinding, inadequate facilities, poor visibility, and challenging crossings, among others. Pedestrian issues included sidewalk gaps, inadequate and infrequent crossings, and dangerous roadway conditions, among others. Other mobility issues included broader concerns such as confusing intersections and wayfinding, the need for improved transit, and poor roadway design. Several streets were identified as having multiple issues, including Mill St, Plumb Ln, Plumas St, Virginia St, McCarran Blvd, Kietzke Ln, and Wells Ave. In addition to those corridors, two intersections received multiple comments; Virginia St and McCarran Blvd, and Kietzke Ln and Plumb Ln.

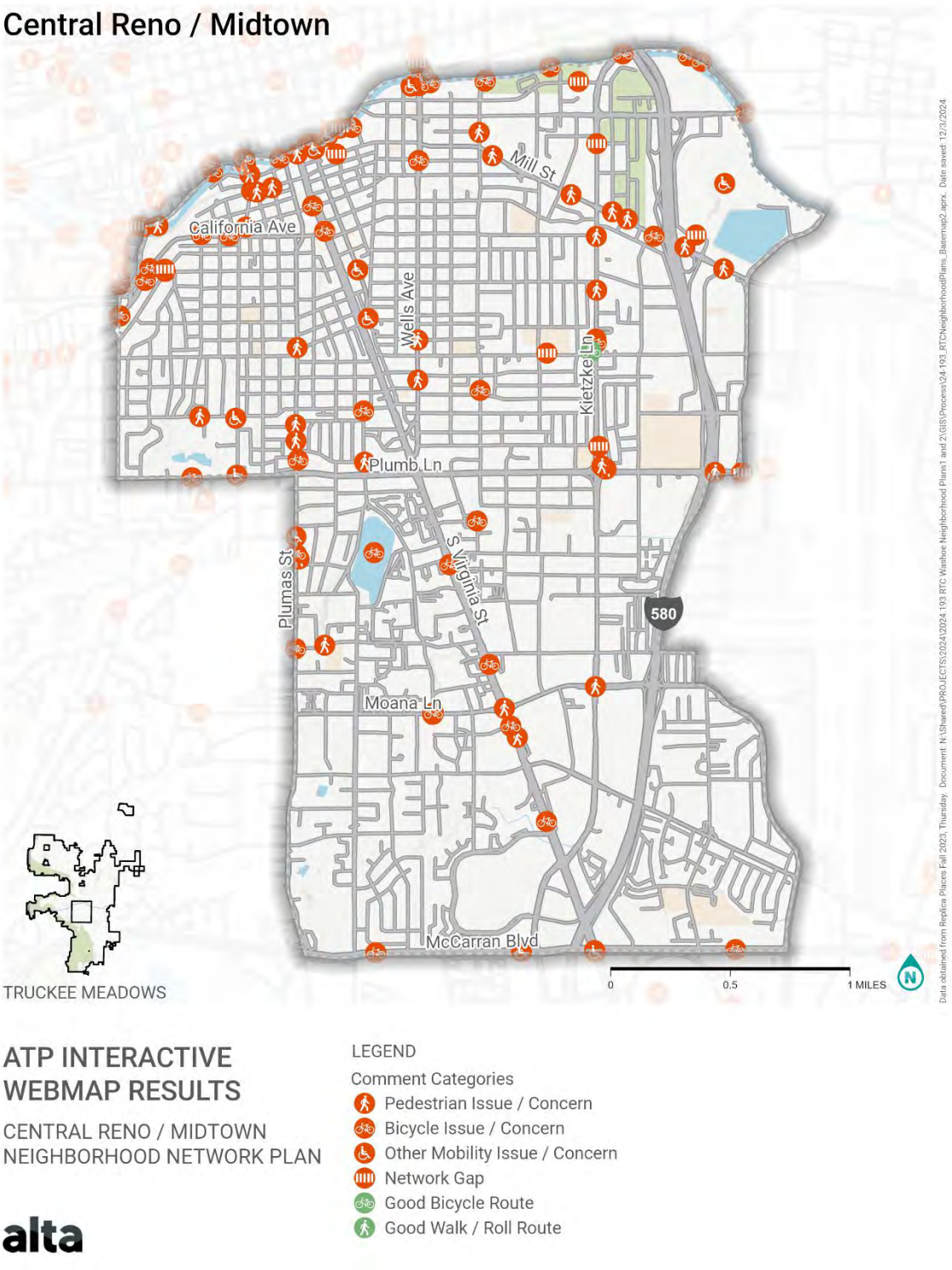


Figure 17 ATP Interactive Webmap comments

Active Trip Demand

Bicycle and Pedestrian Activity

The project team used Replica data to assess the level of walking and biking activity in the area[18]. Based on this data, there are an estimated total of 35,336 daily walking trips (4,628 trips per square mile) and 3,397 daily biking trips (445 trips per square mile) in the Central Reno/Midtown area (Table 8). When looking at the region, there are an estimated 181,779 daily walking trips and 17,035 daily biking trips which comes out to 586 and 55 trips per square mile respectively. This level of activity in the neighborhood represents nearly 20% of walking and biking trips in the region. This highlights the relatively high level and overall density of existing active trips within the Central Reno/Midtown neighborhood, demonstrating a strong demand for active transportation in the community.

Table 8. Estimated Biking and Walking Trips

Mode	Central Reno/Midtown		Reno/Sparks Area
	Total	*% of Total Area*	
Bicycling Trips	3,397	19.9%	17,035
Bicycling Trip Density (per square mile)	445	N/A	55
Walking Trips	35,336	19.4%	181,779
Walking Trip Density (per square mile)	4,628	N/A	586

Active Trip Potential

In addition to understanding where current active transportation trips occur, it is also important to understand which areas have a strong potential for increased active transportation trips. This analysis is accomplished by identifying areas where people take a high number of short vehicle trips. Figure 18 contains data from the RTC travel demand model, highlighting areas with high levels of short vehicle trips. Trips are classified based on their distance, with distance serving as an indicator of the suitability for various mode shifts. Trips under one mile were classified as potential walking trips, trips between one and three miles were classified as potential biking trips, trips between three and six miles were classified as potential e-bike trips, and trips over six miles were considered not suitable for active modes.

[18] Replica Data provides trip estimates based on activity-based travel demand modeling. This data provides a high-level estimate of trips by various modes throughout the area but does not represent recorded trip data.

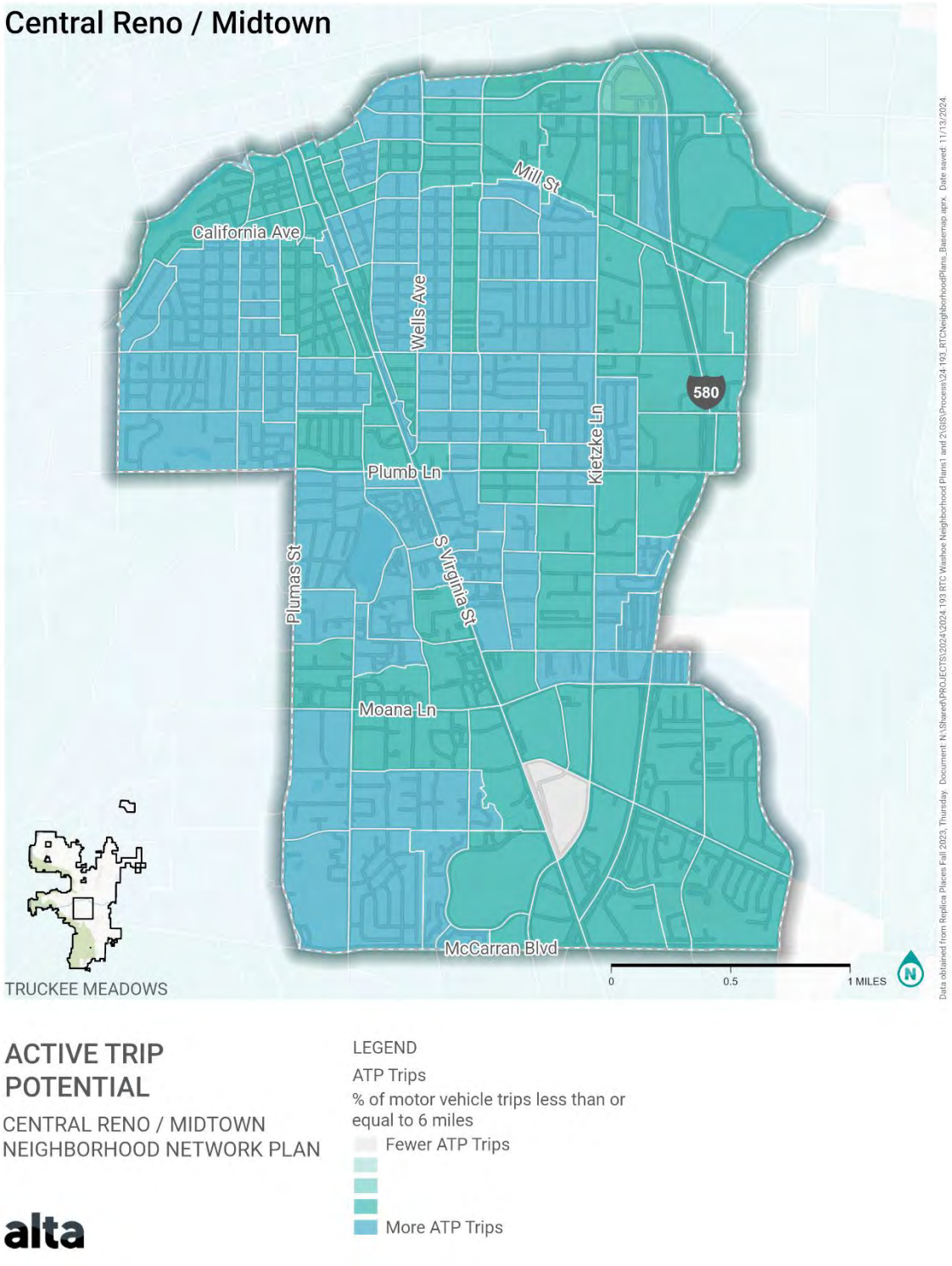


Figure 18 Active trip potential in Central Reno / Midtown

Within the Central Reno/Midtown neighborhood, there are a number of areas that see a high percent of vehicle trips that are less than or equal to six miles, which have the potential to be converted to other modes. South of Moana St, which is an area characterized by ample parks and retail spaces, a majority of the communities' trips fall under six miles, with many seeing nearly half of their trips fall under three miles. Several of the areas bounded by Sharon Wy, Plumas St, Virginia St, and the Truckee River also see high rates of vehicle trips under six miles, with most seeing over half of trips under three miles. Table 9 below shows the estimated total number of trips for the Central Reno/Midtown and Reno/Sparks areas. Central Reno/ Midtown sees ten percent more trips under three miles than the Reno/Sparks area, highlighting the significant potential for increased mode shift in the neighborhood.

Table 9 Percent of daily vehicle trips (Replica Data)

Trip Distance	Central Reno / Midtown		TMSA	
	Estimate	*Percentage*	*Estimate*	*Percentage*
Less than 1 mile	11,453	13.2%	259,087	10.4%
1 to 3 miles	31,224	36.0%	717,325	28.8%
3 to 6 miles	23,721	27.4%	695,067	27.9%
over 6 Miles	20,330	23.4%	820,599	32.9%
Total	86,728	100%	2,492,078	100%

Neighborhood Network Gaps

Active Transportation Gap Analysis

The RTC completed an Active Transportation Gap Analysis as part of the development of the *RTC Washoe Active Transportation Plan.* To identify gaps, the RTC combined the results of several analyses of the Truckee Meadows network, including Bicycle Level of Traffic Stress, Pedestrian Experience, Equity, Active Trip Potential, and the High Injury Network[19]. The analyses were combined by assigning a score to each individual analysis for each road segment (Figure 19). Segments could earn a score between zero and 40, with zero representing a roadway with no gaps and 40 representing a roadway with significant gaps.

The roadway network in Central Reno/Midtown earned an average overall gap analysis score of 23.3, with streets scoring as high as 29.4 and as low as 14.5. Most of the 45 streets earned an average score between 20 and 30. The following 10 streets reported the highest average gap analysis score (Figure 20).

Top Ten Active Transportation Network gaps:

1. Matley Ln (29.4)
2. Kietzke Ln (28.91)
3. Center Street (27.8)
4. S Virginia St (27.78)
5. Moana Ln (27.06)
6. Villanova Dr (27)
7. Vassar St (26.92)
8. Plumb Ln (26.74)
9. Smithridge Dr (26.67)
10. Wells Ave (26.09)

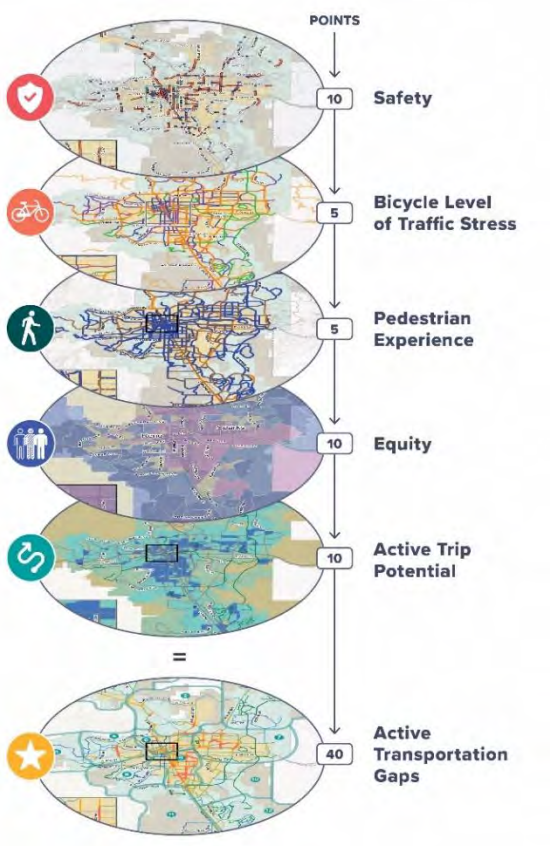


Figure 19. Active Transportation Gap Variables

The highest rated sections of these roadways, shown in red, represent to greatest barriers to active transportation travel in the neighborhood. While the gap analysis identified many of the same corridors that residents did during the ATP Interactive Webmap survey, there were two additional streets that were identified as presenting major challenges for pedestrians and bicyclists. Mill St received eight comments with respondents indicating issues related to a lack of crosswalks, sidewalk gaps, inadequate bicycle infrastructure, and dangerous roadway speeds. Plumas St also received eight comments identifying issues such as sidewalk gaps, inadequate bicycle infrastructure, confusing signage, and a need for additional crossings. It's important to note that Plumas St was also identified by residents as being difficult to cross and travel along while walking and biking but did not fall within the top ten highest active transportation network gaps nor in the regional HIN.

[19] *The term "gap" represents a roadway section that acts as a barrier to active transportation in the region.*



Figure 20 Top 10 highest scoring corridors in Central Reno / Midtown

Neighborhood Profile Summary

The Central Reno/Midtown neighborhood is relatively dense, ethnically diverse, and slightly younger population than the Reno/Sparks area as a whole. When compared to the region, Central Reno/Midtown has some of the highest equity needs in the region with a lower average household income and a higher rate of households with no vehicle access and housing cost burden, especially between Virginia St and Interstate 580. Central Reno/Midtown also contains a wealth of destinations that contribute to its vibrant and dynamic environment. With this wealth of destinations, the neighborhood has a high level of existing biking and walking trips relative to the greater Reno/Sparks area and a high potential for converting short-vehicle trips into active transportation trips. However, with the current active transportation network, residents often struggle to reach these destinations by walking or biking and may be hesitant to shift current short-vehicle trips to an active mode.

The existing transportation network provides different levels of comfort and connectivity for people biking and walking. The majority of bicycle facilities are bike lanes on arterial level roadways and many major roads lack bicycle accommodations. This results in a bicycle network that is largely uncomfortable within the neighborhood and connecting to nearby neighborhoods, as major arterials such as Kietzke Ln, Plumb Ln, S McCarran Blvd, and S Virginia St can act as barriers which are difficult to travel along and challenging to cross for people biking. Some major roadways like S Virginia St, Moana Ln, Greg St, and Kietzke Ln also provide a less comfortable experience for people walking, as sidewalks generally lack a buffer between high-speed and high-volume vehicle traffic and people walking.

Central Reno / Midtown:

38.5%
Hispanic (26.4% region avg.)

35%
More residents housing burdened vs region

23x
Regional housing density

2x
Lack of Vehicle Access

-$22K
Household Income below Region Average

Analysis of crash data also highlights major arterial roadways as safety issues for people walking and biking with fatal and serious injury crashes involving a person walking or biking within the neighborhood being largely concentrated along Kietzke Ln, Virginia St, Mill St, Wells Ave, Moana Ln, and Plumb Ln. Resident comments echoed this analysis, noting several safety concerns while walking or biking, particularly on Mill St, Plumb Ln, Plumas St, Virginia St, McCarran Blvd, Kietzke Ln, and Wells Ave. Additionally, the Virginia St/McCarran Blvd and Kietzke Ln/Plumb Ln intersections were highlighted by residents as particularly concerning.

B

Appendix B: Community Engagement Summary

MEMORANDUM

To: Marquis Williams, Project Manager, RTC Washoe

From: Cole Peiffer, Project Manager, Alta Planning + Design

Date: January 14, 2025

Re: **Neighborhood Network Plan – Phase 1 Community Engagement Summary**

Community Workshop – Boys and Girls Club

Workshop Summary

Date	Time	Attendees
Wednesday, November 13th, 2024	5:00-7:00 p.m.	48

The RTC hosted a community engagement workshop for the Central Reno/Midtown Neighborhood Network Plan (NNP). The event was covered by KOLO 8 News and took place at the Boys and Girls Club Carano Facility (1090 Bresson Ave) from 5:00 p.m. to 7:00 p.m. The workshop provided an opportunity for residents to share their input and concerns related to walking, biking, and accessing transit in the neighborhood. Three staff members from RTC and two consultants engaged with approximately 48 participants (21 adults and 27 children). The following summarizes the event and key takeaways:

Event Description:



Cole Peiffer, from Alta Planning + Design, provided a brief presentation outlining the Neighborhood Network Planning process and goals, which is part of the RTC's broader effort to improve active transportation options across the Reno/Sparks area. The Central Reno/Midtown area is the first focus of this effort, with other neighborhoods to follow.

After the presentation, participants were invited to engage in the following activities:



- **Interactive Map Exercise**: Attendees used large, detailed maps of the neighborhood to identify areas of concern related to walking, biking, and transit access. They noted locations of concern by providing feedback directly on maps, highlighting missing infrastructure, and other challenges.
- **Feedback Collection**: In addition to the map exercise, participants were encouraged to provide comments through an interactive online map, available via a QR code they could scan on the flyer given out at the event.
- **Language Support**: To ensure effective outreach and communication with Spanish-speaking attendees, Sierra Rodriguez-Torres from Alta Planning + Design served as a translator. She assisted several Latinx families by summarizing key points from the presentation and guiding them in navigating the online map to submit their feedback.

Key Takeaways:

Participants shared valuable feedback regarding their experiences and challenges when walking and biking in the Central Reno/Midtown area. Below are some of the key themes and concerns that emerged from the workshop and map comments:



- **Crossing Major Roads with Children**: Several attendees noted that crossing major roads with children can be difficult and unsafe, particularly where crosswalks or traffic signals are lacking or not well maintained.
- **Need for Improved Lighting**: A few participants highlighted the need for better street lighting, especially in areas with high foot traffic, to enhance safety during evening hours.

- **Kietzke Lane Gap**: There was strong feedback about the gap in walking and biking infrastructure along Kietzke Lane, which creates a barrier for those wishing to travel along this major corridor.



- **Sidewalk Gaps**: Missing sidewalks, particularly on residential streets, were a major concern. Attendees indicated that the lack of continuous pedestrian pathways makes walking in some areas unsafe or impractical.
- **Desire for Better Bike Connectivity**: Participants expressed interest in improving bike connections to key destinations, such as parks, schools, and commercial centers, as well as creating safer routes for bicyclists, especially on busy streets.
- **Traffic Speed and Safety Concerns**: Some residents mentioned concerns about high traffic speeds, particularly in areas near schools or parks, where increased traffic calming measures could improve safety for pedestrians and cyclists.

Next Steps:

The feedback from this workshop will be used to inform the development of the Neighborhood Network Plan for Central Reno/Midtown, focusing on the identification of key safety improvements, infrastructure gaps, and opportunities for enhanced active transportation options. The RTC will continue to gather public input through additional pop-up meetings in December and through the interactive online map, which will remain open for comments through December.

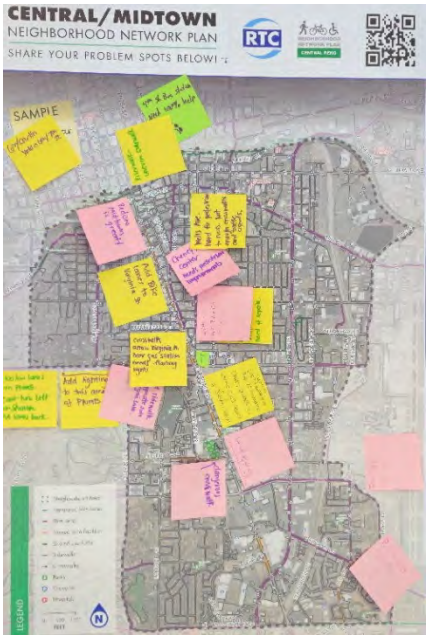
MEMORANDUM

Community Pop-Up 1: Reno Public Market

Pop-Up Summary

Date	Time	Attendees
Thursday, December 5th, 2024	5:00-7:00 p.m.	18

The RTC hosted a pop-up event at the Reno Public Market at 299 East Plumb Lane from 5:00 – 8:30 p.m. The pop-up event coincided with the venue's weekly Trivia Night and was covered by KOLO 8 News. The event featured two tables with flyers, giveaways, and a large map where attendees could leave feedback on where gaps exist for pedestrian and cycling infrastructure. Three staff members from RTC and three consultants engaged with approximately 18 people who shared their thoughts and suggestions for the neighborhood.





Facility Improvements

Lighting: Improved lighting was a key request for safety, especially at night.

Pedestrian Improvements: More crosswalks, visible pedestrian signals, and better infrastructure were suggested for high-traffic areas like Wells Avenue and Virginia Street.

Bike Lanes: Support for adding bike lanes on Virginia Street and in the Riverwalk area, with a focus on safer routes in alleyways.

Sidewalks: Requests for better sidewalk conditions in areas like Riverwalk, Midtown, Cheney/Center, and West Plumb.

Barriers

Lighting & Crosswalks: Insufficient lighting and unsafe crosswalks were major barriers.

Traffic Speeds: High vehicle speeds on streets like Virginia Street and Wells Avenue made walking and biking unsafe.

Alleyways: Disrepair in alleyways, especially near Wells District, limited bike access.

MEMORANDUM

Community Pop-Up 2: Reno-Sparks Convention Center

Pop-Up Summary

Date	Time	Attendees
Saturday, December 7th, 2024	10:00am-1:00p.m.	70

The RTC hosted a pop-up event at the Reno-Sparks Convention Center on December 7, 2024, coinciding with Jurassic Quest and the Magic of Santa Craft Faire. The event featured two tables with flyers, giveaways, and a large map for attendees to leave feedback about pedestrian and cycling infrastructure. Three staff members from RTC and two consultants engaged with approximately 70 people who shared their thoughts and suggestions for the neighborhood.

Facility Improvements



Lighting: Many attendees requested better lighting, especially for safety at night.

Pedestrian Improvements: There were calls for more RRFBs, crosswalks, and pedestrian signals in areas like Yori Park and other high-traffic locations.

Bike Lanes: Requests included improved bike lanes, especially on Arlington and the bike path from Lake St. to Greg St., with concerns about safety due to traffic and homelessness.

Stop Signs: One suggestion was adding stop signs near Yori Park for safer access.

Barriers



Lighting & Safety: Lack of lighting and unsafe paths, particularly along the bike path by the river, were concerns for many attendees.

Traffic: High traffic speeds and congestion, especially near Yori Park and the bike path, were identified as barriers for pedestrians and cyclists.

Homelessness & Disrepair: Concerns about homelessness, garbage, and disrepair on bike paths, especially from Lake St. to Greg St., were highlighted as safety issues.

Virtual Public Comment Map Summary

In addition to capturing comments on large detail maps during in-person events, comments were also received through a virtual public comment map from mid-November to December 20, 2024. Participants provided a total of 285 comments along with a total of 653 'like' votes for different comments. This section highlights the major takeaways from the map.

Pedestrian Safety & Infrastructure:

1. **Crosswalk Safety**: Several comments emphasize the need for better crosswalk infrastructure, including light-up signs, pedestrian refuges, better visibility, and traffic signals that prioritize pedestrians.
2. **Lighting Issues**: Poor street lighting, particularly in high-traffic areas or near bus stops, is a recurring concern for pedestrian safety.
3. **Sidewalks & Pathways**: There are calls for wider, more accessible sidewalks, particularly for wheelchairs and strollers, and improved connections for pedestrians, especially near hospitals, schools, and transit hubs.
4. **Traffic Calming**: High-speed vehicle traffic is a common issue, with requests for traffic calming measures such as roundabouts, stop signs, and road re-designs to make streets safer for pedestrians.

Cycling Infrastructure:

1. **Lack of Bike Lanes**: Numerous comments highlight areas where bike lanes are either missing, inconsistent, or inadequate, urging for safer, continuous bike lanes, especially on popular routes (e.g., Vassar Street, 4th Street, Market Street).
2. **Bike Lanes Conflict**: Bicyclists are often forced to share lanes with fast-moving vehicles, parked cars, or pedestrians, creating unsafe conditions.
3. **Better Bicycle Amenities**: There are calls for more bike racks, bike-friendly signage, and protected bike lanes, as well as clear bike lane transitions at key intersections.
4. **Integrated Bike Paths**: Many suggest creating or extending connected bike paths, particularly along the Truckee River, and improving access to key destinations such as Midtown, the airport, and shopping areas.

Transit & Multi-modal Connectivity:

1. **Public Transit Accessibility**: Several comments focus on the need for better bike and pedestrian access to public transportation hubs, like bus stops and train stations.
2. **Connectivity Gaps**: There is a desire for better links between neighborhoods, including creating bike and pedestrian pathways that connect key areas and eliminate gaps in the network.
3. **Micromobility Concerns**: Issues around access and infrastructure for micromobility (e.g., scooters, electric bikes) are noted, particularly in areas with no clear paths for these users or confusing intersections.

Urban Design & Traffic Flow:

1. **Road Diets**: Suggestions to reconfigure roads to prioritize pedestrians and cyclists, with wider sidewalks and bike lanes, and fewer lanes for cars in certain areas.
2. **High-Volume Roads**: Several high-speed roads are highlighted as barriers to safe pedestrian and bike travel, with suggestions to slow traffic and redesign streets for mixed use.
3. **Improving Intersections**: Many comments mention problematic intersections, particularly for cyclists and pedestrians, with requests for safer crossings, bike boxes, and clearer signage.

Specific Location Issues:

1. **Key Areas for Improvement**: There are mentions of specific streets and intersections, such as **Plumb Lane**, **Virginia Street**, **Wells Avenue**, and **South Wells Avenue**, which are seen as critical for improvement in terms of safety, connectivity, and multimodal infrastructure.
2. **Traffic Signals & Timing**: Problems with signal timing, particularly for cyclists (e.g., sensors that don't detect bikes), and poor pedestrian signal setups that lead to long waits or unsafe crossing conditions.

Long-term Planning & Infrastructure Expansion:

1. **Bike and Pedestrian Path Expansion**: Comments advocate for completing long-planned bike and pedestrian routes, such as the Truckee River Path, Gateway Park, and the

Peckham Bikeway, as well as creating new paths like the Vassar/Kietzke Bikeway and Manzanita Park Path.

2. **Multimodal Integration**: Several comments propose multimodal solutions, including roundabouts, shared-use paths, and connections to public transportation, aimed at improving overall connectivity for both vehicles and non-motorized users.
3. **Public Space Activation**: Some comments suggest turning underutilized spaces (like old railway areas or parking lots) into more pedestrian-friendly areas or commercial spaces that integrate cycling and walking infrastructure.

Comments that received the most votes include but aren't limited to:

1. **Dangerous Conditions for Bicycles**
    - *"Dangerous area for bikes as cars speed through to get to Liberty and drive in the bike lane like it's a driving lane."* (At the crossing of W Liberty St and S Virginia St.)
        - **11 votes**
    - *"People park in the bike lane here."*

      (On S Virginia St. between Court St. and W 1st St)
        - **12 votes**
    - *"Everyone drives in the bike lane here."*

      (On S Arlington St between W. Liberty St and California Ave)
        - **15 votes**
    - *"Literal death wish if entering Midtown from north of this intersection on a bike. Lovely merge into the car lane, but cars will force you onto the curb because they don't register your existence. Reckless driving all over this intersection because it incentivizes bad driving."* (**Same area as above**)
        - **11 votes**
    - *"Protected bike lanes are needed."* (**Same area as above**)
        - **11 votes**
2. **Pedestrian Safety Concerns**
    - *"Vehicles using the roundabout tend to not stop for pedestrians at this crossing and have had several vehicles hop onto the sidewalk."*

(Roundabout at S Center St and S Virginia St)

- **13 votes**

- *"Crossing Plumas anywhere around here is impossible with the fast speeds and parked cars blocking visibility*." (Near Plumas Park, Walker Ave and Martin St)

- **15 votes**

3. **Traffic and Speed Issues**

- *"Absolute highway madness on this slalom. I take the left edge of the right lane to keep cars from straddling lanes and killing me. Also, taking the right side of the right lane means you are invisible around the corner, and everyone drives about 40mph here."* (Plumas St. near California Ave)

- **13 votes**

- *" This has to be the most dangerous intersection in Midtown. Needs traffic calming, preferably a speed bump, but at least significantly narrower lanes. Just paint a bicycle gutter down Plumas, there's tons of space for it already."*

(Crossing at Plumas St and St. Lawrence St.)

- **14 votes**

Overall, the comments that were received reflect a strong desire for safer, more accessible infrastructure for pedestrians, cyclists, and micromobility users, along with a focus on improving connectivity, reducing traffic speeds, and better integrating multimodal transportation options.

C

Appendix C: Walk Audit Findings

Central Reno / Midtown Walking Audit Findings



Legend

- Limited Access to Destination
- Speeding Vehicles
- Parks

Disclaimer:
The findings included here represent the input collected during an in-person cross-discipline planning-level review of select corridors and intersections in Reno, NV. This effort did not include the collection of vehicle speed data or analysis of night-time lighting conditions. Additional analysis may be required when identifying specific improvements.

NEIGHBORHOOD NETWORK PLAN
CENTRAL RENO

RTC alta

Key Takeaways : Greg St

Participants observed and suggested the following:
- Due to speeding vehicles, the crosswalk at 21st Street and Greg Street is diffcult to navigate.
- Enhancing access to the Truckee River Path to create a clearer connection to the path through increased wayfinding and crossing infrastructure to support trail connectivity.

Central Reno / Midtown Walking Audit Findings



Legend

- Sidewalk Obstruction
- Widen Sidewalk
- Lighting Needed
- Limited Access to Destination
- Wayfinding Needed
- Landscaping Needed
- Road Diet
- Parks

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NEIGHBORHOOD NETWORK PLAN
CENTRAL RENO

RTC alta

Key Takeaways : Kietzke Ln / Battle Born Wy

Participants observed and suggested the following:

- There is limited access to the Truckee River Path in this section which could be addressed with enhanced wayfinding and crossing facilities.
- A reduction of vehicle lanes by adding landscaping, widening sidewalks, and addressing sidewalk obstructions.
- Increased lighting under the I-580 bridge is needed.

Central Reno / Midtown Walking Audit Findings



Legend

- Unsafe Biking Conditions
- Change Lane Design
- Landscaping Needed

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NEIGHBORHOOD NETWORK PLAN
CENTRAL RENO

RTC alta

Key Takeaways : Kietzke Ln / McCarra Blvd

Participants observed and suggested the following:

- McCarran Blvd and Kietzke Ln intersection is uncomfortable for people walking or biking.
- Reconfigure right turn lanes to reduce vehicle speeds and increase separation for people walking and biking.
- A landscaped buffer would increase pedestrian and bicycle comfort

Central Reno / Midtown Walking Audit Findings



Legend

- Unsafe Biking Conditions
- Change Parking
- Crosswalk Repainting
- Sidewalk Obstruction
- Widen Sidewalk
- Lighting Needed
- Poor Bus Stop Access / Comfort
- Remove Parking
- Road Diet

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NEIGHBORHOOD NETWORK PLAN
CENTRAL RENO

RTC alta

Key Takeaways : Kietzke Ln / Mill St

Participants observed and suggested the following:

- Removing parking on this arterial to make biking safer and improve transit stop accessibility.
- Left turns for bicyclists at Mill Street are difficult.
- Crossing enhancements could include repainted crosswalks, lighting, and upgrades to a Pedestrian Hybrid Beacon at Roberts St.

Central Reno / Midtown Walking Audit Findings



Legend

- Unsafe Biking Conditions
- Crosswalk Needed
- Landscaping Needed
- High Vehicle Speeds

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NEIGHBORHOOD NETWORK PLAN
CENTRAL RENO

RTC alta

Key Takeaways : Kietzke Ln / Moana Ln

Participants observed and suggested the following:

- Bike lane ends near the Moana Lane intersection leaving bicyclists in an uncomfortable mixing zone.
- Need for a mid-block crossing between Moana Lane and Peckham Lane.
- A landscaped buffer between high speed vehicles and people walking would enhance pedestrian comfort.

Central Reno / Midtown Walking Audit Findings



Legend

- Change Lane Design
- Crosswalk Needed
- Pedestrian Signal Change
- Landscaping Needed
- RRFB Needed
- Remove Porkchop Island
- Vehicles Not Yielding
- Missing Sidewalks
- Schools

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NEIGHBORHOOD NETWORK PLAN
CENTRAL RENO
RTC alta

Key Takeaways : Plumb Ln / Kietzke Ln

Participants observed and suggested the following:

- Kietzke Lane lacks sidewalks and sufficient lighting north of Plumb Lane.
- Address right-turn safety by removing pork-chop islands or adding enhanced crossings with RRFBs in channelized right turns.
- Upgrading the RRFB between Margrave Dr and Apple St to a PHB to enhance pedestrian safety.

Central Reno / Midtown Walking Audit Findings



Legend

- Bike Lane Needed
- Comfortable Walking / Biking Conditions
- Missing Sidewalk
- Sidewalk Obstruction
- Bike Lane Needed
- Parks

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NEIGHBORHOOD NETWORK PLAN
CENTRAL RENO

RTC alta

Key Takeaways : Plumb Ln / Virginia St

Participants observed and suggested the following:

- The landscaped buffer on the south side of Plumb Lane between Virginia Street and Kirman Avenue created a comfortable pedestrian environment.
- The bike lane on Plumb Lane should be extended east between Virginia Street to Kietzke Lane.

Central Reno / Midtown Walking Audit Findings



Legend

- Bike Parking Needed
- Bulb-outs Needed
- Change Lane Design
- Change Parking
- Crosswalk Needed
- Lighting Needed

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NEIGHBORHOOD NETWORK PLAN
CENTRAL RENO

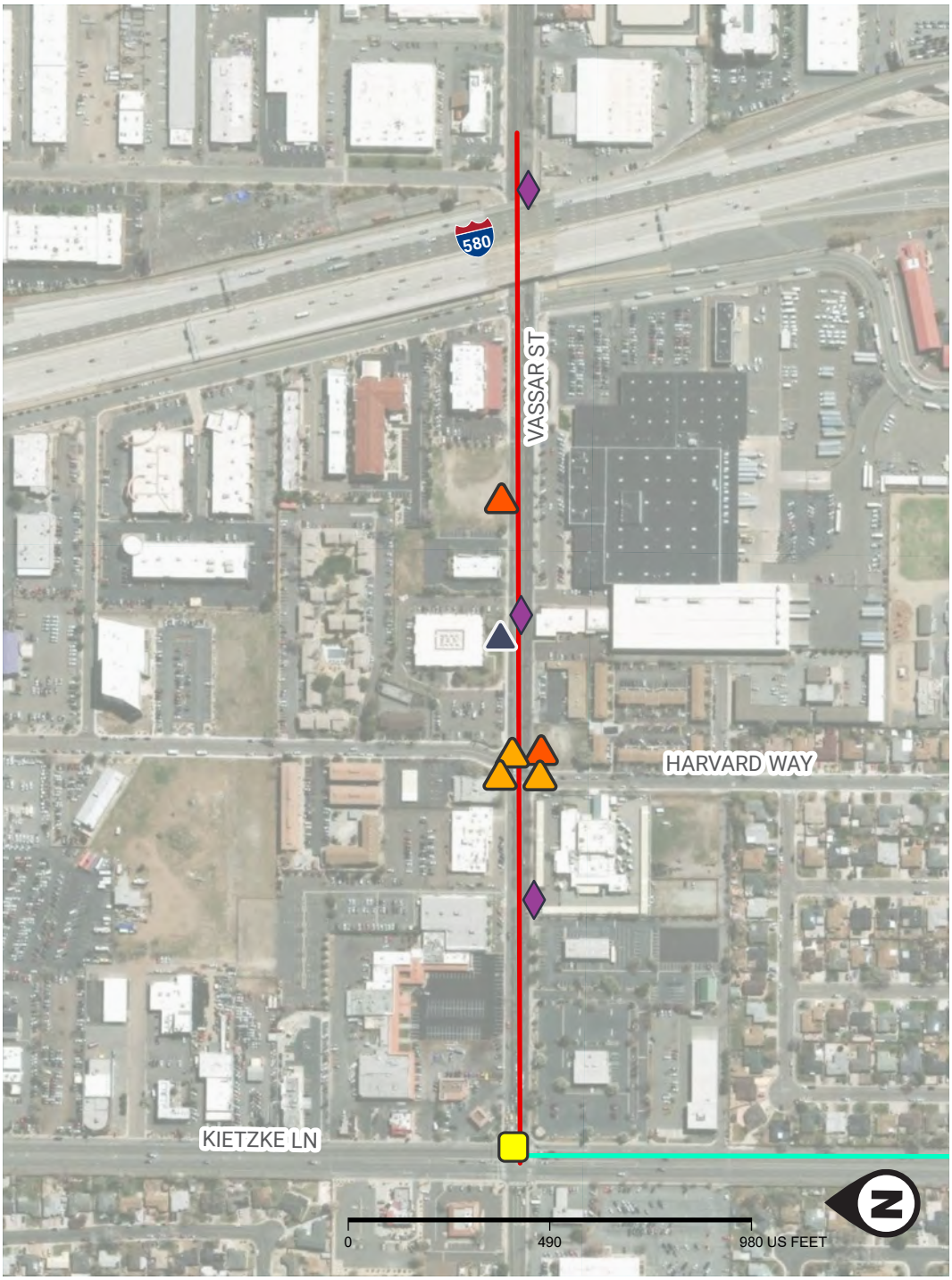
RTC alta

Key Takeaways : Sierra St / Plumas St

Participants observed and suggested the following:

- Consolidating lanes on Sierra St and Plumas St may help address uncomfortable weaving issues between California Ave and Marsh Ave.
- Enhance crossings on Plumas St at Marsh Ave and Saint Lawrence Ave.
- Need for increased bike parking options along California Ave.

Central Reno / Midtown Walking Audit Findings



Legend

- Bike Detection Needed
- Change Lane Design
- Missing Sidewalk
- Pedestrian Signal Change
- Sidewalk Obstruction
- High Speeds
- Missing Sidewalks

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NEIGHBORHOOD NETWORK PLAN
CENTRAL RENO

RTC alta

Key Takeaways : Vassar St

Participants observed and suggested the following:

- Excess roadway capacity increases speeds in this section making the street feel uncomfortable.
- Buffered bike lanes to increase increase the level of comfort.
- This roadway has numerous sidewalk gaps and multiple sidewalk obstructions, which makes walking feel uncomfortable.
- Increased pedestrian crossing times at Harvard Way to support student crossings.

Central Reno / Midtown Walking Audit Findings



Legend

- Unsafe Biking Conditions
- Change Lane Design
- Comfortable Walking / Biking Conditions
- Sidewalk Obstruction
- Landscaping Needed
- Schools
- Parks

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NEIGHBORHOOD NETWORK PLAN
CENTRAL RENO

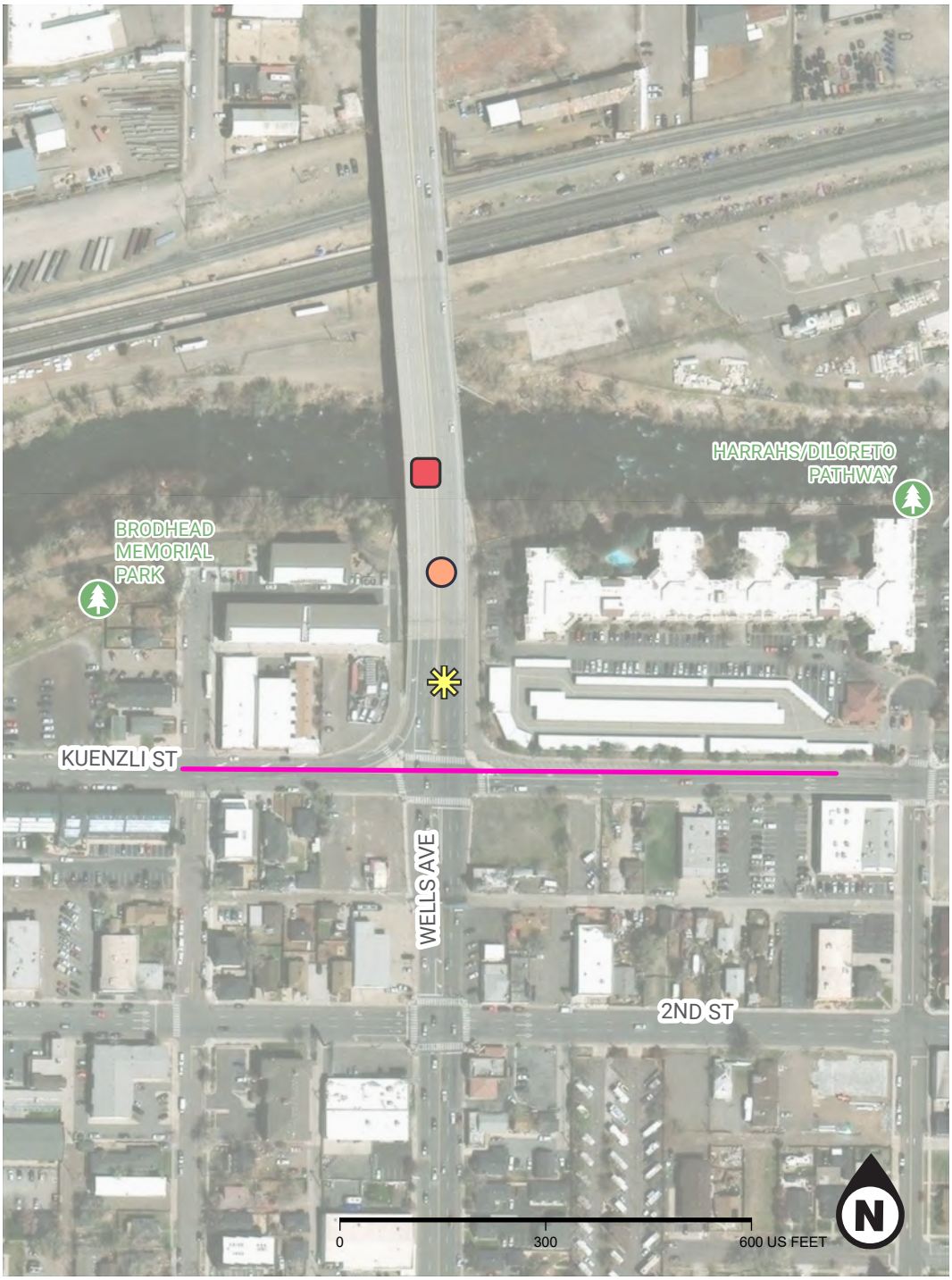
RTC alta

Key Takeaways : Virginia St / Moana Ln

Participants observed and suggested the following:

- Landscaped sidewalk buffer on the south side of Moana Ln creates a comfortable pedestrian environment.
- There are multiple sidewalk obstructions on Moana Ln west of Virginia St
- The westbound bike lane ends at Baker Ln creating uncomfortable condition for people biking.

Central Reno / Midtown Walking Audit Findings



Legend

- Unsafe Biking Conditions
- Lighting Needed
- Limited Access to Destination
- Bike Lane Needed
- Parks

Disclaimer:
The findings included here represent the input collected during an in-person cross-discipline planning-level review of select corridors and intersections in Reno, NV. This effort did not include the collection of vehicle speed data or analysis of night-time lighting conditions. Additional analysis may be required when identifying specific improvements.

NEIGHBORHOOD NETWORK PLAN
CENTRAL RENO

RTC alta

Key Takeaways : Wells Ave Bridge

Participants observed and suggested the following:

- Kuenzli Ln bike lanes end at Wells Ave and do not continue to the west.
- Poor existing connectivity to the Truckee River Path may be addressed through enhanced wayfinding, lighting, and removal of access point obstructions such as gating / fences.



Appendix D: Recommendation Scenarios

MEMORANDUM

To: Marquis Williams, Project Manager, RTC Washoe

From: Cole Peiffer, Project Manager, Alta Planning + Design

Date: January 31, 2025

Re: DRAFT Recommendation Scenario Development and Comparison – Central Reno/Midtown

Introduction

This document outlines the process for developing recommendation scenarios for the Central Reno/Midtown neighborhood area for the RTC Washoe Neighborhood Network Plan program. This memo highlights the approach used and facilities considered while developing recommendations, describes each of the three scenarios, and provides a comparison between all three for RTC's consideration and selection of a preferred alternative.

Recommendation Development Approach

Addressing Identified Needs

Alta analyzed multiple datasets from the recent Active Transportation Plan (ATP) in combination with public input to identify the key barriers to active transportation throughout the neighborhood. Based on this finding, the project team focused on addressing identified needs whenever possible through this plan. The project team first focused on addressing the largest barriers on larger roadways; however, many of these roadways were not strong candidates for quick-build projects due to current traffic volumes, significant levels of driveways, and complex operational challenges that go beyond the scope of quick-build projects (e.g., Kietzke Lane). In these instances, the project team identified proximate roadways that would be better candidates for quick-build improvements while still providing network benefits.

Some larger roadways identified as strong candidates for quick-build improvements include roadways that may be reconfigured within the existing roadway space to provide more comfortable connections for people walking and biking while maintaining vehicle connectivity and access.[1] These include roadways such as 2nd Street, Plumas Street, and Vassar Street.

The project team then reviewed the roadway network to create a denser network within the neighborhood by creating "neighborhood byways." These facilities (see more detailed description below) provide a low-stress traffic-calmed connection on residential type streets while maintaining on-street parking. These facilities are intended to provide connections to destinations within the neighborhood such as schools, parks, hospitals, and others.

[1] *It is important to note that quick-build improvements can vary significantly based on the materials used, total time installed, and maintenance needs. More detail on the assumed installation type for each facility is included below in the Facilities section.*

Furthermore, the project team focused on creating scenarios that generally fit within the RTC's estimated budget for quick-build improvements over the next five years. Proposed scenarios may need to be further refined based on budget considerations and available funding streams.

Scenario Themes

Each scenario follows a general theme to differentiate between scenarios and provide variability in the selection process; however, some projects are included in multiple scenarios based on their integral nature within the Central Reno/Midtown network (e.g., Casazza Drive).

Facilities

The facility types included in the recommendation development process are primarily quick-build style improvements that can be implemented relatively quickly with minimal costs as they do not require moving curb lines or traffic signals. Facilities considered during the development of recommendations are categorized below as corridor improvements or intersection/midblock crossing improvements.

Corridor Improvements

Improvements along the corridor help to expand the bicycling network and create more traffic-calmed streets within the neighborhood. The facility types include the following:

1. Neighborhood Byway – Low-speed and low-stress connections that are traffic calmed using speed humps and curb extensions. These traffic-calming measures help maintain low speeds and volumes of vehicles to create a scenario where people biking can comfortably share space with people driving. This improvement assumes the application of traffic calming through speed humps, speed cushions, and curb extensions.



Figure 1. Neighborhood Byway Example

2. Bike Lane – Bike lanes provide dedicated space for bicycle travel adjacent to vehicle traffic, which enables people biking to ride at their preferred speed. This facility is separated from vehicle traffic by a painted lane line or buffer. Quick-build bike lanes look similar to standard bike lanes.



Figure 2. Bike Lane Example

3. Buffered Bike Lane – This enhanced bike lane provides increased separation between people biking and people driving through a striped buffer, which creates a more comfortable environment for people biking. Quick-build buffered bike lanes look similar to standard buffered bike lanes.

4. Protected Bike Lane – The most comfortable on-street facility type for people biking, this facility provides a physical barrier between people walking and people driving with concrete parking stops, planters, parking, or other physical barriers. In a quick-build setting, barrier treatments are not intended to be permanent and may vary significantly based on costs, maintenance needs, and planned installation timing. For this effort, the project team assumed a painted buffer with flex-posts for protection.

5. Change to Two-Way – This recommendation type does not include providing a bicycle facility but instead is focused on the overall transportation network operations. This recommendation focuses on Kirman Avenue in Scenario 1 and considers transitioning Kirman Avenue to two-way operations in conjunction with the improvement on Locust Street.



Figure 3. Buffered Bike Lane Example



Figure 4. Protect Bike Lane Example

Intersection/Midblock Crossing Improvements

Intersections and midblock crossing locations are key areas for improvements to reduce vehicle speeds where people walking and biking interact with people driving. These improvements are focused along or near recommended corridor improvements. The improvements considered at intersections and midblock crossings include the following:

1. Pedestrian Hybrid Beacon (PHB) – This pedestrian-activated flasher improves crossings at unsignalized intersections or midblock crossings on major streets. PHBs include a signal head with two red lenses over a single yellow lens.

2. Rectangular Rapid Flashing Beacon (RRFB) – This pedestrian-activated flasher improves crossings at unsignalized intersections or midblock crossings on single or multi-lane roadways. This includes flashing amber lights which alert drivers to the person crossing. RRFBs are typically installed on roadways up to 35 mph.



Figure 5. Pedestrian Hybrid Beacon (PHB) Example



Figure 6. Rectangular Rapid Flashing Beacon (RRFB)

3. High-Visibility Crosswalks – This crosswalk type includes thick white bars to increase driver awareness to the crossing. This crosswalk design has been shown to increase driver awareness compared to the standard crosswalk design with two parallel white lines on the outside of the crosswalk.

4. Curb Extensions – This improvement reduces the total crossing distance for people walking, reduces speed of turning vehicles and increases pedestrian visibility at the crosswalk.

5. Raised Crosswalks – This improvement brings the crosswalk up to sidewalk level to increase pedestrian visibility and reduce vehicle speeds as they travel over the raised crosswalk. These are typically installed on lower-volume/lower-speed roadways.

6. Leading Pedestrian Interval (LPI) – This provides people walking with a 3- to 7-second head start when crossing at a signalized intersection by showing the walk symbol while people driving have a red light. This helps make pedestrians more visible at intersections and improves pedestrian safety.

7. Bicycle Wayfinding – Signage to indicate distance and direction to key destinations along a bike corridor, or within the network to help bicyclists stay on the most comfortable streets. This improvement was indicated in transition areas where riders may benefit from directional signage.

8. Bicycle Cut-Through – This is a type of modal filtering which modifies the existing median to provide bicyclists with a small opening to enable them to continue straight. This creates a more direct network for people biking with minimal impact to the overall roadway.



Figure 7. High Visibility Crosswalk Example



Figure 8. Quick-Build Curb Extensions Example



Figure 9. Quick-Build Raised Crosswalk Example



Figure 10. Leading Pedestrian Interval Example

9. Bicycle Jug Handle – This improvement provides a turn pocket for people biking, which allows them to stay out of the bike lane while waiting for a gap in traffic to cross the street.

10. Bike Box – An area at the front of a traffic lane at signalized intersections where people biking can wait ahead of vehicles to make left turns more easily. This makes bicyclists more visible, reduces delays for bicyclists, and helps keep vehicles from encroaching into crosswalks.

11. Pedestrian Median Refuge – A dedicated space for pedestrians to wait when crossing multi-lane roadways this dedicated space helps improve safety for people crossing at intersections.



Figure 11. Bike Cut Through Example



Figure 12. Bicycle Jug Handle Example



Figure 14. Pedestrian Median Refuge Island Example

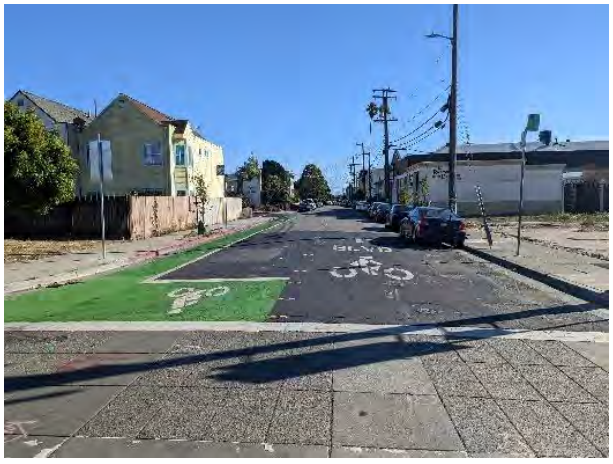


Figure 13. Bike Box Example

Recommendation Scenarios

This section highlights the recommendation scenarios for the Central Reno/Midtown neighborhood. Each scenario description includes an overview of the scenario theme, a project table with a rationale for each project, and a table showing all improvements included in the scenario. Projects are mapped for each scenario following the corresponding description and data.

Scenario 1

Theme: Connecting North–South

Description: Scenario 1 provides increased connectivity across the neighborhood with a focus on north/south connections with regular east–west connections. Public comments and our analysis highlighted the need for increased connectivity throughout the neighborhood, especially connecting north–south between Kietzke Lane and Plumas Street. This scenario focused on increasing connections from the Truckee River Path to McCarran Boulevard and targets improvements within the highest equity need portion of the neighborhood. This scenario includes nearly **13 miles of corridor improvements** with **30 identified improvements** at 23 specific intersections with a total planning level estimate of **$5.66 million** (Table 1).

Table 1. Scenario 1 Recommendations

Scenario 1 Recommendations			
Corridor Improvement Type	**Miles**	**Cost**	
Buffered/Protected Bike Lane	1.7	$	1,059,594
Buffered Bike Lane	1.5	$	396,223
Change to Two-Way	1.1	$	30,000
Neighborhood Byway	8.6	$	1,919,309
Sub-Total	12.9	$	3,405,126
Intersection Improvement Type	**Number**		**Cost**
Curb Extensions	19	$	133,000
Bicycle Jug Handle	1	$	15,000
High-Visibility Crosswalk	4	$	24,000
Rectangular Rapid Flashing Beacon (RRFB)	3	$	135,000
Pedestrian Hybrid Beacon (PHB)	3	$	1,950,000
Sub-Total	30	$	2,257,000
Total		$	5,662,126

Corridor and intersection improvements are shown in Figure 15. It's important to note that intersection improvements have been consolidated on the map legend for simplicity; a full list of the intersection improvements are included in Appendix A.

Recommendation Scenario 1

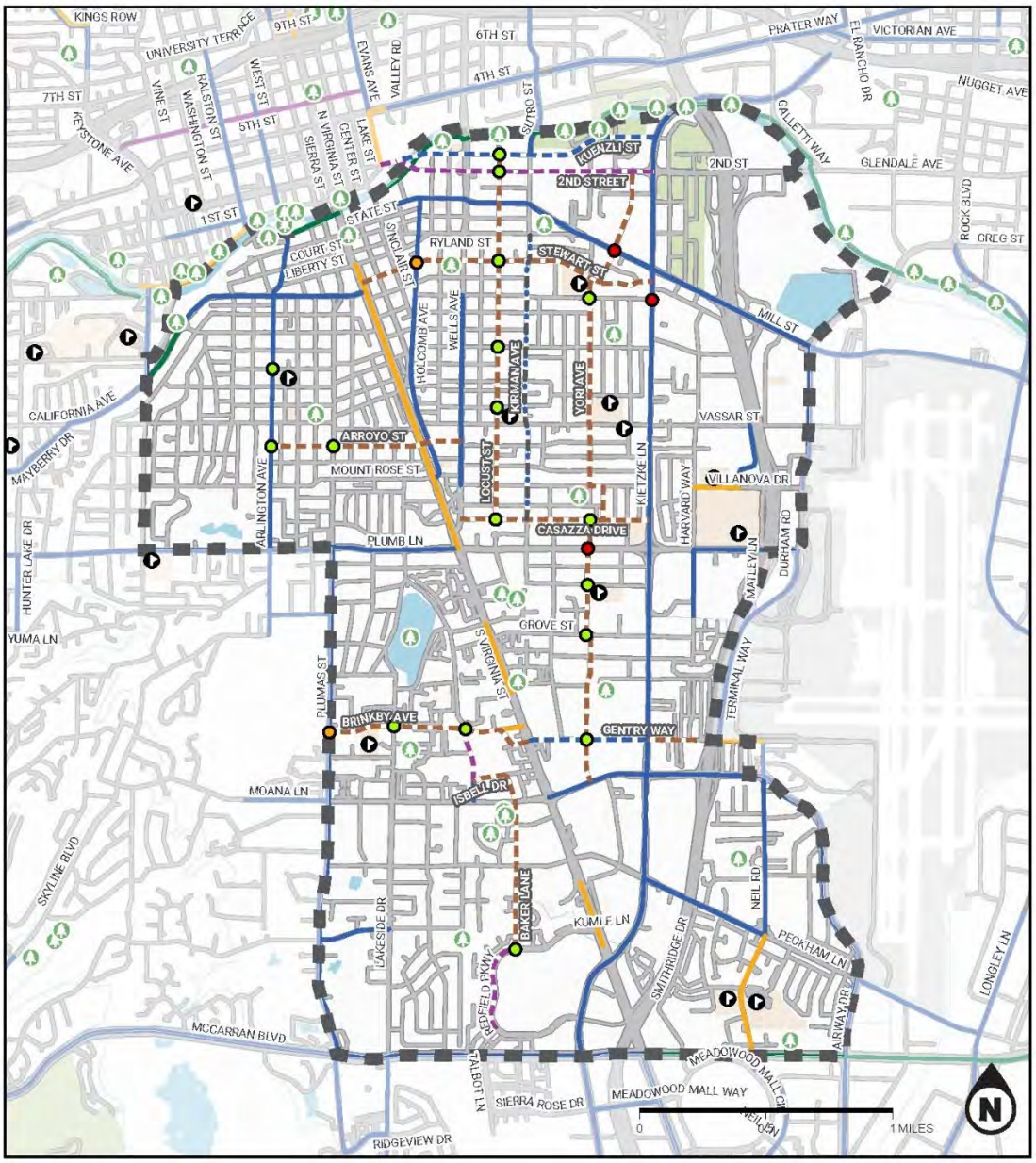


Figure 15. Scenario 1 Recommendations

Project Rationale

This section describes the project location, extent, facility type, rationale, and individual costs for including each identified corridor improvement in Scenario 1 in Table 2.

Table 2. Scenario 1 Project Descriptions and Rationale

Scenario 1					
Name	*Extent*	*Type*	*Miles*	*Rationale*	*Cost*
2nd Street	Lake Street to Kietzke Lane	Protected Bike Lane	1.09	This project reutilizes excess vehicle capacity between Lake Street/Kietzke Lane to create a more comfortable connection. Protection may be intermittent due to driveway considerations. This roadway also creates a key connection with north–south improvements on Locust Street and Yori Avenue.	$ 688,386
Lymberry Street	Brinkby Avenue to Isbell Drive	Protected Bike Lane	0.21	Enhances narrow existing bike lanes for improved comfort Links with Baker Lane for signalized crossing at Moana Lane. This would require removing parking on the east side of the roadway.	$ 134,453
Redfield Parkway	Baker Lane to Talbot Lane	Protected Bike Lane	0.37	Excess vehicle capacity allows for a buffered/protected bike lane and helps finish the north–south connection to McCarran Boulevard on Talbot Lane.	$ 236,754
Gentry Way	Kietzke Lane to Brinkby Avenue	Buffered Bike Lane	0.47	This roadway provides a potential east–west connection by reutilizing existing roadway space. This section of Gentry Way is 35 mph and would not support a shared-lane environment.	$ 123,336
Kuenzli Street	2nd Street to Kietzke Lane	Buffered Bike Lane	1.05	This recommendation works in concert with the 2nd Street improvement providing a westbound facility for bicyclists by reutilizing available roadway space.	$ 272,887
Kirman Avenue	Ryland Street to Casazza Drive	Change to Two-Way	1.13	In conjunction with improvements on Locust Street, this scenario recommends reconfiguring Kirman Avenue between Ryland Street and Casazza Drive to allow for two-way vehicle traffic. This roadway is included on the Primary Emergency Vehicle Route (PEVR).	$ 30,000

Scenario 1					
Name	*Extent*	*Type*	*Miles*	*Rationale*	*Cost*
Arroyo Street	Wells Avenue to Arlington Avenue	Neighborhood Byway	0.75	Reformatting a one-way neighborhood street to provide two-way vehicle traffic as well as traffic calming through speed humps and curb extensions. This roadway is not included on the PEVR and would be an easy candidate for traffic-calming elements.	$168,356
Baker Lane	Redfield Parkway to Isbell Drive	Neighborhood Byway	0.70	Moana Lane was identified as a major barrier for people walking and biking in this area, and Baker Lane provides one of the only signalized crossings between Lakeside Drive and Virginia Street. Baker Lane also provides good north–south connectivity to the Firecreek Crossing mall area and to the southern edge of the neighborhood. This roadway is included on the PEVR.	$ 155,846
Brinkby Ave	Gentry Way to Plumas Street	Neighborhood Byway	0.82	This roadway already has speed humps for a short section near Anderson Elementary and is not included in the PEVR. By extending the area where speed humps are present, it is possible to maintain highly utilized on-street parking while reducing vehicle speeds and creating a more comfortable bicycling connection.	$ 184,029
Casazza Drive	Wells Avenue to Kietzke Lane	Neighborhood Byway	0.75	This east–west route is critical for allowing bicyclists to continue traveling north–south past the Plumb Lane area. Casazza Drive creates an easy east–west connection linking the recommendations on Yori Avenue and Locust Street as well as the existing bike lanes on Wells Avenue. This roadway is included on the PEVR.	$ 167,205
Gentry Way	Kietzke Lane to Eastern Terminus	Neighborhood Byway	0.19	This section connects with residential areas in a low-speed and low-volume context.	$ 42,910
Isbell Drive	Baker Lane to Lymberry Street	Neighborhood Byway	0.13	This roadway connects Lymberry Street to Baker Lane, which is a critical crossing point across Moana Lane.	$ 29,636
Locust Street	Casazza Drive to Kuenzli Street	Neighborhood Byway	1.44	This one-way neighborhood roadway can be reconfigured to allow for two-way vehicle traffic along with traffic-calming elements such as speed humps. This scenario considers also changing	$ 322,666

Scenario 1					
Name	*Extent*	*Type*	*Miles*	*Rationale*	*Cost*
				operations on Kirman Avenue from one-way to two-way.	
Stewart Street	Kietzke Lane to Virginia Street	Neighborhood Byway	1.19	Stewart Street creates an easy east–west connection from Kietzke Lane to Virginia Street and will connect with the Biggest Little Bike Network (BLBN) once complete at Sinclair Street. Stewart Street is not included on the PEVR and would be a strong candidate for traffic calming.	$ 265,464
Yori Avenue/ Gould Street	Kuenzli Street to Casazza Drive (via Chaska Place and Grand Canyon Drive)	Neighborhood Byway	2.61	Yori Avenue would provide a key north–south connection through the neighborhood linking with multiple east–west connections including Gentry Way, Casazza Drive, Stewart Street, and 2nd Street. This improvement would also include two PHBs at Mill Street and Plumb Lane. This roadway is included on the PEVR.	$ 583,196

Scenario 2

Theme: Building Off the Biggest Little Bike Network

Description: Scenario 2 focuses on expanding out from the Biggest Little Bike Network (BLBN) by connecting to Virginia Street and Sinclair Street on Liberty Street and Thoma Street. Once connecting with the BLBN, all recommendations in this scenario connect to each other to create a cohesive network. This scenario also provides an east–west connection across the neighborhood along Vassar Street/Caliente Street/Monroe Street. This scenario includes approximately **11.3 miles of corridor improvements** and **24 identified improvements** at 15 specific intersections for a total planning level estimate cost of **$4.22 million** (Table 3).

Table 3. Scenario 2 Recommendations

Scenario 2		
Corridor Improvement Type	**Miles**	**Cost**
Neighborhood Byway	9.4	$ 2,107,956
Protected Bike Lane	1.9	$ 1,175,651
Sub-Total	11.3	$ 3,283,607
Intersection Improvement Type	**Number**	**Cost**
Curb Extensions	12	$ 84,000
High-Visibility Crosswalk	2	$ 12,000
Pedestrian Refuge Island	1	$ 50,000
Raised Crosswalk	1	$ 23,024
Bike Jug Handle	1	$ 15,000
Bike Cut-Through	1	$ 10,000
Bike Box	1	$ 2,000
Bicycle Wayfinding	1	$ 2,000
Leading Pedestrian Interval (LPI)	1	$ 5,500
Rectangular Rapid Flashing Beacon (RRFB)	2	$ 90,000
Pedestrian Hybrid Beacon (PHB)	1	$ 650,000
Sub-Total	24	$ 943,524
Total		$ 4,227,132

Corridor and intersection improvements are shown in Figure. It's important to note that intersection improvements have been consolidated on the map legend for simplicity; a full list of the intersection improvements are included in Appendix A.

Recommendation Scenario 2

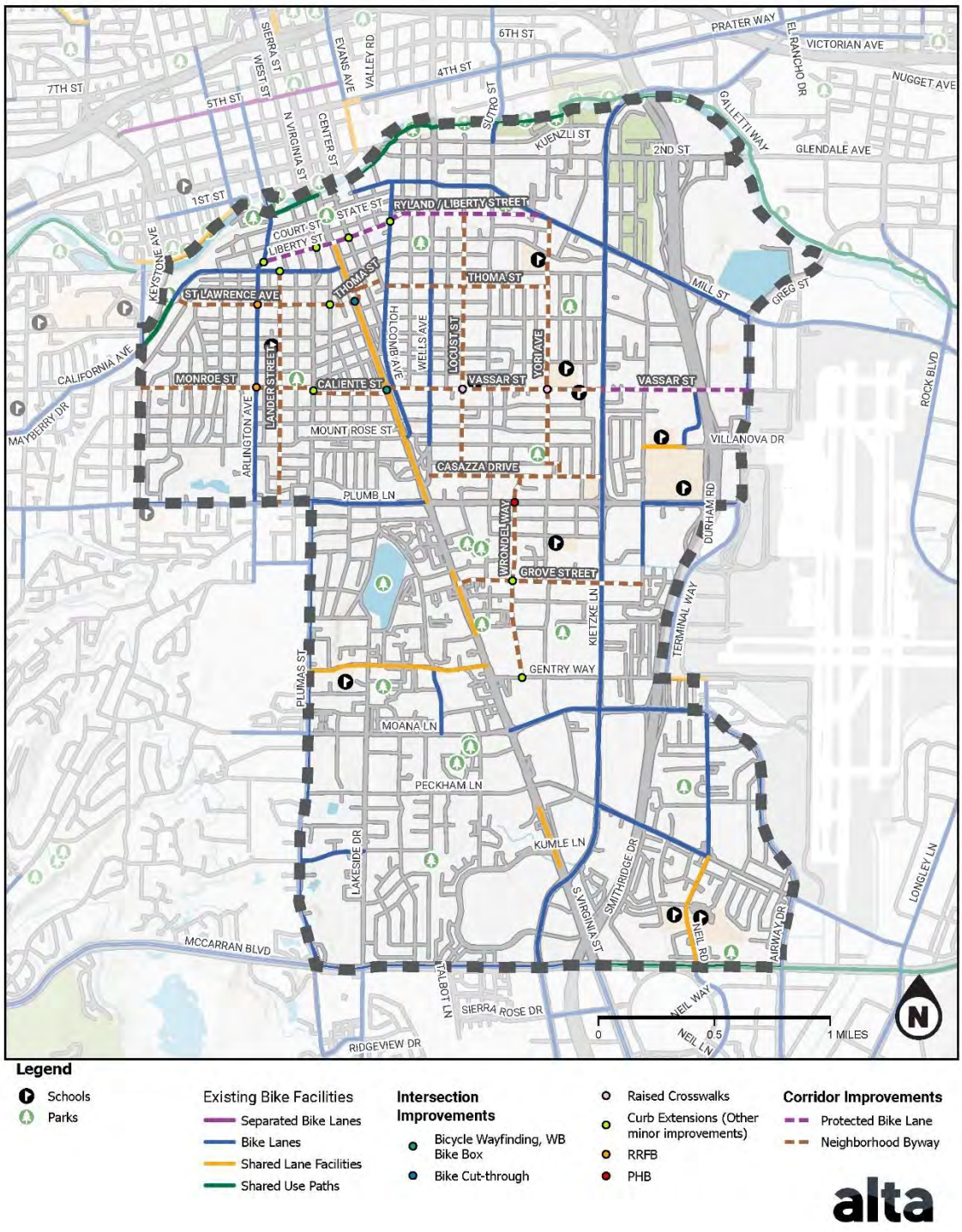


Figure 2. Scenario 2 Recommendations

Project Rationale

This section describes the project location, extent, facility type, rationale, and individual costs for including each identified corridor improvement in Scenario 2 in Table 4.

Table 4. Scenario 2 Project Descriptions and Rationale

Scenario 2					
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**
Ryland Street/ Liberty Street	Arlington Avenue to Mill Street	Protected Bike Lane	1.23	This 4- to 5-lane roadway has an average daily traffic volume (ADT) of 7,100 as of 2023 per the Nevada Department of Transportation (NDOT) and would be a strong candidate for a protected bike lane. This would create a viable way to continue east from the California Avenue bike lanes (connecting on Arlington Avenue). This would be a strong east–west connection in the south of downtown Reno and complement to 5th Street in the BLBN. This project would also connect with the BLBN on Virginia Street and Lake Street/Sinclair Street.	$ 778,108
Vassar Street	Cordone Ave to Terminal Way	Protected Bike Lane	0.63	The current roadway speeds on this section of Vassar Street were noted by walk audit participants and the public as being perceived as high. The wide roadway with relatively low volumes (5,400 ADT 2024 - NDOT) could be reconfigured to accommodate traffic volumes while reducing speeds and enhancing safety with protected bike lanes. This would extend the reach of the network east past Kietzke Lane, a key barrier in the neighborhood.	$397,543
Caliente Street	Plumas Street to Virginia Street	Neighborhood Byway	0.32	This roadway links Vassar Street and Monroe Street to create an east–west connection across the neighborhood. This non-PEVR roadway would be reconfigured to provide two-way traffic along with traffic-calming elements (alternative would be contra-flow bike lane configuration). Connections at Virginia Street and Plumas Street will require wayfinding and improvements to facilitate turning.	$ 72,306
Casazza Drive	Wells Avenue to Kietzke Lane	Neighborhood Byway	0.75	This east–west route is critical for allowing bicyclists to continue traveling north–south past the Plumb Lane area. Casazza Drive creates an easy east–west connection linking the recommendations on Yori Way and Locust Street, as well as the existing bike lanes on Wells Avenue. This roadway is included on the PEVR.	$ 167,205

Scenario 2					
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**
Grove Street	Virginia Street to Harvard Way	Neighborhood Byway	0.80	This relatively low-volume street (3,400 ADT 2023) provides a good east–west connection with a 25-mph speed limit. The addition of traffic calming, such as speed cushions and curb extensions, could maintain lower vehicle speeds while accommodating emergency vehicles and creating a more comfortable bicycle connection. This roadway is on the PEVR	$ 179,643
Lander Street	California Avenue to Plumb Lane	Neighborhood Byway	1.00	This north–south connection through the neighborhood already has modal filtering through the Our Lady of the Snows parking lot during the day and provides a low-volume and slow speed connection through the west side of the neighborhood. This would also connect with the east–west routes on Monroe Street and Saint Lawrence Avenue.	$ 224,279
Locust Street	Casazza Drive to Ryland Street	Neighborhood Byway	1.13	This one-way neighborhood roadway can be reconfigured to allow for two-way vehicle traffic along with traffic-calming elements such as speed humps of speed cushions to accommodate emergency vehicles. This scenario considers maintaining one-way operations on Kirman Avenue. This roadway is included on the PEVR.	$ 252,731
Monroe Street	Plumas Street to Sharon Way	Neighborhood Byway	0.74	This low-volume roadway (540 ADT 2023) is not included on the PEVR and would provide connection east–west to Caliente Street and further east to Vassar Street. The connection to Caliente Street will require short bike lanes on Plumas Street with bike jug handles (turn pockets) for bicycles turning left across Plumas Street.	$ 165,697
Saint Lawrence Avenue	Virginia Street to Keystone Ave (via Newlands Circle)	Neighborhood Byway	0.76	This connection would connect with the future Keystone Bridge project and extend east to Virginia Street providing enhanced crossings on Arlington Avenue, Forest Street, and Virginia Street. This would connect with Thoma Street for further east–west connection as well as the bicycle facilities on Virginia Street for north–south. This roadway is not included on the PEVR.	$ 170,173

Scenario 2					
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**
Thoma Street	Holcomb Avenue to Yori Avenue	Neighborhood Byway	0.79	This segment of Thoma Street extends from Sinclair Street, the southern edge of the BLBN, to Yori Way. This creates an east–west connection approximately between Ryland Street/Liberty Street and Vassar Street. An RRFB enhanced crosswalk at Holcomb Avenue would improve the crossing safety and network continuity. This road is not on the PEVR.	$ 176,367
Thoma Street	Virginia Street to Sinclair Street	Neighborhood Byway	0.07	This short section would allow eastbound bicyclists to cut through at the Saint Lawrence Avenue/Virginia Street intersection and travel with traffic through the Sticks parking lot to reach Thoma Street and continue traveling east to connect with the BLBN on Sinclair Street.	$ 14,786
Thoma Street/ Virginia Street	Center Street to Saint Lawrence Avenue	Neighborhood Byway	0.08	This short section would allow westbound bicyclists to travel along Thoma Street and take a left onto Virginia Street and then a right onto Saint Lawrence Avenue.	$ 18,111
Vassar Street	Cordone Avenue to Virginia Street	Neighborhood Byway	0.94	This section of Vassar Street directly fronts two public schools and connects Virginia Street to Kietzke Lane for a direct east–west connection. With a 25-mph speed limit and on-street parking, this roadway would benefit from speed humps to accommodate emergency vehicles while reducing vehicle speeds. Additionally, this would include curb extensions at Locust Street and Yori Avenue.	$ 209,300
Wrondel Way	Casazza Drive to Gentry Way	Neighborhood Byway	0.88	This north–south connection provides an additional option to cross Plumb Lane with a pedestrian-activated beacon and is not included on the PEVR. This would include upgrading the current RRFB at Wrondel Way/Plumb Lane to a PHB.	$ 196,612
Yori Avenue	Mill Street to Casazza Drive (via Chaska Place and Grand Canyon Drive)	Neighborhood Byway	1.17	This byway connects from Casazza Drive north to the RRFB at Mill Street via Chaska Place and Grand Canyon Boulevard. This would front two schools that include school zones on Yori Avenue. Yori Avenue from Grand Canyon Boulevard to Mill Street is included on the PEVR.	$ 260,748

Scenario 3

Theme: Connecting to Schools and Parks

Description: This scenario targets schools and parks as the key destinations for increased access and connectivity. Based on this focus, the recommended improvements are located throughout the neighborhood and provide more focused enhancements to the existing network while making targeted improvements to create a denser and more comfortable network. This scenario includes a total of **12.7 miles of corridor improvements** as well as **36 identified improvements** at 28 specific intersections for an estimated cost of **$5.97 million** (Table 5).

Table 5. Scenario 3 Recommendations

Scenario 3			
Corridor Improvement Type	**Miles**	**Cost**	
Bike Lanes	0.1	$	24,583
Buffered/Protected Bike Lane	1.6	$	1,013,374
Buffered Bike Lane	0.5	$	123,336
Neighborhood Byway	8.6	$	1,930,989
Protected Bike Lane	0.6	$	397,543
Protected Bikeway	1.2	$	783,471
Sub-Total	12.7	$	4,273,296
Intersection Improvement Type	**Number**	**Cost**	
Curb Extensions	24	$	168,000
High-Visibility Crosswalk	2	$	12,000
Raised Crosswalk	1	$	23,034
Leading Pedestrian Interval (LPI)	3	$	16,500
Pedestrian Refuge Island	1	$	50,000
Rectangular Rapid Flashing Beacon (RRFB)	3	$	135,000
Pedestrian Hybrid Beacon (PHB)	2	$	1,300,000
Sub-total	36	$	1,704,534
Total		$	5,977,831

Corridor and intersection improvements are shown in Figure 316. It's important to note that intersection improvements have been consolidated on the map legend for simplicity; a full list of the intersection improvements are included in Appendix A.

Recommendation Scenario 3

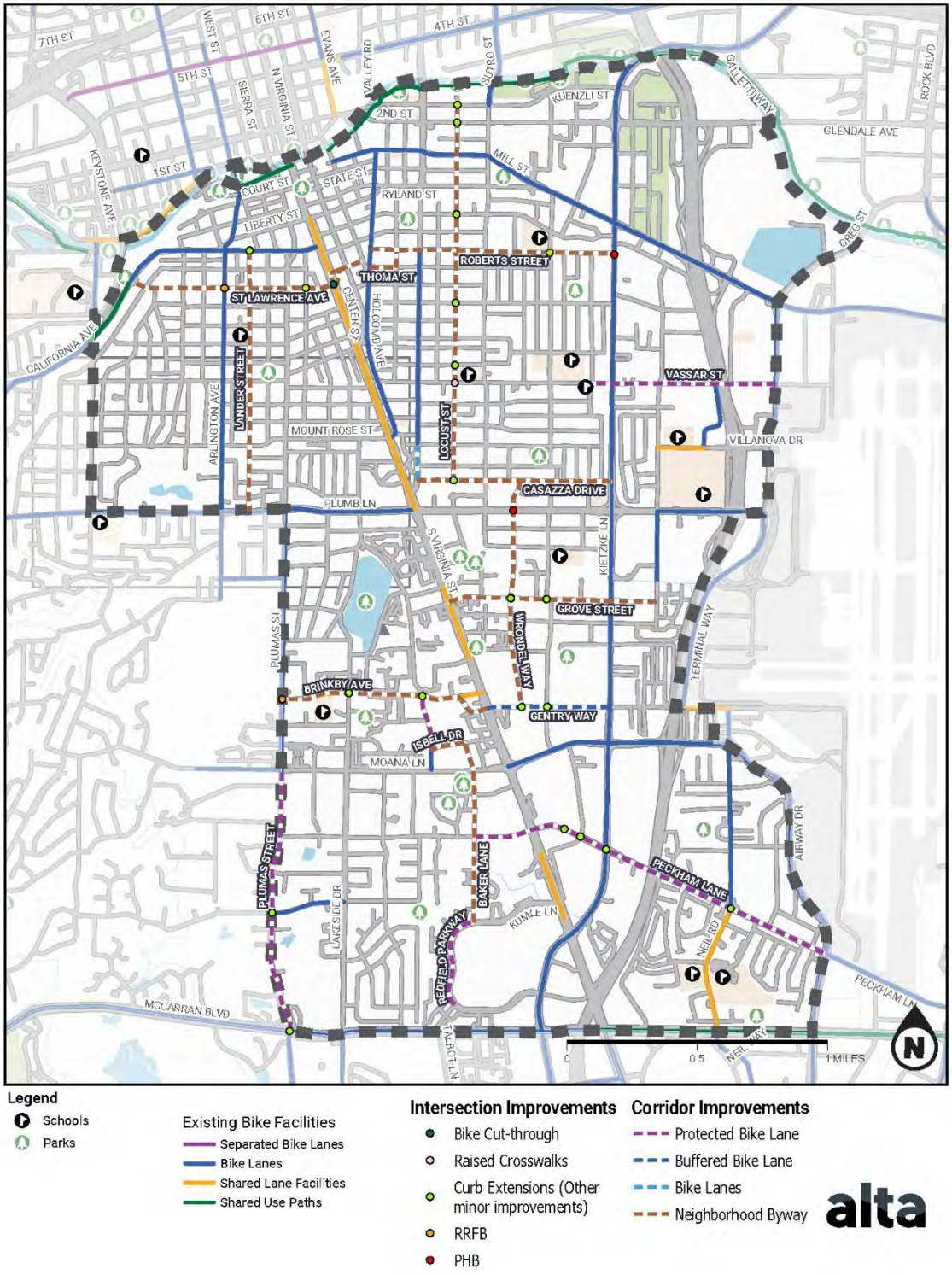


Figure 316. Scenario 3 Recommendations

Project Rationale

This section describes the project location, extent, facility type, rationale, and individual costs for including each identified corridor improvement in Scenario 3 in Table 6.

Table 6. Scenario 3 Project Descriptions and Rationale

Scenario 3					
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**
Wells Avenue	Casazza Drive to Regency Way	Bike Lanes	0.13	This would restripe Wells Avenue to continue bike lanes between Casazza Drive and Regency Way helping to close a small gap in the network and connect with improvements on Casazza Drive.	$ 24,583
Lymberry Street	Brinkby Avenue to Isbell Drive	Protected Bike Lane	0.21	Enhances narrow existing bike lanes for improved comfort. Links with Baker Lane for signalized crossing at Moana Lane. This would require removing parking on the east side of the roadway.	$ 134,453
Peckham Lane	Baker Lane to Airway Drive	Protected Bike Lane	1.24	This project would reutilize roadway space to close two gaps in the bicycle network on Peckham Lane with a protected bike lane. This would include curb extensions between Kietzke Lane and the convention center driveway. This would close a gap in the southeast portion of the neighborhood and also help people cross Kietzke Lane, which is a major barrier in the neighborhood.	$ 783,471
Plumas Street	Moana Lane to McCarran Boulevard	Protected Bike Lane	1.01	Plumas Street between Moana Lane and McCarran Boulevard presents a strong opportunity to repurpose underutilized parking to create a protected bike lane in the southwest corner of the neighborhood. This connection could showcase a high-quality facility type although would not connect to another low-stress bicycle facility.	$ 642,167
Redfield Parkway	Baker Lane to Talbot Lane	Protected Bike Lane	0.37	Excess vehicle capacity allows for a buffered/protected bike lane and helps finish the north–south connection to McCarran Boulevard on Talbot Lane.	$ 236,754

Scenario 3					
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**
Vassar Street	Cordone Avenue to Terminal Way	Protected Bike Lane	0.63	The current roadway speeds on this section of Vassar Street were noted by walk audit participants and the public as being perceived as high. The wide roadway with relatively low volumes (5,400 ADT 2024 – NDOT) could be reconfigured to accommodate traffic volumes while reducing speeds and enhancing safety with protected bike lanes.	$ 397,543
Gentry Way	Kietzke Lane to Brinkby Avenue	Buffered Bike Lane	0.47	This roadway provides a potential east–west connection by reutilizing existing roadway space. The section between Virginia Street and Kietzke Lane is 35 mph and would not support a shared-lane environment. This section is not included on the PEVR.	$ 123,336
Baker Lane	Redfield Parkway to Isbell Drive	Neighborhood Byway	0.70	Moana Lane was identified as a major barrier for people walking and biking in this area, and Baker Lane provides one of the only signalized crossings between Lakeside Drive and Virginia Street. Baker Lane also provides good north–south connectivity to the Firecreek Crossing mall area and to the southern edge of the neighborhood. This roadway is included on the PEVR.	$ 155,846
Brinkby Avenue	Gentry Way to Plumas Street	Neighborhood Byway	0.82	This roadway already has speed humps for a short section near Anderson Elementary and is not included in the PEVR. By extending the area where speed humps are present, it is possible to maintain highly utilized on-street parking while reducing vehicle speeds and creating a more comfortable bicycling connection.	$ 184,029
Casazza Drive	Wells Avenue to Kietzke Lane	Neighborhood Byway	0.75	This east–west route is critical for allowing bicyclists to continue traveling north–south past the Plumb Lane area. Casazza Drive creates an easy east–west connection linking the recommendations on Yori Way and Locust Street as well as the existing bike lanes on Wells Avenue. This roadway is included on the PEVR.	$ 167,205

Scenario 3					
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**
Grove Street	Virginia Street to Harvard Way	Neighborhood Byway	0.80	This relatively low-volume street (3,400 AADT 2023) provides a good east–west connection with a 25-mph speed limit. The addition of traffic calming, such as speed cushions and curb extensions, could maintain lower vehicle speeds while accommodating emergency vehicles and creating a more comfortable bicycle connection. This roadway is on the PEVR.	$ 179,643
Isbell Drive	Baker Lane to Lymberry Street	Neighborhood Byway	0.13	This roadway connects Lymberry Street to Baker Lane, which is a critical crossing point across Moana Lane.	$ 29,636
Lander Street	California Avenue to Plumb Lane	Neighborhood Byway	1.00	This north–south connection through the neighborhood already has modal filtering through the Our Lady of the Snows parking lot during the day and provides a low-volume and slow speed connection through the west side of the neighborhood. This would also connect with the east–west routes on Monroe Street and Saint Lawrence Avenue.	$ 224,279
Locust Street	Casazza Drive to Kuenzli Street	Neighborhood Byway	1.44	This one-way neighborhood roadway can be reconfigured to allow for two-way vehicle traffic along with traffic-calming elements such as speed humps. This scenario does not consider changing operations on Kirman Avenue from one-way to two-way.	$ 322,666
Roberts Street	Holcomb Avenue to Kietzke Lane	Neighborhood Byway	0.94	This east–west connection is not on the PEVR and connects with Kietzke Lane at an existing RRFB. This project would create a neighborhood byway between Kietzke Lane and Holcomb Avenue while also upgrading the RRFB to a PHB. To connect to the BLBN, there are short sections recommended on Wheeler Street and Thoma Street.	$ 209,281

Scenario 3					
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**
Saint Lawrence Avenue	Virginia Street to Keystone Avenue (via Newlands Circle)	Neighborhood Byway	0.76	This section would connect with the future Keystone Bridge project and extend east to Virginia Street, providing enhanced crossings on Arlington Avenue, Forest Street, and Virginia Street. This would connect with Thoma Street for further east–west connection as well as the bicycle facilities on Virginia Street for north–south. This roadway is not included on the PEVR.	$ 170,173
Thoma Street	Sinclair Street to Wheeler Street	Neighborhood Byway	0.09	This short section would allow bicyclists to cross Holcomb Avenue at Thoma Street/Sinclair Street and connect with Wheeler Street to connect with Roberts Street.	$ 21,101
Thoma Street	Center Street to Sinclair Street	Neighborhood Byway	0.10	This short section would connect with the BLBN on Sinclair Street for eastbound and westbound bicyclists.	$ 22,426
Thoma Street	Virginia Street to Center Street	Neighborhood Byway	0.07	This short section would allow eastbound bicyclists to cut through at the Saint Lawrence Avenue/Virginia Street intersection and travel with traffic through the Sticks parking lot to reach Thoma Street and continue traveling east to connect with the BLBN on Sinclair Street.	$ 14,786
Thoma Street/ Virginia Street	Center Street to Saint Lawrence Avenue	Neighborhood Byway	0.08	This short section would allow westbound bicyclists to travel along Thoma Street and take a left onto Virginia Street and then a right onto Saint Lawrence Avenue.	$ 18,111
Wheeler Street	Thoma Street to Roberts Street	Neighborhood Byway	0.07	This short section is not included on the PEVR and would facilitate the connection between Roberts Street and the BLBN for a continued east–west connection. This short section would also require focused wayfinding to show bicyclists the right way to connect between Sinclair Street and Roberts Street.	$ 15,193
Wrondel Way	Casazza Drive to Gentry Way	Neighborhood Byway	0.88	This north–south connection provides an additional option to cross Plumb Lane with a pedestrian-activated beacon and is not included on the PEVR. This would include upgrading the current RRFB at Wrondel Way/Plumb Lane to a PHB.	$ 196,612

Scenario Comparison

To compare scenarios, the project team analyzed three key metrics for each one. These are intended to help in decision-making and selection of a preferred alternative. These metrics include:

- Metric #1: ATP Goals – This metric ranks how well each of the scenarios furthers each of the four goals from the ATP based on a review of the scenarios, overlap with known safety issues and high-injury network, understanding of maintenance requirements and issues, and an assessment of how many trips each may generate based on increased Community Access (Metric #2).
- Metric #2: Community Access – This metric analyzes the potential increase in access and resulting induced trips to three key community destinations (schools, parks, and hospitals). This assessment used the Washoe ATP Accessibility Testing Toolkit provided to RTC Washoe as part of the ATP process. The analysis process and results are presented in the Community Access section.
- Metric #3: Implementation Considerations – The ease of implementation and coordination requirements with partner agencies are key considerations when identifying projects for quick-build implementation. This metric considers potential issues with implementing each scenario based on coordination around the PEVR network, evaluation and coordination around capacity reductions, and the planning level cost estimate.

ATP Goals

The project team reviewed the scenarios and compared them against each of the four ATP goals. See Table 7 for the results of this comparison. The review process for each goal is explained below:

- Safety – The project team reviewed the extent to which recommended projects overlap and address issues on RTC high-injury network corridors and intersections as well as roadways identified as leading barriers in the Regional Active Transportation Gap Analysis.
- Mode Share and Community – The team ran the Washoe Accessibility Testing tool to assess the degree to which the scenarios would induce new active trips to key community destinations including parks, schools, and hospitals. This helps to gauge benefits to mode share and the potential level of additional community benefits (e.g., health benefits from increased active trips). Findings from this analysis are further detailed in the Community Access section.
- Maintenance – This metric represents the potential level of effort to maintain the recommended projects compared to each other. This is based on the overall mix of recommended facility types and the potential widths of protected bike lanes. Protected bike lanes typically include a higher level of ongoing maintenance to sweep the bike lane and replace missing delineators/barrier treatments. Wider protected bike lanes allow for a wider variety of sweeping equipment, which reduces maintenance costs. Neighborhood byways typically have a lower overall level of maintenance effort outside of maintaining intersection treatments such as painted curb extensions with delineators.

Table 7. Scenario Comparison Metric #1 - ATP Goals

Metric		Scenario		
		1 Connecting North South	2 Building Off the BLBN	3 Connecting to Schools and Parks
ATP Goals	*Safety*	Medium	Medium	**High**
	Mode Share and Community	**Medium/High**	Medium	**High**
	Maintenance	**High**	Medium	Low

Community Access

Alta conducted an analysis using the Washoe Accessibility Testing toolbox that was developed by Alta and provided to the RTC during the ATP process in 2024. This tool helps to gauge the varying levels of access gain to different destination types based on bicycle network enhancements. This is represented by potential trips that may shift from vehicle to bicycle based on new low-stress connections in the bicycle network. The aggregate access gain to each destination type is shown for each scenario in Table 8 with overall analysis results shown graphically in Figure 417 through Figure. Additional maps highlighting results for each destination type (schools, parks, hospitals) included in Appendix B.

It is important to note that the estimated trips in Table 8 are intended to inform the planning process but are not intended to be refined or exact estimations of future bicycling trips.

Table 8. Estimated New Bicycle Trips to Community Destinations by Scenario

Total Estimated New Bicycle Trips To:	Scenario		
	1 – Connecting North South	2 – Building Off the BLBN	3 – Connecting to Schools and Parks
Hospitals	1,561	633	1,361
Schools	838	730	2,062
Parks	6,732	3,969	11,935
Overall	9,131	5,332	15,358

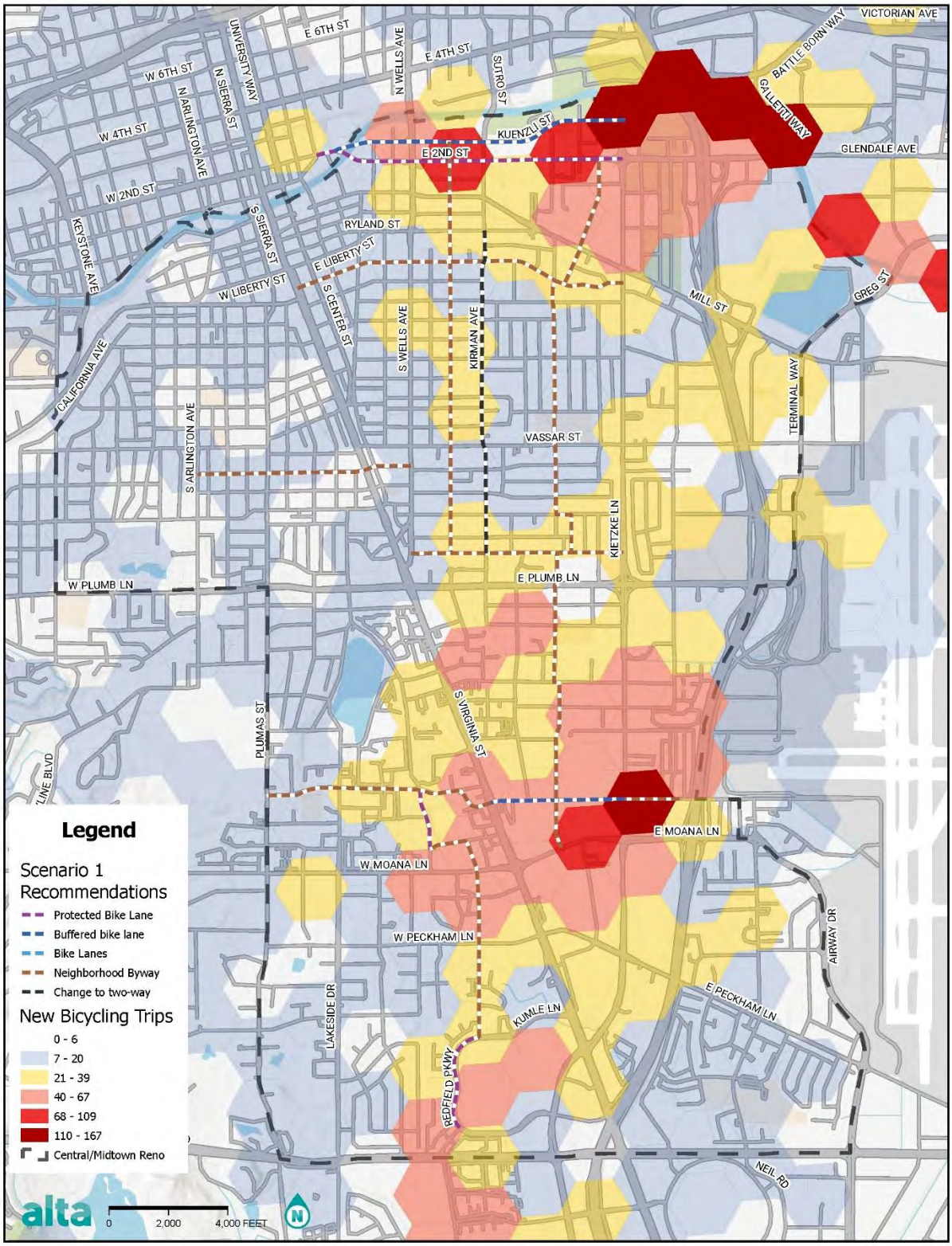


Figure 417. Scenario 1 – Overall Access Gains

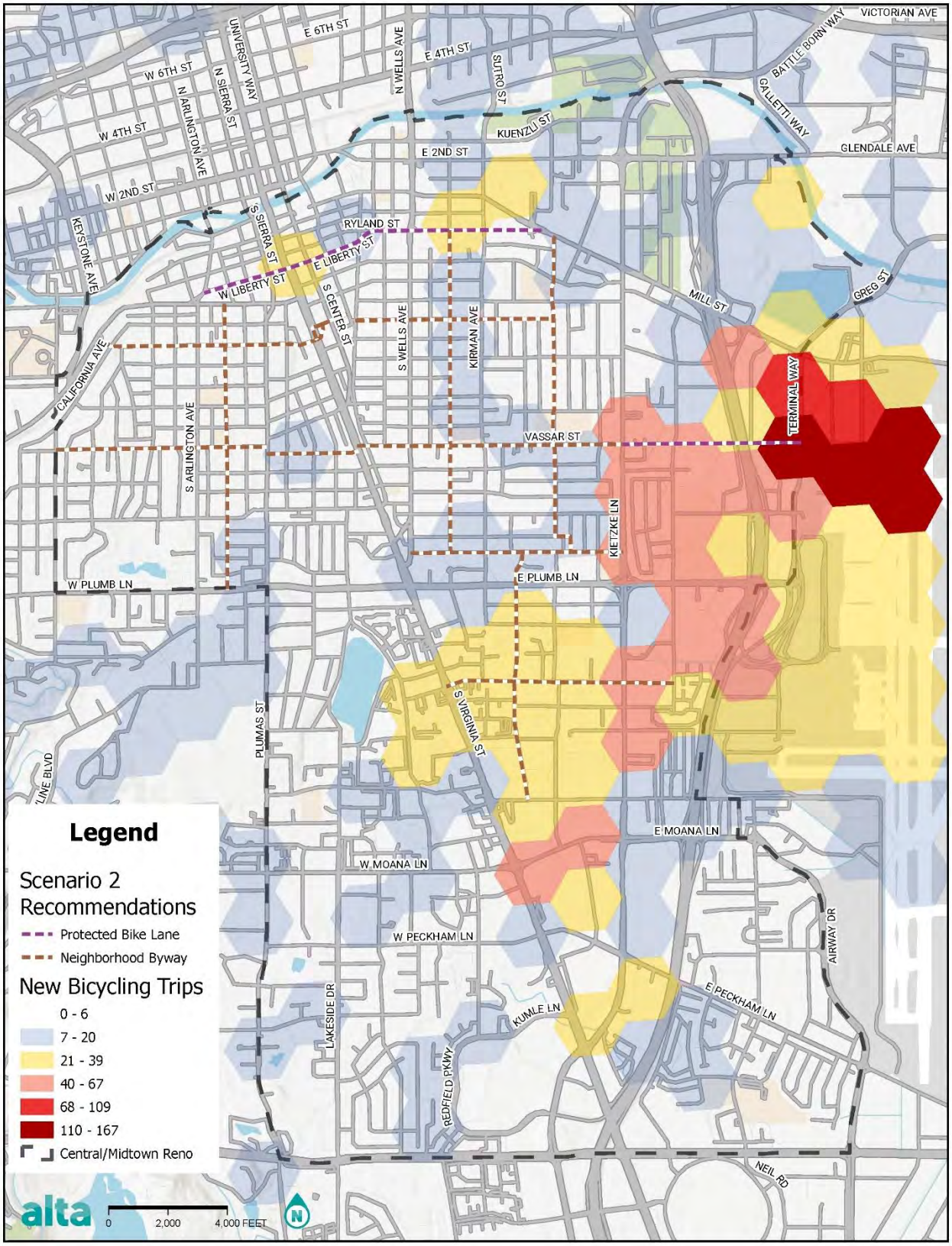


Figure 5. Scenario 2 – Overall Access Gains

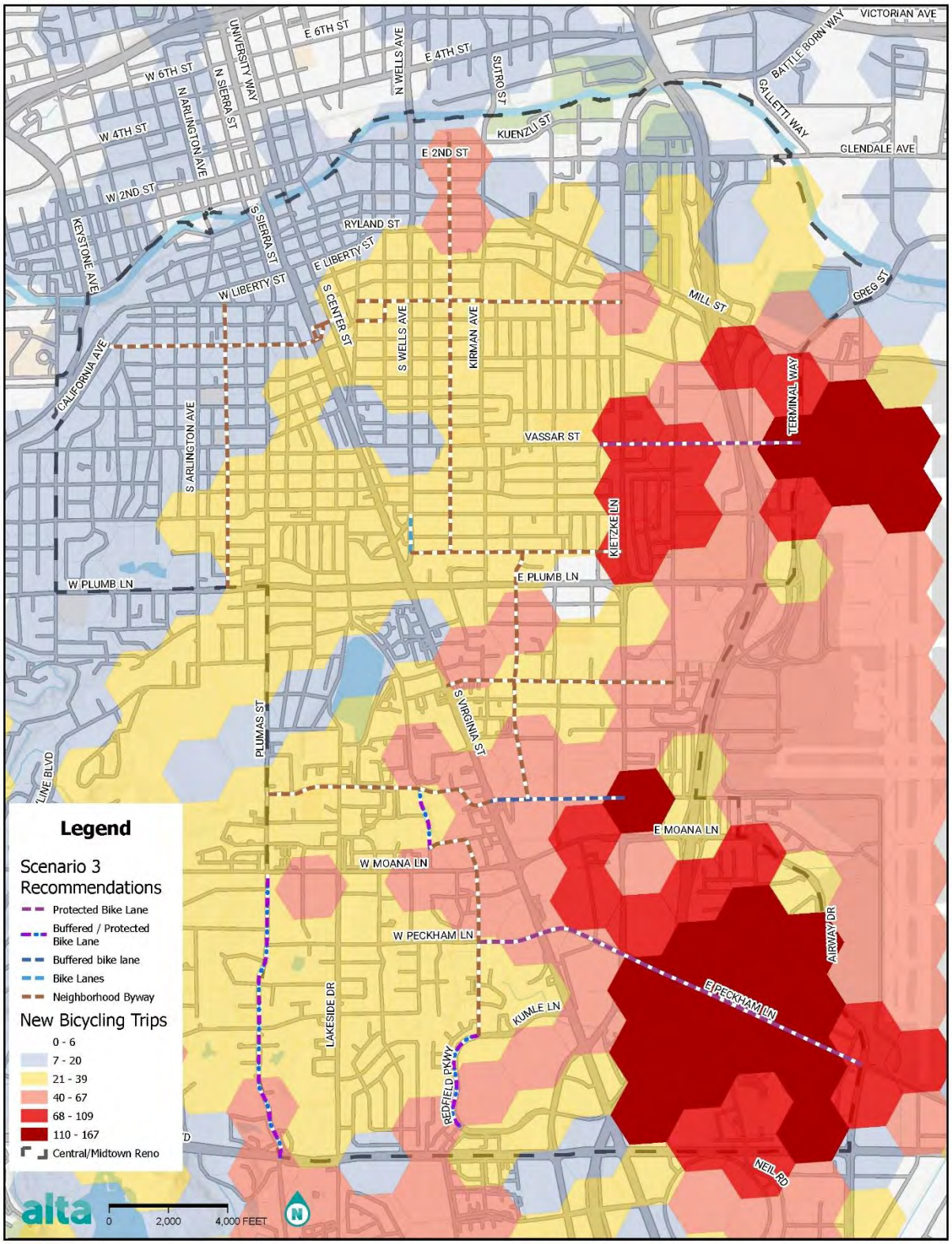


Figure 6. Scenario 3 – Overall Access Gains

Implementation Considerations

Implementation of recommended projects may be impacted by greater levels of coordination, analysis, design, or outreach that may result from projects that are seen as overly cumbersome to the general public or agency partners. This may include projects that result in noticeable traffic operational impacts, parking reductions in high demand areas or impact to City of Reno Fire and Police response times.

Primary Emergency Vehicle Route Network (PEVR) Considerations

The PEVR determines where vertical traffic-calming elements are permitted within the City of Reno. Roadways identified as neighborhood byways in the scenarios include some PEVR roadways. To implement these projects, it will be critical to have strong understanding of the appetites for experimentation from City of Reno staff with new traffic-calming elements such as speed cushions or to modification of the PEVR on select routes. Table 9 highlights the total percentage of recommendations that are located on the PEVR. This highlights that Scenario 1 has the largest percentage of PEVR roadways with a total of 60%, while Scenarios 2 and 3 have the same level at 41%.

Operational/Parking Considerations

Roadways identified in the scenarios represent generally strong candidates for capacity reductions or reutilization of roadway space. However, due to the more impactful nature of roadway reconfigurations it is important to factor in additional effort for engagement and outreach in addition to additional analysis to refine the conceptual design for some identified projects. Table 9 highlights the total percentage of projects in each scenario which requires capacity reduction or elimination of parking. These factors typically result in a higher level of outreach and engagement efforts compared to projects which do not adjust roadway or parking capacity.

Planning Level Cost Estimate

The scenario recommendations are intended to be scalable to fit within the available RTC budget with the understanding that planning level cost estimates, which are generated on per mile estimates, can be further refined during the final scenario selection process. The aggregate cost estimate for each scenario is shown in Table 9 for consideration. For a more detailed breakdown of planning level cost estimates, please see Appendix C.

Table 9. Implementation Considerations

Percentage of Roadways That:	Scenario		
	1 Connecting North South	2 Building Off the BLBN	3 Connecting to Schools and Parks
Are on the PEVR	60%	41%	41%
Require Capacity/Parking Reduction	27%	12%	18%
Total Planning Level Cost Estimate:	$ 5,662,126	$ 4,227,132	$ 5,977,831

Overall Scenario Comparison Matrix

Table 10 combines the results of the three comparison metrics into a simple table to support scenario selection and refinement. For simplicity, each scenario is given a ranking from 'Low' to 'Very High' based on how well it satisfies the metric. For the Implementation Considerations metric, each scenario is compared against each other for the portion of PEVR roadways and percentage of roadways which require capacity or parking reduction.

Table 10. Overall Scenario Comparison Matrix

Metric		Scenario		
		1 Connecting North South	**2 Building Off the BLBN**	**3 Connecting to Schools and Parks**
ATP Goals	Safety	Medium	Medium	**High**
	Mode Share and Community	**Medium/High**	Medium	**High**
	Maintenance	**High**	Medium	Low
Community Access	**Total Access Gains To:**			
	Hospitals	Medium	Medium	**High**
	Schools	**High**	Medium	**Very High**
	Parks	**High**	Low	**Medium/High**
Implementation Considerations	**Percentage of Roadways That:**			
	Are on the PEVR	**High**	Medium	Medium
	Require Capacity Reduction	Low/Medium	Low	Medium
	Total Planning Level Cost Estimate:	$5,662,126	$4,227,132	$5,977,831

Appendix A – Intersection Improvements

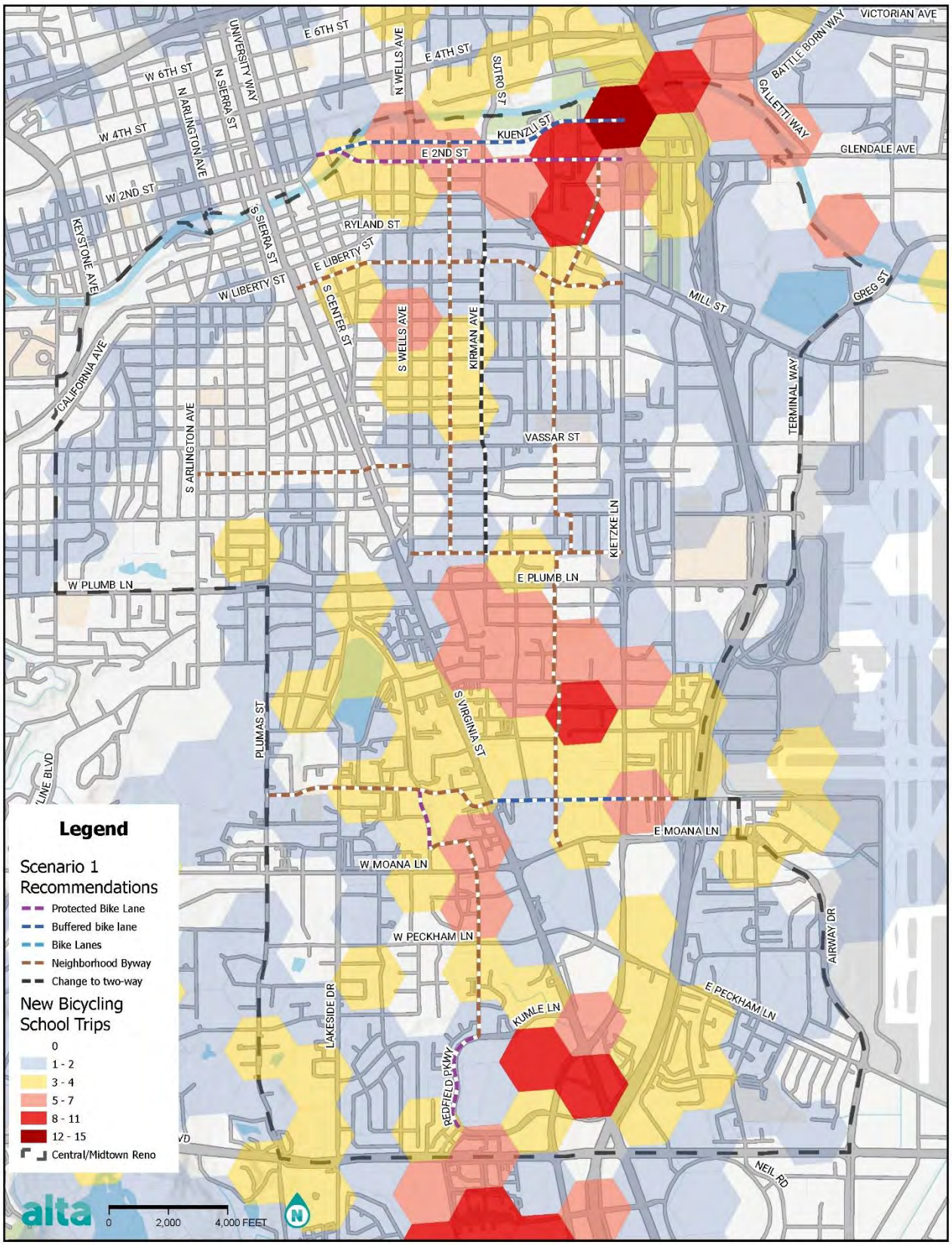
Scenario 1 Intersection Improvements			
Main Road	**Intersecting Street**	**Improvement(s)**	**Planning Level Cost Estimates**
Arlington Ave	W Taylor St	Curb Extensions	$ 10,000
Arroyo St	Arlington Ave	Curb Extensions, High-Visibility Crosswalk	$ 16,000
Arroyo St	Plumas St	Curb Extensions, High-Visibility Crosswalk	$ 22,000
Brinkby Way	Lakeside Dr	Curb Extensions	$ 10,000
Brinkby Way	Plumas St	Curb Extensions, High-Visibility Crosswalk, RRFB	$ 81,000
Casazza Dr	Locust St	Curb Extensions	$ 10,000
Casazza Dr	Yori Way	Curb Extensions	$ 10,000
Grove St	Yori Way	Curb Extensions	$ 10,000
Grove St	Yori Way	Curb Extensions	$ 10,000
Kietzke Lane	Roberts Lane	PHB	$ 650,000
Kirman Ave	E Taylor St	Curb Extensions	$ 10,000
Kirman Ave	Wonder St / Balzar Cir	Curb Extensions	$ 10,000
Locust St	2nd St	Curb Extensions	$ 10,000
Locust St	E Taylor St	Curb Extensions	$ 1,000
Locust St	Kuenzli St	Curb Extensions	$ 10,000
Locust St	Ryland St	RRFB	$ 50,000
Locust St	Stewart St	Curb Extensions	$ 10,000
Locust St	Wonder St	Curb Extensions	$ 10,000
Lymberry St	Brinkby Way	Curb Extensions	$ 10,000
Mill St	Yori Way	PHB	$ 650,000
Plumas St	St Lawrence Ave	Curb Extensions	$ 10,000
Plumas St	W Taylor St	Curb Extensions	$ 10,000
Redfield Pkwy	Baker Ln	Curb Extensions, Bike Jug handle	$ 25,000
Stewart St	Holcomb Ave	Curb Extensions, High-Visibility Crosswalk, RRFB	$ 61,000
Yori Way	Apple St	Curb Extensions	$ 10,000
Yori Way	Bresson Ave	Curb Extensions	$ 10,000
Yori Way	Plumb Lane	PHB, Curb Extensions	$ 660,000
Yori Way	Roberts St	Curb Extensions	$ 10,000

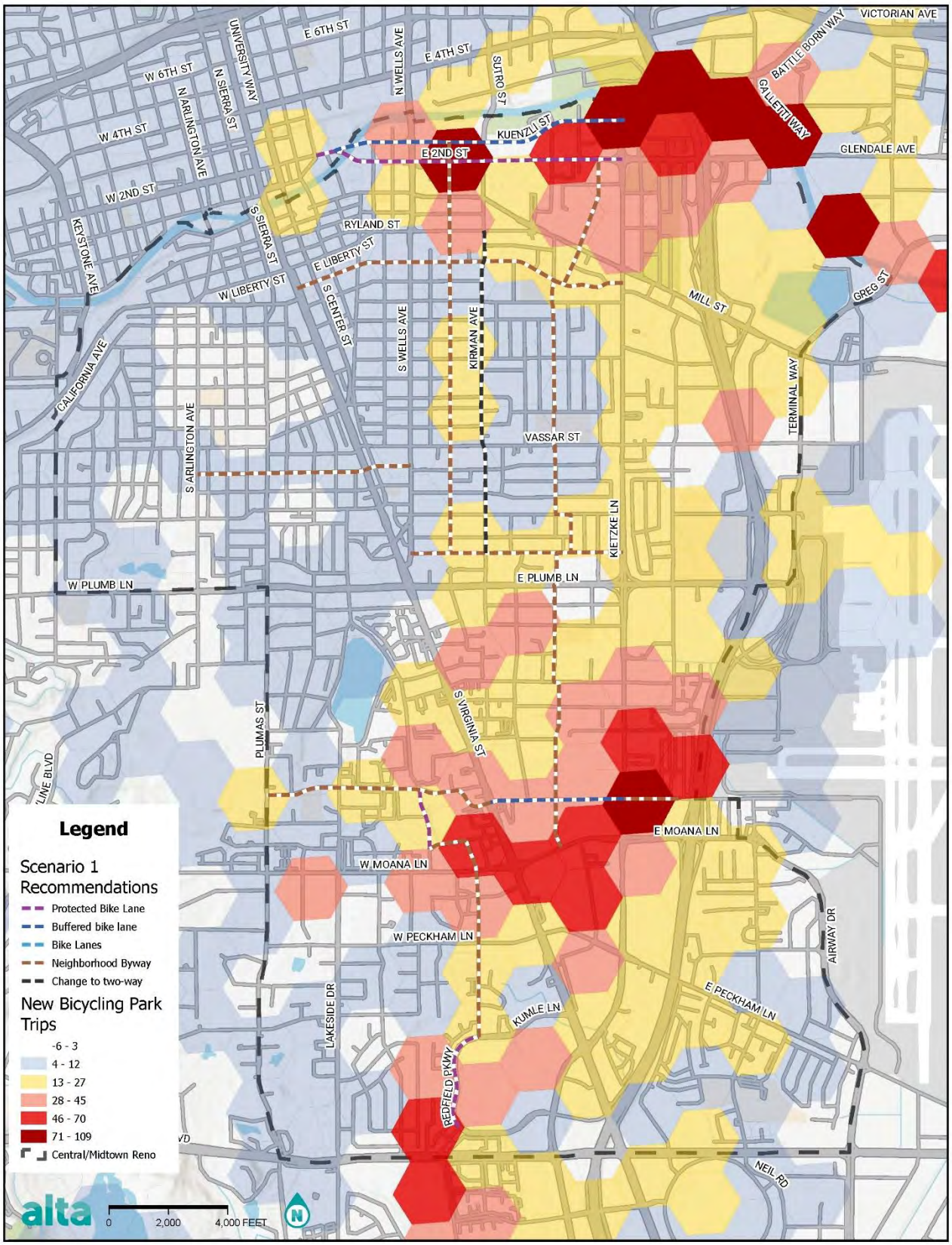
Scenario 2 Intersection Improvements			
Main Road	**Intersecting Street**	**Improvement(s)**	**Planning Level Cost Estimates**
Arlington Ave	Monroe St	Curb Extensions, RRFB	$ 55,000
Arlington Ave	St Lawrence Ave	Curb Extensions, High-Visibility Crosswalk, RRFB	$ 61,000
Lander St	California Ave	Curb Extensions, Relocate Crosswalk to westside, pedestrian refuge island	$ 22,000
Liberty St	Arlington Ave	Curb Extensions	$ 10,000
Liberty St	Center St	Curb Extensions	$ 10,000
Liberty St	Holcomb Ave	Curb Extensions, LPI	$ 15,500
Liberty St	Sierra St	Curb Extensions	$ 10,000
Plumas St	Caliente St	Curb Extensions, Short Bike Lane, Bike Jug Handles, Remove Parking	$ 25,000
Plumb Ln	Wrondel Way	PHB, Curb Extensions	$ 660,000
St Lawrence Ave	Foster Drive	Curb Extensions	$ 10,000
Vassar St	Locust St	Raised Crosswalks	$ 50,000
Virginia St	St Lawrence Ave	Bike Cut-Through	$ 20,000
Virginia St	Vassar St	Bicycle Wayfinding, WB Bike Box	$ 15,000
Wrondel Way	Gentry Way	Curb Extensions	$ 10,000
Wrondel Way	Grove St	Curb Extensions	$ 10,000
Yori Way	Vassar St	Raised Crosswalks	$ 50,000

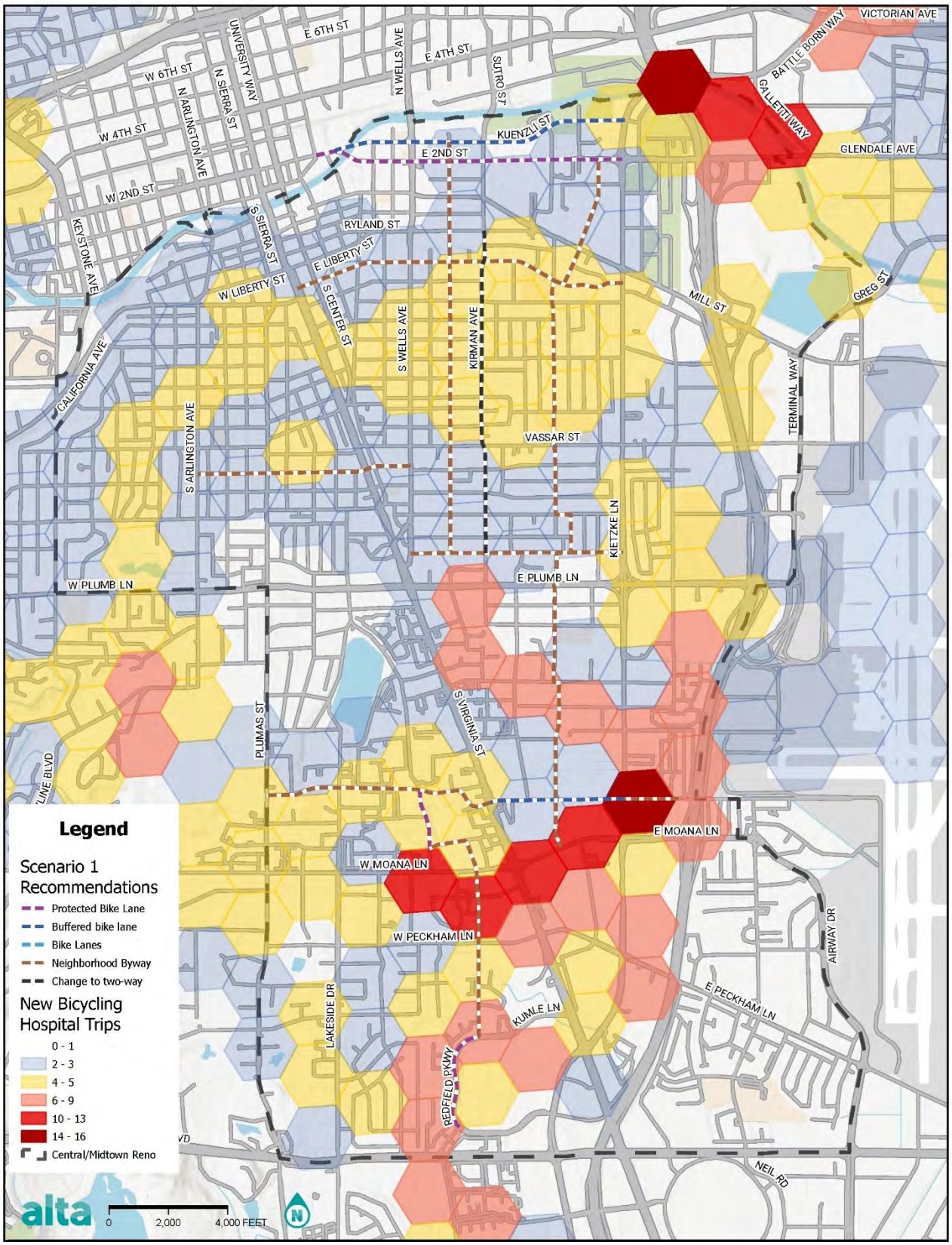
Scenario 3 Intersection Improvements			
Main Road	**Intersecting Street**	**Improvement(s)**	**Planning Level Cost Estimates**
Arlington Ave	St Lawrence Ave	Curb Extensions, High-Visibility Crosswalk, RRFB	$ 55,000
Brinkby Way	Lakeside Dr	Curb Extensions	$ 10,000
Brinkby Way	Plumas St	Curb Extensions, High-Visibility Crosswalk, RRFB	$ 61,000
Casazza Dr	Locust St	Curb Extensions	$ 10,000
Grove St	Yori Way	Curb Extensions	$ 10,000
Grove St	Yori Way	Curb Extensions	$ 10,000
Kietzke Lane	E Taylor St	PHB	$ 650,000
Kietzke lane	Margrave Dr	PHB	$ 650,000
Kietzke Lane	Roberts Lane	PHB	$ 650,000
Kietzke Ln	Peckham Ln	Curb Extensions, LPI	$ 15,500
Kirman Ave	E Taylor St	Curb Extensions	$ 10,000
Kirman Ave	Wonder St / Balzar Cir	Curb Extensions	$ 10,000
Lander St	California Ave	Curb Extensions, Relocate Crosswalk to westside, pedestrian refuge island	$ 22,000
Locust St	2nd St	Curb Extensions	$ 10,000
Locust St	E Taylor St	Curb Extensions	$ 10,000
Locust St	Kuenzli St	Curb Extensions	$ 10,000
Locust St	Ryland St	RRFB	$ 50,000
Locust St	Stewart St	Curb Extensions	$ 10,000
Locust St	Wonder St	Curb Extensions	$ 10,000
Lymberry St	Brinkby Way	Curb Extensions	$ 10,000
Peckham Ln	Atlantis / Convention Center Driveways	Curb Extensions	$ 10,000
Peckham Ln	Colesiuem Way	Curb Extensions, LPI	$ 15,500
Peckham Ln	Neil Rd	Curb Extensions, LPI	$ 15,500
Plumas St	Manzanita Ave	Curb Extensions	$ 30,000
Plumas St	McCarran Blvd	Curb Extensions	$ 30,000
Plumas St	St Lawrence Ave	Curb Extensions	$ 30,000
Plumb Ln	Wrondel Way	PHB, Curb Extensions	$ 660,000
St Lawrence Ave	Foster Drive	Curb Extensions	$ 10,000
Vassar St	Locust St	Raised Crosswalks	$ 50,000
Virginia St	St Lawrence Ave	Bike Cut-through	$ 20,000

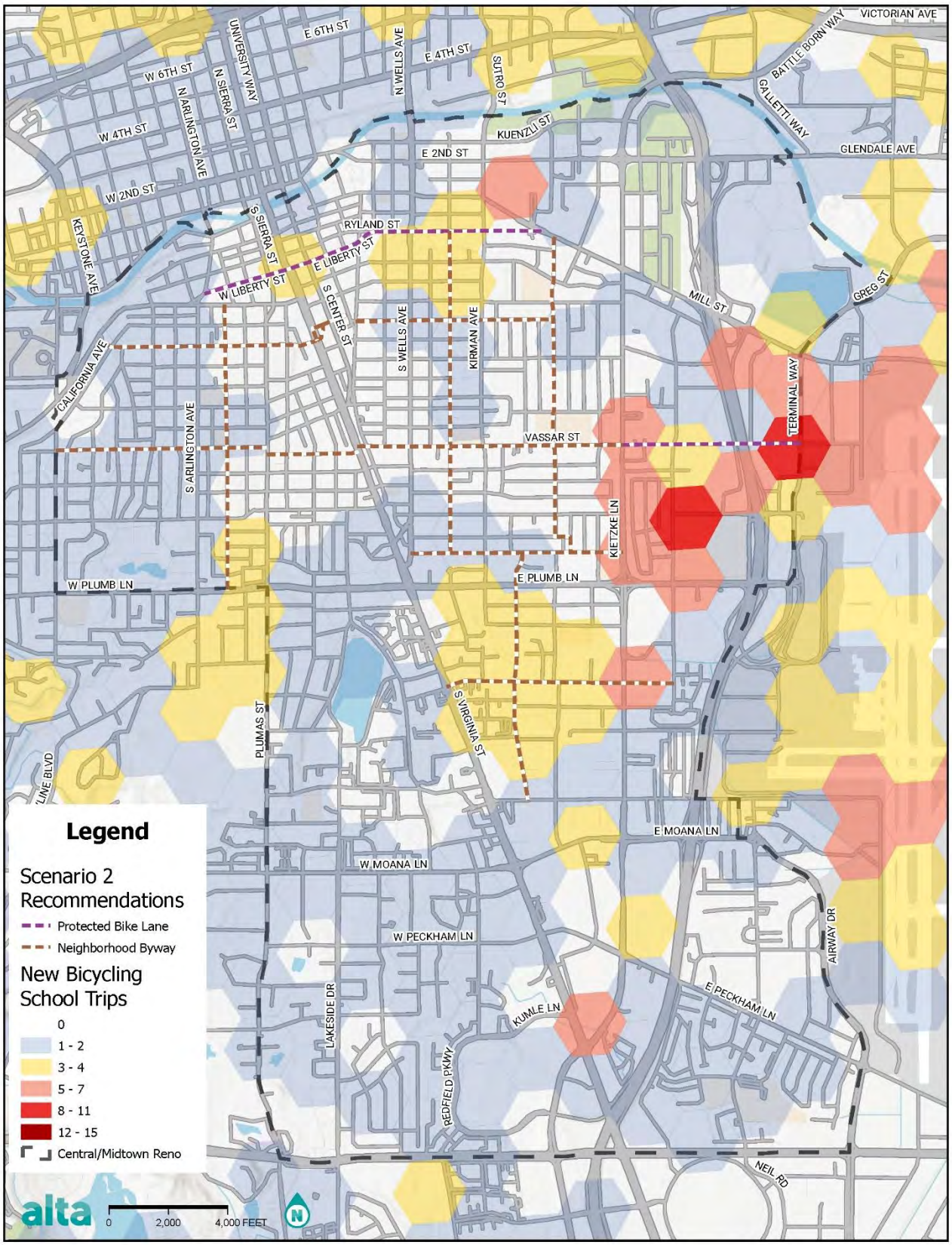
Scenario 3 Intersection Improvements			
Main Road	**Intersecting Street**	**Improvement(s)**	**Planning Level Cost Estimates**
Wrondel Way	Gentry Way	Curb Extensions	$ 10,000
Wrondel Way	Grove St	Curb Extensions	$ 10,000
Yori Way	Bresson Ave	Curb Extensions	$ 10,000
Yori Way	Roberts St	Curb Extensions	$ 10,000
Yori Way	Vassar St	Raised Crosswalks	$ 50,000

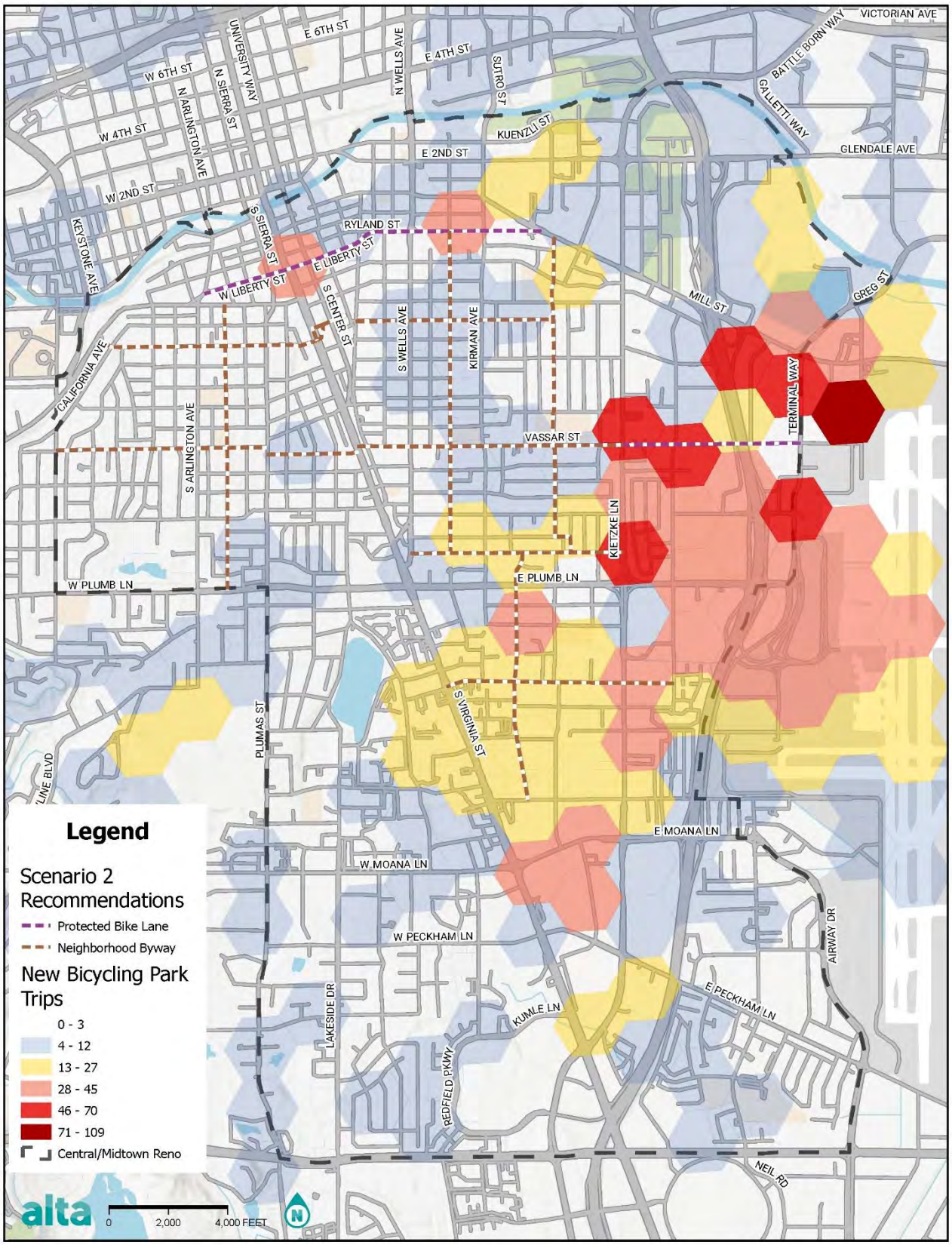
Appendix B – Destination Type Access Gains by Scenario

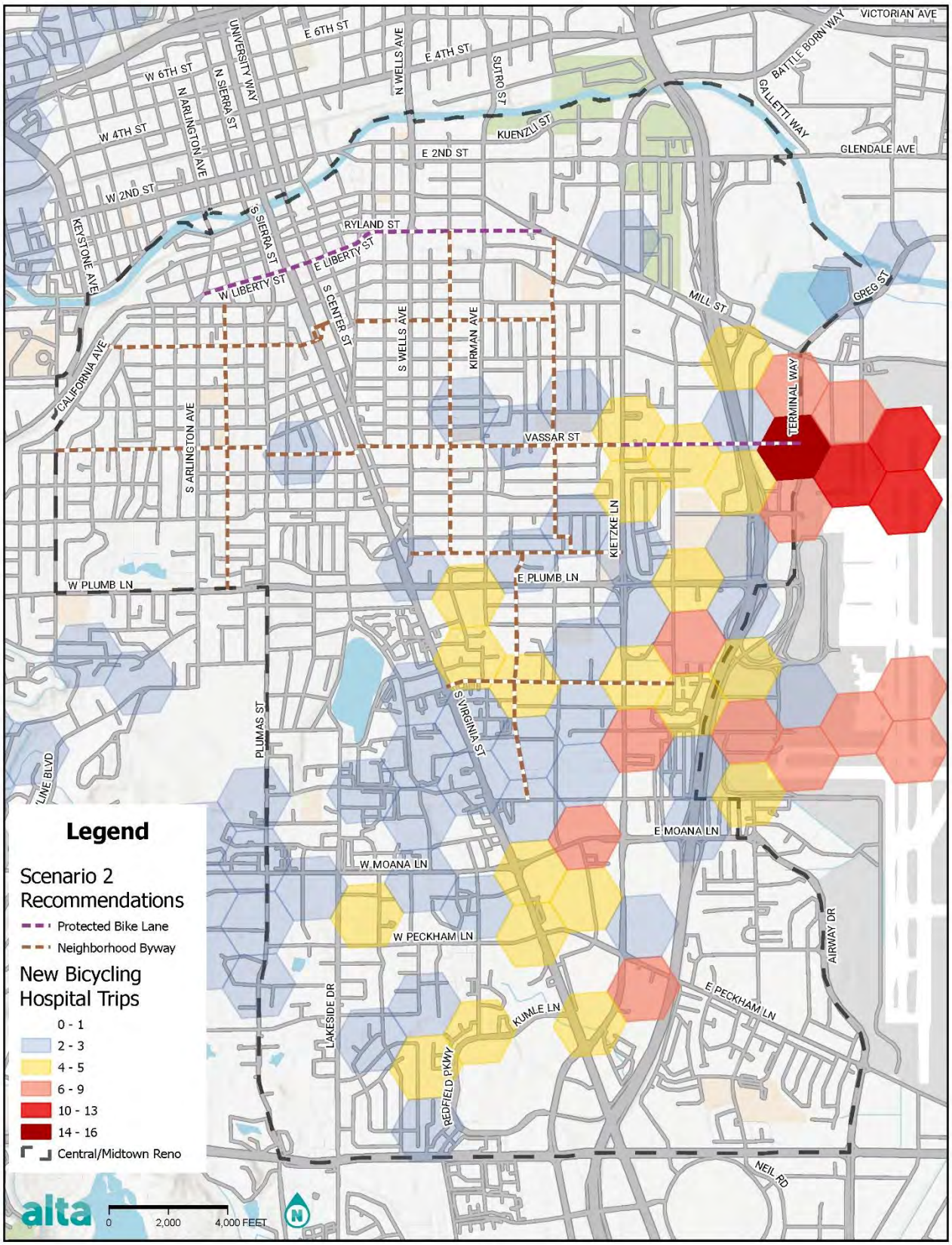

Legend
Scenario 1 Recommendations
Protected Bike Lane
Buffered bike lane
Bike Lanes
Neighborhood Byway
Change to two-way
New Bicycling School Trips
0
1 - 2
3 - 4
5 - 7
8 - 11
12 - 15
Central/Midtown Reno
0
2,000
4,000 FEET
E 6TH ST
W 6TH ST
UNIVERSITY WAY
N WELLS AVE
E 4TH ST
SUTRO ST
VICTORIAN AVE
BATTLE BORN WAY
GALLETTI WAY
GLENDALE AVE
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W LIBERTY ST
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MILL ST
GREG ST
CALIFORNIA AVE
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TERMINAL WAY
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W PLUMB LN
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LAKESIDE DR
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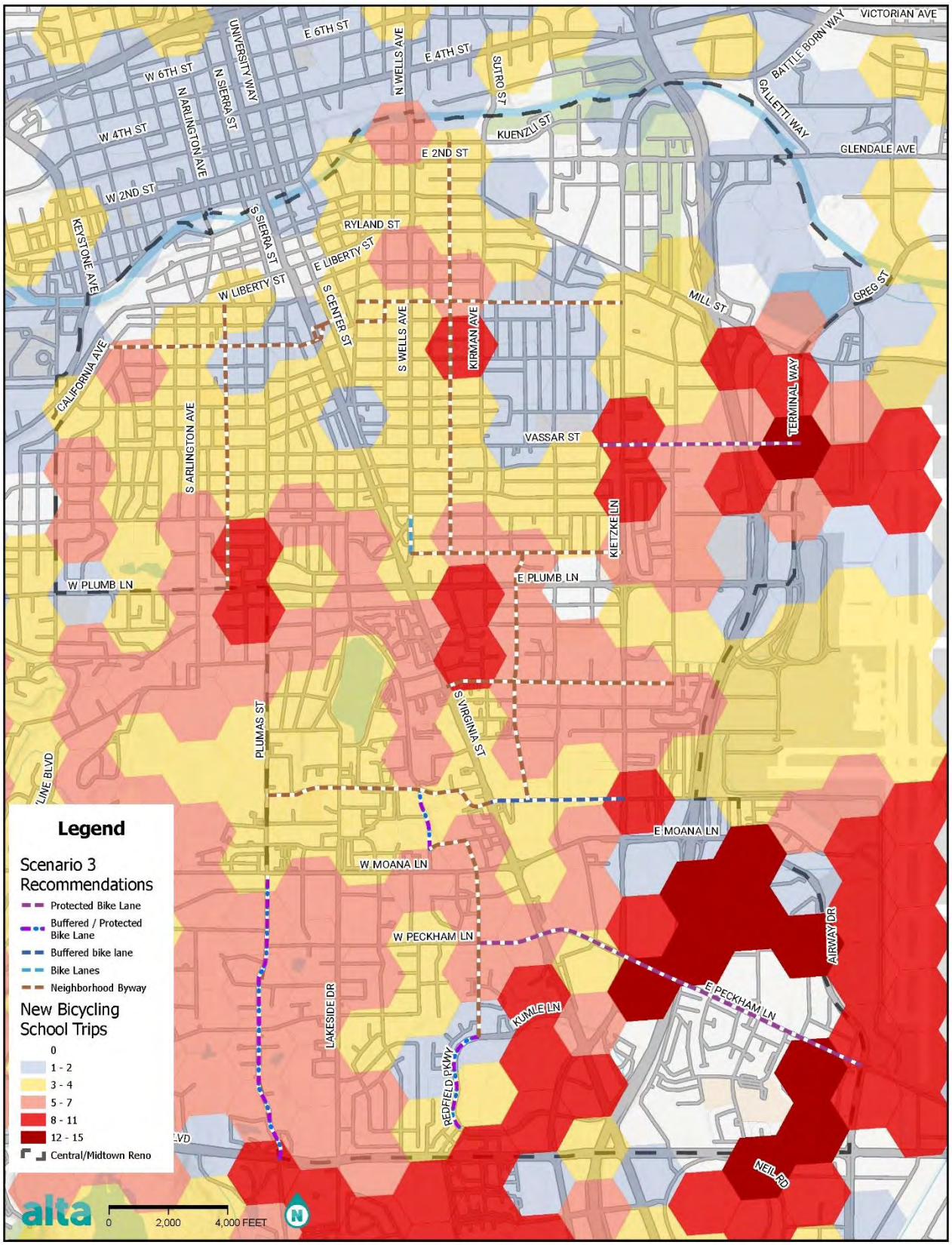

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Change to two-way
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13 - 27
28 - 45
46 - 70
71 - 109
Central/Midtown Reno
alta
0
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4,000 FEET
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MILL ST
GREG ST
CALIFORNIA AVE
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TERMINAL WAY
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KIETZKE LN
W PLUMB LN
E PLUMB LN
PLUMAS ST
S VIRGINIA ST
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AIRWAY DR
LAKESIDE DR
E PECKHAM LN
KUMLE LN
REDFIELD PKWY
NEIL RD

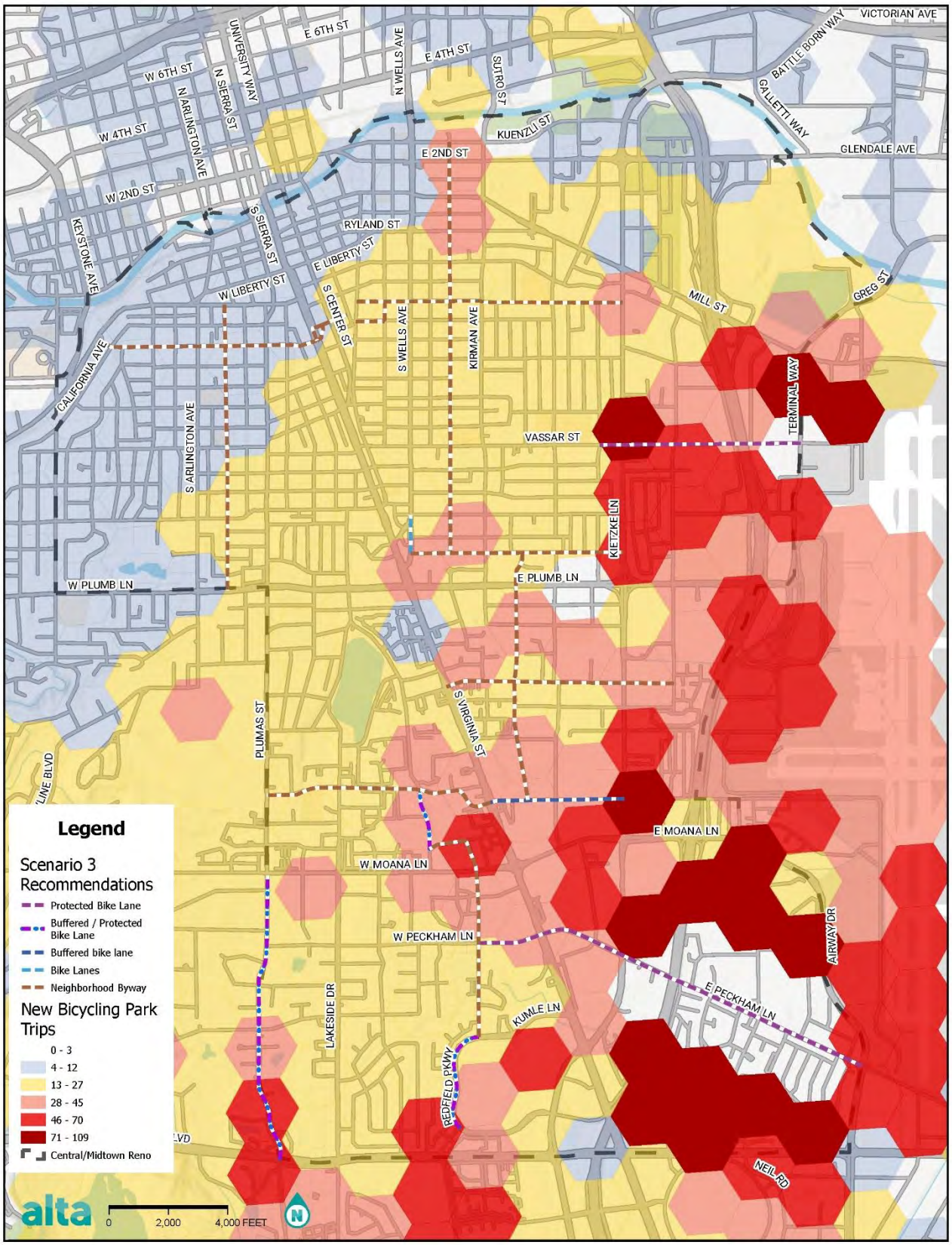

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Buffered bike lane
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Change to two-way
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4 - 5
6 - 9
10 - 13
14 - 16
Central/Midtown Reno
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SUTRO ST
VICTORIAN AVE
BATTLE BORN WAY
GALLETTI WAY
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KEYSTONE AVE
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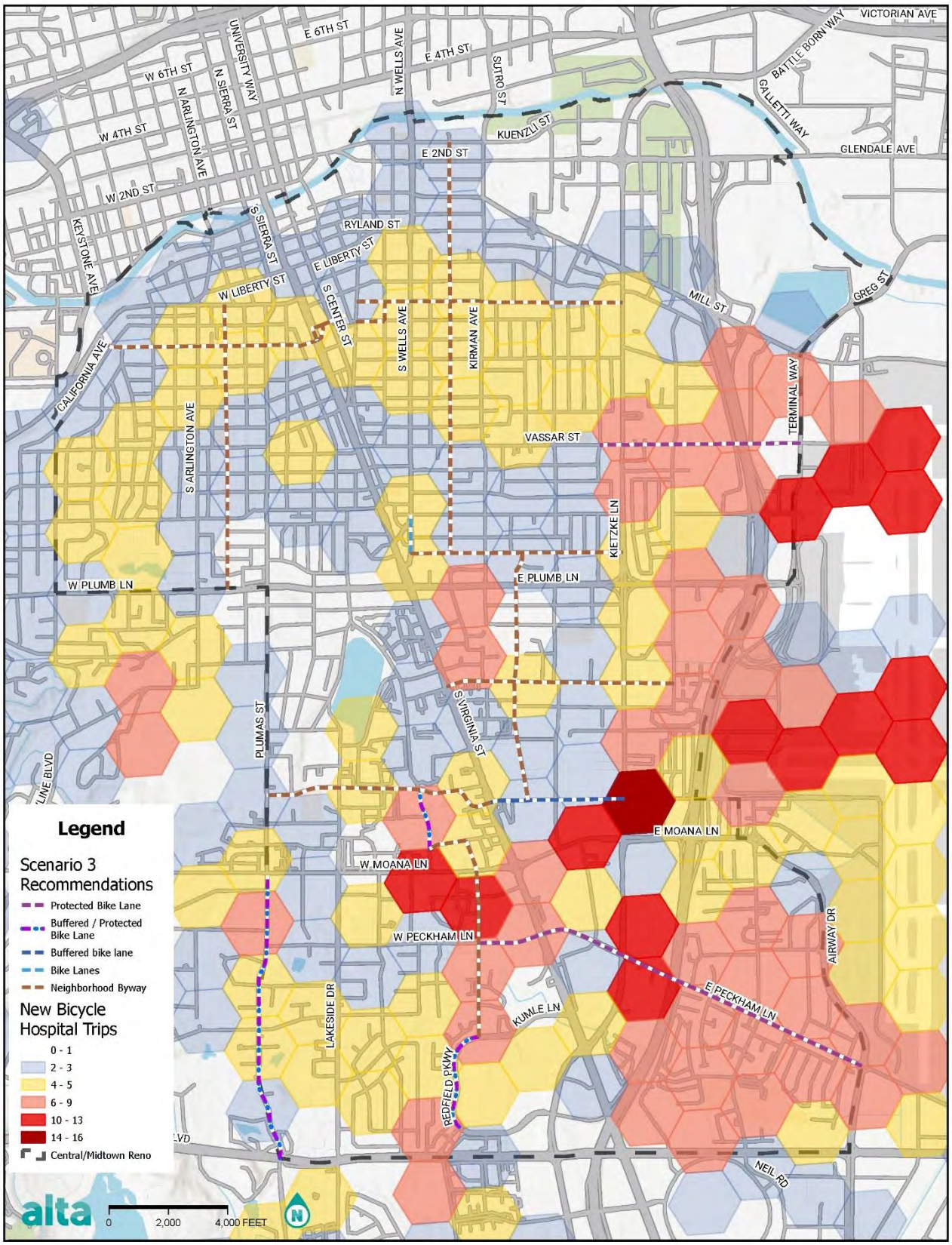

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5 - 7
8 - 11
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E 2ND ST
UNIVERSITY WAY
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N ARLINGTON AVE
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KUENZLI ST
VICTORIAN AVE
BATTLE BORN WAY
GALLETTI WAY
GLENDALE AVE
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TERMINAL WAY
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S VIRGINIA ST
E MOANA LN
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W PECKHAM LN
E PECKHAM LN
AIRWAY DR
LAKESIDE DR
KUMLE LN
REDFIELD PKWY
NEIL RD


Legend
Scenario 2 Recommendations
Protected Bike Lane
Neighborhood Byway
New Bicycling Park Trips
0 - 3
4 - 12
13 - 27
28 - 45
46 - 70
71 - 109
Central/Midtown Reno
alta
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UNIVERSITY WAY
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LAKESIDE DR
KUMLE LN
REDFIELD PKWY
NEIL RD


Legend
Scenario 2 Recommendations
Protected Bike Lane
Neighborhood Byway
New Bicycling Hospital Trips
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Central/Midtown Reno
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E PECKHAM LN
LAKESIDE DR
KUMLE LN
REDFIELD PKWY
NEIL RD


Legend
Scenario 3 Recommendations
Protected Bike Lane
Buffered / Protected Bike Lane
Buffered bike lane
Bike Lanes
Neighborhood Byway
New Bicycling School Trips
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8 - 11
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Central/Midtown Reno
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VICTORIAN AVE
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KUMLE LN
REDFIELD PKWY
NEIL RD


Legend
Scenario 3 Recommendations
Protected Bike Lane
Buffered / Protected Bike Lane
Buffered bike lane
Bike Lanes
Neighborhood Byway
New Bicycling Park Trips
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REDFIELD PKWY
NEIL RD


Legend
Scenario 3 Recommendations
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Buffered / Protected Bike Lane
Buffered bike lane
Bike Lanes
Neighborhood Byway
New Bicycle Hospital Trips
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AIRWAY DR
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LAKESIDE DR
KUMLE LN
REDFIELD PKWY
NEIL RD

Appendix C – Cost Estimate Unit/Per Mile Costs

Corridor Improvement	Cost Per Mile
Bike Lane	$ 183,600
Buffered Bike Lane	$ 261,000
Protected Bike Lane	$ 633,600
Bicycle Boulevard	$ 52,800
Bicycle Boulevard with Intersection Traffic Calming (Curb Extensions and 2 new crosswalks every 1/4 mile)	$ 223,664

Intersection Improvement	Cost Per Installation
Pedestrian Hybrid Beacon (PHB)	$ 650,000
Median Refuge Island	$ 50,000
RRFBs	$ 45,375
Raised Crosswalk	$ 23,024
Midblock Crossing	$ 19,577
Bike Jug Handle	$ 15,000
Curb Extensions	$ 10,000
High-Visibility Crosswalk	$ 6,000
Leading Pedestrian Interval	$ 5,500
Leading Pedestrian Interval	$ 5,500
Bike Box	$ 2,000
Bicycle Wayfinding	$ 2,000



Appendix E: Project Cutsheets

HARVARD WAY

PROJECT DESCRIPTION

This project focuses on creating a north/south connection in the eastern portion of the neighborhood to support students walking and biking to school and enhance connectivity from Grove Street to Mill Street. The project originated from the Central Reno / Midtown Neighborhood Network Plan and aims to help enhance connectivity in conjunction with upcoming development in the area.

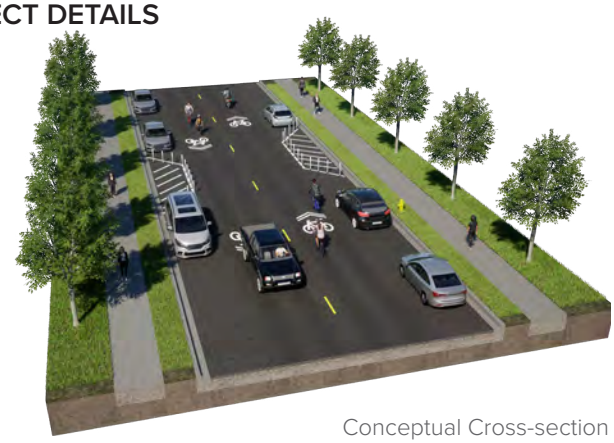
This project would build off of the existing bike lanes between Plumb Lane and Grove Street with the addition of safety and traffic calming elements north of Plumb Lane including curb extensions, leading pedestrian intervals and high visibility crosswalks. This treatment will help maintain low vehicle speeds and volumes and help create a more comfortable north / south connection.



Harvard Way

Roberts St to Grove St	Neighborhood Byway
Traffic Circle Bike Boxes	Curb Extensions Daylighting
PLANNING LEVEL COST ESTIMATE	
$320,468	

PROJECT DETAILS

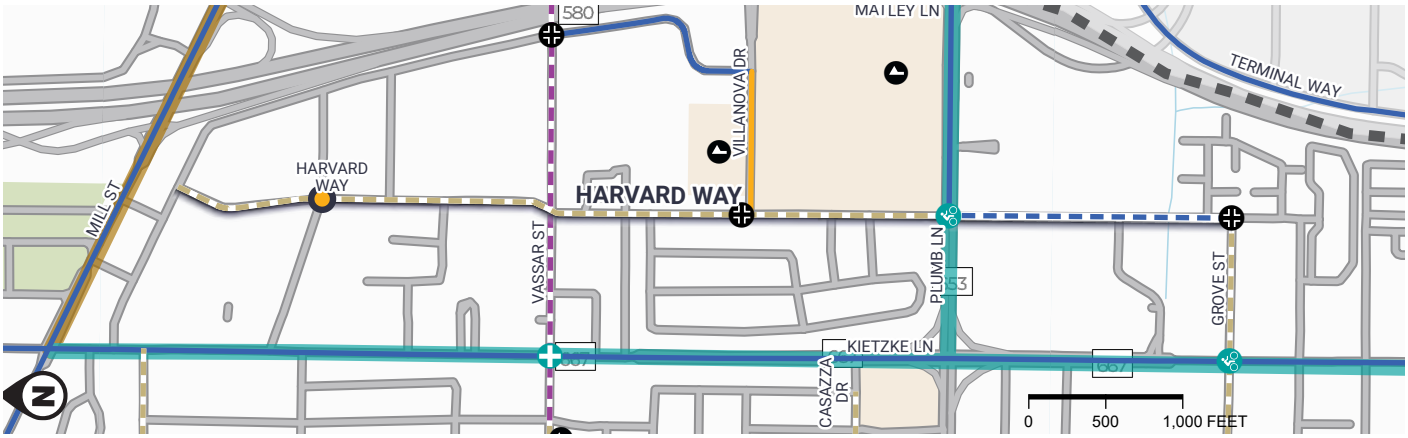


Conceptual Cross-section

Design Considerations

The proposed cross-section to the left represents the typical configuration for a neighborhood byway. Traffic calming elements along the route are intended to include curb extensions with neckdowns / chokers between intersections where parking utilization was observed to be relatively low. This project also includes potential modifications to signal timings which may need to be coordinated with additional analysis and improvements on major cross-streets such as Vassar Street.

PROJECT MAP



LEGEND

- Central/Midtown Reno
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane

RTP Funded Project Type

- capacity
- multimodal

Central Reno Recommendations

- bike lane
- protected bike lane
- neighborhood byway

Intersection Concept Type

- curb extensions w/ minor enhancements
- protected intersection
- two-staged turn box / cut through / bike boxes
- traffic circle

2ND, KUENZLI & KIRMAN ST

PROJECT DESCRIPTION

This project would establish an east/west connection on the northern edge of the Central Reno / Midtown neighborhood and connecting to the Biggest Little Bike Network project at Evans Avenue. This project originated from the Central Reno / Midtown Neighborhood Network Plan and would provide a westbound protected bike lane on Kuenzli St and an eastbound protected bike lane on 2nd St with east/west travel continuing on Kuenzli St between Sutro St and Kietzke Lane with protected bike lanes.

Intersection improvements such as two-staged turn boxes at Sutro St/Kirman Ave will be crucial to assist bicyclists to safely continue east/west along this route. Additionally, a temporary bike lane on Kirman Avenue between Kuenzli St and 2nd St would help maintain protection and connectivity along the route but requires additional analysis to consider feasibility.



2nd, Kuenzli & Kirman Street

Lake St to Sutro St Lake St to Kietzke Ln	Protected Bike Lane One-Way Protect Bike Lane
Daylighting Protected Intersections	Curb Extensions Wayfinding Two-Staged Turn Box
	PLANNING LEVEL COST ESTIMATE
	$ 1,242,891

PROJECT DETAILS

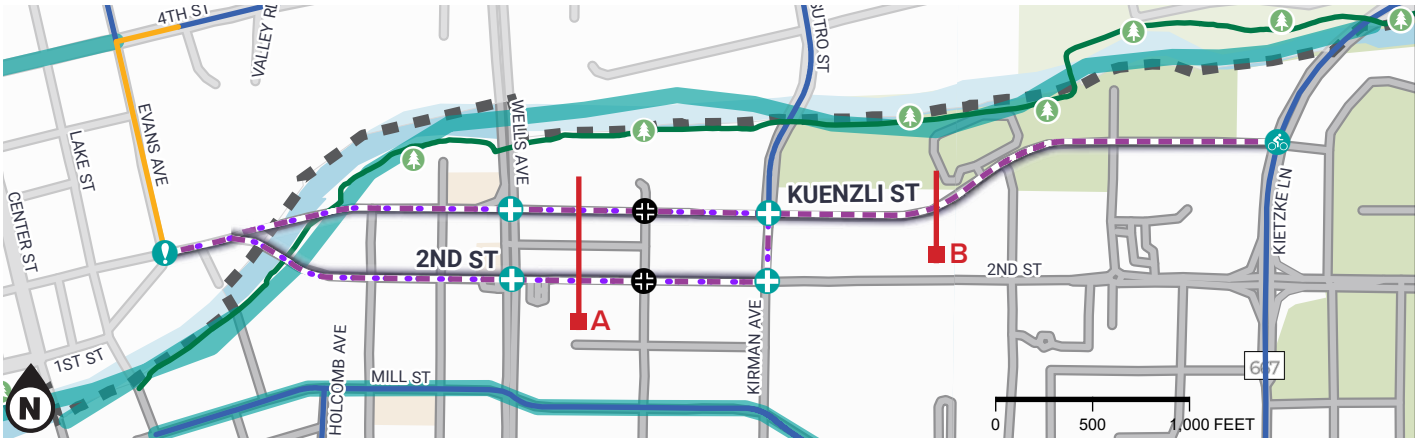


Cross-section A



Cross-section B

PROJECT MAP



LEGEND

- Central/Midtown Reno
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane

RTP Funded Project Type

- capacity
- multimodal

Central Reno Recommendations

- one-way protected bike lane
- protected bike lane

Intersection Concept Type

- curb extensions w/ minor enhancements
- protected intersection
- two-staged turn box / cut through / bike boxes
- wayfinding

YORI WAY

PROJECT DESCRIPTION

This project would turn Yori Way into a Neighborhood Byway by adding curb extensions and chokers to help maintain low vehicle speeds and a comfortable shared street environment. With this project, Yori Way will provide a long north/south connection through the majority of the Central Reno / Midtown neighborhood with activated crossings of multiple major roadways.

The project originated from the Central Reno / Midtown Neighborhood Network Plan and will connect with the planned quick-build improvements on Roberts St, Vassar St, Casazza Dr, and Grove St. Additionally, this project will help provide direct connections to multiple neighborhood schools including Booth Elementary, Loder Elementary and Vaughn Middle School.



Yori Way

Mill St to Moana Ln	Neighborhood Byway
High Visibility Crosswalks Daylighting	Curb Extensions
PLANNING LEVEL COST ESTIMATE	
$696,778	

PROJECT DETAILS

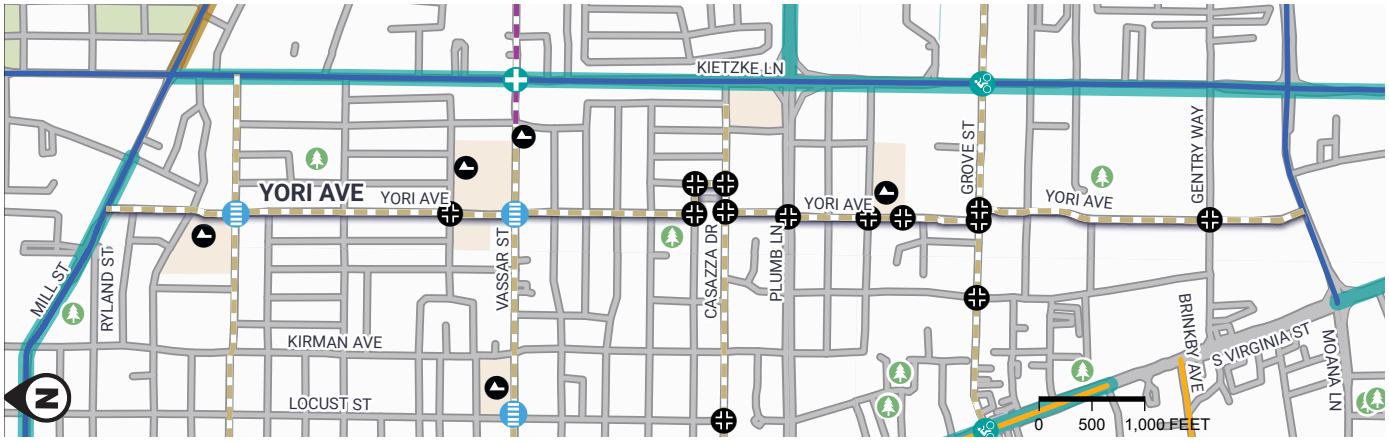


Conceptual Cross-section

Design Considerations

This project will compliment the recent traffic calming improvements on Yori Way at Roberts Street which include quick-build style curb extensions. This project will add curb extensions to reduce crossing distances and reduce turning vehicle speeds. Additionally, crossings at major roadways (ex. Plumb Lane) may be upgraded to overhead Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs) based on engineering judgment.

PROJECT MAP



LEGEND

- Central/Midtown Reno
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane

RTP Funded Project Type

- capacity
- multimodal

Central Reno Recommendations

- bike lane
- protected bike lane
- neighbor-hood byway
- two-way cycle track

Intersection Concept Type

- curb extensions w/ minor enhancements
- protected intersection
- two-staged turn box / cut through / bike boxes
- high visbility crosswalk

GROVE STREET

PROJECT DESCRIPTION

Grove Street provides a key east/west connection through the heart of the Central Reno / Midtown neighborhood and across two major roadways: Kietzke Lane and Virginia Street. This project will create a Neighborhood Byway on Grove Street by adding curb extensions, chokers, and shared lane symbols.

This treatment will help reduce overall crossing distances for pedestrians and help maintain low vehicle speeds along the corridor and through intersections. The project originated from the Central Reno / Midtown Neighborhood Network Plan and will connect with planned quick-build improvements on Yori Way and the existing bicycle lanes on Harvard Way and provide connectivity to the Virginia Lake recreation area.



Grove Street

Lymberry St to Harvard Way	Neighborhood Byway
Curb Extensions Daylighting	Bike Boxes Bike Jug Handle
PLANNING LEVEL COST ESTIMATE	
$332,933	

PROJECT DETAILS

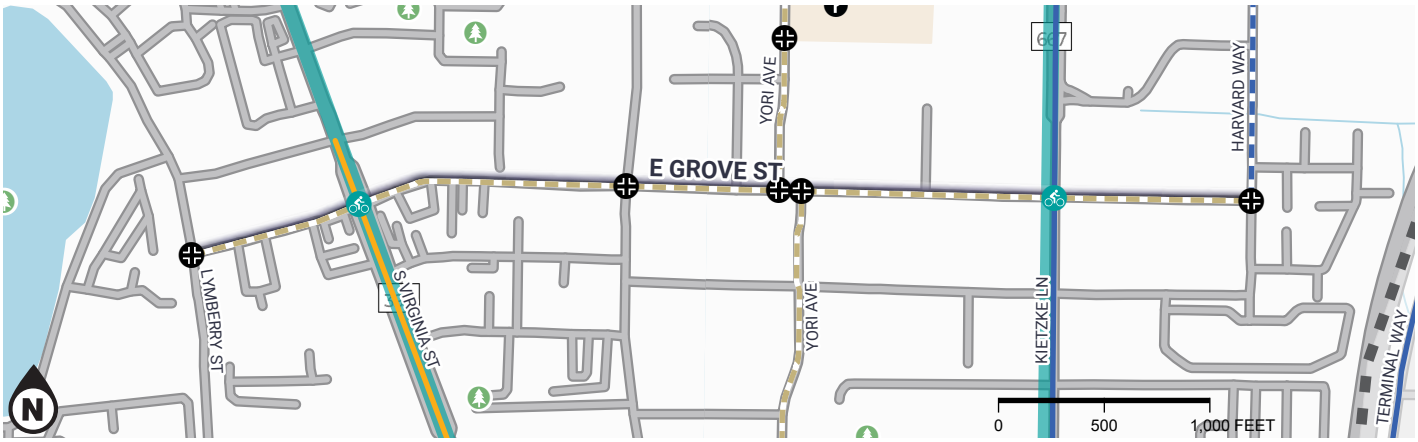


Conceptual Cross-section

Design Considerations

The addition of bicycle detection at the existing signalized intersections of Kietzke Lane and Virginia Street may be considered in order to enhance the use of this route for people biking. Additionally, the Neighborhood Byway design will help maintain parking along the corridor but there may be areas near driveways and intersections where parking space is reallocated to increase visibility and enhance safety.

PROJECT MAP



LEGEND

- Central/Midtown Reno
- school
- park

Existing Bike Facility
- bike lane
- shared use path
- shared lane

RTP Funded Project Type
- capacity
- multimodal

Central Reno Recommendations
- bike lane
- neighborhood byway

Intersection Concept Type
- curb extensions w/ minor enhancements
- two-staged turn box / cut through / bike boxes

CASAZZA DRIVE

PROJECT DESCRIPTION

Casazza Drive provides an alternative east/ west connection to Plumb Lane in the middle of the Central Reno / Midtown neighborhood. Improvements on Casazza Drive will help to enhance connectivity with local shopping destinations and will serve as an integral piece of the active transportation network by linking the planned quick-build improvements on Yori Way and the existing bike lanes on Wells Avenue.

The project originated from the Central Reno / Midtown Neighborhood Network Plan and will help to enhance safety along this corridor and support low vehicle speeds in addition to adding traffic calming elements like curb extensions and intersection daylighting.



Casazza Drive

Wells Ave to Kietzke Ln	Neighborhood Byway
Curb Extensions	Daylighting
PLANNING LEVEL COST ESTIMATE	
$222,851	

PROJECT DETAILS



Conceptual Cross-section

Design Considerations

The Neighborhood Byway design will help maintain parking along the corridor but there may be areas near driveways and intersections where parking space is reallocated to increase visibility and enhance safety. Additional connectivity may be achieved by striping in bike lanes on Wells Avenue from Casazza Drive to Grand Canyon Blvd with shared lane markings through the roundabout.

PROJECT MAP



LEGEND

- Central/Midtown Reno
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane

RTP Funded Project Type

- capacity
- multimodal

Central Reno Recommendations

- bike lane
- neighborhood byway

Intersection Concept Type

- curb extensions w/ minor enhancements
- two-staged turn box / cut through / bike boxes

CALIENTE & MONROE STREET

PROJECT DESCRIPTION

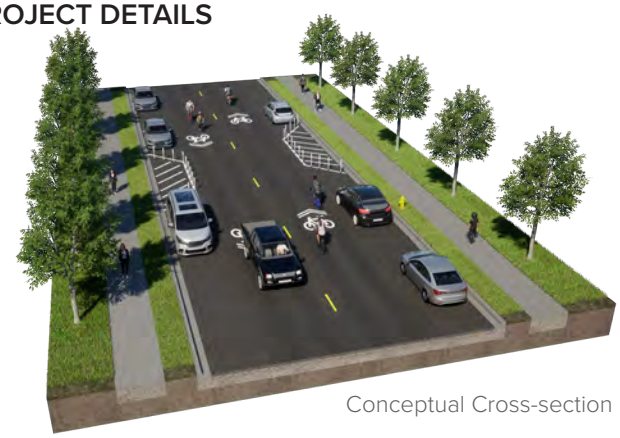
This connection helps to create a continuous east/west link across the neighborhood by acting as an extension of the improvements on Vassar Street. This route connects to the proposed improvements on Forest Street and would also connect with the existing bike lanes on Arlington Avenue. Mount Rose Street may be considered as alternative to this corridor.



Caliente & Monroe Street

Virginia St to Plumas St Plumas St to Marsh Ave	Neighborhood Byway
High Visibility Crosswalks Curb Extensions	Bike Boxes Bike Jug Handles
PLANNING LEVEL COST ESTIMATE	
$313,992	

PROJECT DETAILS

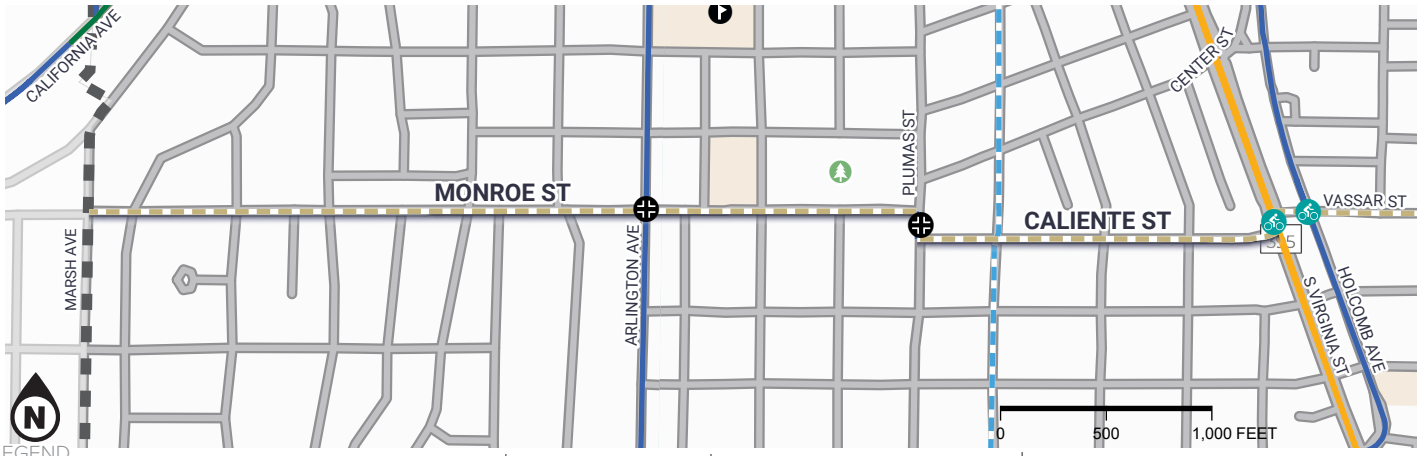


Conceptual Cross-section

Design Considerations

It is important to note that a Neighborhood Byway treatment on Caliente Street would require reconfiguring Caliente Street to work with bi-directional vehicle traffic or to create a contra-flow bike lane. Allowing bi-directional traffic is preferred and would require reconfiguration of the existing bulb-outs at the Virginia Street intersection. Additionally, in order to enhance the transition from Caliente Street to Monroe Street, a short bike lane with a bicycle jug handle is recommended. This would provide dedicated space for a bicyclist to turn while remaining outside of vehicle traffic.

PROJECT MAP



LEGEND

- Central/Midtown Reno
- school
- park

Existing Bike Facility
- bike lane
- shared use path
- shared lane

RTP Funded Project Type
- capacity
- multimodal

Central Reno Recommendations
- bike lane
- neighborhood byway

Intersection Concept Type
- curb extensions w/ minor enhancements
- two-staged turn box / cut through / bike boxes

VASSAR STREET

PROJECT DESCRIPTION

Vassar Street provides a helpful east/west connection through the Central Reno / Midtown neighborhood while connecting with multiple schools, the US Post Office, and popular commercial destinations along Virginia Street. This project will implement two configurations on either side of Kietzke Lane. West of Kietzke Lane, this project will create a Neighborhood Byway with curb extensions to support a slow-speed environment. East of Kietzke Lane, this project will reconfigure the existing roadway space to provide a protected bike lane in either direction while maintaining one vehicle lane in each direction and a two-way center turn lane.

The project originated from the Central Reno / Midtown Neighborhood Network Plan and will provide connections to the planned quick-build improvements on Yori Way and Harvard Way while also linking with the existing bike lanes on Holcomb Avenue, Wells Avenue, and Kietzke Lane.



Vassar Street

Terminal Way to S Virginia St	Protected Bike Lane Neighborhood Byway
Protected Intersections Curb Extensions	Daylighting Bike Boxes
PLANNING LEVEL COST ESTIMATE	
$948,302	

PROJECT DETAILS



Cross-section A



Cross-section B

PROJECT MAP



LEGEND

- Central/Midtown Reno
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane

RTP Funded Project Type

- capacity
- multimodal

Central Reno Recommendations

- protected bike lane
- neighborhood byway

Intersection Concept Type

- curb extensions w/ minor enhancements
- protected intersection
- two-staged turn box / cut through / bike boxes
- high visibility crosswalk

TAYLOR & CHENEY STREET

PROJECT DESCRIPTION

This connection uses two short street segments on Taylor Street and Cheney Street to create a connection across Virginia Street between Holcomb Avenue and the planned quick-build improvements on Forest Street.

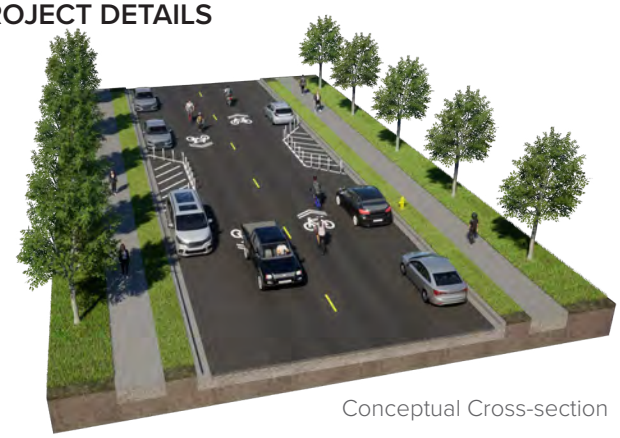
The project originated from the Central Reno / Midtown Neighborhood Network Plan and will include utilizing a cut through in the existing median to allow bicyclists only to turn left from Taylor Street and Cheney Street onto Virginia Street. This route will connect with the existing high visibility crosswalk across Holcomb Avenue and an existing high visibility crosswalk at Plumas Street.



Taylor & Cheney Street

Holcomb Ave to Plumas St	Neighborhood Byway
Daylighting Bike Cut-throughs	Curb Extensions
	PLANNING LEVEL COST ESTIMATE
	$141,310

PROJECT DETAILS

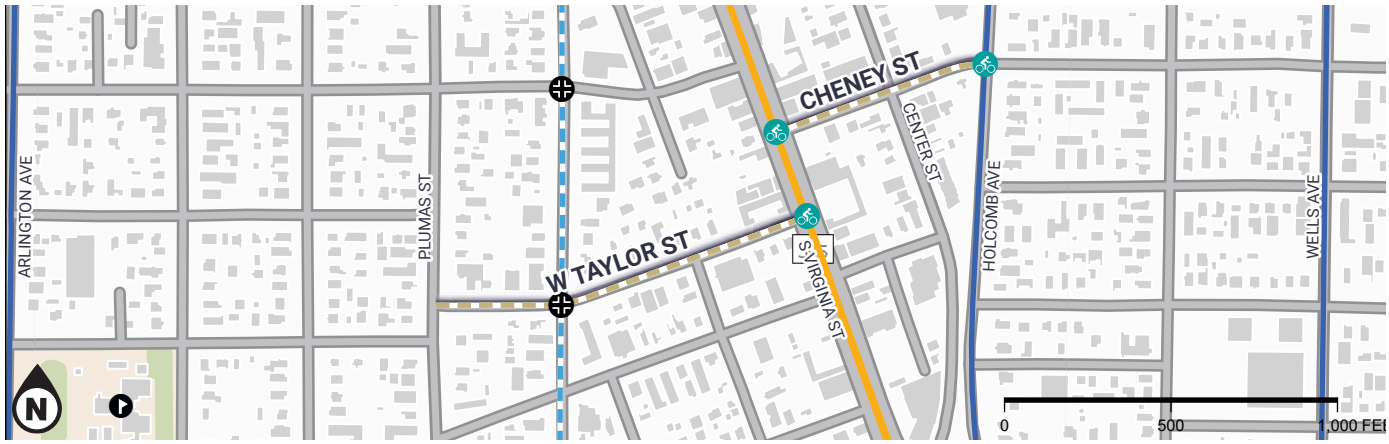


Conceptual Cross-section

Design Considerations

This route crosses Virginia Street in an area with a high level of pedestrian activity and would benefit from the addition of enhanced crosswalks at Virginia Street and Center Street. Additionally, the Neighborhood Byway design will help maintain on-street parking between Virginia Street and Kietzke Lane but there may be areas near driveways and intersections where parking space is reallocated to increase visibility and enhance safety.

PROJECT MAP



LEGEND

- Central/Midtown Reno
- school

Existing Bike Facility
- bike lane
- shared use path
- shared lane

RTP Funded Project Type
- capacity
- multimodal

Central Reno Recommendations
- two-way cycle track
- neighborhood byway

Intersection Concept Type
- curb extensions w/ minor enhancements
- two-staged turn box / cut through / bike boxes

MORAN & ROBERTS STREET

PROJECT DESCRIPTION

This project will create neighborhood byways on sections of Roberts Street and Moran Street to support east/west travel between Kietzke Lane and Virginia Street. Roberts Street and Moran Street are low-speed and low-volume roadways through the neighborhood which can provide connectivity enhancements between the Wells Avenue District, residential areas, and the Midtown commercial area.

Individuals traveling east/west will transition from Roberts Street to Moran Street at Wilson Street for a one block section which will include wayfinding signage and pavement markings. The project originated from the Central Reno / Midtown Neighborhood Network Plan and will also enhance the existing crossing on Wells Avenue by reducing the crossing distance with curb extensions.



Moran & Roberts Street

S Virginia St to Wilson St (Moran St)	Neighborhood Byway
High Visibility Crosswalks Wayfinding	Median Pedestrian Refuge
PLANNING LEVEL COST ESTIMATE	
$399,678	

PROJECT DETAILS

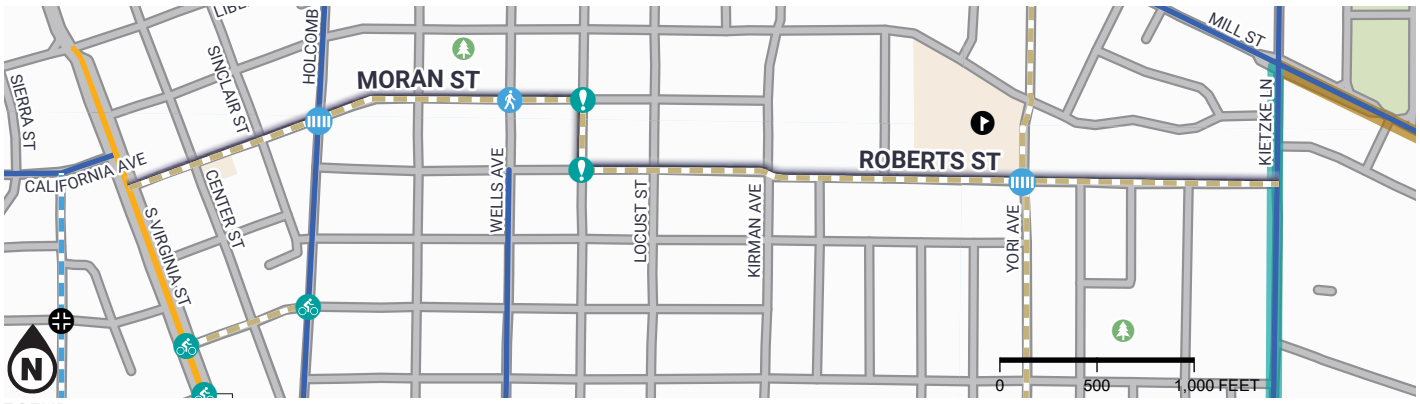


Conceptual Cross-section

Design Considerations

Wayfinding at the intersection of Moran Street / Virginia Street can help bicyclists continue west with the existing bike lanes on California Avenue. Eastbound movements of cyclists coming from California Avenue crossing Virginia Street will be considered in design, and will benefit from the addition of wayfinding signage. The Holcomb Avenue intersection presents a strong opportunity to add a marked crossing with curb extensions that is nearly equidistant between the existing crossings at Cheney Street and Ryland Street/Liberty Street. The Neighborhood Byway design will help maintain parking along the corridor but there may be areas near driveways and intersections where parking space is reallocated to increase visibility and enhance safety.

PROJECT MAP



LEGEND

- Central/Midtown Reno
- school
- park

Existing Bike Facility
- bike lane
- shared use path
- shared lane

RTP Funded Project Type
- capacity
- multimodal

Central Reno Recommendations
- two-way cycle track
- neighborhood byway

Intersection Concept Type
- curb extensions w/ minor enhancements
- high visibility crosswalk
- wayfinding
- two-staged turn box / cut through / bike boxes
- median pedestrian refuge

FOREST STREET

PROJECT DESCRIPTION

This north/south connection will link with the planned quick-build improvements on Caliente Street and the existing bike lanes on California Avenue. This route would provide a key uninterrupted link for bicyclists traveling north/southwest of Virginia Street and provide a proximate alternative to the shared lane facility on Virginia Street.

The project originated from the Central Reno / Midtown Neighborhood Network Plan and will help connect residential neighborhoods with the larger active transportation network and help provide crossing enhancements for pedestrians within this residential area.



Forest Street

California Ave to Mount Rose St	Neighborhood Byway
Traffic Circle Curb Extensions	High Visibility Crosswalks
PLANNING LEVEL COST ESTIMATE	
$377,113	

PROJECT DETAILS

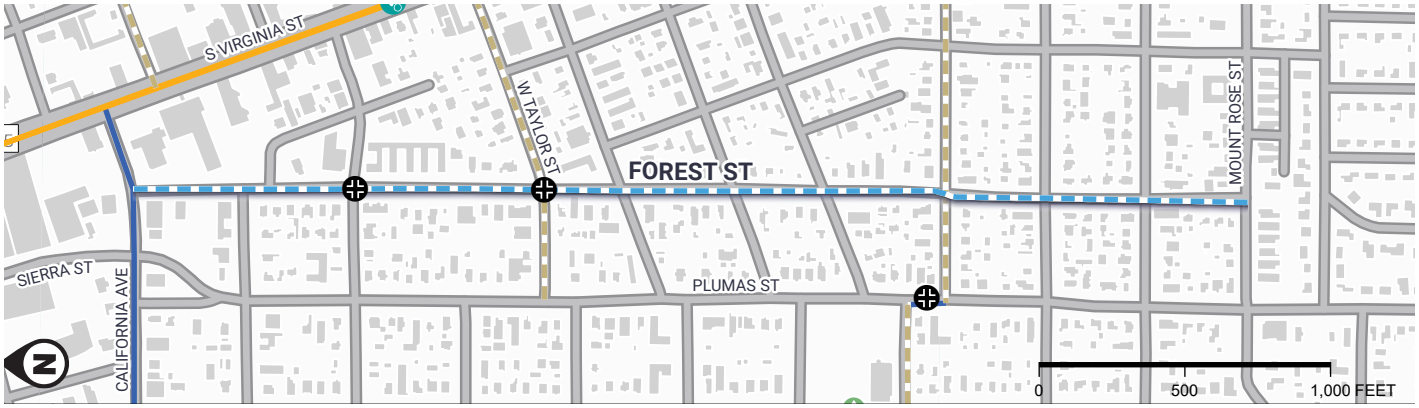


Conceptual Cross-section

Design Considerations

This project would consolidate roadway space to provide a two-way cycle track with a wide buffer in conjunction with a southbound vehicle lane and one lane of parking. The proposed configuration could accommodate physical separation in key areas if delineators or other vertical elements are placed on the far side of the buffer space (as shown in the cross-section).

PROJECT MAP



LEGEND

- Central/Midtown Reno
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane

RTP Funded Project Type

- capacity
- multimodal

Central Reno Recommendations

- two-way cycle track
- neighborhood byway

Intersection Concept Type

- curb extensions w/ minor enhancements

Central Reno Neighborhood Network Plan
Final Draft Comment Matrix

	Name	Comment		Response	Change Made in Final Plan (Y/N)
1	**Reno-Sparks Indian Colony**	1	Improving pedestrian and bicyclist safety on state highways in the Central Reno/Midtown Neighborhood (High Injury Network) is critical. There needs to be reduced speeds, increased use of pedestrian hybrid beacons (PHBs), protected bike lanes, and sidewalks along Kietzke Lane and East Second Street.	Both Kietzke Lane and East Second Street were identified by our data analysis and our public engagement as unsafe and uncomfortable corridors. Each corridor also functions as a key connection to the East Reno and Central Sparks neighborhoods. Due to the high-speed/high-volume nature of both of these arterials, the improvements necessary to create safe, comfortable facilities are not well accomplished through low-cost quick-build infrastructure. As such, both Kietzke Lane and East Second Street have been included in the Central Reno/Midtown Long-Term Needs category (Table 16) for consideration in the Regional Transportation Plan prioritization process.	N
2		2	Please Identify RSIC on the maps and remove the park layer.	Thank you for this suggestion.	N
3		3	Existing Bicycle Facilities (Figure 4 on page 9). Please add the existing shared-use paths on the south side of Truckee River between I-580 and Gregg Street.	Thank you for this suggestion. The map has been updated accordingly.	Y
4		4	Are the GAP Analysis scores correct on Kietzke Lane? There are no sidewalks between Plumb and Vassar except adjacent to Little Flower Church and the portion next to RTC bus stops south of Vassar. There are no sidewalks on the west side of Kietzke Lane north of Burger King until the RTC bus stop.	The Gap Analysis is a composite score of several metrics including the presence of sidewalks among many others. The Gap Analysis score accurately reflects the portion of Kietzke between the Truckee River and Virginia Street. Furthermore, an augmentation of the score would not impact the project recommendations of this Plan. See response to Comment 1 for more information.	N
5		5	The Draft Plan provides several recommendations on Second Street west of Kietzke Lane but pedestrian safety improvements are needed to the east.	Thank you for this comment. See response to Comment 1.	N
6		6	Harvard Way. The analysis of pedestrian facilities along Harvard Way is missing from Mill Street to Vassar. This is a route for high school students and a potential alternative to Kietzke Lane.	Harvard Way between Market Street and Grove Street is one of the recommended corridors for a neighborhood byway treatment. This project will include the extent of Harvard north of Vassar Street as referenced in the comment.	N
7		7	Yori Avenue is mentioned in Chapter 4 as a potential neighborhood bikeway, but contains no analysis in previous chapters.	Yori Way between Mill Street and Moana Lane functions as a parallel network to Kietzke Lane, a corridor identified as a comfort and safety concern. As such, it is recommended for a neighborhood byway treatment.	N
8		8	Include some short-term improvements for Kietzke Lane instead of deferring to the ADA improvements included in the 2025-2034 RTP. The RTP states that Kietzke Lane will have ADA improvements but there is no mention of protected bike lanes or other measures to increase safety for pedestrians and bicyclists in this corridor. Many recommendations included in the 2013 Kietzke Lane Safety Management Plan (NDOT) have not been implemented.	Thank you for this suggestion. See response to Comment 1.	N
9		9	Please consider installing protected bike lanes along Kietzke Lane and a walking path with lighting in areas that have no sidewalks. Also consider reducing the speed limit, replacing pedestrian signals with PHBs, and prohibiting right turns on red. As shown in Figure 8 and Table 3, Kietzke Lane is the most dangerous corridor in the Central Reno/Midtown Plan area and likely the most dangerous corridor of all major arterials in the City of Reno. Although not reflected in Table 3, more fatalities have occurred along Kietzke Lane in 2024 and 2025.	Thank you for this suggestion. See response to Comment 1.	N
10	**Andrew Samuelsen**	10	Highly support protected bike lanes on Kuenzli & Second.	Thank you for your comment.	N

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

Meeting Date: 8/15/2025 **Agenda Item: 4.4.1**

To: Regional Transportation Commission

From: Bryan Byrne, Project Manager

SUBJECT: Smithridge Drive Rehabilitation Project PSA

RECOMMENDED ACTION

Approve a contract with DOWL, LLC to provide design and construction services related to the Smithridge Drive Rehabilitation Project, in an amount not-to-exceed $1,385,009.02.

BACKGROUND AND DISCUSSION

This Professional Services Agreement (PSA) with DOWL, LLC (DOWL) is for professional design and optional construction management services for the Smithridge Drive Rehabilitation Project in the amount of $1,385,009.02. The project, located within the City of Reno, spans Smithridge Drive from McCarran Boulevard to Peckham Lane. Scope of work includes roadway rehabilitation and reconstruction, striping reconfiguration, drainage improvements, and enhancements to pedestrian and multi-modal connectivity.

The complete scope of services is included in the attachment. DOWL was selected from the Street & Highway Program 2025 Qualified List to perform engineering services. DOWL's scope, schedule, and budget indicated the amount for design services is within the appropriated budget. While the schedule may fluctuate based upon agency and other coordination, the targeted schedule for these services are as follows:

Notice to Begin Preliminary Design: September 2025
50% Design Submittal: Early 2026
Final Design: Fall 2026
Begin Construction: Anticipated in Spring 2027

FISCAL IMPACT

Fuel tax appropriations are included in the FY 2026 Budget.

PREVIOUS BOARD ACTION

4/18/2025 - Approved the Qualified Consultant List for Engineering Design and Construction Management Services.

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 DOWL ("CONSULTANT").

WITNESSETH:

WHEREAS, RTC has selected CONSULTANT from the Civil Engineering Design and Construction Management Services for the Streets & Highways Program shortlist to perform Design and Engineering Services in connection with the Smithridge Rehabilitation 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 December 31, 2027, 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 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. 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	$525,838.30
Optional Design Services	$101,457.80
Design Contingency	$40,000.00
Engineering During Construction Services	$0
Optional Engineering During Construction Services	$677,712.92
Engineering During Construction Services Contingency	$40,000.00
Total Not-to-Exceed Amount	$1,385,009.02

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 Bryan Byrne 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 Keith Karpstein 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
Bryan Byrne
RTC Project Manager
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502
Email: bbyrne@rtcwashoe.com
(775)335-1865

CONSULTANT:
Jeff Bernardo, PE
Chief Operating Officer
DOWL
5510 Longley Ln,
Reno, NV 89511
Email: jbernardo@dowl.com
Phone: (541)762-2079

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

DOWL

By: _____
Jeff Bernardo, PE, Chief Operating Officer

Exhibit A

Scope of Services

This is **EXHIBIT A**, consisting of **15** pages, is referred to in and part of the **Agreement between Owner and DOWL for Professional Services**.
RTC Project No. 0212086

Engineer's Services

The project is located on Smithridge Drive within the City of Reno boundary. The project limits extend from McCarran Boulevard to Peckham Lane. The consultant will look to evaluate, recommend, and design the pavement rehabilitation within the specified limits. The project will also involve ADA infrastructure improvements, curb and gutter and sidewalk replacement, driveway replacements, drainage upgrades, including new storm drain infrastructure, and utility modifications. New sidewalk is proposed on the east side from the existing terminus south of Filbert Road to Peckham Lane. A bulb-out concept for the new sidewalk is proposed to reduce impacts outside of existing right-of-way. Additionally, construction management services are included as optional services.

Engineer will provide Basic and Additional Services as set forth below.

PART 1 – BASIC SERVICES

A1.01 *Project Management Phase*

A. Engineer will:

1. Schedule maintenance, cost control, filing, resource allocation, and routine communications.
2. Coordination with RTC Project Manager and staff, including conference calls and internal meetings. Scheduled progress meetings are planned bi-weekly.
3. Monitor changes to the scope, budget, or schedule and developing change management strategies with the RTC Project Manager.
4. Prepare monthly progress reports, invoices and billing.
5. Coordinate and attend kick-off meeting with RTC and City of Reno. The purpose of the meeting is to identify scope of work to be included in design effort.

B. Deliverables:

1. Monthly invoices
2. Meeting agendas and minutes

A1.02 *Investigation of Existing Conditions Phase*

A. Condition Survey: CONSULTANT will evaluate curb and gutter, sidewalk, and driveway approaches based upon RTC and City of Reno criteria. The evaluation will take place during a site walk with representatives from RTC and City of Reno. The CONSULTANT will also evaluate existing pedestrian ramps and driveways for compliance with current PROWAG ADA standards and consider improvements needed for pedestrian connectivity.

B. Traffic Data Collection: Traffic data is needed to estimate the future 18-kip ESAL applications that will be required for rehabilitation/reconstruction design. CONSULTANT will conduct a 72-hour traffic count at two locations along Smithridge Drive. Using information from a nearby permanent count station operated by Regional Transportation Commission (RTC), City of Reno, and/or the Nevada Department of Transportation (NDOT) the short duration count will be seasonally adjusted to determine the annual average daily traffic (AADT) along Smithridge Drive along with the functional classification breakdown for determining the existing ESAL count. Future AADT will be calculated from base year and future year model runs of the RTC travel demand model and follow NCHRP 765 forecasting procedures.

C. Geotechnical Exploration Plan: The locations for boring will be identified by CONSULTANT and reviewed and approved by the RTC. Up to eight (8) borings will be required. The primary objective of the boring program will be to establish pavement, base, and subgrade layer thickness and material properties. Preparation and coordination of Encroachment and Excavation permit with the City of Reno is included, including traffic control plan preparation and implementation during the exploration.

D. Geotechnical Investigation: CONSULTANT will identify the subsurface soils by truck-mounted drill rig to a depth of ten feet to determine the thickness of existing structural section and to obtain samples of the subgrade soils for classification. Representative samples of the soils encountered will be used for testing to aid in classification and moisture content determination. The results of the geotechnical investigation and associated laboratory testing will be summarized in a written report.

E. Develop Feasible Rehabilitation Alternatives: CONSULTANT will identify feasible pavement rehabilitation alternatives for the project. Among the alternatives that may be considered are:

1. Roadbed modification, partial removal and AC overlay
2. Removal of composite material and placement of new base and AC overlay
3. Pulverized base, partial removal and AC overlay
4. Removal of composite material, subgrade stabilization (treatment or geosynthetic placement) and placement of new base and AC overlay
5. Mill and overlay

F. Upon completion of the geotechnical investigation, CONSULTANT will meet with RTC to present feasible rehabilitation alternatives. CONSULTANT will then apply the design procedures contained in the latest 2021 Regional Transportation Commission of Washoe County Flexible Pavement Design Manual to generate the design layer thickness associated with each pavement alternative.

G. Identify Optimum Rehabilitation Alternative: CONSULTANT will prepare the recommended rehabilitation alternative(s) for the project for RTC approval.

H. Utility Investigation/Depiction

1. Overhead Utilities: CONSULTANT will investigate and locate overhead utilities within the roadway right of way and areas reasonably affected.

a. Deliverables: Depiction of overhead utilities within the roadway right-of-way on plan sheets developed under Phase 7, Final Design. Based on preliminary research, no overhead utilities have been identified within the project limits.

2. Subsurface Utilities: CONSULTANT will investigate and locate subsurface utilities within the roadway right-of-way, 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. Existing subsurface utilities that have been identified based on preliminary research include storm drain, sanitary sewer, water, gas, power, and telecommunication conduit.

   a. Deliverables: Depiction of subsurface utilities on plan sheets developed under Phase 7, Final Design. An inventory of subsurface utility surface features by Owner, type, location, and depth of feature or pipe invert.

3. Utility coordination: Based on field investigation, CONSULTANT will provide RTC a list of utility agencies 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. CONSULTANT will depict utilities likely affected by the project on the plan and profile, evaluate potential conflicts through field investigation, and investigate conflict resolution strategies.

I. Report: The findings and recommendations of CONSULTANT for all tasks identified under Phase 2 will be submitted by report with backup documentation. The Geotechnical Report and pavement design will also be submitted to the Local Entity for review and acceptance prior to final design.

A1.03 *Utility Pothole Exploration Phase (Optional)*

A. Should insufficient information be available from existing records to determine whether or not conflicts between the proposed work and existing utilities will occur, the CONSULTANT will pothole up to eighteen (18) utilities to make such a determination. The exploration would be focused on shallow utilities in the area such as water, gas, and communications conduit. The pothole exploration would be limited to three (3) 8-hour work shifts. Traffic control, flagging, permitting, and permanent patching are included. It is assumed that potholing will occur outside of limits that would impact traffic signals at the intersection of Peckham and McCarran.

B. CONSULTANT will investigate and locate potholed subsurface utilities at conflict points in accordance with the American Society of Civil Engineers Standard guideline for the Collection and Depiction of Existing Subsurface Utility Data, Quality Level A.

   1. Deliverables: Utility pothole summary sheet in .pdf format. Summary sheet will include utility data, location, depth, pictures and general notes related to the exposed utility.

A1.04 *Topographic Survey and Mapping Phase*

A. CONSULTANT will conduct a design grade topographic survey across approximately 4,000 feet of Smithridge Drive within the limits of the proposed work, plus a buffer as requested by design

engineers. The survey will also include the intersections of Pembroke Drive and McCarran Boulevard. Control will be set in such a manner as to be useful for construction after design. Control will be set with a mixture of static GPS observations, trig leveling and network adjustments done in TBC and/or Starnet. Coordinate system will be that required by Washoe County – Nevada State Plane West, NAD83(HARN) US Survey Foot scaled from 0,0 by grid to ground combined factor 1.000197939. Horizontal control may be based on either the TURN GPS CORS station network, or local found county control. Elevations will be based on NAVD88 Geoid 18, tied from either the TURN GPS CORs station network, or local benchmarks as published by the City of Reno. A basis of bearings, elevations, distances and coordinates will be provided along with a CSV of the control, and their associated accuracies.

B. CONSULTANT will locate existing improvements. Utilities will be dipped for either pipe invert, or top of nut (as conditions allow). Curb, gutter, sidewalk, crown of road, edge of pavement, and other hardscape will be surveyed by total station. CONSULTANT intends to fly the site with survey grade drone for background imagery, and surface data in unimproved areas. CONSULTANT will not be surveying boundary or right-of-way and will utilize published GIS data.

C. Deliverables:

1. Civil 3D surface not exceeding 50MB in size and meeting the ASPRS 10cm vertical accuracy class (NMAS 1' contour). Road surface and hard scape expected to be within 0.05'

2. Civil 3D topographic survey comprising improvements and utilities as 2D linework. (Utilities will be represented by COGO points and will be at elevation).

3. Ortho imagery

4. Control network and associated basis of bearings, elevations, distances and coordinates.

D. Special Conditions:

1. This topographic survey will not be plotted to PDF as the engineers desire this data in an electronic form for design in CAD. the survey data as a Civil 3D dwg can be provided, however, said DWG will be digitally signed and stamped by the PLS in responsible charge, and locked from modification.

2. This proposal assumes no traffic control will be needed.

A1.05 *Hydrology & Hydraulics Report Phase*

A. Background Information Review and Research: CONSULTANT will review previous hydrologic and hydraulic studies within the project area that are readily available. CONSULTANT will also contact NDOT personnel to understand and gather information about the stormwater infrastructure and drainages that contribute to the open channel that parallels the western side of Smithridge Drive.

B. Site Visit and Storm Drain Infrastructure Inventory: CONSULTANT will perform a site walk to understand drainage patterns of the existing roadway and adjacent developments. An inventory of the storm drain infrastructure including inlets, manholes, storm drain pipes, valley gutter, and other similar facilities will be prepared during the site walk. Photos and sketches will be gathered for the identified facilities. The storm drain infrastructure inventory will be used to prepare a survey request

to gather information not included within the City of Reno Active Sewer & Drainage System Interactive Map.

C. Preliminary Hydrology and Hydraulic Evaluation: CONSULTANT will perform the following tasks to analyze the hydrology and hydraulics of the existing system and the infrastructure necessary within the proposed project area:

1. Identify and delineate drainage basins for the entire project area. Determine hydrologic characteristics of each basin. Larger offsite basins will be developed for the 84-inch storm drain within E Peckham Lane to approximate upstream flows. Similar basins will be developed for the existing storm drain trunklines along S Mccarran Boulevard (NDOT 36-inch) and the City of Reno's storm drain through the adjacent development to the east.

2. Develop a stormwater model evaluating the existing drainage patterns and existing storm drains within the project area.

    1) The SCS Unit Hydrograph method will be used to evaluate runoff in the Autodesk Storm and Sanitary Analysis (SSA) stormwater modeling framework. Several representative drainage basins will be selected to compare runoff flow rates against other acceptable methods, like the rational method, as a reasonability check.
    2) The City of Reno Active Sewer & Drainage System Interactive Map and the data gathered from the site survey will be used to build the stormwater pipe network within the project area.
    3) The existing model will include limited modeling upstream and downstream of Smithridge Drive for the 84-inch storm drain in E Peckham Lane, 36-inch storm drain in S Mccarran Boulevard, and the City of Reno storm drain through an adjacent development. Modeling will estimate flows within these systems for a baseline comparison to the proposed project inflows. It assumed the modeling will extend downstream for a city block and no further downstream impacts will be evaluated.

3. Evaluate the model results for the 5 and 100-year existing conditions models. Assess model results to identify locations violating current storm drain criteria and locations of potential flooding that could be mitigated with the proposed project.

4. Determine inlet spacing for the proposed project area using the rational method. Evaluate standard inlets and higher capacity inlets to reduce the length of the storm drain trunkline.

    1) Several representative drainage basins will be selected to compare runoff flow rates against other acceptable methods, like the SCS Unit Hydrograph methods, as a reasonable check.

5. Develop a stormwater model evaluating the proposed drainage patterns and proposed storm drain infrastructure necessary to serve the project area.

    1) Flooding depth, velocity, and lane encroachment within the proposed roadway section will be analyzed for the 5 and 100-year storm events.
    2) Storm drain infrastructure will be sized.
    3) Proposed storm water flow rates from the 5 and 100-year storm events will be compared to the existing storm water flow rates that leave the site. It is assumed that no surface or underground detention storage will be required for this project. Document impacts to the existing storm drain including increase in flows and HGL.

D. Technical Drainage Report: CONSULTANT will draft a technical drainage report summarizing the existing storm system and the proposed storm system performance.

1. Develop GIS figures to show existing and proposed drainage patterns and stormwater facilities. Highlight existing areas of flooding and areas of non-compliance with current design standards.

2. Perform QA/QC of the stormwater models, inlet calculations, and the technical drainage report.

E. Final Design Revisions: CONSULTANT will address any comments on the stormwater design and adjust the modeling and final reporting as necessary.

1. Adjust stormwater modeling and verify pipe sizing due to adjustments around potential utility conflicts.

2. Verify the proposed stormwater model matches elevations shown in the construction plans.

3. Update technical drainage report to address any comments and changes from the preliminary design.

4. Perform QA/QC of the stormwater models, inlet calculations, and the technical drainage report.

Deliverables:

Preliminary Technical Drainage Report

Final Technical Drainage Report

Assumptions:

CONSULTANT will be provided any previous hydrologic and hydraulic studies for the project area.

CONSULTANT will be provided with topographic data of the project area watershed. If topographic data cannot be provided, CONSULTANT will utilize the best publicly available data.

CONSULTANT will follow and utilize methodologies listed in the TMRDM and City of Reno Design Manual as applicable and necessary.

CONSULTANT has assumed no water quality design or detention will be incorporated with this project.

A1.06 *Speed Analysis*

A. CONSULTANT will prepare a brief 3-5 page memorandum documenting an analysis of the recommended speed limit along Smithridge Drive based upon existing vehicle data, roadway characteristics, and available crash history from NDOT. Volume, speed, and functional classification data collected as part of A1.02 will be entered into USLIMITS2 and evaluated for the appropriateness

of adjusting the speed limit along the corridor. This task assumes a single review and comment cycle with RTC and City of Reno prior to finalizing the memo.

A1.07 *Final Design Phase*

A. Project Coordination: CONSULTANT will attend internal design coordination meetings, review reports, and provide project coordination. It is assumed that up to three (3) design comment resolution meetings with RTC and City of Reno and the CONSULTANT design team will be required.

B. Final Plans and Specifications:

1. CONSULTANT will prepare Final Construction Plans, Contract Documents and Technical Specifications suitable for construction bid advertisement for the approved alignment in accordance with RTC standards and requirements. RTC will provide the boilerplate on disk in MS Word format. The RTC, Local Entity and Quality Control review comments will be incorporated into the final Plans and Specifications.

2. The final construction plans will be on 22" x 34" size sheets and will show all elements of the project construction, including plan/profile view, right-of-way lines (City of Reno GIS provided), cross-sections and construction/slope limits. The final plan set will include, as a minimum:

   a. Cover Sheet

   b. General Notes Sheet

   c. Abbreviations & Legend Sheet

   d. Survey & Alignment Control Sheet

   e. Sheet Index

   f. Roadway Plan/Profile Sheets (at 1"=20' scale) – 8 Sheets

   g. Intersection and Ped Ramp Grading Detail Sheets (at 1”=10’ scale) – 6 Sheets

   h. Cross-section Sheets (at 1"=20' scale) – 1 Sheet

   i. Signage & Striping Plan Sheets (at 1"=20' scale) – 4 Sheets

   j. Storm Drain Plan/Profile Sheets (at 1”=20’ scale) – 12 Sheets

   k. General Detail Sheets (scales as noted) - 6 Sheets

   l. Special Detail Sheets (as needed) – 4 Sheets

3. Depths of existing sanitary sewer and storm drain utilities will be checked and noted on the plans if there is reason to expect conflict due to vertical clearances. CONSULTANT will depict located, existing underground utilities on the Plan Sheets accompanied with the following “Note: Subsurface utilities are depicted by their Quality Levels in accordance American Society of Civil Engineers Standard Guidelines for the Collection and Depiction of

Existing Subsurface Utility Data (CI/ASCE 38-02). All utility information shown hereon is depicted to Quality Level "C", unless otherwise noted."

4. There will be no sewer or storm drain CCTV or condition assessment review services provided as part of this scope of work.

5. The Contract Documents and Technical Specifications will reference the 2012 edition, revision no. 8, 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. Plans and specifications will be submitted to the RTC, Local Entity, utility agencies and other affected parties for review at the 50%, 90%, 100%, and final stages of completion per the following:

   a. 50% & 90% Plans – 22"x34" .pdf set to RTC, Local Entity and each utility agency or other affected parties.

   b. 90% Specifications – .pdf and word document to RTC and Local Entity.

   c. 100% Plans – 22"x34" .pdf set to RTC, Local Entity and each utility agency or other affected parties.

   d. 100% Specifications – .pdf and word document to RTC and Local Entity.

   e. Final Working Plan Set – One 22"x34" set to RTC, one 11"x17" set each to RTC and Local Entity.

   f. Final Working Specification Document – One set each to RTC and Local Entity, one copy in MS Word format of the Contract Documents and Technical Specifications to RTC.

6. A comment resolution matrix will be included with the 90% and 100% submittal that addresses comments received on the 50% and 90% submittals. Responses will be noted as A (no further action, designer will comply), B (designer to re-evaluate), or D (designer will not comply).

7. A design technical memorandum will be provided by CONSULTANT for the 50% and 90% submittals that summarizes the major design components, design decisions, assumptions, and items requiring further discussion with RTC and Local Entity.

8. Independent Checker. CONSULTANT will use Bluebeam Revu for quality reviews to document senior and technical reviews. Quality 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. Senior and technical reviewers will backcheck that their initial comments were adequately addressed.

9. Utility Agency Coordination. CONSULTANT will distribute design review submittals (50% & 90%) to utility agencies for review and comment, and provide RTC a list of utility agencies provided design review submittals and utility agency review comments.

10. It is assumed that no comments will be made on the 100% submittal. The submittal review will be limited to confirm that all 50% and 90% submittal comments have been addressed.

11. Traffic control plans will be provided by the Contractor and are not included.

C. Engineer's Opinion of Probable Construction Costs and Time. CONSULTANT will provide an engineer's opinion of probable construction costs for the project based on the level of 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 projects. This deliverable will be provided at the 50%, 90% and 100% design milestones.

D. CONSULTANT will provide permission to construct (PTC) exhibits for each driveway being replaced for RTC use. Up to eleven (11) exhibits will be prepared. It is assumed that RTC will provide the PTC document to accompany the exhibit and coordinate with the property owners. Temporary or permanent easements, if required, will be completed under the design contingency phase.

E. It is assumed that an NDOT encroachment permit is required for the work at the McCarran Boulevard intersection. CONSULTANT will coordinate with NDOT to receive the required information for permitting and prepare the required plans and documents for the permit submittal. CONSULTANT will submit the permit documents to the NDOT District 2 office and provide all coordination and communication required to obtain the permit.

A1.08 *Right-of-Way Engineering (Optional)*

A. The purpose of this task is to prepare temporary easements that may be necessary to complete the proposed work. A metes and bounds description and an exhibit will be prepared for each. Up to twelve (12) temporary easements are assumed necessary to construct the proposed improvements. Easement documents are assumed to be provided by RTC.

B. This task also includes title research, title reports, and boundary resolution for the twelve (12) parcels that may be impacted by the proposed project.

C. It is assumed that RTC will provide easement documentation, provide appraisals, complete negotiations, and complete closing of easement documents. CONSULTANT's effort is limited to legal descriptions and exhibits only.

A1.09 *Design Contingency Phase*

A. Design Contingency. This is a contingency for miscellaneous increases within the scope of this contract related to design and right-of-way services. CONSULTANT will provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task will proceed only with the RTC Project Manager's written approval.

A1.10 *Bidding Services Phase*

A. 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.

B. 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.

C. Bid Opening. 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.

A1.11 *Contract Administration Phase (Optional)*

A. CONSULTANT will provide contract administration services as follows:

1. Prepare the preconstruction conference agenda and meeting minutes.
2. Review and respond to up to ten (10) Contractor submitted Requests for Information (RFI).
3. Perform construction coordination
4. Prepare and facilitate up to twenty eight (28) weekly construction meeting agenda and meeting minutes.
5. Review and provide recommendations on Contractor's traffic control plans
6. Review twenty (20) Contractor's submittals for conformance to the contract documents, including plantmix bituminous pavement and Portland cement concrete mix designs
7. Review and provide recommendations on test results
8. Review and provide recommendations on Contractor's construction schedule and work progress
9. Review construction for acceptance and/or mitigation
10. Provide verification and approval of Contractor's monthly pay request
11. Supervise the inspection, surveying and material testing activities
12. Provide recommendations to the RTC for any necessary construction changes due to field conditions
13. Assist in review and approval of up to three (3) change orders.

A1.12 *Construction Surveying Phase (Optional)*

A. Project management, scheduling, and Contractor coordination.

B. Provide one set of construction stakes for the following work:

1. Approximately 4,000 feet of road centerline.
2. Up to twelve (12) ADA ramps.

3. Approximately 3,800 linear feet of curb and gutter.

4. Approximately 2,800 linear feet of storm drain main.

5. Up to ten (10) storm drain manholes.

6. Up to eighteen (18) storm drain catch basins.

C. Re-staking due to Contractor or public damage is not included. If re-staking is required, this effort will be completed under the Construction Contingency Phase.

A1.13 *Construction Observation Phase (Optional)*

A. Provide Inspector. CONSULTANT will provide one (1) full-time Inspector during all construction activities. 11-hour work days and a 140 working day contract period are anticipated. This Inspector will:

1. Attend the preconstruction conference

2. Monitor the work performed by the Contractor and verify that the work is in accordance with the plans and specifications

3. Assist in problem resolution with the RTC, Contractor personnel, utility agencies, the public and others

4. Prepare daily field/observation reports, submitted weekly to RTC and CC'd to the appropriate government jurisdiction(s).

5. Provide quantity reports and assist in Contractor's monthly progress payments

6. Review the distribution of public relation notices required to be delivered by the Contractor

7. Assist in preparation of the Punch List

8. Maintain a field blueline set of drawings to incorporate Contractor record drawing mark-ups

9. Attend weekly construction progress meetings. Assume 28 weekly meetings per schedule below.

A1.14 *Materials Testing Phase (Optional)*

A. CONSULTANT will provide material testing for compliance with the project Specifications and the Standard Specifications for Public Works Construction, 2012 Edition (Orange Book) testing requirements as amended. Materials to be tested will include hot mix asphalt, aggregate base, cement treated base, native subgrade material, Portland cement concrete and backfill material. Test reports, accompanied with CONSULTANT's recommendation regarding acceptance / mitigation of materials, will be submitted promptly to the RTC and carbon copy (cc'd) to the appropriate governmental jurisdiction(s).

B. CONSULTANT will provide on-site nuclear gauge testing and sampling during the placement of aggregate base, roadbed modified base material, and backfill. Verbal results at the time of testing will

be provided to the Contractor and Inspector. Written test reports will be provided on a weekly basis; test reports will be stamped by a State of Nevada licensed Professional Engineer (PE).

C. CONSULTANT will provide laboratory testing for soil materials, including moisture density curves (Proctor), plasticity index (PI), gradation (sieve analysis), and compressive strength tests of roadbed modified base material. Test frequency will comply with the Specifications for Public Works Construction (Orange Book), 2012 Rev. 8 Edition.

D. CONSULTANT will provide plant mix bituminous pavement plant inspection and laboratory aggregate testing. Laboratory tests will consist of sieve analysis, percent of wear, fractured faces and plasticity index.

E. CONSULTANT will provide sampling and testing of asphalt cement binder material in accordance with Section 1.01A ASPHALT CEMENT of the RTC's Special Technical Specifications. For each paving day, the CONSULTANT's designated representative will coordinate with and receive asphalt cement binder samples from the designated plant representative. The CONSULTANT's designated representative will be present during all sampling operations. Each sample will be properly labeled and signed off by both representatives. A sample will be taken during the production of each "lot" (500 ton) of plant mix bituminous pavement using container no larger than a quart in size. CONSULTANT will submit all asphalt cement binder samples to the Nevada Department of Transportation (NDOT) material laboratory for testing. All samples will be accompanied with a NDOT form titled "Transmittal for Asphalt Samples" provided by the RTC.

F. CONSULTANT will provide on-site thin-lift nuclear gauge testing & sampling for plant mix bituminous pavement placement. Plant mix bituminous pavement tests will be per each "lot" (500 tons) placed. Laboratory testing will include extraction, aggregate gradation, specific gravity, flow & stability and Marwill unit weight. Reports will also include voids in total mix and voids filled.

G. CONSULTANT will provide plant mix bituminous pavement coring and lab testing. Lab test will include core unit weight. Test reports will include percent compaction.

H. CONSULTANT will provide top lift longitudinal joint testing and coring. Nuclear density testing will be performed on each side of all longitudinal joints at 200-foot intervals per every 1,000 foot segment. A core will be taken in every 1,000 foot segment near the point of one of the density tests on the side of the joint with the lowest mean joint density. The cores will be tested for specific gravity (air voids and compaction). The test report will include a Paving Plan and a Data/Calculation Sheet.

I. CONSULTANT will provide on-site concrete testing and sampling during the placement of concrete. Provide tests including air content, slump, compressive strength of 6-inch by 12-inch molded cylinders with sulfur caps, and maximum / minimum thermometer readings for field curing. Testing will meet the requirements specified in Section 336 of the Supplemental Specifications. Test frequency will comply with the latest amendment of the Specifications for Public Works Construction (Orange Book). Verbal results at the time of testing will be provided to the Inspector and Contractor. Written test reports (including max. & min. temperatures) will be provided to the Project Manager and the Contractor, on a weekly basis. Test cylinders will be prepared in accordance with ASTM C31/C31M.

A1.15 *As-Built Information Phase (Optional)*

A. Record Drawings. CONSULTANT will provide as-built record drawings for the completed project. One set of electronic drawings in single file PDF format (22" x 34" at 300 dpi) will be provided to RTC for its files and distribution to the local entity. The PDF file will include all plan sheets in one file with index/bookmark for easy access to different sheets or sections of the plan set.

B. The final record drawings must be identified, dated, and signed as the record drawings and must also contain the engineer's stamp and signature. The CONSULTANT may either:

   1. Provide the final revisions on the original engineer-stamped/signed reproducible drawings, which will then also be identified as the record drawings, or

   2. Provide new engineer-stamped/signed reproducible drawings identified as the record drawings.

C. The Record Drawings will 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.

D. Redline as-builts will be provided by both the Contractor and CONSULTANT construction observer.

A1.16 *Construction Contingency Phase (Optional)*

A. Construction Contingency. This is a contingency for miscellaneous increases within the scope of this contract during construction related to construction administration, surveying, inspection and materials testing. CONSULTANT will provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task will proceed only with the RTC Project Manager's written approval.

PART 2 - COMPENSATION

A. Owner will pay Engineer for Basic Services set forth in this Exhibit A as follows:

   1. A Time and Materials amount of $1,385,009.02 (Not to Exceed) based on the following estimated distribution of compensation:

a. Project Management Phase	$59,649.20
b. Investigation of Existing Conditions Phase	$62,428.60
c. Utility Pothole Exploration Phase (Optional)	$59,407.80
d. Topographic Survey and Mapping Phase	$48,049.00
e. Hydrology & Hydraulics Report Phase	$87,807.75
f. Speed Analysis	$12,116.00
g. Final Design Phase	$245,487.75

h. Right-of-Way Engineering Phase (Optional) $42,050.00

i. Design Contingency Phase $40,000.00

j. Bidding Services Phase $10,300.00

k. Contract Administration Phase (Optional) $167,232.86

l. Construction Surveying Phase (Optional) $67,854.74

m. Construction Observation Phase (Optional) $258,550.60

n. Materials Testing Phase (Optional) $171,999.00

o. As-built Information Phase (Optional) $12,075.72

p. Construction Contingency Phase (Optional) $40,000.00

2. Engineer may alter the distribution of compensation between individual phases noted herein to be consistent with services actually rendered, but will not exceed the total Not to Exceed amount unless approved in writing by the Owner.

3. The Not to Exceed amount includes compensation for Engineer's services and services of Engineer's Consultants, if any. Appropriate amounts have been incorporated in the Not to Exceed amount to account for labor, overhead, profit, and Reimbursable Expenses.

B. *Period of Service:* The compensation amount stipulated above is conditioned on a period of service not exceeding 26 months. If such period of service is extended, the compensation amount for Engineer's services will be appropriately adjusted.

PART 3 – PROJECT SCHEDULE

Milestone	Begin	End	Duration
RTC Board Approval	8/15/2025		
Notice to Proceed	8/19/2025		
Investigation of Existing Conditions, Identification of Project Scope	8/19/2025	11/14/25	12 weeks
Survey and Mapping	8/19/2025	11/14/25	12 weeks
50% Design	11/17/25	2/13/26	16 weeks
Agency Review (50% Design)	2/16/26	3/13/26	4 weeks
90% Design	316/26	6/12/26	16 weeks

Agency Review (90% Design)	6/15/26	7/10/26	4 weeks
100% Design	7/13/26	9/4/26	8 weeks
Bidding	11/17/26	12/15/26	4 weeks
Construction	4/5/27	10/15/27	28 weeks

Smithridge Rehabilitation Project Team

RTC Project # 0212086

Design:

PM – Keith Karpstein, PE
Senior QA/QC (Road Design) – Jared Trowbridge, PE
Senior QA/QC (H&H/SD Design) – Greg Gabel, PE
Traffic Engineering (Speed analysis) – Adam Miles, PE
Road Design Engineer – Eric Davis, PE
Road Designer – Noah Shek, EIT
H&H/SD Design Engineer – Dallas Jones, PE
H&H/SD Designer – Ben Dallas, EIT
Senior QA/QC – Topographic survey and boundary mapping – George Nicholas, PLS
Topographic survey and mapping – Greg Saunders, PLS
Boundary mapping and easements – Kaitlin Constantine, PLS
Project Controller – Alex Lacko
Geotechnical Engineer – Nick Anderson, PE

Construction Management:

Construction Manager – TJ Paterson, PE
Field Inspector – Logan Garling
Construction Administrator – Alex Lacko
Engineering Support During Construction – Keith Karpstein, PE
Materials Testing Manager – Verdie Legg, PE (CME)
Construction Staking – Andew Haukaas
Construction Staking QA/QC – George Nicholas, PLS

Exhibit B

Compensation

EXHIBIT B

Project: Smithridge Drive Rehabilitation
Client: RTC
Project or Contract #: RTC Project No. 0212086
7/24/2025

Prepared By: **Keith Karpstein / TJ Pa**
Reviewed By: **Bob Goodrich**

Summary

Phase Name		Task	Labor Subtotal Hours	Labor Subtotal Cost	Direct Expenses Subtotal	Subconsultants	Project Totals
Project Management	1	Project coordination and management	144	$ 34,368.00	$ -	$ -	$ 34,368.00
	2	Monthly Reports/Progress Billings	52	$ 9,360.00	$ -	$ -	$ 9,360.00
	3	Progress Meetings	68	$ 15,912.00	$ 9.20	$ -	$ 15,921.20
	4		-	$ -	$ -	$ -	$ -
	☑ T&M ☐ Lump Sum ☐ Other _____	***Subtotal***	**264**	**$ 59,640.00**	**$ 9.20**	$ -	**$ 59,649.20**
Investigation of Existing Conditions	1	Sidewalk, C&G and Driveway Condition Survey	20	$ 3,784.00	$ 4.60	$ -	$ 3,788.60
	2	Traffic Data Coordination/Collection	5	$ 1,020.00	$ 1,716.00	$ -	$ 2,736.00
	3	Geotechnical Field Exploration	5	$ 872.00	$ -	$ 19,681.00	$ 20,553.00
	4	Geotechnical Laboratory Testing	-	$ -	$ -	$ 12,945.00	$ 12,945.00
	5	Geotechnical Investigation Report	12	$ 2,460.00	$ -	$ 9,250.00	$ 11,710.00
	6	Existing Utility Data/As-builts Research and Mapping (USA Design Inquiry Request)	64	$ 10,696.00	$ -	$ -	$ 10,696.00
	7		-	$ -	$ -	$ -	$ -
	☑ T&M ☐ Lump Sum ☐ Other _____	***Subtotal***	**106**	**$ 18,832.00**	**$ 1,720.60**	$ 41,876.00	**$ 62,428.60**
Utility Pothole Exploration (Optional)	1	Pothole plan and coordination	14	$ 2,480.00	$ -	$ -	$ 2,480.00
	2	On-site potholing	30	$ 4,410.00	$ 46,013.80	$ -	$ 50,423.80
	3	Pothole summary and utility updating	38	$ 6,504.00	$ -	$ -	$ 6,504.00
	4		-	$ -	$ -	$ -	$ -
	☑ T&M ☐ Lump Sum ☐ Other _____	***Subtotal***	**82**	**$ 13,394.00**	**$ 46,013.80**	$ -	**$ 59,407.80**
Survey and Mapping	1	Project management	24	$ 5,304.00	$ -	$ -	$ 5,304.00
	2	Control survey	24	$ 5,304.00	$ -	$ -	$ 5,304.00
	3	Drone flight	8	$ 1,472.00	$ 6.75	$ -	$ 1,478.75
	4	Topo field	48	$ 12,864.00	$ 40.50	$ -	$ 12,904.50
	5	Manhole dips	24	$ 6,432.00	$ 20.25	$ -	$ 6,452.25
	6	Mission planning	4	$ 884.00	$ -	$ -	$ 884.00
	7	Field data processing	8	$ 1,432.00	$ -	$ -	$ 1,432.00
	8	Topo surface and planimetric drafting	60	$ 10,740.00	$ -	$ -	$ 10,740.00
	9	Quality control	16	$ 3,536.00	$ 13.50	$ -	$ 3,549.50
	10		-	$ -	$ -	$ -	$ -
	☑ T&M ☐ Lump Sum ☐ Other _____	***Subtotal***	**216**	**$ 47,968.00**	**$ 81.00**	$ -	**$ 48,049.00**
Hydrology & Hydraulics Report	1	Background Information Review and Research	24	$ 3,824.00	$ -	$ -	$ 3,824.00
	2	Site Visit and Storm Drain Infrastructure Inventory	20	$ 3,310.00	$ 5.75	$ -	$ 3,315.75
	3	Preliminary Hydrology and Hydraulic Evaluation	234	$ 43,472.00	$ -	$ -	$ 43,472.00
	4	Technical Drainage Report	116	$ 21,868.00	$ -	$ -	$ 21,868.00
	5	Final Design Revisions	80	$ 15,328.00	$ -	$ -	$ 15,328.00
	6		-	$ -	$ -	$ -	$ -
	☑ T&M ☐ Lump Sum ☐ Other _____	***Subtotal***	**474**	**$ 87,802.00**	**$ 5.75**	$ -	**$ 87,807.75**

DOWL

Project: Smithridge Drive Rehabilitation
Client: RTC
Project or Contract #: RTC Project No. 0212086
7/24/2025

Prepared By: **Keith Karpstein / TJ Pa**
Reviewed By: **Bob Goodrich**

Summary

Phase Name		Task	Labor Subtotal Hours	Labor Subtotal Cost	Direct Expenses Subtotal	Subconsultants	Project Totals
Speed Analysis	1	Project management	4	$ 1,136.00	$ -	$ -	$ 1,136.00
	2	Speed analysis and technical memorandum	66	$ 10,980.00	$ -	$ -	$ 10,980.00
	3		-	$ -	$ -	$ -	$ -
	☑ T&M ☐ Lump Sum ☐ Other _____	***Subtotal***	**70**	**$ 12,116.00**	**$ -**	$ -	**$ 12,116.00**
Final Design	1	Site Visits	24	$ 4,510.00	$ 29.75	$ -	$ 4,539.75
	2	**50% Plans (Estimated Sheet List)**	-	$ -	$ -	$ -	$ -
	3	Title Sheet	3	$ 578.00	$ -	$ -	$ 578.00
	4	General Notes	3	$ 652.00	$ -	$ -	$ 652.00
	5	Legend & Abbreviations	3	$ 578.00	$ -	$ -	$ 578.00
	6	Survey Control	12	$ 2,400.00	$ -	$ -	$ 2,400.00
	7	Sheet Index	6	$ 1,056.00	$ -	$ -	$ 1,056.00
	8	Roadway Plan & Profile (8 Sheets)	148	$ 24,880.00	$ -	$ -	$ 24,880.00
	9	Intersection and Ped Ramp Grading Details (6 sheets)	80	$ 12,856.00	$ -	$ -	$ 12,856.00
	10	Typical Section (1 Sheet)	6	$ 1,056.00	$ -	$ -	$ 1,056.00
	11	Signage and Striping (4 Sheets)	36	$ 5,840.00	$ -	$ -	$ 5,840.00
	12	Storm Dain Plan & Profile (12 Sheets)	196	$ 33,224.00	$ -	$ -	$ 33,224.00
	13	Standard Details (6 Sheets)	10	$ 1,744.00	$ -	$ -	$ 1,744.00
	14	Special Details (4 sheets)	22	$ 4,004.00	$ -	$ -	$ 4,004.00
	15	50% Opinion of Probable Cost	18	$ 3,216.00	$ -	$ -	$ 3,216.00
	16	50% Design memo	24	$ 4,224.00	$ -	$ -	$ 4,224.00
	17	Review meeting	6	$ 1,230.00	$ -	$ -	$ 1,230.00
	18	90% Plans	360	$ 62,840.00	$ -	$ -	$ 62,840.00
	19	90% Technical Specs	56	$ 10,056.00	$ -	$ -	$ 10,056.00
	20	90% Opinion of Probable Cost	28	$ 5,108.00	$ -	$ -	$ 5,108.00
	21	90% Design memo	24	$ 4,224.00	$ -	$ -	$ 4,224.00
	22	Review meeting	6	$ 1,230.00	$ -	$ -	$ 1,230.00
	23	100% Plans	84	$ 14,036.00	$ -	$ -	$ 14,036.00
	24	100% Technical Specs	34	$ 6,332.00	$ -	$ -	$ 6,332.00
	25	100% Opinion of Probable Cost	18	$ 3,216.00	$ -	$ -	$ 3,216.00
	26	QA/QC	104	$ 22,624.00	$ -	$ -	$ 22,624.00
	27	Permission to Construct (PTC) exhibits	20	$ 3,784.00	$ -	$ -	$ 3,784.00
	28	NDOT Permitting	60	$ 9,960.00	$ -	$ -	$ 9,960.00
	29		-	$ -	$ -	$ -	$ -
	☑ T&M ☐ Lump Sum ☐ Other _____	***Subtotal***	**1391**	**$ 245,458.00**	**$ 29.75**	$ -	**$ 245,487.75**
Right-of-Way Engineering (Optional)	1	Easement Preparation (Boundary Resolution, Legals and exhibits)	218	$ 32,050.00	$ 10,000.00	$ -	$ 42,050.00
	2		-	$ -	$ -	$ -	$ -

DOWL

Project: Smithridge Drive Rehabilitation
Client: RTC
Project or Contract #: RTC Project No. 0212086
7/24/2025

Prepared By:
Keith Karpstein / TJ Pa
Reviewed By:
Bob Goodrich

Summary

Phase Name		Task	Labor Subtotal Hours	Labor Subtotal Cost	Direct Expenses Subtotal	Subconsultants	Project Totals
(Optional)	☑ T&M ☐ Lump Sum ☐ Other _____	***Subtotal***	**218**	**$ 32,050.00**	**$ 10,000.00**	$ -	**$ 42,050.00**
Design Contingency	1	Design contingency	-	$ -	$ 40,000.00	$ -	$ 40,000.00
	2		-	$ -	$ -	$ -	$ -
	☑ T&M ☐ Lump Sum ☐ Other _____	***Subtotal***	**-**	**$ -**	**$ 40,000.00**	$ -	**$ 40,000.00**
Bidding Services (FY 2027)	1	Attend and Conduct Pre-Bid Meeting	14	$ 2,769.67	$ -	$ -	$ 2,769.67
	2	RFI's, Questions During Bidding, Addendum	18	$ 3,346.47	$ -	$ -	$ 3,346.47
	3	Attend Bid Opening	6	$ 1,246.30	$ -	$ -	$ 1,246.30
	4	Review Contractor Bids	8	$ 1,777.78	$ -	$ -	$ 1,777.78
	5	Bid Tabulation	6	$ 1,159.78	$ -	$ -	$ 1,159.78
	6		-	$ -	$ -	$ -	$ -
	☑ T&M ☐ Lump Sum ☐ Other _____	***Subtotal***	**52**	**$ 10,300.00**	**$ -**	$ -	**$ 10,300.00**
Contract Administration (Optional) (FY 2027)	1	Project Management / QC	65	$ 13,476.52	$ -	$ -	$ 13,476.52
	2	Conformed documents	29	$ 4,602.04	$ -	$ -	$ 4,602.04
	3	Preconstruction Conference	21	$ 4,295.10	$ -	$ -	$ 4,295.10
	4	Pre-Project video & photo documentation	14	$ 2,426.68	$ -	$ -	$ 2,426.68
	5	Submittal Review	84	$ 15,656.00	$ -	$ -	$ 15,656.00
	6	DFR Review	32	$ 6,592.00	$ -	$ -	$ 6,592.00
	7	Pay Requests	24	$ 4,944.00	$ -	$ -	$ 4,944.00
	8	RFI's	76	$ 15,656.00	$ -	$ -	$ 15,656.00
	9	Change Orders	64	$ 14,469.44	$ -	$ -	$ 14,469.44
	10	Claims and Disputes	48	$ 11,865.60	$ -	$ -	$ 11,865.60
	11	Computer based document system & SharePoint site	40	$ 7,720.88	$ -	$ -	$ 7,720.88
	12	Documentation Manual	52	$ 8,899.20	$ -	$ -	$ 8,899.20
	13	Weekly Site Meetings	168	$ 37,574.40	$ -	$ -	$ 37,574.40
	14	Business and Stakeholder Meetings	16	$ 3,592.64	$ -	$ -	$ 3,592.64
	15	Other Engineering Site Visits	72	$ 15,462.36	$ -	$ -	$ 15,462.36
	16		-	$ -	$ -	$ -	$ -
	☑ T&M ☐ Lump Sum ☐ Other _____	***Subtotal***	**805**	**$ 167,232.86**	**$ -**	$ -	**$ 167,232.86**
Construction Surveying (Optional) (FY 2027)	1	Field preparation and calculations	68	$ 13,402.36	$ -	$ -	$ 13,402.36
	2	Secondary construction control	32	$ 11,659.60	$ 20.25	$ -	$ 11,679.85
	3	Field staking	114	$ 42,617.28	$ 155.25	$ -	$ 42,772.53
	4		-	$ -	$ -	$ -	$ -
	☑ T&M ☐ Lump Sum ☐ Other _____	***Subtotal***	**214**	**$ 67,679.24**	**$ 175.50**	$ -	**$ 67,854.74**
Construction Observation (Optional) (FY 2027)	1	Field inspection and site documentation	1540	$ 258,550.60	$ -	$ -	$ 258,550.60
	2		-	$ -	$ -	$ -	$ -
	☑ T&M ☐ Lump Sum ☐ Other _____	***Subtotal***	**1540**	**$ 258,550.60**	**$ -**	$ -	**$ 258,550.60**
	1	Project Management	28	$ 5,768.00	$ -	$ 37,520.00	$ 43,288.00

DOWL

Project: Smithridge Drive Rehabilitation
Client: RTC
Project or Contract #: RTC Project No. 0212086
7/24/2025

Prepared By:
Keith Karpstein / TJ Pa
Reviewed By:
Bob Goodrich

Summary

Phase Name	Task		Labor Subtotal Hours	Labor Subtotal Cost	Direct Expenses Subtotal	Subconsultants	Project Totals
Materials Testing (Optional) (FY 2027)	2	Field Testing	-	$ -	$ -	$ 94,736.00	$ 94,736.00
	3	Laboratory Testing	-	$ -	$ -	$ 33,975.00	$ 33,975.00
	4		-	$ -	$ -	$ -	$ -
	☑ T&M ☐ Lump Sum ☐ Other _____	***Subtotal***	**28**	**$ 5,768.00**	**$ -**	$ 166,231.00	**$ 171,999.00**
As-built Information (Optional) (FY 2027)	1	Record drawings	74	$ 12,075.72	$ -	$ -	$ 12,075.72
	2		-	$ -	$ -	$ -	$ -
	☑ T&M ☐ Lump Sum ☐ Other _____	***Subtotal***	**74**	**$ 12,075.72**	**$ -**	$ -	**$ 12,075.72**
Construction Contingency (Optional) (FY 2027)	1	Construction contingency	-	$ -	$ 40,000.00	$ -	$ 40,000.00
	2		-	$ -	$ -	$ -	$ -
	☑ T&M ☐ Lump Sum ☐ Other _____	***Subtotal***	**-**	**$ -**	**$ 40,000.00**	$ -	**$ 40,000.00**
		TOTAL	**5534**	**$ 1,038,866.42**	**$ 138,035.60**	**$ 208,107.00**	**$ 1,385,009.02**

Smithridge Drive Rehabilitation
Client: RTC
Project or Contract #: RTC Project No. 0212086
7/24/2025

Prepared By:
Keith Karpstein / TJ Paterso
Reviewed By:
Bob Goodrich

Labor

Phase Name		Task	Senior Project Manager	Senior QC	Senior QC	Construction Manager	Field Inspector	Project Engineer	Project Designer	Project Controller	Land Survey Manager	Professional Land Surveyor	Professional Land Surveyor	Survey Technical Lead	Survey Technician	One-Person Survey Crew	Two-Person Survey Crew	Two-Person Survey Crew (PWP)	Accounting Technician	Labor Subtotal	
			K Karpstein	J L Trowbridge	G Gabel	TJ Paterson	L garling	E Davis/D Jones	N Shek/B Dallas	A Lacko	G Nicholas	K. Constatine	G Saunders	A Haukaas					D Blanton	Hours	Cost
		FY 2027 Rates	$ 293/hour	$ 243/hour	$ 271/hour	$ 206/hour	$ 168/hour	$ 190/hour	$ 151/hour	$ 141/hour	$ 228/hour	$ 211/hour	$ 183/hour	$ 184/hour	$ 130/hour	$ 195/hour	$ 276/hour	$ 424/hour	$ 130/hour		
		FY 2026 Rates	$ 284/hour	$ 236/hour	$ 263/hour	$ 200/hour	$ 163/hour	$ 184/hour	$ 147/hour	$ 137/hour	$ 221/hour	$ 205/hour	$ 178/hour	$ 179/hour	$ 126/hour	$ 189/hour	$ 268/hour	$ 412/hour	$ 126/hour		
Project Management	1	Project coordination and management	90					30		24										144	$ 34,368.00
	2	Monthly Reports/Progress Billings	13					13											26	52	$ 9,360.00
	3	Progress Meetings	34					34												68	$ 15,912.00
	4	-																		-	$ -
		Subtotal	**137**	-	-	-	-	**77**	-	**24**	-	-	-	-	-	-	-	-	**26**	**264**	**$ 59,640.00**
Investigation of Existing Conditions	1	Sidewalk, C&G and Driveway Condition Survey	4					8	8											20	$ 3,784.00
	2	Traffic Data Coordination/Collection	1					4												5	$ 1,020.00
	3	Geotechnical Field Exploration	1						4											5	$ 872.00
	4	Geotechnical Laboratory Testing																		-	$ -
	5	Geotechnical Investigation Report	4					4	4											12	$ 2,460.00
	6	Existing Utility Data/As-builts Research and Mapping (USA Design Inquiry Request)	4					20	40											64	$ 10,696.00
	7	-																		-	$ -
		Subtotal	**14**	-	-	-	-	**36**	**56**	-	-	-	-	-	-	-	-	-	-	**106**	**$ 18,832.00**
Utility Pothole Exploration (Optional)	1	Pothole plan and coordination	2					4	8											14	$ 2,480.00
	2	On-site potholing							30											30	$ 4,410.00
	3	Pothole summary and utility updating	4					10	24											38	$ 6,504.00
	4	-																		-	$ -
		Subtotal	**6**	-	-	-	-	**14**	**62**	-	-	-	-	-	-	-	-	-	-	**82**	**$ 13,394.00**
Survey and Mapping	1	Project management									24									24	$ 5,304.00
	2	Control survey									24									24	$ 5,304.00
	3	Drone flight												4		4				8	$ 1,472.00
	4	Topo field															48			48	$ 12,864.00
	5	Manhole dips															24			24	$ 6,432.00
	6	Mission planning									4									4	$ 884.00
	7	Field data processing												8						8	$ 1,432.00
	8	Topo surface and planimetric drafting												60						60	$ 10,740.00
	9	Quality control									16									16	$ 3,536.00
	10	-																		-	$ -
		Subtotal	-	-	-	-	-	-	-	-	**68**	-	-	**72**	-	**4**	**72**	-	-	**216**	**$ 47,968.00**
Hydrology & Hydraulics Report	1	Background Information Review and Research						8	16											24	$ 3,824.00
	2	Site Visit and Storm Drain Infrastructure Inventory						10	10											20	$ 3,310.00
	3	Preliminary Hydrology and Hydraulic Evaluation			24			170	40											234	$ 43,472.00
	4	Technical Drainage Report			16			80	20											116	$ 21,868.00
	5	Final Design Revisions			18			40	22											80	$ 15,328.00
	6	-																		-	$ -
		Subtotal	-	-	**58**	-	-	**308**	**108**	-	-	-	-	-	-	-	-	-	-	**474**	**$ 87,802.00**
Speed Analysis	1	Project management	4																	4	$ 1,136.00
	2	Speed analysis and technical memorandum	4	2				16	40	4										66	$ 10,980.00
	3	-																		-	$ -
		Subtotal	**8**	**2**	-	-	-	**16**	**40**	**4**	-	-	-	-	-	-	-	-	-	**70**	**$ 12,116.00**
Final Design	1	Site Visits	4			2	2	8	8											24	$ 4,510.00
	2	50% Plans (Estimated Sheet List)																		-	$ -
	3	Title Sheet	1						2											3	$ 578.00
	4	General Notes	1					2												3	$ 652.00
	5	Legend & Abbreviations	1						2											3	$ 578.00
	6	Survey Control									6			6						12	$ 2,400.00
	7	Sheet Index	1					1	4											6	$ 1,056.00
	8	Roadway Plan & Profile (8 Sheets)	12					40	96											148	$ 24,880.00
	9	Intersection and Ped Ramp Grading Details (6 sheets)	8						72											80	$ 12,856.00
	10	Typical Section (1 Sheet)	1					1	4											6	$ 1,056.00
	11	Signage and Striping (4 Sheets)	4						32											36	$ 5,840.00
	12	Storm Dain Plan & Profile (12 Sheets)	16					60	120											196	$ 33,224.00
	13	Standard Details (6 Sheets)	2						8											10	$ 1,744.00
	14	Special Details (4 sheets)	4					6	12											22	$ 4,004.00
	15	50% Opinion of Probable Cost	2					8	8											18	$ 3,216.00
	16	50% Design memo	4					4	16											24	$ 4,224.00
	17	Review meeting	2					2	2											6	$ 1,230.00
	18	90% Plans	40					120	200											360	$ 62,840.00
	19	90% Technical Specs	8					24	8	16										56	$ 10,056.00
	20	90% Opinion of Probable Cost	4					12	12											28	$ 5,108.00
	21	90% Design memo	4					4	16											24	$ 4,224.00
	22	Review meeting	2					2	2											6	$ 1,230.00
	23	100% Plans	8					16	60											84	$ 14,036.00

DOWL

Smithridge Drive Rehabilitation

Client: RTC

Project or Contract #: RTC Project No. 0212086

7/24/2025

Prepared By:
Keith Karpstein / TJ Paterso
Reviewed By:
Bob Goodrich

Labor

Phase Name		Task	Senior Project Manager	Senior QC	Senior QC	Construction Manager	Field Inspector	Project Engineer	Project Designer	Project Controller	Land Survey Manager	Professional Land Surveyor	Professional Land Surveyor	Survey Technical Lead	Survey Technician	One-Person Survey Crew	Two-Person Survey Crew	Two-Person Survey Crew (PWP)	Accounting Technician	Labor Subtotal	
			K Karpstein	J L Trowbridge	G Gabel	TJ Paterson	L garling	E Davis/D Jones	N Shek/B Dallas	A Lacko	G Nicholas	K. Constatine	G Saunders	A Haukaas					D Blanton	Hours	Cost
		FY 2027 Rates	$ 293/hour	$ 243/hour	$ 271/hour	$ 206/hour	$ 168/hour	$ 190/hour	$ 151/hour	$ 141/hour	$ 228/hour	$ 211/hour	$ 183/hour	$ 184/hour	$ 130/hour	$ 195/hour	$ 276/hour	$ 424/hour	$ 130/hour		
		FY 2026 Rates	$ 284/hour	$ 236/hour	$ 263/hour	$ 200/hour	$ 163/hour	$ 184/hour	$ 147/hour	$ 137/hour	$ 221/hour	$ 205/hour	$ 178/hour	$ 179/hour	$ 126/hour	$ 189/hour	$ 268/hour	$ 412/hour	$ 126/hour		
	24	100% Technical Specs	6					16	4	8										34	$ 6,332.00
	25	100% Opinion of Probable Cost	2					8	8											18	$ 3,216.00
	26	QA/QC		24	24	24		24						8						104	$ 22,624.00
	27	Permission to Construct (PTC) exhibits	4					8	8											20	$ 3,784.00
	28	NDOT Permitting	4					16	40											60	$ 9,960.00
	29	-																		-	$ -
		Subtotal	**145**	**24**	**24**	**26**	**2**	**382**	**744**	**24**	**6**	**-**	**-**	**14**	**-**	**-**	**-**	**-**	**-**	**1391**	**$ 245,458.00**
Right-of-Way Engineering (Optional)	1	Easement Preparation (Boundary Resolution, Legals and exhibits)										58			160					218	$ 32,050.00
	2	-																		-	$ -
		Subtotal	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**58**	**-**	**-**	**160**	**-**	**-**	**-**	**-**	**218**	**$ 32,050.00**
Design Contingency	1	Design contingency																		-	$ -
	2	-																		-	$ -
		Subtotal	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**$ -**
Bidding Services (FY 2027)	1	Attend and Conduct Pre-Bid Meeting	3			3		3		5										14	$ 2,769.67
	2	RFI's, Questions During Bidding, Addendum	3					6	6	3										18	$ 3,346.47
	3	Attend Bid Opening	2					2		2										6	$ 1,246.30
	4	Review Contractor Bids	3			3				2										8	$ 1,777.78
	5	Bid Tabulation	1			1		2		2										6	$ 1,159.78
	6	-																		-	$ -
		Subtotal	**12**	**-**	**-**	**7**	**-**	**13**	**6**	**14**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**52**	**$ 10,300.00**
Contract Administration (Optional) (FY 2027)	1	Project Management / QC	1			64														65	$ 13,476.52
	2	Conformed documents	1					4	16	8										29	$ 4,602.04
	3	Preconstruction Conference	3	3		5	2	4		4										21	$ 4,295.10
	4	Pre-Project video & photo documentation				2	12													14	$ 2,426.68
	5	Submittal Review	8	4		24	8		40											84	$ 15,656.00
	6	DFR Review				32														32	$ 6,592.00
	7	Pay Requests				24														24	$ 4,944.00
	8	RFI's	8	12		24		16	16											76	$ 15,656.00
	9	Change Orders	8	16		40														64	$ 14,469.44
	10	Claims and Disputes	16	16		16														48	$ 11,865.60
	11	Computer based document system & SharePoint site				32				8										40	$ 7,720.88
	12	Documentation Manual				16		4	32											52	$ 8,899.20
	13	Weekly Site Meetings	24	24		120														168	$ 37,574.40
	14	Business and Stakeholder Meetings		8		8														16	$ 3,592.64
	15	Other Engineering Site Visits	12	12		24		12	12											72	$ 15,462.36
	16	-																		-	$ -
		Subtotal	**81**	**95**	**-**	**431**	**22**	**40**	**116**	**20**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**805**	**$ 167,232.86**
Construction Surveying (Optional) (FY 2027)	1	Field preparation and calculations									20			48						68	$ 13,402.36
	2	Secondary construction control												8				24		32	$ 11,659.60
	3	Field staking												24				90		114	$ 42,617.28
	4																			-	$ -
		Subtotal	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**20**	**-**	**-**	**80**	**-**	**-**	**-**	**114**	**-**	**214**	**$ 67,679.24**
Construction Observation (Optional) (FY 2027)	1	Field inspection and site documentation					1540													1540	$ 258,550.60
	2	-																		-	$ -
		Subtotal	**-**	**-**	**-**	**-**	**1540**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1540**	**$ 258,550.60**
Materials Testing (Optional) (FY 2027)	1	Project Management				28														28	$ 5,768.00
	2	Field Testing																		-	$ -
	3	Laboratory Testing																		-	$ -
	4	-																		-	$ -
		Subtotal	**-**	**-**	**-**	**28**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**28**	**$ 5,768.00**
As-built Information (Optional) (FY 2027)	1	Record drawings	2			8		4	60											74	$ 12,075.72
	2	-																		-	$ -
		Subtotal	**2**	**-**	**-**	**8**	**-**	**4**	**60**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**74**	**$ 12,075.72**
Construction Contingency (Optional) (FY 2027)	1	Construction contingency																		-	$ -
	2	-																		-	$ -
		Subtotal	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**$ -**
		LABOR HOUR TOTAL	**405**	**121**	**82**	**500**	**1564**	**890**	**1192**	**86**	**94**	**58**		**166**	**160**	**4**	**72**	**114**	**26**	**5534**	
		LABOR COST TOTAL	**$ 115,020.00**	**$ 28,556.00**	**$ 21,566.00**	**$ 100,000.00**	**$ 254,932.00**	**$ 163,760.00**	**$ 175,224.00**	**$ 11,782.00**	**$ 20,774.00**	**$ 11,890.00**	**$**	**$ 29,714.00**	**$ 20,160.00**	**$ 756.00**	**$ 19,296.00**	**$ 46,968.00**	**$ 3,276.00**		**$ 1,038,866.42**

DOWL

Expenses

Smithridge Drive Rehabilitation
Client: RTC
Project or Contract #: RTC Project No. 0212086
7/24/2025

Prepared By:
Keith Karpstein / TJ Paterson
Reviewed By:
Bob Goodrich

Phase Name		Task	Travel, Mileage, & Misc. Subtotal										Direct Expenses Subtotal	% Mark Up	Total w/ Mark Up	
			Per Diem (State)		Lodging (State)		Vehicle Miles			Travel, Mileage, & Misc. Subtotal	Supplies	*Other Expenses				
				Total		Total			Total	Cost						
			$1/day	Cost	$35/night	Cost	Trucks $ 1.35	Autos $ 1.15	Cost							*Other Expenses Description
Project Management	1	Project coordination and management		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	2	Monthly Reports/Progress Billings		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	3	Progress Meetings		$ -		$ -		8	$ 9.20	$ 9.20			$ 9.20	0%	$ 9.20	Kickoff meeting at RTC
	4	-		$ -		$ -			$ -	$ -			$ -	0%	$ -	
		Subtotal	**-**	**$ -**	**-**	**$ -**	**-**	**8**	**$ 9.20**	**$ 9.20**	**$ -**	**$ -**	**$ 9.20**		**$ 9.20**	
Investigation of Existing Conditions	1	Sidewalk, C&G and Driveway Condition Survey		$ -		$ -		4	$ 4.60	**$ 4.60**			$ 4.60	0%	$ 4.60	Travel to site
	2	Traffic Data Coordination/Collection		$ -		$ -			$ -	**$ -**		$ 1,716.00	$ 1,716.00	0%	$ 1,716.00	Data collection
	3	Geotechnical Field Exploration		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	4	Geotechnical Laboratory Testing		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	5	Geotechnical Investigation Report		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	6	Existing Utility Data/As-builts Research and Mapping (USA Design Inquiry Request)		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	7	-		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
		Subtotal	**-**	**$ -**	**-**	**$ -**	**-**	**4**	**$ 4.60**	**$ 4.60**	**$ -**	**$ 1,716.00**	**$ 1,720.60**		**$ 1,720.60**	
Utility Pothole Exploration (Optional)	1	Pothole plan and coordination		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	2	On-site potholing		$ -		$ -		12	$ 13.80	**$ 13.80**		$ 46,000.00	$ 46,013.80	0%	$ 46,013.80	Travel to site. Pothole contractor.
	3	Pothole summary and utility updating		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	4	-		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
		Subtotal	**-**	**$ -**	**-**	**$ -**	**-**	**12**	**$ 13.80**	**$ 13.80**	**$ -**	**$ 46,000.00**	**$ 46,013.80**		**$ 46,013.80**	
Survey and Mapping	1	Project management		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	2	Control survey		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	3	Drone flight		$ -		$ -	5		$ 6.75	**$ 6.75**			$ 6.75	0%	$ 6.75	
	4	Topo field		$ -		$ -	30		$ 40.50	**$ 40.50**			$ 40.50	0%	$ 40.50	
	5	Manhole dips		$ -		$ -	15		$ 20.25	**$ 20.25**			$ 20.25	0%	$ 20.25	
	6	Mission planning		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	7	Field data processing		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	8	Topo surface and planimetric drafting		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	9	Quality control		$ -		$ -	10		$ 13.50	**$ 13.50**			$ 13.50	0%	$ 13.50	
	10	-		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
		Subtotal	**-**	**$ -**	**-**	**$ -**	**60**	**-**	**$ 81.00**	**$ 81.00**	**$ -**	**$ -**	**$ 81.00**		**$ 81.00**	
Hydrology & Hydraulics Report	1	Background Information Review and Research		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	2	Site Visit and Storm Drain Infrastructure Inventory		$ -		$ -		5	$ 5.75	**$ 5.75**			$ 5.75	0%	$ 5.75	
	3	Preliminary Hydrology and Hydraulic Evaluation		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	4	Technical Drainage Report		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	5	Final Design Revisions		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	6	-		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
		Subtotal	**-**	**$ -**	**-**	**$ -**	**-**	**5**	**$ 5.75**	**$ 5.75**	**$ -**	**$ -**	**$ 5.75**		**$ 5.75**	
Speed Analysis	1	Project management		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	2	Speed analysis and technical memorandum		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
	3	-		$ -		$ -			$ -	**$ -**			$ -	0%	$ -	
		Subtotal	**-**	**$ -**	**-**	**$ -**	**-**	**-**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**		**$ -**	
	1	Site Visits		$ -		$ -	5	20	$ 29.75	$ 29.75			$ 29.75	0%	$ 29.75	5 trips to site
	2	50% Plans (Estimated Sheet List)		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	3	Title Sheet		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	4	General Notes		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	5	Legend & Abbreviations		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	6	Survey Control		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	7	Sheet Index		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	8	Roadway Plan & Profile (8 Sheets)		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	9	Intersection and Ped Ramp Grading Details (6 sheets)		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	10	Typical Section (1 Sheet)		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	11	Signage and Striping (4 Sheets)		$ -		$ -			$ -	$ -			$ -	0%	$ -	

DOWL

Expenses

Smithridge Drive Rehabilitation
Client: RTC
Project or Contract #: RTC Project No. 0212086
7/24/2025

Prepared By:
Keith Karpstein / TJ Paterson
Reviewed By:
Bob Goodrich

Phase Name		Task	Travel, Mileage, & Misc. Subtotal										Direct Expenses Subtotal	% Mark Up	Total w/ Mark Up	
			Per Diem (State)		Lodging (State)		Vehicle Miles			Travel, Mileage, & Misc. Subtotal	Supplies	*Other Expenses				
				Total		Total			Total							
			$1/day	Cost	$35/night	Cost	Trucks $ 1.35	Autos $ 1.15	Cost	Cost						*Other Expenses Description
Final Design	12	Storm Dain Plan & Profile (12 Sheets)		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	13	Standard Details (6 Sheets)		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	14	Special Details (4 sheets)		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	15	50% Opinion of Probable Cost		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	16	50% Design memo		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	17	Review meeting		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	18	90% Plans		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	19	90% Technical Specs		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	20	90% Opinion of Probable Cost		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	21	90% Design memo		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	22	Review meeting		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	23	100% Plans		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	24	100% Technical Specs		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	25	100% Opinion of Probable Cost		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	26	QA/QC		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	27	Permission to Construct (PTC) exhibits		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	28	NDOT Permitting		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	29	-		$ -		$ -			$ -	$ -			$ -	0%	$ -	
		Subtotal	**-**	**$ -**	**-**	**$ -**	**5**	**20**	**$ 29.75**	**$ 29.75**	**$ -**	**$ -**	**$ 29.75**		**$ 29.75**	
Right-of-Way Engineering (Optional)	1	Easement Preparation (Boundary Resolution, Legals and exhibits)		$ -		$ -			$ -	$ -		$ 10,000.00	$ 10,000.00	0%	$ 10,000.00	Title reports
	2	-		$ -		$ -			$ -	$ -			$ -	0%	$ -	
		Subtotal	**-**	**$ -**	**-**	**$ -**	**-**	**-**	**$ -**	**$ -**	**$ -**	**$ 10,000.00**	**$ 10,000.00**		**$ 10,000.00**	
Design Contingency	1	Design contingency		$ -		$ -			$ -	$ -		$ 40,000.00	$ 40,000.00	0%	$ 40,000.00	Contingency
	2	-		$ -		$ -			$ -	$ -			$ -	0%	$ -	
		Subtotal	**-**	**$ -**	**-**	**$ -**	**-**	**-**	**$ -**	**$ -**	**$ -**	**$ 40,000.00**	**$ 40,000.00**		**$ 40,000.00**	
Bidding Services (FY 2027)	1	Attend and Conduct Pre-Bid Meeting		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	2	RFI's, Questions During Bidding, Addendum		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	3	Attend Bid Opening		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	4	Review Contractor Bids		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	5	Bid Tabulation		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	6	-		$ -		$ -			$ -	$ -			$ -	0%	$ -	
		Subtotal	**-**	**$ -**	**-**	**$ -**	**-**	**-**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**		**$ -**	
Contract Administration (Optional) (FY 2027)	1	Project Management / QC		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	3	Preconstruction Conference		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	4	Pre-Project video & photo documentation		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	5	Submittal Review		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	6	DFR Review		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	7	Pay Requests		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	8	RFI's		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	9	Change Orders		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	10	Claims and Disputes		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	11	Computer based document system & SharePoint site		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	12	Documentation Manual		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	13	Weekly Site Meetings		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	14	Business and Stakeholder Meetings		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	15	Other Engineering Site Visits		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	16	-		$ -		$ -			$ -	$ -			$ -	0%	$ -	
		Subtotal	**-**	**$ -**	**-**	**$ -**	**-**	**-**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**		**$ -**	
	1	Field preparation and calculations		$ -		$ -			$ -	$ -			$ -	0%	$ -	

Expenses

Smithridge Drive Rehabilitation
Client: RTC
Project or Contract #: RTC Project No. 0212086
7/24/2025

Prepared By:
Keith Karpstein / TJ Paterson
Reviewed By:
Bob Goodrich

Phase Name		Task	Travel, Mileage, & Misc. Subtotal										Direct Expenses Subtotal	% Mark Up	Total w/ Mark Up	
			Per Diem (State)		Lodging (State)		Vehicle Miles			Travel, Mileage, & Misc. Subtotal	Supplies	*Other Expenses				
				Total		Total	Trucks	Autos	Total	Cost						
			$1/day	Cost	$35/night	Cost	$ 1.35	$ 1.15	Cost							*Other Expenses Description
Construction Surveying (Optional) (FY 2027)	2	Secondary construction control		$ -		$ -	15		$ 20.25	$ 20.25			$ 20.25	0%	$ 20.25	
	3	Field staking		$ -		$ -	115		$ 155.25	$ 155.25			$ 155.25	0%	$ 155.25	
	4	-		$ -		$ -			$ -	$ -			$ -	0%	$ -	
		Subtotal	**-**	**$ -**	**-**	**$ -**	**130**	**-**	**$ 175.50**	**$ 175.50**	**$ -**	**$ -**	**$ 175.50**		**$ 175.50**	
Construction Observation (Optional) (FY 2027)	1	Field inspection and site documentation		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	2	-		$ -		$ -			$ -	$ -			$ -	0%	$ -	
		Subtotal	**-**	**$ -**	**-**	**$ -**	**-**	**-**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**		**$ -**	
Materials Testing (Optional) (FY 2027)	1	Project Management		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	2	Field Testing		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	3	Laboratory Testing		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	4	-		$ -		$ -			$ -	$ -			$ -	0%	$ -	
		Subtotal	**-**	**$ -**	**-**	**$ -**	**-**	**-**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**		**$ -**	
As-built Information (Optional) (FY 2027)	1	Record drawings		$ -		$ -			$ -	$ -			$ -	0%	$ -	
	2	-		$ -		$ -			$ -	$ -			$ -	0%	$ -	
		Subtotal	**-**	**$ -**	**-**	**$ -**	**-**	**-**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**		**$ -**	
Construction Contingency (Optional) (FY 2027)	1	Construction contingency		$ -		$ -			$ -	$ -		$ 40,000.00	$ 40,000.00	0%	$ 40,000.00	Contingency
	2	-		$ -		$ -			$ -	$ -			$ -	0%	$ -	
		Subtotal	**-**	**$ -**	**-**	**$ -**	**-**	**-**	**$ -**	**$ -**	**$ -**	**$ 40,000.00**	**$ 40,000.00**		**$ 40,000.00**	
		EXPENSES TOTAL		**$**		**$**	**195**	**49**	**320**	**$ 319.60**		**$ 137,716.00**	**$ 138,035.60**		**$ 138,035.60**	

DOWL

Subconsultants

Project:Smithridge Drive Rehabilitation
Client:RTC
Project or Contract #:RTC Project No. 0212086
7/24/2025
***See attachment for subconsultants full cost breakout**

Prepared By:
Keith Karpstein / TJ Pater
Reviewed By:
Bob Goodrich

Phase Name		Task	CME			Subconsultant Name			Subconsultant Name			Subconsultant Name			Subconsultants Subtotal
			Cost*	% Mark Up	Total w/Markup	Cost*	% Mark Up	Total w/Markup	Cost*	% Mark Up	Total w/Markup	Cost*	% Mark Up	Total w/Markup	
Project Management	1	Project coordination and management			$ -			$ -			$ -			$ -	$ -
	2	Monthly Reports/Progress Billings			$ -			$ -			$ -			$ -	$ -
	3	Progress Meetings			$ -			$ -			$ -			$ -	$ -
	4	-			$ -			$ -			$ -			$ -	$ -
		Subtotal	$ -		$ -	$ -		$ -	$ -		$ -	$ -		$ -	$ -
Investigation of Existing Conditions	1	Sidewalk, C&G and Driveway Condition Survey			$ -			$ -			$ -			$ -	$ -
	2	Traffic Data Coordination/Collection			$ -			$ -			$ -			$ -	$ -
	3	Geotechnical Field Exploration	$ 19,681.00	0%	$ 19,681.00			$ -			$ -			$ -	$ 19,681.00
	4	Geotechnical Laboratory Testing	$ 12,945.00	0%	$ 12,945.00			$ -			$ -			$ -	$ 12,945.00
	5	Geotechnical Investigation Report	$ 9,250.00	0%	$ 9,250.00			$ -			$ -			$ -	$ 9,250.00
	6	Existing Utility Data/As-builts Research and Mapping (USA Design Inquiry Request)			$ -			$ -			$ -			$ -	$ -
	7	-			$ -			$ -			$ -			$ -	$ -
		Subtotal	**$ 41,876.00**		**$ 41,876.00**	$ -		$ -	$ -		$ -	$ -		$ -	**$ 41,876.00**
Utility Pothole Exploration (Optional)	1	Pothole plan and coordination			$ -			$ -			$ -			$ -	$ -
	2	On-site potholing			$ -			$ -			$ -			$ -	$ -
	3	Pothole summary and utility updating			$ -			$ -			$ -			$ -	$ -
	4	-			$ -			$ -			$ -			$ -	$ -
		Subtotal	$ -		$ -	$ -		$ -	$ -		$ -	$ -		$ -	$ -
Survey and Mapping	1	Project management			$ -			$ -			$ -			$ -	$ -
	2	Control survey			$ -			$ -			$ -			$ -	$ -
	3	Drone flight			$ -			$ -			$ -			$ -	$ -
	4	Topo field			$ -			$ -			$ -			$ -	$ -
	5	Manhole dips			$ -			$ -			$ -			$ -	$ -
	6	Mission planning			$ -			$ -			$ -			$ -	$ -
	7	Field data processing			$ -			$ -			$ -			$ -	$ -
	8	Topo surface and planimetric drafting			$ -			$ -			$ -			$ -	$ -
	9	Quality control			$ -			$ -			$ -			$ -	$ -
	10	-			$ -			$ -			$ -			$ -	$ -
		Subtotal	$ -		$ -	$ -		$ -	$ -		$ -	$ -		$ -	$ -
Hydrology & Hydraulics Report	1	Background Information Review and Research			$ -			$ -			$ -			$ -	$ -
	2	Site Visit and Storm Drain Infrastructure Inventory			$ -			$ -			$ -			$ -	$ -
	3	Preliminary Hydrology and Hydraulic Evaluation			$ -			$ -			$ -			$ -	$ -
	4	Technical Drainage Report			$ -			$ -			$ -			$ -	$ -
	5	Final Design Revisions			$ -			$ -			$ -			$ -	$ -
	6	-			$ -			$ -			$ -			$ -	$ -
		Subtotal	$ -		$ -	$ -		$ -	$ -		$ -	$ -		$ -	$ -
Speed Analysis	1	Project management			$ -			$ -			$ -			$ -	$ -
	2	Speed analysis and technical memorandum			$ -			$ -			$ -			$ -	$ -
	3	-			$ -			$ -			$ -			$ -	$ -
		Subtotal	$ -		$ -	$ -		$ -	$ -		$ -	$ -		$ -	$ -
	1	Site Visits			$ -			$ -			$ -			$ -	$ -
	2	50% Plans (Estimated Sheet List)			$ -			$ -			$ -			$ -	$ -
	3	Title Sheet			$ -			$ -			$ -			$ -	$ -
	4	General Notes			$ -			$ -			$ -			$ -	$ -
	5	Legend & Abbreviations			$ -			$ -			$ -			$ -	$ -
	6	Survey Control			$ -			$ -			$ -			$ -	$ -
	7	Sheet Index			$ -			$ -			$ -			$ -	$ -

DOWL

Subconsultants

Project:Smithridge Drive Rehabilitation
Client:RTC
Project or Contract #:RTC Project No. 0212086
7/24/2025
***See attachment for subconsultants full cost breakout**

Prepared By:
Keith Karpstein / TJ Pater
Reviewed By:
Bob Goodrich

Phase Name		Task	CME			Subconsultant Name			Subconsultant Name			Subconsultant Name			Subconsultants Subtotal
			Cost*	% Mark Up	Total w/Markup	Cost*	% Mark Up	Total w/Markup	Cost*	% Mark Up	Total w/Markup	Cost*	% Mark Up	Total w/Markup	
Final Design	8	Roadway Plan & Profile (8 Sheets)			$ -			$ -			$ -			$ -	$ -
	9	Intersection and Ped Ramp Grading Details (6 sheets)			$ -			$ -			$ -			$ -	$ -
	10	Typical Section (1 Sheet)			$ -			$ -			$ -			$ -	$ -
	11	Signage and Striping (4 Sheets)			$ -			$ -			$ -			$ -	$ -
	12	Storm Dain Plan & Profile (12 Sheets)			$ -			$ -			$ -			$ -	$ -
	13	Standard Details (6 Sheets)			$ -			$ -			$ -			$ -	$ -
	14	Special Details (4 sheets)			$ -			$ -			$ -			$ -	$ -
	15	50% Opinion of Probable Cost			$ -			$ -			$ -			$ -	$ -
	16	50% Design memo			$ -			$ -			$ -			$ -	$ -
	17	Review meeting			$ -			$ -			$ -			$ -	$ -
	18	90% Plans			$ -			$ -			$ -			$ -	$ -
	19	90% Technical Specs			$ -			$ -			$ -			$ -	$ -
	20	90% Opinion of Probable Cost			$ -			$ -			$ -			$ -	$ -
	21	90% Design memo			$ -			$ -			$ -			$ -	$ -
	22	Review meeting			$ -			$ -			$ -			$ -	$ -
	23	100% Plans			$ -			$ -			$ -			$ -	$ -
	24	100% Technical Specs			$ -			$ -			$ -			$ -	$ -
	25	100% Opinion of Probable Cost			$ -			$ -			$ -			$ -	$ -
	26	QA/QC			$ -			$ -			$ -			$ -	$ -
	27	Permission to Construct (PTC) exhibits			$ -			$ -			$ -			$ -	$ -
	28	NDOT Permitting			$ -			$ -			$ -			$ -	$ -
	29	-			$ -			$ -			$ -			$ -	$ -
		Subtotal	$ -		$ -	$ -		$ -	$ -		$ -	$ -		$ -	$ -
Right-of-Way Engineering (Optional)	1	Easement Preparation (Boundary Resolution, Legals and exhibits)			$ -			$ -			$ -			$ -	$ -
	2	-			$ -			$ -			$ -			$ -	$ -
		Subtotal	$ -		$ -	$ -		$ -	$ -		$ -	$ -		$ -	$ -
Design Contingency	1	Design contingency			$ -			$ -			$ -			$ -	$ -
	2	-			$ -			$ -			$ -			$ -	$ -
		Subtotal	$ -		$ -	$ -		$ -	$ -		$ -	$ -		$ -	$ -
Bidding Services (FY 2027)	1	Attend and Conduct Pre-Bid Meeting			$ -			$ -			$ -			$ -	$ -
	2	RFI's, Questions During Bidding, Addendum			$ -			$ -			$ -			$ -	$ -
	3	Attend Bid Opening			$ -			$ -			$ -			$ -	$ -
	4	Review Contractor Bids			$ -			$ -			$ -			$ -	$ -
	5	Bid Tabulation			$ -			$ -			$ -			$ -	$ -
	6	-			$ -			$ -			$ -			$ -	$ -
		Subtotal	$ -		$ -	$ -		$ -	$ -		$ -	$ -		$ -	$ -
Contract Administration (Optional) (FY 2027)	1	Project Management / QC			$ -			$ -			$ -			$ -	$ -
	3	Preconstruction Conference			$ -			$ -			$ -			$ -	$ -
	4	Pre-Project video & photo documentation			$ -			$ -			$ -			$ -	$ -
	5	Submittal Review			$ -			$ -			$ -			$ -	$ -
	6	DFR Review			$ -			$ -			$ -			$ -	$ -
	7	Pay Requests			$ -			$ -			$ -			$ -	$ -
	8	RFI's			$ -			$ -			$ -			$ -	$ -
	9	Change Orders			$ -			$ -			$ -			$ -	$ -
	10	Claims and Disputes			$ -			$ -			$ -			$ -	$ -
	11	Computer based document system & SharePoint site			$ -			$ -			$ -			$ -	$ -

DOWL

Subconsultants

Project:Smithridge Drive Rehabilitation
Client:RTC
Project or Contract #:RTC Project No. 0212086
7/24/2025
***See attachment for subconsultants full cost breakout**

Prepared By:
Keith Karpstein / TJ Pater
Reviewed By:
Bob Goodrich

Phase Name		Task	CME			Subconsultant Name			Subconsultant Name			Subconsultant Name			Subconsultants Subtotal
			Cost*	% Mark Up	Total w/Markup	Cost*	% Mark Up	Total w/Markup	Cost*	% Mark Up	Total w/Markup	Cost*	% Mark Up	Total w/Markup	
	12	Documentation Manual			$ -			$ -			$ -			$ -	$ -
	13	Weekly Site Meetings			$ -			$ -			$ -			$ -	$ -
	14	Business and Stakeholder Meetings			$ -			$ -			$ -			$ -	$ -
	15	Other Engineering Site Visits			$ -			$ -			$ -			$ -	$ -
	16	-			$ -			$ -			$ -			$ -	$ -
		Subtotal	**$ -**		**$ -**	**$ -**		**$ -**	**$ -**		**$ -**	**$ -**		**$ -**	**$ -**
Construction Surveying (Optional) (FY 2027)	1	Field preparation and calculations			$ -			$ -			$ -			$ -	$ -
	2	Secondary construction control			$ -			$ -			$ -			$ -	$ -
	3	Field staking			$ -			$ -			$ -			$ -	$ -
	4	-			$ -			$ -			$ -			$ -	$ -
		Subtotal	**$ -**		**$ -**	**$ -**		**$ -**	**$ -**		**$ -**	**$ -**		**$ -**	**$ -**
Construction Observation (Optional) (FY 2027)	1	Field inspection and site documentation			$ -			$ -			$ -			$ -	$ -
	2	-			$ -			$ -			$ -			$ -	$ -
		Subtotal	**$ -**		**$ -**	**$ -**		**$ -**	**$ -**		**$ -**	**$ -**		**$ -**	**$ -**
Materials Testing (Optional) (FY 2027)	1	Project Management	$ 37,520.00	0%	$ 37,520.00			$ -			$ -			$ -	$ 37,520.00
	2	Field Testing	$ 94,736.00	0%	$ 94,736.00			$ -			$ -			$ -	$ 94,736.00
	3	Laboratory Testing	$ 33,975.00	0%	$ 33,975.00			$ -			$ -			$ -	$ 33,975.00
	4	-			$ -			$ -			$ -			$ -	$ -
		Subtotal	**$ 166,231.00**		**$ 166,231.00**	**$ -**		**$ -**	**$ -**		**$ -**	**$ -**		**$ -**	**$ 166,231.00**
As-built Information (Optional) (FY 2027)	1	Record drawings			$ -			$ -			$ -			$ -	$ -
	2	-			$ -			$ -			$ -			$ -	$ -
		Subtotal	**$ -**		**$ -**	**$ -**		**$ -**	**$ -**		**$ -**	**$ -**		**$ -**	**$ -**
Construction Contingency (Optional) (FY 2027)	1	Construction contingency			$ -			$ -			$ -			$ -	$ -
	2	-			$ -			$ -			$ -			$ -	$ -
		Subtotal	**$ -**		**$ -**	**$ -**		**$ -**	**$ -**		**$ -**	**$ -**		**$ -**	**$ -**
		SUBCONSULTANTS TOTAL	**$ 208,107.00**		**$ 208,107.00**	**$**		**$**	**$**		**$**	**$**		**$**	**$ 208,107.00**

Exhibit C

Indemnification and Insurance Requirements

EXHIBIT C

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, and City of Reno 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, and City of Reno 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-V 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: 8/15/2025 **Agenda Item: 4.5.1**

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: Construction/Maintenance Quarterly Update on Transit Stops

RECOMMENDED ACTION

Acknowledge receipt of this quarterly Construction/Maintenance update on Transit Stops as presented to the Citizens Multimodal Advisory Committee on August 6, 2025.

BACKGROUND AND DISCUSSION

The Citizens Multimodal Advisory Committee (CMAC) provides information and advice regarding the construction, installation and maintenance of benches, shelters and transit stops for passengers of the RTC transit system as required by Nevada Assembly Bill 214 (2023). The Committee will have this topic as a discussion item at least four times a year.

At the CMAC meeting on August 6, 2025, RTC staff gave a presentation to the Citizens Multimodal Advisory Committee regarding the following:

Improvements Between May and July 2025

- A bench and a pole-mounted trash can were installed at Plumas St and Mountain View Dr (Route 6)
- Bollards were installed at Kietzke Ln and Gentry Wy (Route 9)
- A shelter was removed at Victorian Ave at Nugget (Route 21)

Future/Ongoing Improvements

- 9 bus stops for Phase 1 of the $500,000 bus stop improvement project are slated for improvements in FY2026:

Stop Name	Route
E. 2nd Street at Walmart	9,12,18
Robb Drive at McQueen High School	4
El Rancho Drive and Weems Way (Hug High School)	5
Terminal Way at Golden Gaming	12
Glendale Avenue and Deming Way	18
Wedekind Road and Helena Avenue	5
Wedekind Road and Whitfield Way	5
Wedekind Road and Clear Acre Lane	5
Sun Valley Boulevard and W. 1st Avenue	5

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: 8/15/2025 **Agenda Item: 4.6.1**

To: Regional Transportation Commission

From: Laura Freed, Director of Administration

SUBJECT: RTC Website Refresh, Maintenance and Support

RECOMMENDED ACTION

Approve two contracts with Clarity Partners, LLC: 1) a contract to refresh RTC's website in an amount not-to-exceed $99,620; and 2) a contract for maintenance and support of RTC's website for a three-year period in an amount not-to-exceed $84,400.

BACKGROUND AND DISCUSSION

This is a new effort to refresh the look and feel of the RTC's website and bring it into compliance with the Web Content Accessibility Guidelines (WCAG) 2.2 standards. Though the agency's existing website mainly meets WCAG 2.1, an older generally accepted standard, it is the RTC's intention to meet the newer standard as well as transition to a more reliable vendor for web design and maintenance.

Clarity Partners, LLC was selected through a competitive bid process as the most qualified vendor to perform this work. The website refresh project is expected to be completed by the end of calendar year 2025.

In addition to the redesign effort, Clarity Partners will provide three years of website hosting, maintenance, and support services, including any needed enhancements. While the vendor originally proposed a consolidated scope and cost, staff recommends separating the work into two contracts to allow for clearer monitoring of deliverables and improved oversight. The support contract will commence upon completion of the redesign.

This action supports RTC Strategic Goal #7 "Be a High Functioning Organization."

FISCAL IMPACT

This expenditure is budgeted in the FY 2026 agency budget.

PREVIOUS BOARD ACTION

5/16/2025 - Received a presentation on improvements made to RTC's web content for ease of accessibility.

AGREEMENT FOR GOODS AND SERVICES

RTC WEBSITE REFRESH PROJECT

This agreement ("Agreement") is dated and effective as of July ___, 2025, by and between the Regional Transportation Commission of Washoe County, Nevada ("RTC") and Clarity Partners, LLC ("Contractor").

WITNESSETH:

WHEREAS, RTC issued RTC 25-11 – RTC Website Refresh Project (the "RFP") to solicit proposals from qualified proposers to complete a website refresh project and to provide ongoing maintenance and support services after completion of the project; and

WHEREAS, Contractor submitted a proposal (the "Proposal") and RTC selected the Proposal based on technical qualifications and price; and

WHEREAS, RTC and Contractor entered into negotiations to finalize the terms of this Agreement for the website refresh project (the "Project") and will finalize a separate agreement for the ongoing maintenance and support services to be provided following completion of the Project.

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

1. Term. The term of this agreement shall commence on the effective date above and shall end upon completion of the Project (i.e., upon the conclusion of the 30-day warranty period provided in Section 4).

2. Project Phases. Contractor shall complete the following phases to complete the Project (each a "Phase"), as described in Section 10.1 of the Proposal:

Phase 1: Discovery and Definition
Phase 2: Requirements Gathering & Design
Phase 3: Configuration, Development, Integration, & Testing
Phase 4: UAT, Knowledge Transfer, & Deployment

3. Tasks and Compensation.

a. Contractor shall complete agreed upon tasks for each Phase as set forth in Exhibit A.
b. Contractor be paid for hours worked at the hourly rates set forth in Exhibit B, billable in 15-minute increments, up to the maximum amount payable to Contractor to complete each Phase.
c. The maximum amount payable to Contractor to complete each Phase is equal to the cost of each Phase as identified in Exhibit A. Contractor can request that RTC's project manager agree to revise the tasks and/or reallocate not-to-exceed amounts between Phases, in which case Contractor shall provide a new task and cost list (in substantially

the form as shown in Exhibit A) to RTC's project manager for approval. In no case shall Contractor be compensated in excess of the following not-to-exceed amount:

Project (all Phases)	$89,620
Contingency	$10,000
Total Not-to-Exceed Amount	$99,620

d. The contingency amount is for RTC to use to pay for additional work or different tasks approved pursuant to Section 3.c. Work shall only proceed and be paid out of contingency with the prior approval of RTC's project manager.

4. Warranty Period. After the launch of the website, there shall be a 30-day warranty period in which anything that breaks is Contractor's responsibility to fix at its own cost.

5. Schedule. Contractor shall complete the Project pursuant to the timeline and milestones in Exhibit C. Contractor can request that RTC's project manager agree to revise the timeline and milestones in Exhibit C, in which case Contractor shall provide a new schedule (in substantially the form as shown in Exhibit C) to RTC's project manager for approval. The Project is expected to be completed within 5 months at the latest.

6. Delays and Cost Adjustments.

a. RTC-Related Delays**:** If RTC fails to provide necessary assets, feedback, approvals, or content (such as copy, images, or login details) within the agreed-upon timeframes, this will result in a delay in the project timeline. RTC will have up to 5 business days to sign off on each deliverable task. Any delay caused by RTC will extend the Project completion deadline by a corresponding amount of time.
b. Contractor-Related Delays**:** If the project is delayed due to the fault of Contractor (e.g., technical issues or resource unavailability), Contractor will make reasonable efforts to notify RTC's project manager immediately and resolve the issue as quickly as possible. Contractor shall have 5 business days to respond to issues and requests for correction. Contractor-related delays will not result in additional costs to RTC unless the delay is due to additional features or changes requested by RTC.

7. Transition Services. RTC shall notify Clarity in writing of any planned account transitions sixty (60) days before a planned transition date. During this sixty (60) day period, Clarity will provide, on a Time and Materials basis, Knowledge Transition services outlined in the attached Exhibit D. If sufficient hours remain under the "not-to-exceed" value of the contract, then the costs of the services shall be billed against the contract's "not to exceed" limit. In the event, however, that the cost for these services exceeds the available hours, or the time required for adequate Knowledge Transition extends beyond the contract termination date, then RTC shall amend the contract to increase the hours or the contract end date as needed.

8. Contractor's Project Team. Contractor's project team is a critical element of successful completion of the Project. Contractor's project team consists of the positions and individuals identified in Section 5 of the Proposal. Any changes to the team and team members must be approved by RTC's project manager.

9. RTC's Project Manager. RTC's project manager is its Senior Graphics/Web Designer, or such other person designated by RTC and communicated to Contractor.

10. Incorporation of Proposal and RFP and Order of Precedence. The promises and representations of Contractor in the Proposal, and the requirements of the RFP, regarding accessibility requirements, functionality requirements, technical requirements, project approach/methodology, quality assurance/ control, and design standards/deliverables/processes are all incorporated into this Agreement. In the event there is a conflict between the terms of this Agreement and the Proposal or the RFP, the terms of this Agreement will control.

11. Proceeding with Work. Contractor shall not proceed with work under this Agreement until RTC has issued a purchase order. If Contractor proceeds with work before a purchase order has been issued, Contractor shall forfeit any and all right to reimbursement and payment for work performed.

12. Invoices/Payment.

a. Contractor shall submit invoices to accountspayable@rtcwashoe.com. RTC's payment terms are 30 days after 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.
b. Contractor shall provide a cover letter with each invoice reflecting each task worked on, any deliverables provided or phase completed, the person(s) who performed the work, their hourly rate(s), and the total cost of the work performed.

13. Legal/Regulatory Compliance.

a. Contractor shall comply with all applicable federal, state and local government laws, regulations and ordinances. Contractor shall be responsible for obtaining all necessary permits and licenses for performance of services under this Agreement. Upon request of RTC, Contractor shall furnish RTC certificates of compliance with all such laws, orders and regulations.
b. Contractor 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 Contractor does engage in such public work, Contractor shall be responsible for paying the prevailing wage as required by Chapter 338 of the Nevada Revised Statutes.

14. Insurance. Contractor shall obtain all types and amounts of insurance set forth in Exhibit E and shall comply with all of its terms. Contractor 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.

15. Indemnification. Contractor's obligations are set forth in Exhibit E. 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.

16. Termination.

a. Mutual Assent. This Agreement may be terminated by mutual written agreement of the parties.
b. Convenience. RTC may terminate this Agreement in whole or in part for convenience at any time upon written notice to Contractor.
c. Default. Either party may terminate this Agreement for default by providing written notice of termination, provided that the non-defaulting party must first provide written notice of default and give the defaulting party and opportunity to cure the default within a reasonable period of time.

17. Rights, Remedies and Disputes.

a. In the event RTC terminates this Agreement for convenience as deemed in the interests of the RTC, RTC shall be responsible for paying Contractor for worked performed prior to termination.
b. RTC shall have the following rights in the event that RTC deems the Contractor guilty of a material breach of any term under the Agreement:
    i. The right to cancel this Agreement as to any or all of the work yet to be performed;
    ii. The right to specific performance, an injunction or any other appropriate equitable remedy; and
    iii. The right to money damages.
c. Disputes arising in the performance of this Agreement that are not resolved by agreement of the parties shall be decided in writing by the authorized representative of RTC's Executive Director. This decision shall be final and conclusive unless within 10 days from the date of receipt of its copy, Contractor mails or otherwise furnishes a written appeal to RTC's Executive Director. In connection with any such appeal, Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of RTC's Executive Director shall be binding upon the Contractor and the Contractor shall abide be the decision.
d. Unless otherwise directed by RTC, Contractor shall continue performance under this Agreement while matters in dispute are being resolved.

18. Ownership of Work. 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 Contractor in the course of performing work under this Agreement, shall be delivered to and become the property of RTC. Intellectual property and software already developed and purchased by Contractor prior to the execution of Agreement that will be used in the Project, is excluded from this requirement. Contractor and its sub-contractors 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 Contractor in accordance with the terms of this Agreement. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by Contractor under this Agreement shall, upon request, also be provided to RTC.

19. Records. Contractor will permit RTC access to any books, documents, papers and records of Contractor pertaining to this Agreement, and shall maintain such records for a period of not less than three years.

20. Exhibits. The exhibits to this Agreement, and any additional terms and conditions specified therein, are a material part hereof and are incorporated by reference as though fully set forth herein.

21. Exclusive Agreement. This Agreement constitutes the entire agreement of the parties and supersedes any prior verbal or written statements or agreements between the parties.

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

23. No Assignment. Contractor shall not assign, sublease, or transfer this Agreement or any interest therein, directly or indirectly by operation of law, without the prior written consent of RTC. Any attempt to do so without the prior written consent of RTC shall be null and void, and any assignee, subleasee, or transferee shall acquire no right or interest by reason thereof.

24. Governing Law. This Agreement shall be construed in accordance with and governed by the laws of the State of Nevada.

25. Venue. Any lawsuit brought to enforce this Agreement shall be brought in the Second Judicial District Court of the State of Nevada, County of Washoe appropriate court in the State of Nevada.

26. 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.

27. Certification Required by Nevada Senate Bill 27 (2017). Contractor expressly certifies and agrees, as a material part of this Agreement, that it is not currently engaged in a boycott of Israel. Contractor 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, Contractor is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.

REGIONAL TRANSPORTATION
COMMISSION OF WASHOE COUNTY

BY: _____
Bill Thomas, AICP, Executive Director

CLARITY PARTNERS

BY: _____
Rodney Zech, Managing Member

Exhibit A

Tasks and Compensation

4.1 PROJECT COST

We have provided a total cost for this project based on our understanding of the requirements as we know them at this time. Clarity will perform the work based on assumptions and estimates included in our proposal. Clarity proposes to perform the work on a T&M (Time & Materials) basis. Clarity submits invoices on a monthly basis. All Clarity invoices are due net thirty (30) days from receipt of invoice.

TASK NAME	HOURS	COST
2025 RTC Website Refresh	**569**	**$89,620**
Discovery & Definition	**8**	**$1,325**
• Project Kickoff	4	$615
• Provide Client Team Contact Info, Roles, Responsibilities	0	$0
• Project Management Tracking Documents	2	$350
• Project Schedule	2	$350
Requirements Gathering & Design	**154**	**$22,500**
• Review Existing Site Functions	20	$3,020
• Stakeholder Interview Sessions (2)	6	$880
• Content Analysis	16	$2,320
• Feature Requirements	12	$1,860
• Site Outline	10	$1,470
• Wireframes (5)	30	$4,340
• Mood Boards (3)	16	$2,310
• Visual Mockups (5)	38	$5,430
• Style Guide	6	$840

TASK NAME	HOURS	COST
Configuration, Development, Integration & Testing	**272**	**$43,360**
• Development and Staging Environment Setup	4	$700
• Framework Installation	4	$700
• Initial Features Development 188 $30,380	188	$30,380
o Establish Users, Roles, Workbench Workflow	8	$1,400
o Theming Approach Planning	4	$560
o Global and base theming	8	$1,120
o Theming Home Page	16	$2,240
o Theming Menus	8	$1,120
o Basic Pages	32	$5,040
o Integrations - Social Media, Analytics, Google Translate, Google Trips, GIS Maps, UserWay	24	$4,200
o GTFS Feed Integration	24	$4,200
o GovDelivery Integration	8	$1,400
o Website Alerts	24	$3,780
o Forms	24	$3,920
o Site Search	8	$1,400
• Test and Beta Deployment	12	$1,500
• Bug fixing: Development	64	$10,080

TASK NAME	NAME	COST
UAT, Knowledge Transfer & Deployment	**60**	**$9,320**
• Training & Documentation	28	$4,300
o Create Training Materials & Documentation	20	$3,100
o Training Sessions (2)	8	$1,200
• Final UAT & Refinements	24	$3,620
• Deploy and Close	8	$1,400
o Draft Deployment Checklist	3	$525
o Schedule Deployment to Production (Set Date/Time)	1	$175
o Deploy Release to Production	4	$700
Project Management Monitor and Controlling	**75**	**$13,125**

Exhibit B

Hourly Rates

Exhibit B

4.4 HOURLY BILLING RATES

Clarity Partners will provide all services at the hourly rates described below, beginning in the first year of the engagement. Subsequent years will see a 3% annual increase of these rates.

Executive Sponsor	Non-billable	**Quality Assurance Specialist**	$125
Sr. Project Manager	$175	**Front End Developer**	$140
Project Manager	$160	**Visual Designer**	$140
CMS Solution Architect	$175	**Content Strategist**	$135
Sr. Database Administrator	$175	**Migration Specialist**	$100
Database Administrator	$150	**AWS Architect**	$175-$250
Sr. Business Analyst	$145	**Subject Matter Expert**	$150-$250
Business Analyst	$125	**Trainer**	$145

Annual 3% Increase

TITLE	YEAR 1	YEAR 2	YEAR 3	TITLE	YEAR 1	YEAR 2	YEAR 3
Executive Sponsor	Not Billable	Not Billable	Not Billable	**Quality Assurance Specialist**	$125	$128.75	$132.61
Sr. Project Manager	$175	$180.25	$185.66	**Front End Developer**	$140	$144.20	$148.53
Project Manager	$160	$164.80	$169.74	**Visual Designer**	$140	$144.20	$148.53
CMS Solution Architect	$175	$180.25	$185.66	**Content Strategist**	$135	$139.05	$143.22
Sr. Database Administrator	$175	$180.25	$180.66	**Migration Specialist**	$100	$103.00	$106.09
Database Administrator	$150	$154.50	$159.14	**AWS Architect**	$175 - $250	$180.25 - $257.50	$185.66 - $265.23
Sr. Business Analyst	$145	$149.35	$153.83	**Subject Matter Expert**	$150 - $250	$154.50 - $257.50	$159.14 - $265.23
Business Analyst	$125	$128.75	$132.61	**Trainer**	$145	$149.35	$153.83

Exhibit C

Schedule

Exhibit C

10.2 DETAILED TIMELINE AND MILESTONES

We have provided an estimated timeline below, reflecting our current understanding of the requirements. The overall timeline will be further refined over the course of the project. We have adhered to the RTC's project schedule requirements as detailed in the RFP. The website project is expected to be completed within 5 months from the start date.

TASK NAME	START	FINISH	DURATION
2025 RTC Website Refresh	06/02/25	10/02/25	89d
Discovery & Definition	06/02/25	06/04/25	3d
• Project Kickoff	06/02/25	06/02/25	1d
• Provide Client Team Contact Info, Roles, Responsibilities	06/03/25	06/03/25	1d
• Project Management Tracking Documents	06/04/25	06/04/25	1d
• Project Schedule	06/04/25	06/04/25	1d
Requirements Gathering & Design	06/05/25	07/23/25	35d
• Review Existing Site Functions	06/05/25	06/09/25	3d
• Stakeholder Interview Sessions (2)	06/10/25	06/16/25	5d
• Content Analysis	06/17/25	06/23/25	5d
• Feature Requirements	06/24/25	06/30/25	5d
• Site Outline	07/01/25	07/02/25	2d
• Wireframes (5)	07/03/25	07/09/25	3d
• Mood Boards (3)	07/10/25	07/14/25	3d
• Visual Mockups (5)	07/15/25	07/21/25	5d
• Style Guide	07/22/25	07/23/25	2d

Exhibit D

Transition Document

Knowledge Transfer

Exhibit D

TRANSITION DOCUMENT

KNOWLEDGE TRANSFER

Objectives:

- Ensure that the RTC and/or future vendor has a thorough understanding of the application.
- Facilitate the continued successful operation and maintenance of the application through the end of the term of the engagement.
- Provide a structured approach to knowledge sharing.

Phases of Knowledge Transfer:

- Phase 1: Initial Assessment
  - Identify key stakeholders from the RTC and/or future vendor.
  - Conduct a needs assessment to determine the level of knowledge and specific areas of focus.
  - Define the scope and schedule for the knowledge transfer process.
- Phase 2: Knowledge Transfer Sessions
  - Application Overview: High-level introduction to the application suite's architecture, key functionality, and user interface.
  - Detailed Walkthroughs: In-depth sessions covering each system, integration point, and enhancement.
  - Operational Procedures: Training on day-to-day operations, including manual tasks, scheduled jobs, and troubleshooting
- Phase 3: Hands-On Training
  - Shadowing: Allow the RTC and/or future vendor personnel to observe Clarity's team performing critical tasks.
  - Guided Practice: Provide supervised practice sessions for hands-on experience with the application.
  - Feedback Sessions: Regularly scheduled meetings to address questions and review progress.
- Phase 4: Knowledge Validation
  - Sign-Off: Obtain confirmation from the RTC and/or future vendor on the completion and adequacy of the knowledge transfer.

Documentation:

Types of Documentation:

- User Manuals - Detailed instructions for end-users on how to utilize the application
- Technical Documentation - System architecture, data flow diagrams, and database schemas
- Maintenance Guidelines

Documentation Handoff:

- Compile relevant documentation Clarity has created over the course of the project.
- Review documentation with the RTC and/or future vendor to ensure comprehension and completeness.

Offboarding:

Transition Planning:

- Develop a detailed project plan for the offboarding process, including but not limited to timelines, milestones, and stakeholders.

Transfer of Responsibilities:

- Operational Handover
  - Ensure that the RTC and/or future vendor have the necessary access and permissions to conduct maintenance and enhancements to the application suite.
  - Define and document roles and responsibilities that will be transferred.
- Support Transition
  - Provide documentation on current support processes, SLAs, and contact information.
  - Transfer any internal knowledge bases, including frequently asked requests, incident logs, and resolutions.
- Final Handover
  - Conduct a final review meeting to ensure all aspects of the offboarding plan have been completed.
  - Obtain formal sign-off from the RTC acknowledging the transfer of ownership and support.
- Post Offboarding Support
  - Clarity to offer a defined period of post-offboarding support to address any unforeseen issues or questions the RTC and/or future vendor may have.
  - Provide a point of contact for ongoing support and escalation points.

Exhibit E

Insurance and Indemnification Requirements

Exhibit E

INDEMNIFICATION AND INSURANCE REQUIREMENTS FOR PROFESSIONAL SERVICE AGREEMENTS

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

The Contractor agrees to protect, defend, indemnify, keep, save, and hold the Client, its officers, officials, employees, agents and contractors free and harmless from and against any and all liabilities, losses, penalties, damages, settlements, environmental liability, costs, charges, professional fees, including reasonable attorney fees, or reasonable other expenses or liabilities of every kind, nature and character arising out of or relating to any and all third party claims, liens, demands, obligations, actions, suits, judgments or settlements, proceedings or causes of action (collectively, "Claims") in connection with or arising directly or indirectly out of this Agreement to the extent and degree that they are caused by or are substantially due to the acts and omissions of the Contractor, its agents, employees, and subcontractors, including but not limited to, the enforcement of this indemnification provision.

Without limiting the foregoing, any and all such Claims, relating to personal injury, death, damage to property, defects in material or workmanship, actual or alleged infringement of any patent, trademark, copyright or any other tangible or intangible personal or property right, or any actual or alleged violation of any applicable statute, ordinance, order, rule or regulation, or decree of any court, shall be included in the indemnity hereunder. The Contractor further agrees to investigate, handle, respond to, provide defense for and defend all suits for any and all Claims at its sole expense and agrees to bear all the costs and expenses related thereto, even if the Claims are considered groundless, false or fraudulent. 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.C 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 this Agreement; (3) require Indemnified Party to cease use of such Deliverable and refund the fees paid with respect to the affected Deliverable, less a reasonable adjustment for depreciation of the returned item(s). Contractor shall determine which option it select.

In no event shall clarity or its personnel be liable to client for any lost profits, lost savings, lost data, or other consequential, special, indirect, incidental, punitive, or exemplary loss, damage, or expense arising out of or relating to this agreement or any product, service, or custom product furnished or to be furnished by clarity under this agreement or the use thereof, even if clarity has been advised of the possibility of such loss or damage.

The aggregate liability of clarity and its personnel upon any and all claims by client howsoever arising out of or relating to this agreement or any products or services furnished or to be furnished by clarity under this agreement will in any event be absolutely limited to the amount paid or payable to clarity for the previous twelve month's billings under the applicable sow, except to the extent finally judicially determined to have primarily resulted from the bad faith or intentional misconduct of clarity.

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 herein 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 Subs, 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, the 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 as additional insured 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 Sub. The 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 the 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. 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 Subs by RTC. The CONSULTANT, and any Subs, 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 Sub evidencing that CONSULTANT and each Sub maintained workers' compensation and employer's liability insurance throughout the entire course of the project.

If CONSULTANT, or any Sub 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.

12. 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.

13. NETWORK SECURITY AND PRIVACY LIABILITY

If CONSULTANT will have access to RTC computer or network systems for any reason and/or data including personal information (as defined in NRS 603A.040) or confidential information, CONSULTANT shall maintain network security and privacy liability insurance insuring against loss resulting from (1) privacy breaches [liability arising from the loss or disclosure of confidential information] (2) system breach (3) denial or loss of service (4) introduction, implantation, or spread of malicious software code (5) unauthorized access to or use of computer systems and (6) system failure. Coverage shall be provided with a limit of not less than **$1,000,000** per claim and annual aggregate.

AGREEMENT FOR GOODS AND SERVICES

RTC WEBSITE MAINTENANCE AND SUPPORT

This agreement ("Agreement") is dated and effective as of July ___, 2025, by and between the Regional Transportation Commission of Washoe County, Nevada ("RTC") and Clarity Partners, LLC ("Contractor").

WITNESSETH:

WHEREAS, RTC issued RTC 25-11 – RTC Website Refresh Project (the "RFP") to solicit proposals from qualified proposers to complete a website refresh project and to provide ongoing maintenance and support services after completion of the project; and

WHEREAS, Contractor submitted a proposal (the "Proposal") and RTC selected the Proposal based on technical qualifications and price; and

WHEREAS, RTC and Contractor entered into negotiations to finalize the terms of this Agreement for website maintenance, support and enhancement services, as needed, following completion of the website refresh project.

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

1. Term. The term of this agreement shall commence on the effective date above and shall end upon completion of the period of performance specified in Section 2.

2. Period of Performance. Contractor shall provide services under this Agreement for a 3-year (36-month) period to commence upon completion of the website refresh project (i.e., upon the conclusion of the 30-day warranty period in which anything that breaks is Contractor's responsibility).

3. Services. Contractor shall provide the following services as described in the Proposal:

a. Website Hosting and Support: Contractor shall provide third-party WP Engine hosting and support services as described in Sections 2.1.2 and 4.2 of the Proposal attached hereto as Exhibit A.
b. Maintenance and Support: Contractor shall perform maintenance and support services, as needed and requested by RTC, as described in Sections 4.3 and 10.1.5 of the Proposal attached hereto as Exhibit B.
c. Enhancement Projects: Contractor shall perform services for website enhancement projects as provided in Section 6.

4. Fixed Fee and Hourly Rates.

a. Website Hosting and Support: RTC shall pay Contractor an annual fixed fee of $4,800 for WP Engine's core plan, unless RTC's project manager requests a higher level of plan and RTC's project manager and Contractor agree in writing on a different fixed

fee. The annual fixed fee shall be invoiced in one lump sum installment at the beginning of the year.

b. Maintenance and Support: Contractor shall provide services at the hourly rates set forth in Exhibit C, billable in 15-minute increments.

5. Enhancement Projects.

a. Contractor shall provide services for website enhancement projects based on scope, deliverables, cost, and schedule agreed to in writing by RTC's project manager and Contractor and reflected in a separate purchase order to be issued by RTC. Contractor shall perform work at the hourly rates set forth in Exhibit C, billable in 15-minute increments.
b. Enhancement projects may include, but are not limited to, the work described in Sections 4.3 and 10.1.5 of the Proposal attached hereto as Exhibit B.
c. Contractor shall not proceed with work on an enhancement project unless and until RTC has issued a separate purchase order for the enhancement project. If Contractor proceeds with work before a purchase order is issued, Contractor shall forfeit its right to reimbursement and payment for the work performed.

6. Monthly Reports. Contractor shall provide a monthly report regarding compliance with Americans with Disability Act (ADA) website accessibility requirements.

7. Compensation. The total not-to-exceed amount of this Agreement is $84,400, based on the following:

Website Hosting (3 yrs x $4,800)	$14,400
Budgeted Maintenance and Support Needs (3 yrs)	$60,000
Budgeted Enhancement Projects (*by separate purchase orders only*)	N/A
Contingency	$10,000
Total Not-to-Exceed Amount	$84,400

RTC's project manager shall request maintenance and support services as needed within the above not-to-exceed amount. In no case shall Contractor be compensated in excess of the above not-to-exceed amount.

RTC shall notify Clarity in writing of any planned account transitions sixty (60) days before a planned transition date. During this sixty (60) day period, Clarity will provide, on a Time and Materials basis, Knowledge Transition services outlined in the attached Exhibit D. If sufficient hours remain under the "not-to-exceed" value of the contract, then the costs of the services shall be billed against the contract's "not to exceed" limit. In the event, however, that the cost for these services exceeds the available hours, or the time required for adequate Knowledge Transition extends beyond the contract termination date, then RTC shall amend the contract to increase the hours or the contract end date as needed.

8. RTC's Project Manager. RTC's project manager is its Senior Graphics/Web Designer, or such other person designated by RTC and communicated to Contractor.

9. Incorporation of Proposal and RFP and Order of Precedence. The promises and representations of Contractor in the Proposal, and the requirements of the RFP, regarding

accessibility requirements, functionality requirements, technical requirements, project approach/methodology, quality assurance/control, design standards/deliverables/processes, and maintenance and support, are all incorporated into this Agreement. In the event there is a conflict between the terms of this Agreement and the Proposal or the RFP, the terms of this Agreement will control.

10. Proceeding with Work. Contractor shall not proceed with work under this Agreement until RTC has issued a purchase order. If Contractor proceeds with work before a purchase order has been issued, Contractor shall forfeit any and all right to reimbursement and payment for work performed.

11. Invoices/Payment.

a. Contractor shall submit invoices 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.
b. Contractor shall provide a cover letter with each invoice reflecting the date and scope of each request, the person(s) who worked on it, their hourly rate(s), any forfeitures assessed pursuant to Section 8, and the total cost of the services provided on each request.

12. Legal/Regulatory Compliance.

a. Contractor shall comply with all applicable federal, state and local government laws, regulations and ordinances. Contractor shall be responsible for obtaining all necessary permits and licenses for performance of services under this Agreement. Upon request of RTC, Contractor shall furnish RTC certificates of compliance with all such laws, orders and regulations.
b. Contractor 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 Contractor does engage in such public work, Contractor shall be responsible for paying the prevailing wage as required by Chapter 338 of the Nevada Revised Statutes.

13. Insurance. Contractor shall obtain all types and amounts of insurance set forth in Exhibit E and shall comply with all of its terms. Contractor 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.

14. Indemnification. Contractor's obligations are set forth in Exhibit E. 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.

15. Termination.

a. Mutual Assent. This Agreement may be terminated by mutual written agreement of the parties.

b. Convenience. RTC may terminate this Agreement in whole or in part for convenience at any time upon written notice to Contractor.
c. Default. Either party may terminate this Agreement for default by providing written notice of termination, provided that the non-defaulting party must first provide written notice of default and give the defaulting party and opportunity to cure the default within a reasonable period of time.

16. Rights, Remedies and Disputes.

a. In the event RTC terminates this Agreement for convenience as deemed in the interests of the RTC, RTC shall be responsible for paying Contractor for worked performed prior to termination.
b. RTC shall have the following rights in the event that RTC deems the Contractor guilty of a material breach of any term under the Agreement:
   i. The right to cancel this Agreement as to any or all of the work yet to be performed;
   ii. The right to specific performance, an injunction or any other appropriate equitable remedy; and
   iii. The right to money damages.
c. Disputes arising in the performance of this Agreement that are not resolved by agreement of the parties shall be decided in writing by the authorized representative of RTC's Executive Director. This decision shall be final and conclusive unless within 10 days from the date of receipt of its copy, Contractor mails or otherwise furnishes a written appeal to RTC's Executive Director. In connection with any such appeal, Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of RTC's Executive Director shall be binding upon the Contractor and the Contractor shall abide be the decision.
d. Unless otherwise directed by RTC, Contractor shall continue performance under this Agreement while matters in dispute are being resolved.

17. Ownership of Work. 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 Contractor in the course of performing work under this Agreement, shall be delivered to and become the property of RTC. Intellectual property and software already developed and purchased by Contractor prior to the providing the services is excluded from this requirement. Contractor and its sub-contractors 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 Contractor in accordance with the terms of this Agreement. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by Contractor under this Agreement shall, upon request, also be provided to RTC.

18. Records. Contractor will permit RTC access to any books, documents, papers and records of Contractor pertaining to this Agreement, and shall maintain such records for a period of not less than three years.

19. Exhibits. The exhibits to this Agreement, and any additional terms and conditions specified therein, are a material part hereof and are incorporated by reference as though fully set forth herein.

20. Exclusive Agreement. This Agreement constitutes the entire agreement of the parties and supersedes any prior verbal or written statements or agreements between the parties.

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

22. No Assignment. Contractor shall not assign, sublease, or transfer this Agreement or any interest therein, directly or indirectly by operation of law, without the prior written consent of RTC. Any attempt to do so without the prior written consent of RTC shall be null and void, and any assignee, subleasee, or transferee shall acquire no right or interest by reason thereof.

23. Governing Law. This Agreement shall be construed in accordance with and governed by the laws of the State of Nevada.

24. Venue. Any lawsuit brought to enforce this Agreement shall be brought in the Second Judicial District Court of the State of Nevada, County of Washoe appropriate court in the State of Nevada.

25. 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.

26. Certification Required by Nevada Senate Bill 27 (2017). Contractor expressly certifies and agrees, as a material part of this Agreement, that it is not currently engaged in a boycott of Israel. Contractor 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, Contractor is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.

REGIONAL TRANSPORTATION
COMMISSION OF WASHOE COUNTY

BY: _____
Bill Thomas, AICP, Executive Director

CLARITY PARTNERS

BY: _____
Rodney Zech, Managing Member

Exhibit A

Website Hosting and Support Services

2.1 PROJECT OVERVIEW

2.1.1 Our Understanding of the Project

Clarity understands that the Regional Transportation Commission of Washoe County, Nevada (RTC) is seeking to partner with a vendor to redesign its primary website (rtcwashoe.com), with a focus on creating a visually appealing, responsive, Americans with Disabilities Act (ADA) compliant, and user-friendly website.

We believe that Clarity is well positioned to leverage our expertise to assist the RTC with this effort, as we have the experience and expertise the RTC will need for the successful execution of this project.

2.1.2 Our Proposed Solution

Clarity has expertise in multiple Content Management Systems (CMS), but we believe that the RTC would be well-served to continue with a WordPress implementation for its new website, since WordPress provides a rich toolset for administrative users to maintain and enhance the website for years to come. The WordPress Content Management System (CMS) remains the most popular open-source application framework in the world (used by 26% of websites worldwide). What follows is our detailed approach around that proposed implementation.

Clarity recommends that the RTC use WP Engine, which represents best-in-class WordPress hosting. With WP Engine, the RTC gets both staging and production environments included, built upon a technical architecture optimized for WordPress sites. WP Engine hosting includes unlimited bandwidth and dedicated 24/7/365 support, and pales in comparison to any other offering on the market today.

WP Engine provides the most confidence around uptime, site performance, security, and ongoing support, and includes:

- 24/7/365 Premium Support
- Enterprise SLA - 99.95% site uptime (highest in the industry)
- Fastest page load speed (on average 2-6 x faster than others)
- Seamless managed WordPress core updates
- Version control and GIT integrations in both staging & production
- User-intuitive dashboard provides the tools necessary to improve workflow
- 1-click restore points for easy proactive snapshot of site functionality
- Automatic daily backups of the entire site (activation-ready)
- Backups are stored for 30 days
- Additional storage available if needed (for additional fees)
- Best-Practices and Performance recommendations

- Proactive site assistance, optimization and help when needed
- Cloud-based firewall/load balancing
- IPs and SSL certs live on Web/DB node
- Dedicated Security Engineering Team
- Threat Detection and Blocking
- Disaster Recovery

As you'll see from the list above, WP Engine provides a solid hosting complement to the best practices application development that Clarity provides, especially in regard to ongoing, proactive maintenance and site security. Clarity follows PHP coding standards best practices in building the site, and WP Engine provides hosting security.



Open Source and Free

Dominates 67% of CMS Market

Available in 70+ Languages

Behind 43% of all Websites

Has more than 60,000 free plugins

Has a Built-in Auto Update System

Source: https://www.wpbeginner.com/beginners-guide/facts-about-wordpress

4.2 HOSTING COST

Clarity recommends the use of WP Engine, which represents best-in-class WordPress hosting. With WP Engine, the RTC will get both staging and production environments included, built upon a technical architecture optimized for WordPress sites.

We are providing a hosting estimate based on WP Engine's core plan. If the RTC requires more space or bandwidth than currently anticipated, a higher level of plan may be required.

HOSTING	ANNUAL ESTIMATED COST
WP Engine	**$4,800**

Exhibit B

Maintenance and Support Services

Exhibit B

4.3 MAINTENANCE AND SUPPORT COST

If we need to perform any work outside of the scope of this agreement, Clarity Partners will provide those services at the hourly rate described on the following pages.

Maintenance work may include, but is not limited to the following:

- Core Updates Associated QA and Testing
- Proactive Plugin Updates and Associated QA and Testing

Enhancement work may include, but is not limited to the following:

- Creating New Website Sections / Pages
- Search Engine Marketing
- Content Strategy
- Content Governance
- Content Workshops
- Content Development
- Copywriting/Editorial Services
- Content Entry
- Graphic Design

Annual RTC Estimated Maintenance Cost:

- Ongoing Support, Maintenance, and Enhancements Professional Services (estimated 8hours per month for 12 months) - $16,000.00
- The above estimates are provided using the maintenance guidance for the RTC for the purposes of budget estimation only, estimating a blended rate of $160/hour, but actual rates will be based on the rates and roles listed on the following page.
- ***Note that RTC will only be billed based on authorized work and the associated hours consumed; there is no fixed retainer fee.***

10.1.5 | Maintenance, Enhancements, Transition, & Closeout

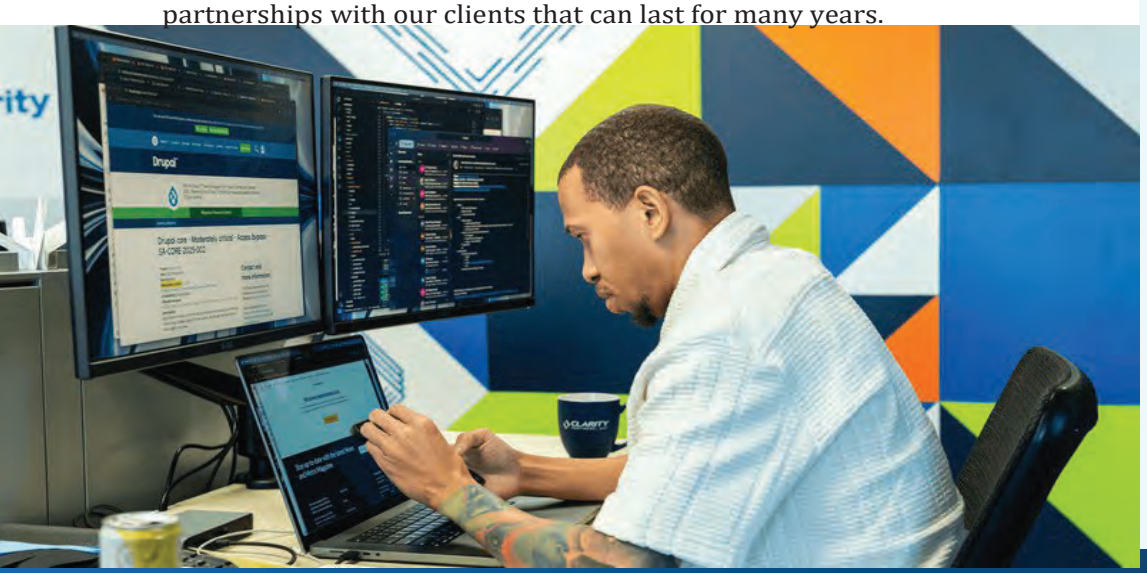
After the launch of a new website or enhancement, the RTC will enter its 30-day warranty period where anything that breaks is our responsibility. After the 30-day warranty period ends, all break fix work will be performed on an hourly rate basis.

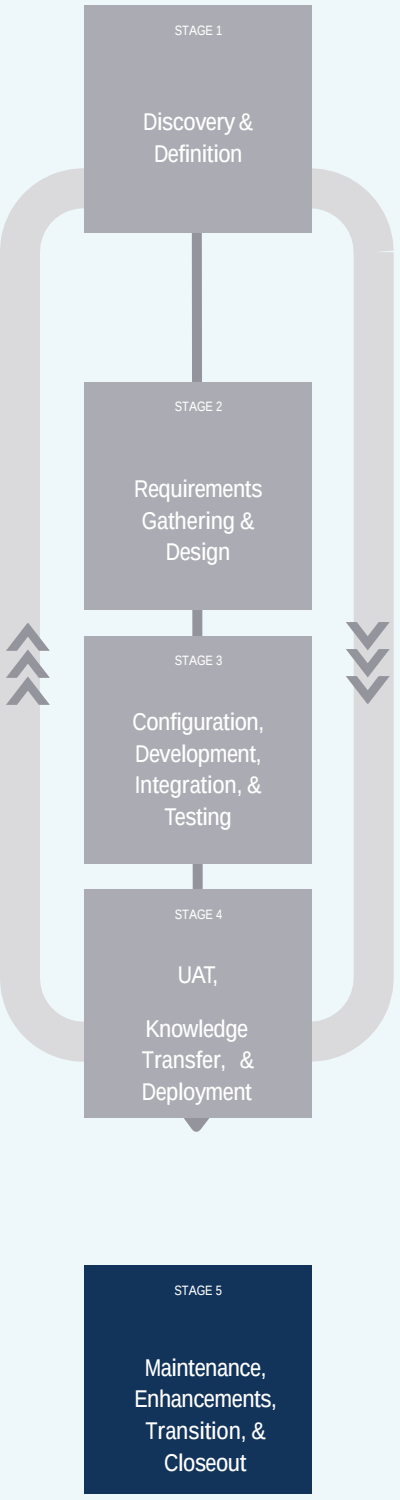
This post-launch Maintenance & Enhancements phase is an ongoing phase made up of two different tasks:

1. The first is **maintenance of the website**, which may include performing break fix and small enhancements to the website. Any break fix work or minor enhancements to the CMS will be billed on an hourly rate basis.

2. The second task in this stage is **enhancement work**, which is meant to cover larger programmatic enhancements to the website, as well as ongoing content development support. While the CMS will empower the RTC team to make considerable changes to the new website, there may be larger changes that either the RTC doesn't want to tackle on their own or that are beyond the functionality in the CMS. For these changes, Clarity recommends that the RTC and Clarity scope these changes and create small projects to complete such changes.

Note that Clarity sees this project phase as the continuation of an ongoing relationship with the RTC, as well as one in which we will actively advise the RTC on best practices as technology and the digital landscape evolves over time and as we work with you in evaluating user engagement and your analytics. As you will see from our client portfolio highlights, we look forward to establishing ongoing partnerships with our clients that can last for many years.





CLARITY DELIVERABLES

Each support and enhancement request will be submitted by and approved by staff for Clarity to estimate and deliver. All work during this stage will be managed via Clarity's online ticketing system (Freshdesk). The Clarity team will provide the following types of post-implementation support and maintenance: Standard Application Support and Maintenance,

STANDARD APPLICATION SUPPORT AND MAINTENANCE

The Clarity team has included the following optional ongoing Standard Application Support and Maintenance services during standard business hours M-F 9:00 AM to 5:00 PM CST:

- Level 2+ Application Support;
- Troubleshoot issues;
- Facilitate user testing;
- Software testing;
- Software upgrades, patches and fixes;
- Adding new site sections/pages using existing templates;
- Conduct analytics;
- Content authoring and/or technical writing on existing pages.

HELP DESK INFORMATION

- Your team will contact Clarity at 312-920-0550 and let the operator know you are reporting an issue in regard to the specific website in question or you may directly submit a support ticket.
- Clarity will work with your team to classify the request, assign severity, and when applicable issue a support ticket.
- Clarity will involve pertinent RTC resources with appropriate Clarity staff to resolve the issue.

TROUBLESHOOTING

When contacting support, your staff may be asked the following questions in order to determine issue severity and prioritization:

- What environment is this incident happening?
- Where is the issue happening?
- Did you receive an error message of any kind?
- Is this the first time this incident has occurred?
- What were you attempting to do when you received the issue (step-by-step)?
- Can you replicate this issue every time or is it sporadic?
- Are you aware of others experiencing the same issue?
- Have any troubleshooting steps already been taken?

Clarity will reasonably focus on full intake for the questions above for low-medium priority items; critical- and high-priority items will focus on the most efficient path to resolution.

The Clarity team will review all support requests and reply with the following relevant level of effort estimate details that will need approval by authorized RTC resources prior to completing the requested services:

- Service request details;
- Understanding of goals/objectives;
- Expected milestones and deliverables;
- Estimated timeline to completion;
- Estimated number of hours;
- Estimated cost per deliverable.

RESOLUTION

After gathering Support information, Clarity technician will enter it into the incident log/report along with any relevant files/screenshots. Follow-up and update communication by phone or email will be disseminated based on the severity of the incident. Our team will send updates of any open issue tickets to your resource which submitted the ticket. Summary-level reports will be available by request. These updates/reports will include a description of the incident, the severity, and the current status. Once an issue has been closed, a notification will be emailed to your resource who submitted the ticket.

SUPPORT SERVICE LEVELS

The Clarity team and the RTC will determine the condition of each issue or request and assign a priority level accordingly. The description and associated response times are as follows; note that all response times are indicative of issues identified with the application and not hosting:

CRITICAL

Complete failure of the system. This includes severe slowdowns of productivity or throughput that are tantamount to a site-down scenario. Clarity will respond by telephone or email within thirty (30) minutes and assign the appropriate resource within one (1) hour. Clarity will endeavor to resolve the issue in less than two (2) hours for a complete site down scenario.

HIGH

Serious failure of software/hardware component, which does not result in complete system failure, but does si nificantly impact productivity and/or throughput. The Clarity team will respond by telephone or email within one (1) hour. The Clarity team will assign resources within two (2) hours. Clarity will endeavor to resolve the issue within one

MEDIUM

Recurrent problem, which affects productivity or the throughput of the system. The Clarity team will respond by telephone or email within four (4) business hours. The Clarity team will assign the appropriate resources within twenty-four (24) hours; Communication about expected resolution will occur within forty-eight (48) hours.

LOW

Cosmetic errors not impacting production, requests for enhancements, or on-demand services. Clarity will respond by telephone or email within twenty-four (24) business hours; The Clarity team will assign the appropriate resources within forty-eight (48) hours; Communication about expected resolution will occur within seventy-two (72) hours.

Note: As issues may be caused by factors external to the Clarity team (such as third-party software, hardware, bandwidth or other hosting issues, and customer actions), the Clarity team is unable to guarantee a time to resolution.

CRISIS MANAGEMENT PROCEDURE

Crisis management procedure refers to events or incidents that would likely require the restoring of the system, its configuration and/or databases, but may also include website performance issues that may affect productivity. Clarity will work with your staff regarding its backup and recovery plan, and the authorized RTC staff that will invoke system and/or data recovery as required. Clarity will adhere to the following Crisis Management Procedure:

- RTC authorized resource makes a call that may require the restoring of systems, system configurations and/or databases. The names of these authorized resources will be formally documented and communicated to all key stakeholders; or
- The Clarity team, as part of its monitoring tasks, identifies an incident, calls your authorized user(s) to report the incident and recommended course of action. The authorized RTC resources will be formally documented and communicated to all key stakeholders.
- The Clarity team will open an issue ticket and assign a priority level as defined in the section above.

SOFTWARE VERSION UPGRADES AND SOURCE CONTROL

The Clarity team plans on utilizing the free and open-source Git as its versioning source control system. The Clarity team will contact the RTC when a system software upgrade is available or necessary. The RTC and the Clarity team will determine if and when any upgrades are necessary. The system will only be upgraded with written approval from the RTC.

All project team members who configure, develop and promote code will do so according to mutually agreed-upon Source Code Management (SCM) guidelines. If additional effort is required to repair or maintain code because non-Clarity parties violated those processes and procedures, the project timeline, scope, and costs will likely be affected.

ON-DEMAND SERVICES

The Clarity team has included the following optional ongoing On-Demand Services during standard business hours M-F 9:00 AM to 5:00 PM CST:

- Web and mobile application development;
- Content management system application integrations;
- Database administration;
- Search Engine Optimization (SEO);
- Content strategy;
- Email newsletter marketing; Content
- marketing;
- UX design; Graphic
- design;
- Theming;
- Social Media
  Support

Exhibit C

Hourly Rates

4.2 HOSTING COST

Clarity recommends the use of WP Engine, which represents best-in-class WordPress hosting. With WP Engine, the RTC will get both staging and production environments included, built upon a technical architecture optimized for WordPress sites.

We are providing a hosting estimate based on WP Engine's core plan. If the RTC requires more space or bandwidth than currently anticipated, a higher level of plan may be required.

HOSTING	ANNUAL ESTIMATED COST
WP Engine	**$4,800**

4.4 HOURLY BILLING RATES

Clarity Partners will provide all services at the hourly rates described below, beginning in the first year of the engagement. Subsequent years will see a 3% annual increase of these rates.

Executive Sponsor	Non-billable	**Quality Assurance Specialist**	$125
Sr. Project Manager	$175	**Front End Developer**	$140
Project Manager	$160	**Visual Designer**	$140
CMS Solution Architect	$175	**Content Strategist**	$135
Sr. Database Administrator	$175	**Migration Specialist**	$100
Database Administrator	$150	**AWS Architect**	$175-$250
Sr. Business Analyst	$145	**Subject Matter Expert**	$150-$250
Business Analyst	$125	**Trainer**	$145

Annual 3% Increase

TITLE	YEAR 1	YEAR 2	YEAR 3	TITLE	YEAR 1	YEAR 2	YEAR 3
Executive Sponsor	Not Billable	Not Billable	Not Billable	**Quality Assurance Specialist**	$125	$128.75	$132.61
Sr. Project Manager	$175	$180.25	$185.66	**Front End Developer**	$140	$144.20	$148.53
Project Manager	$160	$164.80	$169.74	**Visual Designer**	$140	$144.20	$148.53
CMS Solution Architect	$175	$180.25	$185.66	**Content Strategist**	$135	$139.05	$143.22
Sr. Database Administrator	$175	$180.25	$180.66	**Migration Specialist**	$100	$103.00	$106.09
Database Administrator	$150	$154.50	$159.14	**AWS Architect**	$175 - $250	$180.25 - $257.50	$185.66 - $265.23
Sr. Business Analyst	$145	$149.35	$153.83	**Subject Matter Expert**	$150 - $250	$154.50 - $257.50	$159.14 - $265.23
Business Analyst	$125	$128.75	$132.61	**Trainer**	$145	$149.35	$153.83

Exhibit D

Transition Document

Knowledge Transfer

Exhibit D

TRANSITION DOCUMENT

KNOWLEDGE TRANSFER

Objectives:

- Ensure that the RTC and/or future vendor has a thorough understanding of the application.
- Facilitate the continued successful operation and maintenance of the application through the end of the term of the engagement.
- Provide a structured approach to knowledge sharing.

Phases of Knowledge Transfer:

- Phase 1: Initial Assessment
  - Identify key stakeholders from the RTC and/or future vendor.
  - Conduct a needs assessment to determine the level of knowledge and specific areas of focus.
  - Define the scope and schedule for the knowledge transfer process.
- Phase 2: Knowledge Transfer Sessions
  - Application Overview: High-level introduction to the application suite's architecture, key functionality, and user interface.
  - Detailed Walkthroughs: In-depth sessions covering each system, integration point, and enhancement.
  - Operational Procedures: Training on day-to-day operations, including manual tasks, scheduled jobs, and troubleshooting
- Phase 3: Hands-On Training
  - Shadowing: Allow the RTC and/or future vendor personnel to observe Clarity's team performing critical tasks.
  - Guided Practice: Provide supervised practice sessions for hands-on experience with the application.
  - Feedback Sessions: Regularly scheduled meetings to address questions and review progress.
- Phase 4: Knowledge Validation
  - Sign-Off: Obtain confirmation from the RTC and/or future vendor on the completion and adequacy of the knowledge transfer.

Documentation:

Types of Documentation:

- User Manuals - Detailed instructions for end-users on how to utilize the application
- Technical Documentation - System architecture, data flow diagrams, and database schemas
- Maintenance Guidelines

Documentation Handoff:

- Compile relevant documentation Clarity has created over the course of the project.
- Review documentation with the RTC and/or future vendor to ensure comprehension and completeness.

Offboarding:

Transition Planning:

- Develop a detailed project plan for the offboarding process, including but not limited to timelines, milestones, and stakeholders.

Transfer of Responsibilities:

- Operational Handover
  - Ensure that the RTC and/or future vendor have the necessary access and permissions to conduct maintenance and enhancements to the application suite.
  - Define and document roles and responsibilities that will be transferred.
- Support Transition
  - Provide documentation on current support processes, SLAs, and contact information.
  - Transfer any internal knowledge bases, including frequently asked requests, incident logs, and resolutions.
- Final Handover
  - Conduct a final review meeting to ensure all aspects of the offboarding plan have been completed.
  - Obtain formal sign-off from the RTC acknowledging the transfer of ownership and support.
- Post Offboarding Support
  - Clarity to offer a defined period of post-offboarding support to address any unforeseen issues or questions the RTC and/or future vendor may have.
  - Provide a point of contact for ongoing support and escalation points.

Exhibit E

Insurance and Indemnification Requirements

Exhibit E

INDEMNIFICATION AND INSURANCE REQUIREMENTS FOR SOFTWARE SERVICE AGREEMENTS

1. INTRODUCTION

IT IS HIGHLY RECOMMENDED THAT CONTRACTORS 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

The Contractor agrees to protect, defend, indemnify, keep, save, and hold the Client, its officers, officials, employees, agents and contractors free and harmless from and against any and all liabilities, losses, penalties, damages, settlements, environmental liability, costs, charges, professional fees, including reasonable attorney fees, or reasonable other expenses or liabilities of every kind, nature and character arising out of or relating to any and all third party claims, liens, demands, obligations, actions, suits, judgments or settlements, proceedings or causes of action (collectively, "Claims") in connection with or arising directly or indirectly out of this Agreement to the extent and degree that they are caused by or are substantially due to the acts and omissions of the Contractor, its agents, employees, and subcontractors, including but not limited to, the enforcement of this indemnification provision. Without limiting the foregoing, any and all such Claims, relating to personal injury, death, damage to property, defects in material or workmanship, actual or alleged infringement of any patent, trademark, copyright or any other tangible or intangible personal or property right, or any actual or alleged violation of any applicable statute, ordinance, order, rule or regulation, or decree of any court, shall be included in the indemnity hereunder. The Contractor further agrees to investigate, handle, respond to, provide defense for and defend all suits for any and all Claims at its sole expense and agrees to bear all the costs and expenses related thereto, even if the Claims are considered groundless, false or fraudulent.

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.C above and the use is enjoined, CONTRACTOR, 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 this Agreement; (3) require Indemnified Party to cease use of such Deliverable and refund the fees paid with respect to the affected Deliverable, less a reasonable adjustment for depreciation of the returned item(s). Contractor shall determine which option it select.

In no event shall clarity or its personnel be liable to client for any lost profits, lost savings, lost data, or other consequential, special, indirect, incidental, punitive, or exemplary loss, damage, or expense arising out of or relating to this agreement or any product, service, or custom product furnished or to be furnished by clarity under this agreement or the use thereof, even if clarity has been advised of the possibility of such loss or damage.

The aggregate liability of clarity and its personnel upon any and all claims by client howsoever arising out of or relating to this agreement or any products or services furnished or to be furnished by clarity under this agreement will in any event be absolutely limited to the amount paid or payable to clarity for the previous twelve month's billings under the applicable sow, except to the extent finally judicially determined to have primarily resulted from the bad faith or intentional misconduct of clarity.

3. GENERAL REQUIREMENTS

Prior to the start of any work on a RTC project, CONTRACTOR shall purchase and maintain insurance of the types and limits as described herein 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 CONTRACTOR, its Subs, or their employees, agents, or representatives. The cost of all such insurance shall be borne by CONTRACTOR.

4. VERIFICATION OF COVERAGE

CONTRACTOR 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 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, the CONTRACTOR agrees that RTC has the right to review CONTRACTOR'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

CONTRACTOR 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. CONTRACTOR 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. SUBCONTRACTORS & SUBCONTRACTORS

CONTRACTOR shall include all Subcontractors and Subconsultants (referred to collectively as "Subs") as insureds under its liability policies OR shall cause Subs employed by CONTRACTOR 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 an 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, CONTRACTOR shall furnish copies of certificates of insurance evidencing coverage for each Sub.

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 the 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 CONTRACTOR and the insurance carrier. RTC reserves the right to require that CONTRACTOR'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 CONTRACTOR 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 CONTRACTOR's expense.

C. Any waiver of CONTRACTOR'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 CONTRACTOR'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 CONTRACTOR, and such coverage and limits shall not be deemed as a limitation on CONTRACTOR's liability under the indemnities granted to RTC in this contract.

E. If CONTRACTOR'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

CONTRACTOR shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than **$1,000,000** 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.
CONTRACTOR 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. CONTRACTOR's insurer shall endorse CGL policy to waive subrogation against RTC with respect to any loss paid under the policy.

11. NETWORK SECURITY AND PRIVACY LIABILITY

If CONTRACTOR will have access to RTC computer or network systems for any reason and/or data including personal information (as defined in NRS 603A.040) or confidential information, CONTRACTOR shall maintain network security and privacy liability insurance insuring against loss resulting from (1) privacy breaches [liability arising from the loss or disclosure of confidential information] (2) system breach (3) denial or loss of service (4) introduction, implantation, or spread of malicious software code (5) unauthorized access to or use of computer systems and (6) system failure. Coverage shall be provided with a limit of not less than **$1,000,000** per claim and annual aggregate.

12. TECHNOLOGY PROFESSIONAL LIABILITY (ERRORS & OMISSIONS)

Contractor shall maintain professional liability insurance applying to liability for a professional error, omission, or negligent act arising out of the scope of the Contractor's services provided under this Agreement. Limits shall be not less than **$1,000,000** each claim and annual aggregate. Coverage shall be included, without limitation, for any form of infringement of copyright or other intellectual property misuse including software copyright infringement, as well as errors, omissions, or negligent acts in the performance or failure to perform technological services for others which result in claims for damage arising out of or alleging programming errors, software performance, or Contractor's failure to perform the services and provide the products that Contractor delivers.

Contractor 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: 8/15/2025 **Agenda Item: 5.1.**

To: Regional Transportation Commission

From: Graham Dollarhide, Planning Manager

SUBJECT: FFY 2025-2029 Regional Transportation Improvement Program (RTIP) Adoption

RECOMMENDED ACTION

Conduct a public hearing regarding approval of the Federal Fiscal Years (FFY) 2025-2029 Regional Transportation Improvement Program (RTIP); adopt a resolution approving the RTIP and approve a self-certification regarding the metropolitan transportation planning process.

BACKGROUND AND DISCUSSION

The FFY 2025-2029 Regional Transportation Improvement Program (RTIP) provides documentation of regional transportation improvements and programs with identified funding sources over a five-year period. Projects in the RTIP were developed through the 2050 Regional Transportation Plan, 2025 Update (RTP) process.

This RTIP will continue many of the projects that are currently underway as well as standing programs contained in the previous document, including purchase of RIDE and ACCESS replacement vehicles; transit and paratransit operations; and the Safe Routes to School, trip reduction, traffic management, and pavement preservation programs. New projects included in the FFY 2025-2029 RTIP are those prioritized through the RTP process. The FFY 2025-2029 RTIP also updates current projects, reflecting necessary changes to project phasing, scope, cost, funding sources, and/or timing. Highlights of the changes are provided below with full details provided in the attached RTIP document. An air quality analysis is not required as part of this RTIP, as conformity was determined as part of the RTP process and there are no conformity-related changes to projects involving the addition of capacity. Additionally, no substantive changes were made from the draft RTIP presented during the July 18, 2025, RTC Board meeting.

NEW PROJECTS

- Bus Stop Improvements Program – created to maintain and improve systemwide bus stop locations with upgraded facilities and amenities.
- Active Transportation Program – created in response to recommendation in the Active Transportation Plan to fund annual active transportation projects identified in series of Neighborhood Network Plans.
- Highland Ranch Parkway Capacity – widen Highland Ranch Parkway to two lanes in each direction between Sun Valley Boulevard and Pyramid Way.
- University Area Transportation Project – created to implement recommended improvements to the area around the University of Nevada, Reno.
- Vista Boulevard Widening – widen Vista Boulevard to six lanes between I-80 and Prater Way.
- O'Brien's Pass Safety Project – safety improvements and shared use path along Golden Valley Road/W. 7th Avenue between Spearhead Way and Sun Valley Boulevard.
- Moya Boulevard Capacity Project – widen Moya Boulevard between Red Rock Road and Echo Avenue.
- North Hills Road Capacity Project – widen North Hills Boulevard between Golden Valley Road to Buck Drive.
- Lear Boulevard Connection – complete connection on Lear Boulevard between Military Road and Lemmon Drive.
- Mira Loma Drive Capacity – widen Mira Loma Drive between McCarran Boulevard and Veterans Parkway.
- Pyramid Highway/US 395 Connector Phase 2 – widen Disc Drive between Pyramid Way and Vista Boulevard.
- South Virginia Street Multimodal and ADA North – improve bicycle and ADA facilities on S. Virginia Street between Meadowood Mall Circle and Moana Lane.
- Keystone Avenue Multimodal Improvements – improve bicycle and pedestrian facilities on Keystone Avenue between First Street and I-80.
- Peckham Lane Multimodal – improve/add sidewalks and bike lanes on Peckham Lane between Lakeside Drive and Airway Drive.
- 4th Street Bike Lanes (Sparks) – add bike lanes on 4th Street between Victorian Avenue and Queen Way.
- Previously approved Transportation Alternatives (TA) Set-Aside projects.

REMOVED PROJECTS

- Moana Lane Multimodal and ADA Improvements
- Rosewood Trailhead Project

PROJECTS WITH SIGNIFICANT CHANGES

- McCarran Boulevard Safety and Operations – update to scope and budget and timeline to reflect current project details.
- North Valleys North Virginia Street Widening – update to budget and timeline to reflect current project details.

A public comment period (July 14 – August 12) preceded this public hearing. The draft RTIP was posted on the RTC website and notice of the public comment period was published in multiple newspapers and through social media outlets per the RTC Public Participation Plan. Following approval by the Board, the document will be submitted to the Nevada Department of Transportation (NDOT) for inclusion into the Statewide Transportation Improvement Program (STIP). Public comment will also be accepted on individual projects any time they are included in a formal amendment.

Concurrent with the submittal of the RTIP as part of the STIP approval, RTC is required to certify that the metropolitan planning process is being carried out in accordance with all applicable federal requirements. RTC is required to prepare and submit the self-certification pursuant to 23 CFR 450.336.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

8/18/2023 - Approved a resolution adopting the FFY 2023-2027 RTIP.

RESOLUTION 25-19

RESOLUTION APROVING THE FEDERAL FISCAL YEARS (FFY) 2025-2029 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) FOR THE RENO-SPARKS URBANIZED AREA.

WHEREAS, Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613, require the preparation and approval of a Regional Transportation Improvement Program (RTIP) by the Metropolitan Planning Organization (MPO) at least every four years; and

WHEREAS, the Regional Transportation Commission of Washoe County (RTC) has been designated by the Governor of the State of Nevada as the MPO for Washoe County; and

WHEREAS, the RTC, through the conduct of a continuing, comprehensive and coordinated transportation planning process carried out in conjunction with the RTC member entities and the Nevada Department of Transportation and in conformance with all applicable federal requirements, prepared the FFY 2025-2029 RTIP which includes all federal and non-federal regionally significant transportation projects; and

WHEREAS, the RTC finds the FFY 2025-2029 RTIP in conformance with the 2025 Update to the 2050 Regional Transportation Plan (RTP); and

WHEREAS, the RTC finds that pursuant to Title 40 of the Code of Federal Regulations, Part 93, this FFY 2025-2029 RTIP amendment conforms with the intent of the State Air Quality Implementation Plan; and

WHEREAS, the RTC finds that current fiscal resources are adequate to develop, operate and maintain the transportation system, and finds that the FFY 2025-2029 RTIP is limited to projects for which funds are available or committed; and

WHEREAS, the FFY 2025-2029 RTIP has been prepared through a process of community and agency coordination and participation in accordance with the RTC's adopted Public Participation Plan and all applicable federal requirements; and

NOW, THEREFORE, BE IT RESOLVED that the RTC does hereby approve the FFY 2025-2029 RTIP.

CERTIFICATE

The undersigned, duly qualified Chair of the Regional Transportation Commission, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting held on August 15, 2025.

_____

Alexis Hill, Chair
Regional Transportation Commission

Federal Fiscal Year

2025 - 2029

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

Multimodal Safety
Public Transportation
Complete Streets
Public Participation



Building a Better Community Through Quality Transportation
rtcwashoe.com

Accessibility Statement

This document has been made accessible; however, it may contain tables, graphics, or charts that are not fully compatible with screen readers. A screen reader–friendly version or an alternate format is available upon request.

If you encounter inaccessible elements, please contact Graham Dollarhide at gdollarhide@rtcwashoe.com to request an accessible version.

Table of Contents

CHAPTER 1: INTRODUCTION 1

Overview of the Regional Transportation Improvement Program (RTIP) 1

Conformity with the 1990 Clean Air Act Amendment (CAAA) 2

Federal Highway Association (FHWA) Transportation Performance Management (PM) 4

PM1: Safety Performance Measures 4

Table 1-1. Statewide Performance on PM1: Safety Performance Measures, 2022 4

PM2: Pavement and Bridge Condition Measures 5

Table 1-2. Statewide Performance on PM2: Pavement and Bridge Condition Measures, 2022 5

Table 1-3. Statewide Performance on PM3: System Performance & Freight 6

Table 1-4. Regional Performance on PM3: Emissions Reductions, 2024 6

Federal Fiscal Year (FFY) 2025-2029 Regional Transportation Improvement Program (RTIP) Summary 7

Table 1-5: FFY 2025-2029 Regional Transportation Improvement Program (RTIP) Summary 7

Capacity and Freeway System Improvements Projects 7

Transportation Systems Management and Transportation Demand Management 8

Multimodal Corridor Improvements Projects 8

Transit Operating and Capital Projects 8

Other Regional Transportation Improvement Program (RTIP) Conformities and Certifications 8

Conformity with the Regional Transportation Plan (RTP) 8

Financial Capacity 8

Public Involvement 9

Conformity Determination 9

CHAPTER 2: PLANNING PROCESS 10

Truckee Meadows Regional Planning Agency (TMRPA) 10

Nevada Department of Transportation (NDOT) 10

Northern Nevada Public Health (NNPH) 10

Reno-Tahoe Airport Authority (RTAA) 10

RTC's Planning Process 10

Regional Transportation Plan (RTP) Goals 11

Regional Transportation Plan (RTP) Objectives 12

Regional Transportation Improvement Program (RTIP) 12
Figure 2-1. Regional Transportation Commission of Washoe County (RTC) Planning Process 13
RTC Advisory Committees 13
CHAPTER 3 CURRENT AND FUTURE TRENDS 14
Socioeconomic Trends 14
Figure 3-1. 2014-2023 Washoe County Population and Labor Force 14
Travel Trends 14
Population and Employment Forecasts 15
Table 3-1. Washoe County Consensus Forecast 15
CHAPTER 4: FEDERAL TRANSPORTATION PROGRAMS 16
Introduction 16
National Highway Performance Program (NHPP) 16
Surface Transportation Block Grant (STBG) Program 16
Congestion Mitigation and Air Quality Improvement Program (CMAQ) 16
Highway Safety Improvement Program (HSIP) 17
National Highway Freight Program (NHFP) 17
Federal Planning Requirements 17
Long-Range Plan 17
Transportation Management Area (TMA) Designation 17
Regional Transportation Improvement Program (RTIP) Development 17
Project Prioritization and Financial Constraint 18
Functional Classification 18
Certification 18
CHAPTER 5: PUBLIC TRANSPORTATION CAPITAL AND OPERATING PLAN 19
Introduction 19
RTC Public Transportation Services 19
RTC RIDE 19
RTC RAPID 20
RTC REGIONAL CONNECTOR 20
Table 5-1. RTC Transit Fixed Route System Performance Indicators 20
RTC FlexRIDE 20
Table 5-2. RTC FlexRIDE System Performance Indicators 20
RTC ACCESS 21

Table 5-3. RTC ACCESS System Performance Indicators 21
Tahoe Area Regional Transit (TART) 21
Prioritization of Public Transportation Improvements 21
Service and Capital Strategies 22
CHAPTER 6: PROJECT PRIORITIZATION 24
Identify and Evaluate Strategies 24
Implement and Manage Selected Strategies 24
Monitor Strategy Effectiveness 24
Project Prioritization and Selection 25
CHAPTER 7: FINANCIAL PLAN 26
Financial Constraint 26
Financial Assumptions Summary 26
Local Fund Sources 27
Fuel Tax 27
Transit Sales Tax 27
Road Sales Tax 27
Regional Road Impact Fees (RRIF) 27
State Funding Sources 27
Federal Funding Sources 28
National Highway Performance Program (NHPP) 28
Surface Transportation Block Grant (STBG) Program 28
Congestion Mitigation and Air Quality (CMAQ) Improvement Program 28
Transportation Alternatives (TA) Set-Aside Program 29
FTA Section 5307 29
FTA Section 5310 30
FTA Section 5339 30
Financial Summary 30
Figure 7-1. FFY 2025-2029 Regional Transportation Improvement Program (RTIP) Revenues 31
Figure 7-2. FFY 2025-2029 Regional Transportation Improvement Program (RTIP) Expenditures 31
CHAPTER 8: AIR QUALITY ANALYSIS AND CONFORMITY DETERMINATION 32
Meeting Federal Requirements 32

Status of Air Quality Pollutants 32
Figure 8-1. Truckee Meadows Hydrographic Area 87 33
Table 8-1. Design Values and Designations (as of December 31, 2023) 34
Air Quality Analysis Plan Requirements 35
Air Quality Analysis Crediting Provisions 35
Traffic Signal Optimization/Timing Upgrade Program 36
Conversion of RTC ACCESS and RTC RIDE Fleets to Alternative or Cleaner Burning Fuels 36
Trip Reduction Programs 37
Table 8-2. RTC VANPOOL Air Pollution Reductions 37
Air Quality Analysis 38
CO Analysis 38
Table 8-3. CO Emissions Analysis (lbs./day) 39
PM_{10} Analysis 39
Table 8-4. PM_{10} Emissions Analysis (lbs./day) 39
Summary 39

APPENDIX A: FEDERAL FISCAL YEAR (FFY) 2025-2029 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) PROJECT LISTING

APPENDIX B: FFY 2025-2029 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LOCATION MAP

APPENDIX C: REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AMENDMENTS/ADMINISTRATIVE MODIFICATIONS

Chapter 1: Introduction

The Nevada State Legislature created the Regional Transportation Commission of Washoe County (RTC) in 1979 by consolidating the statutory authorities of the Regional Street and Highway Commission, the Regional Transit Commission, and the Washoe County Area Transportation Study Policy Committee. The responsibilities of the RTC include metropolitan transportation planning, design and construction of major streets and highways, and administration of public transportation systems serving Washoe County. A roadway is considered regional when it is functionally classified as a collector or higher, supports regional travel and goods movement, and is eligible for Federal-aid funding.

RTC serves as the designated Metropolitan Planning Organization (MPO) for the region's urban area, as defined by the United States Census Bureau. In this role, RTC leads a continuing, cooperative, and comprehensive transportation planning process to guide regional decision-making. As part of this responsibility, RTC develops and maintains the following key documents:

- **Regional Transportation Plan (RTP)**: A long-range plan that outlines the development of the regional transportation network.
- **Regional Transportation Improvement Program (RTIP)**: A short-range program that identifies funded transportation projects scheduled for implementation.
- **Public Participation Plan (PPP)**: A framework to ensure community input shapes the transportation planning process.
- **Unified Planning Work Program (UPWP)**: A two-year summary of an MPO's planning priorities and activities.
- **Congestion Management Plan (CMP)**: An element of the RTP that describes RTC's strategies for monitoring and managing traffic congestion.

Overview of the Regional Transportation Improvement Program (RTIP)

The 2025–2029 RTIP is a five-year program of projects designed to improve the transportation network through implementation of street, highway, transit, bicycle, and pedestrian projects and programs in Washoe County. These projects and programs are organized by Federal Fiscal Year (FFY), which spans October 1 through September 30. The RTIP summarizes projects by FFY and identifies the responsible agency, funding source, and key project details. The RTIP is required by federal regulation and serves as a key document in planning and programming transportation system improvements. The RTIP assists in implementing the Regional Transportation Plan (RTP) by advancing projects from the first ten years of the long-range plan in order to meet the long-range vision for the region (see Chapter 2 for more detail).

Federal transportation program direction and MPO funding authorization were first established in the 1990 Clean Air Act Amendment (CAAA) and the Intermodal Surface

Transportation Efficiency Act (ISTEA) of 1991. These were followed by the Transportation Equity Act for the 21st Century (TEA-21) in 1998, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, and the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012. MAP-21 introduced a performance-based planning framework that was carried forward and expanded by the Fixing America's Surface Transportation (FAST) Act in 2015 and the current Bipartisan Infrastructure Law (BIL), signed into law in 2021. Throughout the rest of this document, these acts will be referred to using their acronyms.

MAP-21 marked a shift toward a performance-based planning framework focused on achieving measurable results. It directed states and MPOs to invest resources in projects that collectively advance national transportation goals. This approach introduced consistent metrics for evaluating safety, condition, mobility, and other key outcomes across all modes. The BIL carries forward and expands this framework, strengthening the role of performance management in federal surface transportation programs.

Conformity with the 1990 Clean Air Act Amendment (CAAA)

The CAAA requires that each state environmental agency develop a State Implementation Plan (SIP). The SIP shows how the state will implement measures designed to improve air quality to meet National Ambient Air Quality Standards (NAAQS) for each criteria air pollutant, according to the schedules included in the CAAA.

Since emissions from motor vehicles make a significant contribution to air pollution, the CAAA also requires that transportation officials make a commitment to programs and projects that will help achieve air quality goals including:

- Providing for greater integration of the transportation and air quality process
- Ensuring that transportation plans, programs and projects conform with the SIP
- Reduction in the growth in vehicle miles traveled (VMT) and congestion in areas that have not attained the U.S. Environmental Protection Agency's (EPA) air quality standards.

Conformity for the RTP and RTIP are demonstrated when projected regional emissions generated by the plan and RTIP do not exceed the region's motor vehicle emissions budgets as established by the SIP. While the MPO is ultimately responsible for making sure a conformity determination is made, the conformity process depends on federal, state and local transportation and air quality agencies working together to meet the transportation conformity requirements. The roles and responsibilities of the partner agencies involved in the air quality conformity analysis are defined in the Washoe County Transportation Conformity Plan. The plan was adopted by RTC and the Washoe County District Board of Health in January 2013.

Federal Performance Management Framework

The BIL continues the legislation authorized under MAP-21, which created a data-driven, performance-based multimodal program to address the many challenges facing the U.S. transportation system. Performance management guides more efficient investment of transportation funds by focusing on national transportation goals, increasing accountability and transparency, and improving decision making. This section describes the performance measures and targets to be used in assessing system performance. RTC will continue to develop annual reports to track progress toward achieving these targets and will continue to gather additional community input throughout the transportation planning process.

The U.S. Secretary of Transportation, in consultation with states, MPOs, and other stakeholders, established national performance measures for several areas: pavement conditions and performance for the Interstate and National Highway System (NHS), bridge conditions, injuries and fatalities, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System. States, in coordination with MPOs, set performance targets in support of those measures, and state and metropolitan plans describe how program and project selection will help achieve the targets. The RTC has collaborated with the Federal Highway Administration (FHWA) Nevada Division Office, the Nevada Department of Transportation (NDOT), and other stakeholder jurisdictions and agencies to develop performance measures.

The required national performance goals for federal highway programs include the following:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition – To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Federal Highway Association (FHWA) Transportation Performance Management (PM)

The FHWA defines the Transportation Performance Management (PM) program as a strategic approach that uses system information to make investment and policy decisions to support achievement of national performance goals. The first of three PM Final Rules focuses on safety and supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

PM1: Safety Performance Measures

FHWA's PM1 establishes five performance measures as five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million VMT
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

RTC's aspirational vision of zero fatalities and serious injuries on our region's roadways is the only acceptable goal and RTC recognizes that reaching that goal will require time and significant effort by all stakeholders. The annual safety performance targets identified in this document represent an important step in working toward the ultimate goal of eliminating traffic-related deaths and serious injuries.

These safety targets represent interim performance levels on the path toward the long-term goal of zero fatalities and serious injuries. This approach is consistent with guidance from the United States Department of Transportation (DOT) as well as states and MPOs across the nation, including NDOT. RTC is also an active stakeholder in the Vision Zero Truckee Meadows Task Force. RTC recently adopted NDOT's performance targets, and through localized efforts, works toward the statewide goal of zero fatalities. Table 1-1 shows the current targets and status of these measures.

Table 1-1. Statewide Performance on PM1: Safety Performance Measures, 2022

Performance Measures	**Performance Target 2023** 5-Year Rolling Average	**Performance Actual 2023** 5-Year Rolling Average	**Target Met?**
Number of traffic fatalities	347.8 or fewer	365.4	No, exceeded by 5.0%
Number of serious traffic injuries	1,021.3 or fewer	1,069.8	No, exceeded by 4.7%
Traffic fatalities per 100 million VMT	1.279 or fewer	1.347	No, exceeded by 5.3%

Performance Measures	Performance Target 2023 5-Year Rolling Average	Performance Actual 2023 5-Year Rolling Average	Target Met?
Serious traffic injuries per 100 million VMT	3.755 or fewer	3.940	No, exceeded by 4.9%
Number of non-motorized fatalities and serious injuries	262.6 or fewer	301.0	No, exceeded by 14.6%

Source: Nevada Department of Transportation (NDOT), 2024 Performance Management Report

Crash data from 2023 is the most recent data available at the time of this RTIP publication. Further explanation and evaluation of this performance measure, including short-term and long-term strategies for meeting performance targets in the future, can be found in pages 94-99 of NDOT's 2024 Performance Management report.

PM2: Pavement and Bridge Condition Measures

As part of the Transportation PM program, PM2 relates to the assessment of pavement and bridge condition for the National Highway Performance Program. The six national performance measures developed under PM2 include the percentage of pavements in good condition and percentage of pavements in poor condition on both the Interstate System and non-Interstate National Highway System (NHS), as well as the percentage of bridges in good condition and the percentage of bridges in poor condition.

The national performance measures for assessing pavement condition do not apply to all regional roads and the FHWA requires measures that reflect data elements in the Highway Performance Monitoring System, including International Roughness Index, rutting for asphalt surfaced pavements, faulting for jointed concrete surface pavements, and cracking percent. The method for assessing bridges is based upon elements in the National Bridge Inventory, which examines the condition of the bridge deck, superstructure, substructure, and culverts. The data to support these measures is provided by NDOT, which assesses pavement and bridge infrastructure on a periodic basis.

Table 1-2. Statewide Performance on PM2: Pavement and Bridge Condition Measures, 2022

Performance Measures	Baseline	Target	Actual	Better Than Baseline?	Achieved Target?
Interstate Pavement in Good Condition	81.8%	74.7%	81.2%	No	Yes
Interstate Pavement in Poor Condition	0.3%	1.4%	0.3%	No	Yes
Non-Interstate NHS Pavement in Good Condition	79.4%	55.8%	77.6%	No	Yes
Non-Interstate NHS Pavement in Poor Condition	4.7%	6.5%	4.6%	Yes	Yes
NHS Bridges in Good Condition	42.2%	35.0%	49.4%	Yes	Yes
NHS Bridges in Poor Condition	0.5%	7.0%	1.0%	No	Yes

Source: United States Department of Transportation (U.S. DOT), 2022 Full Performance Period Significant Progress Determination – Nevada

PM3: System Performance, Freight, and Emissions Reduction Measures

FHWA's PM3 established measures for travel time reliability on the Interstate for all vehicles, for all vehicles on the Interstate and non-Interstate NHS, and for truck traffic on the Interstate. Statewide performance targets and measures for each are included in Table 1-3.

In the table below, reliable travel is defined as the ratio of longer travel times (80th percentile) to normal travel time (50th percentile), using data from FHWA's National PM Research Data Set or equivalent. User data includes occupancy levels for buses, autos, and trucks.

Table 1-3. Statewide Performance on PM3: System Performance & Freight

RTP Goal	Performance Measures	Performance Target	2023 Performance Measure Status	2023 Performance Target Status
Congestion Reduction	Percentage of person-miles traveled that are reliable on the Interstate System	87% or higher	88.9%	Met goal
	Percentage of person-miles traveled that are reliable on the NHS	87% or higher	93.1%	Met goal
	Truck Travel Time Reliability (TTTR) Index	1.26% or less	1.26%	Met goal

Source: United States Department of Transportation (U.S. DOT), 2022 Full Performance Period Significant Progress Determination – Nevada

FHWA's PM3 also includes performance measures related to the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the total emissions reduction of on-road mobile source emissions. Table 1-4 includes regional CMAQ emission reductions for the most recent reporting year.

Table 1-4. Regional Performance on PM3: Emissions Reductions, 2024

Performance Measure Emission Type (CMAQ-Funded Projects)	2024 Emission Reductions (in kg/day)
Carbon Monoxide (CO)	30.340
Nitrogen Oxides (NO_x)	1.555
Volatile Organic Compounds (VOC)	1.307
Particulate Matter, 2.5 µm or smaller ($PM_{2.5}$)	0.080
Particulate Matter, 10 µm or smaller (PM_{10})	0.156

Source: Regional Transportation Commission of Washoe County (RTC), 2024 CMAQ Emissions Reporting Submission

Federal Fiscal Year (FFY) 2025-2029 Regional Transportation Improvement Program (RTIP) Summary

Table 1-5 is a summary of the highway, transit capital and operating, bikeway and other projects in the RTIP. The 5-year program has a total cost of approximately $2.04 billion.

The complete RTIP project listing is contained in Appendix A and represents the status of projects at the time of the adoption of this document. The listing shows the project description, the project limits where applicable, the project phase (preliminary engineering/design, right-of-way, construction, or "other" – operations or equipment purchases), the year programmed, the project costs and the federal, state and/or local contributions to the project cost. Projects that may still be ongoing but have completed funding obligations prior to FFY 2025 are excluded from the listing. Over the lifetime of the current RTIP, it is anticipated that there will be amendments or administrative modifications, as it is a living document. To ensure portrayal of the most current status of a given project, those interested are encouraged to search for projects in the electronic Statewide Transportation Improvement Program (eSTIP). The eSTIP can be accessed online at https://nevadadot.ecointeractive.com, which contains a searchable and sortable database of projects statewide.

Table 1-5: FFY 2025-2029 Regional Transportation Improvement Program (RTIP) Summary

Project by Mode/Program	Total Cost	% of Total Program
Capacity Improvements	$932,000,000	46%
Freeway System Improvements	$346,600,000	17%
Intelligent Transportation Systems (ITS)/Traffic Management	$70,700,000	4%
Multimodal Corridor Improvements	$330,800,000	16%
Other Projects/Programs*	$69,300,000	3%
Pavement Preservation	$212,600,000	10%
Transit Operating and Capital	$82,400,000	4%
TOTAL	**$2,044,400,000**	**100%**

*Includes Safe Routes to School, Trip Reduction, Park and Ride, bicycle/pedestrian safety education, and Active Transportation programs; maintenance agreements; and miscellaneous construction projects.

The individual projects in the RTIP were developed through coordination among RTC, NDOT, Washoe County and the Cities of Reno and Sparks, and based on the RTP, which was developed through extensive public outreach. RTC's Technical Advisory Committee (TAC) and Citizens Multimodal Advisory Committee (CMAC) also provided input.

Capacity and Freeway System Improvements Projects

The RTIP programs approximately $1.3 billion in capacity and freeway system improvements projects. This funding typically comes from federal BIL programs, RTC Fuel Tax and state gas tax. Approximately $347 million are programmed by NDOT for freeway projects, such as improvements to US 395 and I-80. Additional major capacity projects (about $932 million programmed in total) include design and construction of RTC improvements for Pyramid Highway, Sparks Boulevard, North Virginia Street, and

Highland Ranch Parkway. Another $213 million is allocated to the ongoing RTC Pavement Preservation program to maximize the useful life of the road network.

Transportation Systems Management and Transportation Demand Management
Transportation system operations improvements maximize the capacity of existing roadways in a highly cost-effective way. RTC conducts a traffic operations program cooperatively with Washoe County, the City of Reno and the City of Sparks. Over the next five years, roughly $71 million is to be used for the traffic management program, intelligent transportation systems (ITS), intersection geometric and capacity improvements, and traffic calming improvements. Approximately $7 million of this amount involves NDOT expenditures on similar projects.

Multimodal Corridor Improvements Projects
The RTIP contains roughly $331 million for multimodal corridor projects. Significant projects include multimodal improvements on Keystone Avenue, West 4th Street, Lemmon Drive, Sun Valley Boulevard, along with the Biggest Little Bike Network project in downtown Reno. Another $69 million is included for other projects and programs to fund things like the Safe Routes to School, Trip Reduction, Park and Ride, bicycle/pedestrian safety education, and the newly created Active Transportation programs.

Transit Operating and Capital Projects
The RTIP programs approximately $82 million for public transportation projects during the five-year period. This includes transit system operations, including RTC RIDE fixed-route (with RTC REGIONAL CONNECTOR intercity service), RTC ACCESS paratransit, and RTC FlexRIDE services. Additional transit services such as the Bus Stop Improvements and U-Pass programs are operated with these funds. Most capital outlays are federal funds from FTA Section 5307, Section 5339 and Congestion Mitigation and Air Quality Improvement Program (CMAQ). The primary capital expenditures are the replacement of RTC buses and vans, but also include equipment purchases and bus stops, stations, and facilities improvements. Strategic utilization of these funds has enabled RTC to systematically replace older diesel RIDE buses with new alternative-fuel buses.

Other Regional Transportation Improvement Program (RTIP) Conformities and Certifications

Conformity with the Regional Transportation Plan (RTP)
The projects in the RTIP are developed from the project list and policies included in the RTP and therefore conform to the RTP. The RTIP is the principal mechanism for implementing the transportation projects and programs contained in the RTP.

Financial Capacity
With federal programs, RTC is required to evaluate the financial capacity of the agency to conduct and carry forward the financial requirements related to public transportation

operations. The financial capacity analysis is prepared annually by the RTC Finance Department with the budget process. RTC has the financial capacity to continue the street and highway and the public transportation programs through the five-year operating and capital financial model.

Public Involvement

Federal legislation requires that each MPO formally adopt a proactive public involvement process. The intent of the process is an early and continuing involvement of the public in developing transportation plans and programs. RTC most recently updated its Public Participation Plan in May 2022, which is compliant with federal regulations and outlines RTC's comprehensive public involvement and education process. An update is anticipated to be completed by fall of 2025.

Conformity Determination

The air quality and regulatory conformity analysis determination associated with the RTIP is included as part of this document (see Chapter 8 for details). A finding of conformity by RTC is required before approval of federal program funding for individual projects included in the RTIP. The RTIP will be reviewed and updated every two to four years, allowing consideration and revision of project priorities. The resolution adopting this RTIP incorporates the required findings of conformance. RTC works closely with the Northern Nevada Public Health—Air Quality Management Division (NNPH—AQMD) and other partner agencies involved in air quality analysis through periodic interagency consultation meetings.

Chapter 2: Planning Process

The RTIP is developed in cooperation with state and local governments, including public works and planning officials who propose projects and review the listing prepared by RTC staff. Some of the partner agencies that assist with RTIP development are listed below.

Truckee Meadows Regional Planning Agency (TMRPA)
The TMRPA, created by state legislation in 1989, is responsible for preparing and implementing the Truckee Meadows Regional Plan (referred to as the Regional Plan). The TMRPA is comprised of the Regional Planning Governing Board, the Regional Planning Commission, and staff. The Regional Plan addresses regional urban form, natural resource management, infrastructure, and service provision within Washoe County. The agency implements the Regional Plan by ensuring that master plans of local governments and affected entities conform to adopted policies. RTC is considered an affected entity and as such, the RTP must be in conformance with the Regional Plan.

Nevada Department of Transportation (NDOT)
NDOT is responsible for planning, programming, construction, and maintenance activities involving federal aid and state gas tax funding. Planning and programming of these projects are coordinated with RTC through the RTIP and RTP processes. NDOT also provides funds to RTC for transportation planning and transit operations and provides technical data and analysis to support the regional transportation planning process.

Northern Nevada Public Health (NNPH)
RTC formally partners with NNPH, formerly the Washoe County Health District, through NNPH's participation on the RTC Technical Advisory Committee (TAC) which meets monthly and advises RTC staff and the Board. NNPH Air Quality Management Division (AQMD) and Chronic Disease and Injury Prevention Program actively support transportation investments that improve community health. Additionally, NNPH sponsors several healthy community initiatives based on the concept that health is more than the absence of disease and is defined broadly to encompass a full range of quality-of-life issues such as transportation.

Reno-Tahoe Airport Authority (RTAA)
The RTAA, created in 1977 by the State Legislature, has responsibility for county-wide airport operations and planning. It is the owner and operator of the Reno-Tahoe International and Reno-Stead Airports.

RTC's Planning Process

RTC's planning process is intended to provide decision makers with plans and projects that effectively meet community needs. The effectiveness of a planning program is measured by how well projects are implemented and objectives are achieved.

Transportation planning in Washoe County has been successful due in large part to the unique structure of RTC as both a planning and an implementing agency.

Regional Transportation Plan (RTP) Goals

The goals in the RTP describe a desired end state for the regional multimodal transportation system over the next 20 years. Federal law and regulation establish seven national goals. As explained in USDOT guidance, MPOs should incorporate the national goals into their long-range transportation plans or provide new goals that align with them. In addition, ten planning factors must be considered within the metropolitan transportation planning process. These planning factors address a wide array of issues important to communities.

The goals in the RTP, collectively, are a broad statement that describes the intent behind transportation investments in the region. The goals were used to develop objectives and evaluation factors for project prioritization. Keeping the Plan's goals at the core of project prioritization has resulted in a project list that can best meet the identified transportation goals for the region.

The following nine (unranked) goals were created for the RTP and reflect the desired state of transportation for the region over the next 20 years. Each goal is further discussed in nine goal chapters of the RTP.

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on regional roadways.
- Maintain Infrastructure Condition – To maintain regional roadway infrastructure in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the regional roadway network.
- System Reliability and Resiliency – To improve the efficiency, resiliency, and overall reliability of the multimodal transportation system.
- Efficient Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Equity and Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing equity and the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process.
- Accessibility and Mobility – To increase the accessibility and mobility of people on the transportation system and enhance the integration and connectivity of the transportation system.
- Integrated Land-Use and Economic Development – To increase partnership among local jurisdictions and other stakeholders to identify how transportation investments can support regional development goals.

Regional Transportation Plan (RTP) Objectives

Objectives in the RTP support the achievement of the goals for the multimodal transportation system. Objectives are intended to reflect outcomes that are experienced by system users and the public, and integrate objectives described in state transportation plans and processes. Building on previous versions of the RTP and other planning efforts, the RTP addressed the following nine objectives under the nine goals above.

- Safety – Reduce Traffic Fatalities and Serious Injuries
- Maintain Infrastructure Condition – Manage Existing Infrastructure Efficiently
- Congestion Reduction – Manage Vehicle Travel Demand and Reduce Congestion
- System Reliability and Resiliency – Integrate All Travel Modes and Increase Travel Options
- Efficient Freight Movement and Economic Vitality – Improve the Movement of Freight and Goods
- Equity and Environmental Sustainability – Promote Equity and Environmental Justice
- Reduced Project Delivery Delays – Monitor Implementation and Performance
- Accessibility and Mobility – Provide a Regional Transit System and Other Transportation Services
- Integrated Land-Use and Economic Development – Improve Regional Connectivity

The process used to develop these goals and objectives is discussed in detail in Chapter Four of the 2025 update to the 2050 RTP.

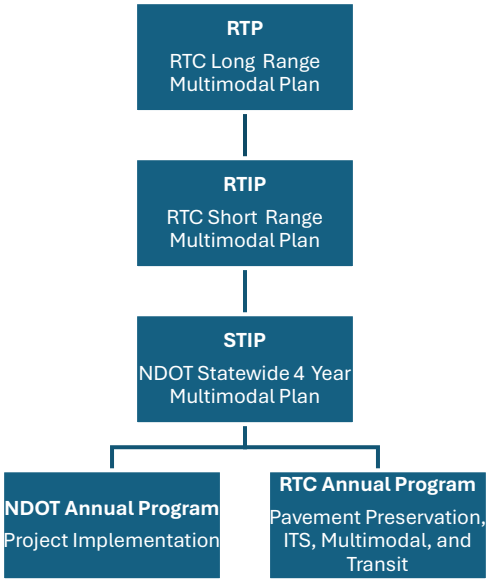
Regional Transportation Improvement Program (RTIP)

The Regional Transportation Improvement Program (RTIP) is a federally required five-year plan that identifies and prioritizes transportation projects for a region. The RTIP includes a subset of projects from a region's RTP. Projects must be included in the RTP to be eligible for inclusion in the RTIP. RTC, as the Metropolitan Planning Organization (MPO) for the region, is responsible for developing the RTIP.

The RTIP provides a summary of projects and programs by Federal Fiscal Year (FFY) and shows the agency responsible for implementing the project, funding source and other related information. The RTIP represents a prioritized program designed to address Washoe County's growing transportation needs. It supports improvements in regional safety, air quality, transportation efficiency, and mobility.

The RTIP assists in implementing the RTP by advancing projects selected from the first ten years of the plan. Additional projects are advanced during biennial adoptions of the RTIP and if more funding becomes available. Figure 2-1 illustrates how the RTP informs project and program implementation through the RTIP.

Figure 2-1. Regional Transportation Commission of Washoe County (RTC) Planning Process



RTC Advisory Committees

RTC has established two standing advisory committees that actively participate in the transportation planning process and provide additional forums for discussion of regional transportation issues. The Citizens Multimodal Advisory Committee (CMAC) is a self-governing committee that meets once a month and has responsibility for reviewing agency plans and projects, evaluating plan conclusions and recommendations, and providing general public input into the planning process. The CMAC consists of citizens from various jurisdictions of Washoe County appointed by RTC's Board to provide public input to RTC staff in the conduct of transportation planning activities. CMAC membership is geographically diverse and maintains a balance of members with an interest in or experience with one of the following emphases: RTC RIDE (fixed-route transit), RTC ACCESS (paratransit), bicycle/pedestrian, and general multimodal transportation.

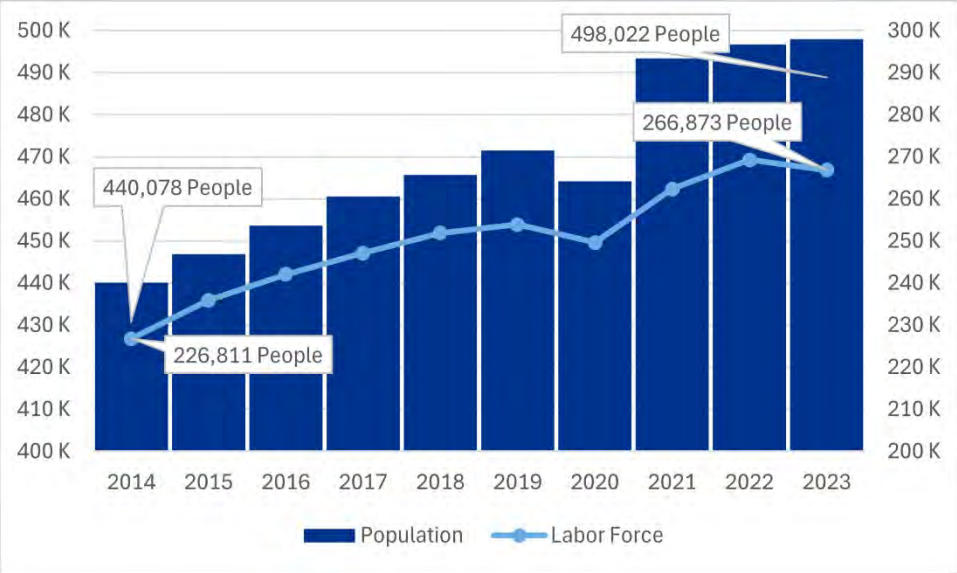
The Technical Advisory Committee (TAC) is composed of planning and public works personnel from each local government, including the Cities of Reno and Sparks and Washoe County. In addition, representatives from NDOT, FHWA, TMRPA, RTAA, NNPH—AQMD, Reno-Sparks Indian Colony, and Washoe County School District provide input on transportation and air quality planning issues. It is the responsibility of this committee to review and comment on plans developed by RTC from a technical standpoint. It also advises and assists RTC planning staff with methods and procedures and recommends technical standards.

Chapter 3 Current and Future Trends

Socioeconomic Trends

Between 2014 and 2023, Washoe County's total population increased by approximately 58,000 people, while the number of people in the labor force grew by about 18,000. Long-term projections estimate that the population will exceed 600,000 by 2050. Other socioeconomic trends also influence travel patterns in Washoe County, including the aging of the population.

Figure 3-1. 2014-2023 Washoe County Population and Labor Force

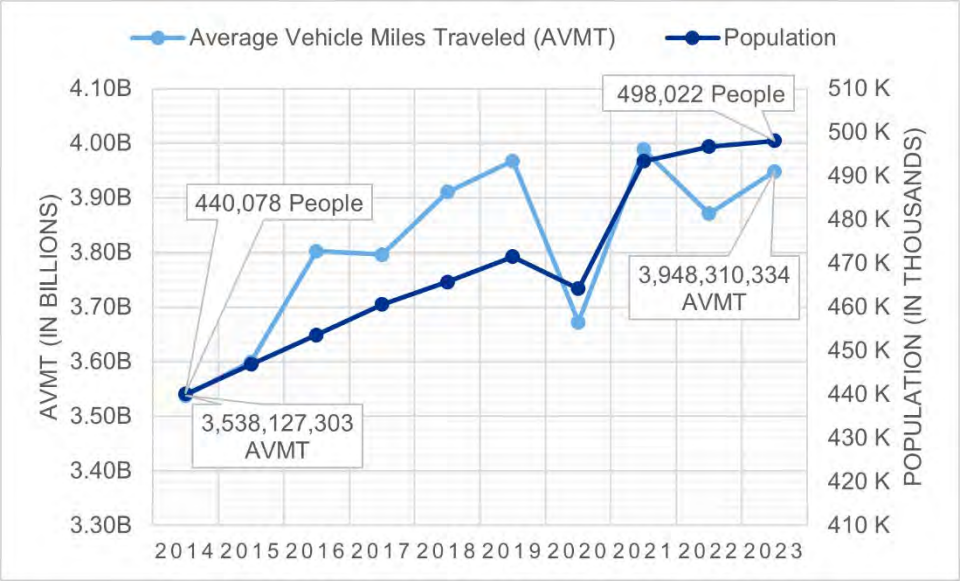


Source: United States Census Bureau, 2014-2023 American Community Surveys

Travel Trends

NDOT tracks Annual Vehicle Miles Traveled (AVMT) in Washoe County through the Highway Performance Monitoring System (HPMS) and publishes annual HPMS data reports. As with population data, 2020 AVMT values were anomalous due to public health measures and travel disruptions associated with the COVID-19 pandemic. From 2014 to 2023, AVMT steadily increased alongside population growth, with Washoe County experiencing an overall increase of approximately 410 million AVMT during this period.

Figure 3-2. Population and Average Vehicle Miles Traveled



Source: NDOT, 2023 Highway Performance Monitoring System (HPMS) Data

Population and Employment Forecasts

Regional planning is a collaborative effort. As the designated MPO, RTC leads transportation planning in the region. The Truckee Meadows Regional Planning Agency (TMRPA) leads planning for land use, infrastructure, and natural resources. Both agencies coordinate closely with each other and with local jurisdictions, including the City of Reno, the City of Sparks, and Washoe County.

Through a shared-use program, RTC and TMRPA coordinate on Geographic Information System (GIS) analysis, data collection, online data access, and the development of the consensus forecast. TMRPA prepares the consensus forecast by averaging projections from multiple reputable sources, such as S&P Global, Woods & Poole, the Truckee Meadows Water Authority (TMWA), and the Nevada State Demographer. The consensus forecast is a key input to the regional travel demand model, which informs the RTP and ultimately the RTIP. The forecast covers all of Washoe County, including Reno, Sparks, and unincorporated areas.

Table 3-1 shows the forecasted growth in population and employment through 2044.

Table 3-1. Washoe County Consensus Forecast

Population and Employment, 2024–2044					
Year	**2024**	**2029**	**2034**	**2039**	**2044**
Total Population	515,085	542,057	564,343	584,273	602,455
Total Employment	325,765	338,574	350,380	362,870	376,161

Source: TMRPA 2024 Washoe County Consensus Forecast

Chapter 4: Federal Transportation Programs

Introduction

ISTEA established the modern structure for federal surface transportation programs. Through its reauthorizations, which include TEA-21, SAFETEA-LU, MAP-21, FAST Act, and BIL, this federal transportation framework continues to provide a major portion of the funding for the Federal Fiscal Year (FFY) 2025–2029 Regional Transportation Improvement Program (RTIP).

National Highway Performance Program (NHPP)

The NHPP combined several SAFETEA-LU era programs including the National Highway System (NHS) and Interstate Maintenance and Bridge Programs. The NHPP provides support for improving the condition and performance of the NHS, which includes the construction of new NHS facilities. It ensures that investments of Federal-aid funds are directed toward achieving the performance targets established in each state's NHS asset management plan. As a new function of this program added by BIL, NHPP now also provides support for activities to increase the NHS's ability to withstand and recover from natural disasters.

Surface Transportation Block Grant (STBG) Program

The STBG program provides flexible funding that may be used for projects to preserve or improve the condition and performance of any Federal-aid highway; fund bridge projects on any public road; support non-motorized transportation facilities; and invest in transit capital projects including bus terminals and related facilities. BIL increases the flexibility of these funds, adding several new project categories to the list, including structures to reduce animal-vehicle collisions; installation of electric vehicle charging and vehicle-to-grid infrastructure; projects to enhance travel and tourism; and other project types. NDOT and RTC may use STBG funds for new construction, maintenance, transit, ridesharing and Employer Trip Reduction (ETR), centralized traffic signal control systems, and traffic management programs. The STBG program is divided into "STBG FLEX" (state), "STBG >200K (WA)" (local), and "STBG BRIDGE" funding categories.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ funding category is available to air quality non-attainment/maintenance areas, and the majority of the Truckee Meadows is an air quality maintenance area for specific criteria pollutants identified under the CAAA. Funding from the CMAQ program can only be used for projects that will have substantial air quality benefits or are included in the State Implementation Plan (SIP). CMAQ cannot fund general capacity expansions for single-occupancy vehicles. Programs and projects that CMAQ can fund include programs to improve public transit, ETR programs, intersection improvements, traffic flow improvements that reduce emissions, bicycle/pedestrian facilities, park-and-ride facilities, and programs to restrict vehicle use in areas of emissions concentration.

Highway Safety Improvement Program (HSIP)
The HSIP is a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including locally (non-state)-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety, with a focus on performance.

National Highway Freight Program (NHFP)
The NHFP, first authorized through the FAST Act and continued through BIL, is focused on improving the efficient movement of freight on the designated National Highway Freight Network. Funds are distributed to states by formula for eligible activities, such as construction, operational improvements, freight planning, and performance measurement. A state must have a State Freight Plan approved by FHWA in order to obligate NHFP funds. The Nevada State Freight Plan was approved in September 2016, with an update approved in July 2022, and remains current as of 2025.

Federal Planning Requirements

Federal law outlines several key requirements that guide RTC's planning process. The passage of BIL made no significant regulatory changes pertaining to transportation planning. The most important planning requirements that are included in RTC's planning process are summarized below.

Long-Range Plan
The MPO must prepare a long-range transportation plan that identifies transportation facilities for all modes necessary to serve a 20-year forecast period at a minimum. The long-range plan must include a financial plan that demonstrates how the long-range plan can be implemented, including all public and private revenue sources that are "reasonably expected to be made available to carry out the plan" and recommend additional financing strategies as needed.

Transportation Management Area (TMA) Designation
The Secretary of the Department of Transportation is required to designate all urbanized areas with more than 200,000 population as Transportation Management Areas (TMAs). All TMAs are required to develop a Congestion Management Process (CMP) that supports the effective management of new and existing transportation facilities eligible for federal funding. RTC developed a CMP that was last updated in the 2025 update to the 2050 RTP.

Regional Transportation Improvement Program (RTIP) Development
Federal regulation states that all federally funded projects within the boundaries of a metropolitan planning area serving a TMA shall be selected for implementation from the approved RTIP by the MPO in consultation with the state. It specifies that the RTIP project selection is the responsibility of the MPO.

Project Prioritization and Financial Constraint

Federal regulation also requires that the RTIP prioritize all projects and have a financial plan that demonstrates that funding is available for the projects listed. These requirements are discussed in Chapter 6 (Project Prioritization) and Chapter 7 (Financial Plan) of this document.

Functional Classification

NDOT is required to develop a functional classification of roads and streets and the designation of routes on the Federal-aid highway system in cooperation with local and regional officials. Functional classification identifies and groups roadways by the character of the service they provide. NDOT works with regional partners to update the functional classification of the state's roadways.

Certification

The Secretary of the Department of Transportation is required to certify that each MPO is carrying out its responsibilities under the law. The first certification deadline was September 30, 1993. Recertification must occur every four years. RTC received its most recent certification in 2024; failure to maintain certification may result in withholding of federal funding.

Chapter 5: Public Transportation Capital and Operating Plan

Introduction

The 2023-2027 Transportation Optimization Plan Strategies (TOPS) provides an overview of the current status of public transportation and outlines a plan for future service delivery. Public transportation is a valuable community asset that helps reduce traffic congestion, improve air quality, and provide essential mobility. This service allows local residents to access jobs, education, and commercial activities. By providing transit service along urban corridors, public transportation also helps promote the higher density, mixed use, and walkable communities envisioned in the Truckee Meadows Regional Plan.

RTC Public Transportation Services

RTC provides the following public transportation services to the residents of Washoe County:

- RTC Transit Fixed Routes
  - RTC RIDE
  - RTC RAPID
  - RTC REGIONAL CONNECTOR
- RTC FlexRIDE
- RTC ACCESS
- Tahoe Area Regional Transit and Tahoe Transportation District (through an interlocal cooperative agreement)

RTC RIDE

RTC RIDE, RTC's primary fixed-route transit service, began operating on September 18, 1978. The system is owned by RTC and operated by a private contractor under a turn-key contract. Passage of a one-quarter of a percent sales tax referendum by the voters of Washoe County on September 14, 1982, provided the financial resources necessary to expand fixed-route and paratransit service. As federal transit funding steadily declined over the past several years, the sales tax funding has been critical to continued improvement in public transportation. As part of a larger transportation funding package, transit funding was increased by the adoption of an additional one-eighth percent sales tax effective July 1, 2003, half of which has generally been used for transit and the other half for roadways.

RTC's RIDE system encompasses the Cities of Reno and Sparks and areas of Washoe County, using a fleet of approximately 70 buses on 26 fixed routes. The system operates in a 90 square-mile service area based on a three-quarter mile distance from each fixed route (excluding RTC REGIONAL CONNECTOR).

RTC RAPID

On October 11, 2009, RTC RAPID was introduced. RTC RAPID is a Bus Rapid Transit (BRT) express service, known as the Virginia Line, which serves the Virginia Street corridor from downtown Reno to Meadowood Mall. RTC RAPID includes level-boarding stations with more amenities. The service includes technology that allows the buses to communicate with traffic signals to briefly extend green light durations. Design improvements help vehicles move around other traffic. The RAPID currently operates between 4th STREET STATION and Meadowood Mall and runs seven days a week. This service was recently extended further north on Virginia Street to provide a stronger connection between the University of Nevada, Reno (UNR), downtown Reno, and the Midtown neighborhood. In addition, a second RAPID route, called the Lincoln Line, went into operation December 2018 after construction was completed to provide RTC RAPID service on the 4th Street/Prater Way corridor between CENTENIAL PLAZA STATION in Sparks and 4th STREET STATION in Reno for greater connectivity between downtown Reno and downtown Sparks.

RTC REGIONAL CONNECTOR

RTC REGIONAL CONNECTOR provides a commuter service between Reno and Carson City. The service operates Monday through Friday through a partnership between RTC and Carson City. This route is 33 miles each way and offers free Wi-Fi. It runs three trips in the morning and three trips in the afternoon.

Table 5-1. RTC Transit Fixed Route System Performance Indicators

FY 2024 RTC Transit Fixed Route System Performance Indicators	
Ridership	5,311,032
VRH – Vehicle Revenue Hours	258,698
Rides per VRH	20.5
VRM – Vehicle Revenue Miles (Thousands)	2,939.4
Rides per VRM	1.81

Source: RTC Transit Fixed Route Bus Operating Statistics, June 2024

RTC FlexRIDE

RTC FlexRIDE is a curbside-to-curbside transit service available by requesting a ride through an app or by phone. Rides can be scheduled at the desired travel time and can be expected to arrive at the curb closest to the rider's location within eight to 15 minutes. Fares are the same as the standard RTC RIDE fares. RTC initiated the first FlexRIDE pilot program in Sparks in 2019 and added additional FlexRIDE zones in the North Valleys, Spanish Springs, Somersett/Verdi, and South Meadows. The convenience of this service has made it very popular with customers and resulted in strong ridership increases compared to previously offered fixed-route services.

Table 5-2. RTC FlexRIDE System Performance Indicators

FY 2024 RTC FlexRIDE System Performance Indicators	
Ridership	92,757
VRH – Vehicle Revenue Hours	34,238
Rides per VRH	2.7
VRM – Vehicle Revenue Miles	540,684.6

FY 2024 RTC FlexRIDE System Performance Indicators	
Rides per VRM	0.2

Source: RTC Washoe FlexRIDE Operation Statistics July 2023 through June 2024

RTC ACCESS

In 1988, RTC established RTC ACCESS and assumed direct responsibility for providing door-to-door transportation for people with disabilities in the Truckee Meadows region. RTC ACCESS operates 24 hours a day, 7 days a week, in compliance with Americans with Disabilities Act (ADA) regulations. RTC's ACCESS fleet uses Compressed Natural Gas (CNG), a cleaner burning fuel, for better air quality and lower emissions.

Table 5-3. RTC ACCESS System Performance Indicators

FY 2024 RTC ACCESS System Performance Indicators	
Ridership	121,318
VRH – Vehicle Revenue Hours	61,389
Rides per VRH	2.0
VRM – Vehicle Revenue Miles	931,839
Rides per VRM	0.1

Source: RTC Washoe ACCESS Operation Statistics July 2023 through June 2024

RTC ACCESS also serves limited areas beyond the federally required ADA zone, which is defined as a three-quarter mile buffer around all fixed routes (excluding RTC's REGIONAL CONNECTOR). Because RTC does not have the resources to provide fixed-route and paratransit service to all outlying areas of Washoe County, partnerships have been formed with not-for-profit providers that can serve areas beyond the urban core and other specialized transportation needs. With funds from the sales tax, RTC is able to offer competitive grant opportunities to organizations that provide enhanced mobility for seniors and individuals with disabilities.

Tahoe Area Regional Transit (TART)

Tahoe Area Regional Transit (TART) began operation in February 1975 and is operated by Placer County, California. In 1985, RTC signed an interlocal cooperative agreement with Placer County to fund the extension of the TART system into the Incline Village/Crystal Bay area, which has since been amended to include participation by the Tahoe Transportation District (TTD). TART provides fixed-route service to people living in the communities of Tahoma, Homewood, Tahoe City, Kings Beach, Truckee and Incline Village with four fixed routes daily.

Prioritization of Public Transportation Improvements

Federal legislation requires prioritization of projects in the RTIP. This requirement is consistent with existing RTC practices to evaluate the overall benefit of any public transportation project. The following issues are considered before changes in transit service are made:

1. What is the intent of the project and why is it needed?
2. What are the anticipated benefits?

    a. What user groups or area of the community will benefit from the project?
    b. What existing services or facilities are available to that group or area?
    c. Will the project improve productivity?
    d. Is the project self-sustaining after the initial funding?
3. How will the project improve the availability of public transportation?
    a. Does the project enhance service level?
4. Does the project improve the overall level of service performance standards?
5. Does the project provide air quality benefits?
6. What is the overall cost effectiveness of the project?
7. Does the project leverage other funding sources?

New or expanded service is evaluated based on current and future demand, as well as cost-effectiveness. Capital improvements are prioritized by RTC for inclusion in the RTIP.

Service and Capital Strategies

Transit is recognized as an essential part of the local economy that helps thousands of Washoe County residents get to work each day. Transit helps shape development patterns and is an economic development tool that supports local zoning and land use policies. Transit also provides a critical public service to residents and visitors that do not drive or do not have an automobile. The environmental benefits of transit service are also well recognized – reducing the number of cars on the road reduces traffic congestion and air pollution.

Attracting new riders and encouraging current riders to take more trips on public transportation requires improving the customers' total transportation experience. It is important not only to expand the service to new areas of the community and to make existing service more frequent where passenger loads warrant, but also to consider other factors including:

- How do passengers get to and from their bus stop?
- What is the waiting environment like?
- Do buses run on time?
- Are the vehicles and passenger amenities clean?
- Is sufficient information about bus stops, routes and schedules readily available to the public?
- How long does it take to travel from origin to destination?

RTC must formulate service and capital strategies based on these factors to attract new riders and encourage existing riders to take more trips while balancing projected system revenues and costs. Because of this, the fiscally constrained transit program maintains the existing service with modifications to be identified through development of an update to the Transit Optimization Plan Strategies (TOPS). This study is ongoing and once complete, will inform future amendments to the FFY 2025-2029 RTIP.

A full list of planned public transportation projects for FFY 2025–2029 is provided in Appendix A.

Chapter 6: Project Prioritization

Identify and Evaluate Strategies

During the most recent Regional Transportation Plan (RTP) update, RTC gathered information about priorities for operational strategies and capacity improvements from stakeholders, the general public, and partner agencies. This included the 2050 RTP Agency Working Group, Inter-County Working Group, RTC Technical Advisory Committee, and RTC Citizens Multimodal Advisory Committee. Input was gathered through meetings of the above-listed committees, RTC Board meetings, and public engagement activities. The evaluation criteria were developed based on the RTP goals, which were informed by the public and agency participation process.

RTC also considered national performance measures and the availability of data in development of the evaluation criteria. The projects identified in the 2025 update to the 2050 RTP were compiled from a variety of sources, including:

- The previous RTP (developed in 2021).
- Corridor plans and studies such as the McCarran Boulevard Corridor Study, Mt. Rose Highway Corridor Study, South Virginia TOD Study, Lemmon Valley Spanish Springs Connector, Regional Freight Plan, Active Transportation Plan, Verdi Regional Transportation Study, and other corridor plans.
- Road Safety Assessments and Safety Management Plans.
- A call for projects from the three member jurisdictions, City of Reno, City of Sparks, and Washoe County.
- Input from the 2050 RTP Agency Working Group, RTC Citizens Multimodal Advisory Committee, RTC Technical Advisory Committee, Inter-County Working Group, and RTC Regional Road Impact Fee Technical Advisory Committee.

Implement and Manage Selected Strategies

The RTP evaluated and prioritized strategies and proposed projects using a data-driven approach that directly linked to the RTP goals. Expected funding for the region over the next 25 years, along with project timing, was then applied to the prioritized project list, resulting in a fiscally constrained project list and a framework for project implementation.

Monitor Strategy Effectiveness

As described in the RTP, RTC monitors the impacts of capacity projects on an ongoing basis. In addition to annual reports, RTC also develops before and after studies of specific projects that assess safety and operational impacts. The regional travel demand model, combined with updates from RTC's traffic count program, will further be used to monitor impacts on regional traffic congestion. An additional tool could be the creation of annual progress reports to document progress on RTP implementation.

The performance measures in the RTP, which will be tracked on an annual basis, are consistent with the CMP evaluation criteria. Monitoring crash and injury data,

construction of multimodal elements such as sidewalks and bicycle facilities, and changes in travel delay will assist RTC in continuously evaluating the suitability of projects in the RTP and Regional Transportation Improvement Plan (RTIP) for effectiveness.

Project Prioritization and Selection

The nine goals outlined in the RTP served as the foundation for RTC's project scoring framework. These goals were used to evaluate how well each proposed project supports regional transportation priorities.

Metrics selected for the scoring tool also reflect federal requirements under BIL including the consideration of housing, growth, and economic development patterns. To address this requirement, one of the evaluation metrics assesses the Truckee Meadows Regional Planning Agency (TMRPA) tier in which each project is located. These tiers, outlined in the TMRPA Regional Plan, define areas by their intended development intensity and timing. This approach helps RTC consider land use compatibility as part of the transportation investment process.

Projects were scored and ranked by type using the first eight RTP goals, while the ninth goal (which is focused on integrated land use and economic development) was used to inform project timing within the plan's implementation horizon. All scoring goals were weighted equally.

Chapter 7: Financial Plan

Financial Constraint

Federal transportation legislation (currently BIL) requires that the RTIP include a financial plan that demonstrates how the RTIP can be implemented and indicates the different sources that are reasonably expected to be made available over the term of the document. Since 1991, fiscal constraint has been a key component of the statewide and metropolitan transportation planning processes. Fiscal constraint means that the RTP, RTIP, and STIP include sufficient financial information to demonstrate that the projects included in those documents can be implemented using committed, available, or reasonably available federal, state, local, and private revenues, with the assurance that the federally supported transportation system is being adequately operated and maintained.

The eSTIP is structured in a manner that projects may only be included in the four or five years of the program if funds for those projects are “available” or “committed.” Federal funding reflected in the eSTIP for projects is based on full apportionment by fund source as identified from the FHWA Financial Management Information System (FMIS) 10A report. All funding for projects is required to be identified by federal fund source, required matching source, and by phase by year. The cumulative total of all funds should not exceed the total of funds reasonably available to RTC or NDOT. Project funding is projected to increase for each year of the RTIP per the estimates of available BIL funds. However, BIL funding is apportioned annually and the amount of available funds projected in future years is subject to change. Additionally, BIL only provides funding and authority through FFY 2026, and future apportionments would be subject to a new transportation bill. Federal funding amounts are updated at the beginning of each active fiscal year based on the FMIS 10A report.

The RTIP includes all modes of transportation, including transit (both operations and maintenance), street widenings, new streets, operations and maintenance of the street network, and bicycle and pedestrian facilities.

The RTP identifies financial assumptions that were developed in a coordinated effort with state and federal agencies as well as local jurisdictions.

Financial Assumptions Summary

To comply with BIL requirements, RTC has prepared the following FFY 2025-2029 RTIP financial assumptions summary. This summary is intended to establish and document the levels of funding anticipated to be made available for the implementation of this improvement program with each fund source addressed separately.

Local Fund Sources

There were several initiatives that made additional local funding available to RTC. In 1982, voters approved of a one-quarter percent sales tax dedicated to public transportation. In 2003, with the approval of Washoe County ballot question WC-2, a 1/8% sales tax was added to implement road and transit projects, and fuel tax indexing was implemented based on the Consumer Price Index (CPI). The one-eighth percent sales tax was split evenly between road and transit projects. In 2008, with the approval of Washoe County ballot question RTC-5, the CPI indexing was discontinued in favor of new indexing provisions calculated on the Producer Price Index (PPI).

Fuel Tax

Following passage of RTC-5, legislation was approved in 2009 to index fuel to PPI and additional bases were added including federal, state, diesel and alternative fuels. Eligible uses for fuel tax include overlays, reconstruction and new construction for regional streets included in the regional road system. RTC dedicates a portion of this funding source to preservation of the existing regional network.

Transit Sales Tax

The single most important funding source for transit in Washoe County continues to be the dedicated five-sixteenths percent sales tax (comprised of the one-quarter percent and half of the one-eighth percent sales tax provisions). The revenue generated by this tax provided more than half the funds necessary for RTC to operate RTC RIDE and RTC ACCESS and to contribute to the TART service. Fluctuations in growth for this source are determined as part of the fiscal constraint process for the RTP and carried over into the RTIP. The amount of available sales tax revenue will greatly affect the level of public transit service RTC can provide.

Road Sales Tax

The other half of the one-eighth percent sales tax is allocated to road projects. This funding source has been used for the pavement preservation program.

Regional Road Impact Fees (RRIF)

Impact fees are levied on new development to offset the cost of providing specific infrastructure improvements necessary to serve that new development. New development can be required to improve and add facilities necessary to maintain an established policy level of service (LOS). Impact fees are calculated and levied on the new development based on the degree that they contribute to the need for identified improvements. The RRIF program was implemented in October 1995 with the 7th Edition effective as of January 31, 2022. The 8th Edition is scheduled to be complete by the end of calendar year 2025.

State Funding Sources

State funding sources include gas tax, special fuel (diesel) tax, vehicle registration fees, motor carrier fees, driver's license fees and petroleum cleanup funds. For the purposes

of this document, funding is generally from State Gas Tax and accounts for roughly $171 million in funding for FFY 2025-2029.

Federal Funding Sources

Federal funds for transportation are collected nationally and allocated back to the states through a series of formulas and grants under the existing transportation legislation, which is currently BIL. One of the benefits of BIL is that it provides long-term funding certainty for surface transportation. Overall, BIL largely maintains the program structures and funding shares between highways and transit that were introduced under MAP-21. Federal funding programs require a state or local contribution of funds toward the cost of a project which is referred to as matching funds. The typical match for street and highway programs is five percent and for transit programs it is generally 20 percent.

BIL programs available to RTC and assumed in this document include:

National Highway Performance Program (NHPP)
Funds are used to support the condition and performance of the NHS, for the construction of new facilities on the NHS and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets to be established in the state asset management plan.

Within the Truckee Meadows, NDOT has directed NHPP funding to a variety of projects and programs in the I-80 and I-580/US Highway 395 corridors. For planning and programming purposes, the RTIP shows approximately $308.9 million in NHPP funding for these projects in the FFY 2025-2029 timeframe. An additional $27.4 million is programmed under the Highway Safety Improvement Program (HSIP), $94.4 million under the Bridge Formula Program, and $2.2 million under the Railway-Highway Crossings Program.

Surface Transportation Block Grant (STBG) Program
Flexible funding that may be used for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital and public bus terminals and facilities. These funds provide NDOT and RTC with the opportunity to program funds for new construction, maintenance, transit, ridesharing and ETR, centralized traffic signal control systems and traffic management programs. The RTIP includes “STBG FLEX” (state), “STBG >200K (WA)” (local), and “STBG BRIDGE” funding categories. State STBG funds allocated to the region in the FFY 2025-2029 time period total approximately $60.1 million, while local STBG is almost an equivalent amount at approximately $60.2 million. STBG funding for bridge projects totals roughly $7.6 million.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program
Flexible funding for transportation projects and programs to help meet the requirements of the Clean Air Act through reduction of congestion and improvement of air quality. This program requires specific analysis related to project selection whereby only

projects for which air quality benefits are demonstrated are eligible. To support the requirements of the Clean Air Act, the following projects are being funded in the RTIP:

1. U-Pass Program
2. Replacement of the public transit (RTC RIDE, RTC ACCESS) fleets
3. FlexRIDE and BRT service
4. Trip Reduction Programs
5. Biggest Little Bike Network

CMAQ funds can only be expended in areas identified by the EPA as being in non-attainment of a national air quality standard or in maintenance areas, which subsequently receive an attainment designation from EPA. Within Nevada, these funds are divided between Clark County and Washoe County based upon an approved formula that considers population and the severity of the area's carbon monoxide and ozone air pollution problems. CMAQ funding cannot be used for projects that result in new capacity for single-occupant vehicles. For programming purposes, it has been assumed that CMAQ funding will be nearly $47.6 million over the five-year term.

All of the RTIP projects considered for CMAQ funding are identified in the 2025 update to the 2050 RTP, which identifies several transit projects as a priority for CMAQ funding. CMAQ has been an important source of funding for the conversion of RTC's bus fleet to cleaner fuels. In addition, the expansion of RTC's Bus RAPID Transit system, which contains the highest ridership of all the fixed route operations, is a high priority for CMAQ funding. The Trip Reduction Program, which helps fund a portion of RTC's VANPOOL program, is also eligible for CMAQ funding. RTC's VANPOOL program is RTC's fastest growing public transportation program. Further, RTC has implemented a successful microtransit service (FlexRIDE) in various areas—or "zones"—throughout the region. The program offers mobility options for people who may live or work outside of RTC's fixed-route service area.

Approximately $4.3 million in Carbon Reduction Program funds will be used on the Vassar Street Multimodal Improvements project to enhance bicycle and pedestrian facilities along an important east-west connection in central Reno.

Transportation Alternatives (TA) Set-Aside Program

Funds are for a variety of alternative transportation projects such as bicycle or pedestrian improvements and Safe Routes to School programs. This RTIP assumes $2.1 million in TA Set-Aside funding over the five-year term.

FTA Section 5307

Provides grants to urbanized areas with a population of 50,000 or more to support public transportation. The program remained largely unchanged under BIL. The funds projected to be available each year for urbanized areas with populations more than 200,000 are based on a formula that considers the population and density of the region as well as vehicle revenue miles of service. The federal contribution is generally 80

percent for capital or 50 percent for operating expenditures with a required local match of 20 percent or 50 percent, respectively. Approximately $38.8 million in 5307 funding has been allocated to the FFY 2025-2029 RTIP.

FTA Section 5310

The Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is a federal program that aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities. Approximately $2.3 million in 5310 funding has been allocated to the FFY 2025-2029 RTIP.

FTA Section 5339

With the passage of MAP-21, Section 5339 was converted from a discretionary program to a formula-based program and has remained formula-based under BIL. Section 5339 provides funding to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities. Approximately $14.5 million in 5339 funding has been allocated to the FFY 2025-2029 RTIP. Another $375,000 in 5337 funding is allocated for capital expenditure.

Financial Summary

Figures 7-1 and 7-2 represent a summary of revenues and expenditures for the FFY 2025-2029 RTIP. Revenues are categorized by the funding source including STBG (Statewide, local, and bridge), CMAQ, NHPP/HSIP, FTA formula (5307, 5310, 5339), TAP (TA Set-Aside) funding, FTA discretionary (FTA Small Starts/other potential grants), FHWA discretionary (RAISE/other potential grants), RTC local funds, and state funds. Expenditures are divided into the transportation mode or program in which the funds are to be expended.

Figure 7-1. FFY 2025-2029 Regional Transportation Improvement Program (RTIP) Revenues

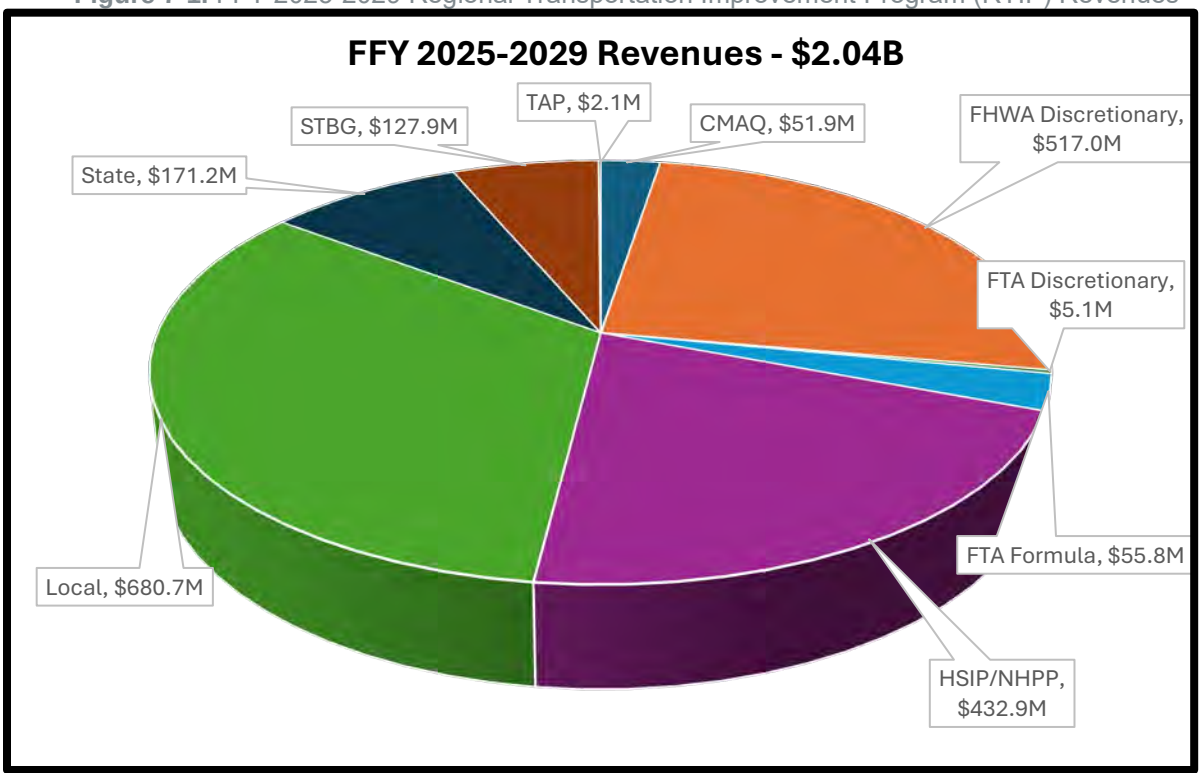
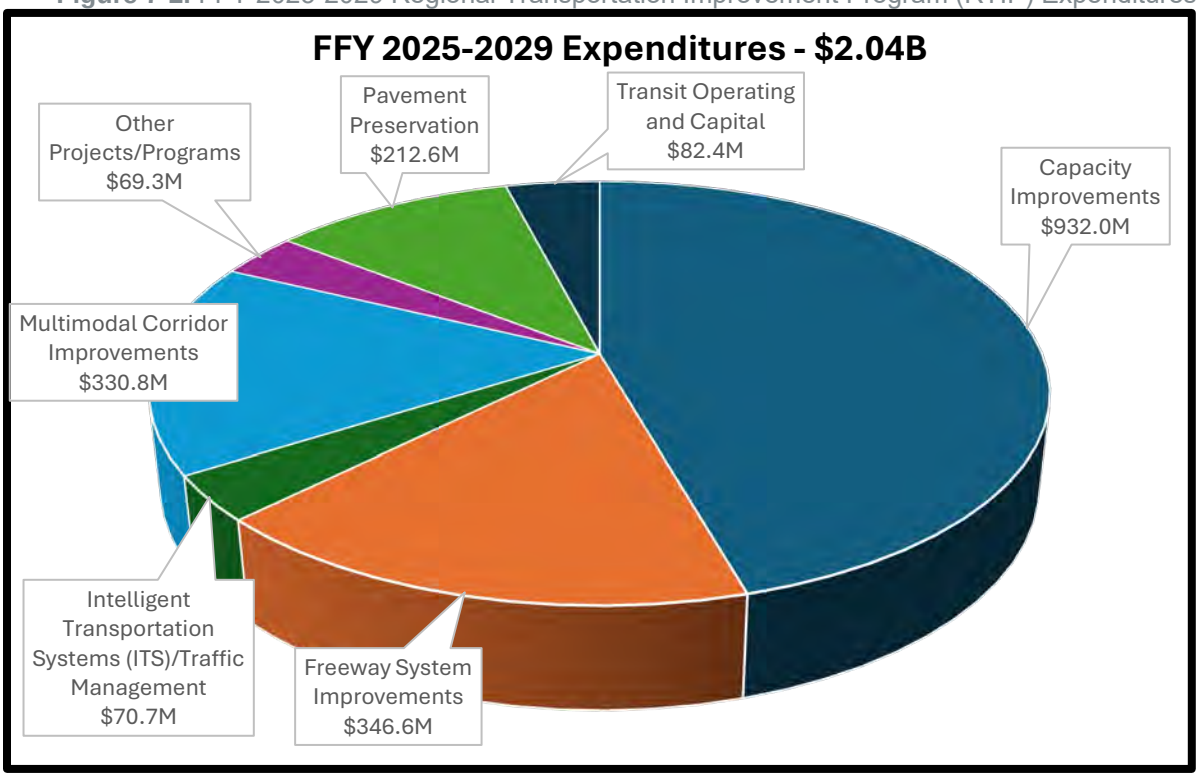


Figure 7-2. FFY 2025-2029 Regional Transportation Improvement Program (RTIP) Expenditures



Chapter 8: Air Quality Analysis and Conformity Determination

Meeting Federal Requirements

CAAA requires that each state environmental agency develop a State Implementation Plan (SIP). The SIP establishes actions designed to improve air quality and meet NAAQS for each criteria air pollutant, according to the schedules included in the CAAA.

Since emissions from motor vehicles make a significant contribution to air pollution, the CAAA also requires that transportation officials make a commitment to programs and projects that will help achieve air quality goals including:

- Providing for greater integration of the transportation and air quality process
- Ensuring that transportation plans, programs and projects conform with the SIP
- Reduction in the growth in vehicle miles traveled (VMT) and congestion in areas that have not attained the EPA's air quality standards.

Conformity for the RTP and this RTIP is demonstrated when projected regional emissions generated by the plan and RTIP do not exceed the region's motor vehicle emissions budgets as established by the SIP. While the MPO is ultimately responsible for making sure a conformity determination is made, the conformity process depends on federal, state and local transportation and air quality agencies working together to meet the transportation conformity requirements. The roles and responsibilities of the partner agencies involved in the air quality conformity analysis are defined in the Washoe County Transportation Conformity Plan.

Status of Air Quality Pollutants

Criteria pollutants are considered on a county-wide basis if actual pollutant levels are exceeded outside of the air quality planning area of the Truckee Meadows. The air quality planning area of the Truckee Meadows is determined by EPA to be Hydrographic Area 87 (HA 87) which is shown in Figure 8-1. The current design values and designation statuses of the criteria pollutants and their NAAQS in Washoe County are listed in Table 8-1. Design values are the statistics that the EPA uses to compare ambient air monitoring data to the NAAQS to determine designations. All designations are codified in 40 CFR § 81.329

Figure 8-1. Truckee Meadows Hydrographic Area 87

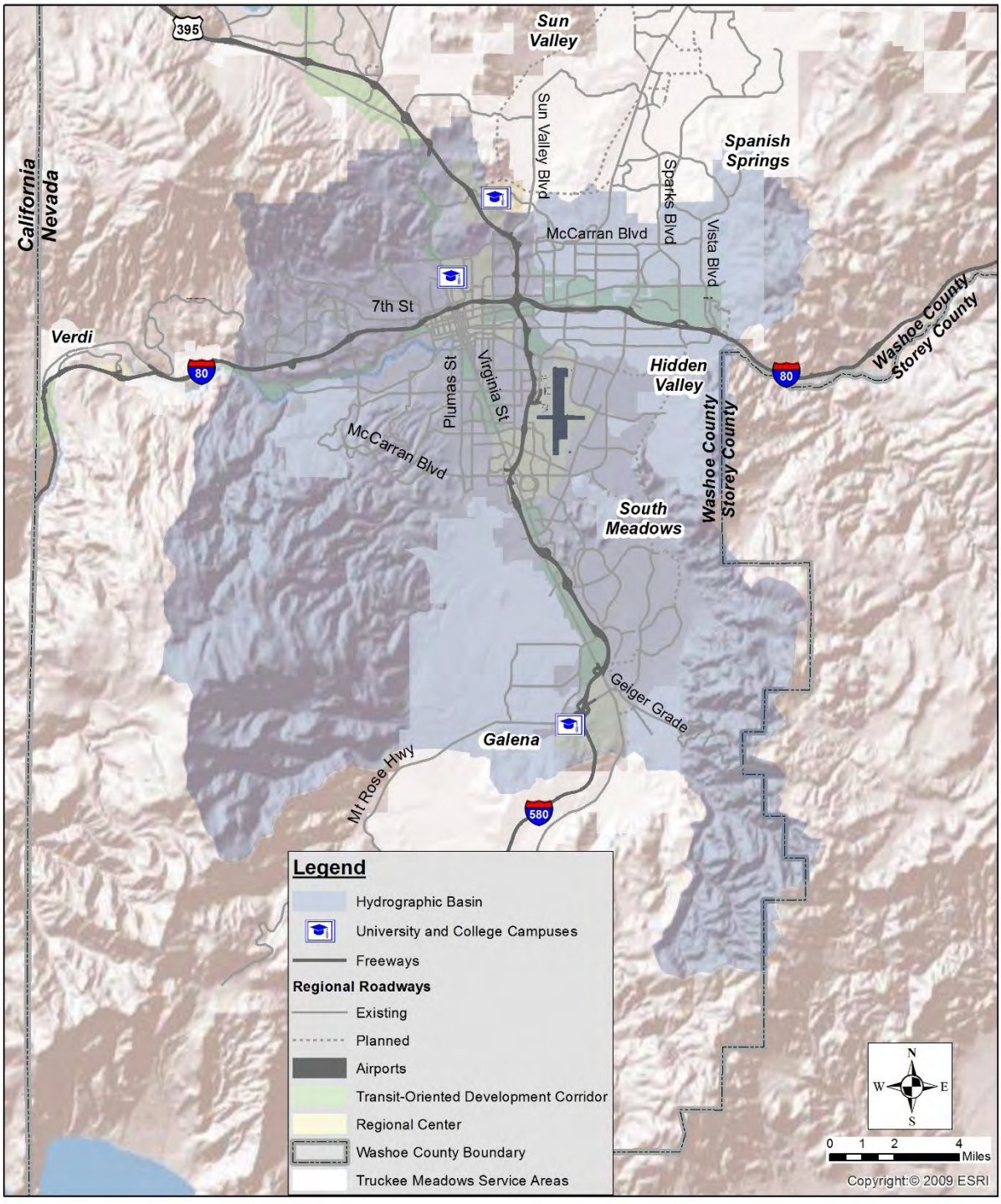


Table 8-1 is from the 2025 update to the 2050 RTP and summarizes Washoe County's current design values. Design values are the statistic used to compare ambient air monitoring data against the NAAQS to determine designations for each NAAQS.

Table 8-1. Design Values and Designations (as of December 31, 2023)

NAAQS		Design Value[1]	Designations	
Pollutant (Averaging Time)	**Level**		**Unclassifiable/ Attainment, or Maintenance**	**Non-Attainment**
O_3 (8-hour)	0.070 ppm	0.069 ppm	All HAs	---
$PM_{2.5}$ (24-hour)	35 µg/m^3	59 µg/m^3	All HAs	---
PM_{10} (24-hour)	150 µg/m^3	4.3 Expected Exceedances	All HAs[2]	---
CO (1-hour)	35 ppm	2.6 ppm	All HAs	---
CO (8-hour)	9 ppm	1.8 ppm	All HAs[3]	---
NO_2 (1-hour)	100 ppb	48 ppb	All HAs	---
NO_2 (Annual Mean)	53 ppb	11 ppb	All HAs	---
SO_2 (1-hour)	75 ppb	3 ppb	All HAs	---
Pb (Rolling 3-month average)	0.15 µg/m^3	N/A	All HAs	---

[1] NAAQS that has a multi-year average design value (O3, both $PM_{2.5}$, PM_{10}, both CO, 1-hr NO_2, and SO_2) has a design value that is affected by wildfire smoke, high winds, prescribed burns, etc.

[2] Maintenance Area for PM_{10} - 80 FR 76232

[3] Maintenance Area for CO - 73 FR 38124, 81 FR 59490

Regional emissions analyses were performed for CO and PM_{10} to demonstrate document conformity with Motor Vehicle Emissions Budgets in the CO and PM_{10} State Implementation Plans. The RTC, in collaboration with the local agencies, has also been implementing programs that reduce motor vehicle emissions in the region.

Travel Forecasting Model and MOVES Emission Model

The RTC's travel demand model was developed in 2024 on the TransCAD platform. The model was calibrated with data collected through the 2023-2024 Regional Household Travel Characteristics Study. The model uses the 2024 Consensus Forecast population and employment provided by the Truckee Meadows Regional Planning Agency (TMRPA). EPA's MOtor Vehicle Emission Simulator (MOVES) is a state-of-the-science emission modeling system that estimates emissions for mobile sources at the

national, county, and project level for criteria air pollutants, greenhouse gases, and air toxics. MOVES5 is now the latest official version of MOVES. The analysis for the RTP uses MOVES5 to calculate emission data.

Air Quality Analysis Plan Requirements

Federal regulations are specific in defining the level of air quality analysis necessary for incorporation into the RTP. Section 93, Title 40 of Code of Federal Regulations (CFR) dated August 15, 1997 (effective September 15, 1997), pertains to the criteria and procedures necessary to analyze the air quality impacts of the RTP. For the purposes of an air quality determination, the analysis years are 2020, 2025, 2030, 2040, and 2050. No air quality analysis is required for the street and highway projects identified as unfunded needs. A summary of requirements is listed below:

A. The RTP must contribute to emission reductions in CO non-attainment/maintenance areas.

B. Air quality analysis years must be no more than 10 years apart.

C. In CO and PM_{10} non-attainment/maintenance areas, analysis must be performed for both pollutants.

D. The last year of the RTP (2050) shall also be an analysis year.

E. An analysis must be performed for each year contained in the motor vehicle emission budget (MVEB) for the HA87 for both CO and PM_{10}, as budgets have been established for these pollutants.

F. For both CO and PM_{10}, the analysis of emissions for the required years cannot exceed the MVEB.

Air Quality Analysis Crediting Provisions

Federal regulations also allow for crediting procedures over the life of the RTP for the implementation of Transportation Control Measures (TCMs) in which emissions reductions can be quantified. These TCMs are critical to areas such as Washoe County that have and are expected to have continued growth in population and VMT. Several specific TCM measures are in progress or planned in Washoe County that will have quantifiable emissions reductions. These include:

A. Traffic signal optimization program;
B. Conversion of the public transit fleet to cleaner fuels;
C. Implementation of trip reduction programs.

These TCMs have been the focus of studies to quantify the air quality benefit of each. The TCMs are described below. The RTC is not taking any credit for reduced emissions

associated with these TCMs but may choose to take credit in the future, if conditions warrant.

Traffic Signal Optimization/Timing Upgrade Program

Traffic signal coordination and improvements seek to achieve two primary objectives: 1) improved traffic flow resulting in improved level of service and 2) mobile source emission reductions through decreased delay, fewer accelerations/decelerations and a decreased number of stops.

The RTC has reviewed several studies and federally accepted models to quantify the reduction of mobile emissions from signal coordination programs. These include signal coordination studies conducted by several cities in southern California and the California Department of Transportation (CALTRANS). A comparison of before and after field studies was conducted and the improvements in all three peak periods were noted. Examples included a statewide average reduction of 14 seconds in stop delay and a 12 percent reduction in the number of stops per mile in the afternoon peak period. Several methodologies were used to take the results of studies to quantify the emission reductions from signal coordination programs.

The pollution reduction results (tons/per day or percentage reduction) from each model vary as some models focus on corridor specific reductions while others are more of an area-wide reduction projection. Pollutant reductions ranged from 11 percent along specific corridors to 3 percent to 4 percent on a regional level.

The RTC has initiated a region-wide traffic signal optimization and improvements program to enhance the capacity of the existing system, improve safety, and reduce traffic congestion in the region. This is an ongoing program that will allow over 400 intersections in the Truckee Meadows to be optimized. Currently, the average is 80 signals/intersections annually.

Conversion of RTC ACCESS and RTC RIDE Fleets to Alternative or Cleaner Burning Fuels

Almost 6 million annual passengers with 19.6 million passenger miles are provided service by the RTC RIDE public transit and RTC ACCESS paratransit. While this is a small percentage of total daily travel, it is important in terms of air quality. All RTC RIDE buses are comprised of electric, hybrid diesel-electric and bio-diesel vehicles. RTC ACCESS cut-away vehicles are fueled by Compressed Natural Gas (CNG). These vehicles can reduce mobile emission totals.

Estimates by the California Air Resources Board between standard urban diesel and biodiesel or CNG determined that NOX emissions from vehicles with CNG or cleaner burning diesels were reduced approximately 60 percent.

Trip Reduction Programs

The RTC's trip reduction program, RTC SMART TRIPS, encourages the use of sustainable travel modes and trip reductions strategies such as telecommuting, compressed work weeks, and trip chaining. Major components of the program include a bus pass subsidy program in which the RTC matches an employer's contribution to their employees' 31-day transit passes up to 20 percent; a subsidized vanpool program, RTC VANPOOL; and an on-line trip matching program, RTC TRIP MATCH, that makes it quick, easy, and convenient to look for carpool partners as well as bus, bike, and walking buddies for either recurring or one time trips. One of the most common deterrents to ridesharing is the fear of being "stranded."

Consequently, people who either carpool or vanpool to work can sign up for the Guaranteed Ride Home program and be reimbursed for a taxi ride home up to four times a year if an unexpected event prevents normal ridesharing arrangements from working. Making trips safely on foot and by bicycle are also promoted by the RTC SMART TRIPS program throughout the year.

The goals of these programs are to promote trip reduction on a region-wide level, improve air quality, and reduce vehicle miles of travel and traffic congestion. During the period from October 1st, 2023, through September 30th 2024 the air quality benefits of the program were substantial, as shown in Table 8-2. The data included the number of people in each vanpool and the average daily trip mileage. The air pollution calculation was obtained by multiplying the number of passenger trips for each vanpool per month by the average daily trip mileage for each vanpool per month and totaling those results to estimate the total VMT eliminated through the program due to the vanpool passengers not driving alone to work. The reduction in VMT was then multiplied by the pollutant factors per mile with those results outlined in the chart below. The emissions factors per mile for each pollutant were provided by Northern Nevada Public Health Air Quality Management Division (AQMD).

Table 8-2. RTC VANPOOL Air Pollution Reductions
(October 1st, 2023-September 30th, 2024)

Pollutant	Emissions Reduction
Volatile organic compounds (VOC)	64,045.1 lbs
Nitrogen Oxide (NO_x)	35,980.4 lbs
Carbon Monoxide (CO)	476,738.7 lbs
Particulate Matter (PM_{10})	256.3 lbs
Particulate Matter ($PM_{2.5}$)	238.4 lbs
Carbon Dioxide (CO_2)	19,204,552 lbs

The RTC SMART TRIPS program continues to grow and add more participants. RTC TRIP MATCH is a web-based carpool, bike, bus and walking buddy matching service that eliminates single occupant travel miles.

Air Quality Analysis

An emission test on both CO and PM_{10} must be successfully completed to make a finding of conformity. The area of analysis for these pollutants is HA 87. As stated previously, the CO and PM_{10} emissions for the required analysis years cannot exceed the established motor vehicle emissions budget. Analysis is performed for 2025, 2030, 2040 and 2050 for both pollutants.

To initiate the air quality conformity determination, the emission levels for the pollutants in each analysis year are generated. For the MOVES emission model, the 2025 model year source types 42, 43, and 51 are derived from 2023 local data provided by the Washoe County School District, RTC, and Waste Management. All other source types use MOVES default values. The numbers for source types 42, 43, and 51 are scaled proportionally to the default total vehicle population for future projections. MOVES defaults for age distribution and source types not listed above were determined to be more representative than local vehicle registration due to the local registration source type categories not aligning with MOVES HPMS categories, a change in data reporting methodology, and data quality concerns. The fuel input data is from MOVES default.

Based on MOVES5 Technical Guidance, PM_{10} and CO seasonal temperature and humidity data (November, December, and January) from the 2011 baseline inventory year that was used in the 2014 redesignation request and maintenance plans are the meteorological inputs used for the MOVES5 model run in this conformity analysis. This data was from the NWS station at the Reno-Tahoe International Airport.

The VMT for each facility type is derived from the RTC's travel demand model. Many local roads are approximated as centroid connectors in the model network. Since centroid connectors are not actual roads, the VMTs for local roads are estimated as 12.34% (urban) and 6.15% (rural) of the total VMTs based on NDOT's 2023 Annual Vehicle Miles of Travel Report (August 2024). Average weekday speed by facility type from RTC's travel demand model is provided as input to the MOVES model. Since the RTC travel demand model was calibrated to an average weekday, it does not provide accurate weekend speed data. Therefore, weekend speed input data is from MOVES default. Total emissions for each facility type are then added to get a daily emission total for the roadway system in the analysis area. Emission totals are shown in pounds per day (lbs./day).

CO Analysis

The MVEB for carbon monoxide (CO), effective October 31, 2016, is shown in Table 8-3, which also includes the CO emissions for all analysis years of the RTP. CO under all RTP analysis years is within the MVEB.

Table 8-3. CO Emissions Analysis (lbs./day)

Analysis Year	MVEB	RTP Analysis
2025	171,509	54,601
2030	169,959	39,693
2040	169,959	22,476
2050	169,959	17,233

PM_{10} Analysis

The MVEB for PM_{10}, effective January 6, 2016, is shown in Table 8-4, which also includes the PM_{10} emissions for all analysis years of the RTP. On-road vehicle exhaust emissions are estimated using MOVES5. PM_{10} under all RTP analysis years are within the MVEB. The tables supporting this analysis are contained at the end of Appendix C in the RTP.

Table 8-4. PM_{10} Emissions Analysis (lbs./day)

Analysis Year	MVEB	RTP Analysis
2025	6,473	3,156
2030	6,927	3,137
2040	6,927	2,988
2050	6,927	2,928

Summary

A strong commitment to fund and implement feasible TCM measures must be made if acceptable air quality standards are to be sustained. The local jurisdictions and NDOT, through the RTP process, have made the commitment to fund TCMs such as ridesharing, traffic flow improvements, signal coordination, and conversion of public transit fleet to cleaner burning fuels. The 2025 update to the 2050 RTP update includes significant investments in bicycle and pedestrian infrastructure. Based on existing and planned commitments, the air quality analysis conducted in this chapter demonstrates that the required air quality conformity determination can be made and the RTP (and thereby, this RTIP) has shown to be in conformance with federal air quality regulations.

Appendix A: Federal Fiscal Year (FFY) 2025-2029 Regional Transportation Improvement Program (RTIP) Project Listing

The FFY 2025-2029 RTIP project listing is provided on the following pages. The list has been sorted by project ID and shows the project description, the project limits (where applicable), and includes the funding source by project phase (engineering/design, right-of-way, construction, or other), the FFY each phase is programmed, the total project cost, and the associated federal, state, or local contribution. Projects were identified through outreach and coordination with the public and agency stakeholders through the development of the RTP.

Project cost estimates were derived from the RTP and the Fiscal Year (FY) 2026 RTC Street and Highway Program of Projects. Planning-level cost estimates were developed for each project based on the type of improvement to be implemented. As a project progresses into the design phase, a more detailed cost estimate will be prepared to ensure that sufficient funding is available for project delivery.

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

WA20110215 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Traffic Management Program - Annual Traffic Signal, ITS Operations, & Intersection Improvements

Scope: Ongoing cycle of retiming of 1/3 of the regional traffic signals - approximately 150 per year, traffic engineering spot/intersection improvements, Intelligent Transportation Systems (ITS) operations.

Project Type: ITS

County: Washoe

Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	$0	$0	$0	$10,000,000	$10,000,000
2026	LOCAL FUEL TAX - RTCWA	$0	$0	$0	$10,000,000	$10,000,000
2027	LOCAL FUEL TAX - RTCWA	$0	$0	$0	$10,000,000	$10,000,000
2028	LOCAL FUEL TAX - RTCWA	$0	$0	$0	$10,000,000	$10,000,000
2029	LOCAL FUEL TAX - RTCWA	$0	$0	$0	$10,000,000	$10,000,000
<2025	Prior	$0	$0	$0	$42,500,000	$42,500,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$50,000,000	$50,000,000
	All Years Total	$0	$0	$0	$92,500,000	$92,500,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

WA2012101 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Trip Reduction Program
Scope: Administrative Activities and Vanpool Program

Project Type: TDM
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB OPERATING	$0	$0	$0	$2,280,000	$2,280,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$0	$120,000	$120,000
2026	FTA 5307 LRG URB OPERATING	$0	$0	$0	$2,280,000	$2,280,000
2026	LOCAL SALES TAX - RTCWA	$0	$0	$0	$120,000	$120,000
2027	FTA 5307 LRG URB OPERATING	$0	$0	$0	$2,280,000	$2,280,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$120,000	$120,000
2028	CMAQ - WA	$0	$0	$0	$2,280,000	$2,280,000
2028	LOCAL SALES TAX - RTCWA	$0	$0	$0	$120,000	$120,000
2029	CMAQ - WA	$0	$0	$0	$2,280,000	$2,280,000
2029	LOCAL SALES TAX - RTCWA	$0	$0	$0	$120,000	$120,000
<2025	Prior	$0	$0	$0	$12,026,316	$12,026,316
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$12,000,000	$12,000,000
	All Years Total	$0	$0	$0	$24,026,316	$24,026,316

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA2012128 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Reno Freeway Service Patrol FFY25-29
Scope: Provide cost-free assistance to motorists and first responders for a variety of roadway incidents.

Project Type: Program Funding Buckets
County: Washoe
Limits: Various Locations

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	HSIP	$0	$0	$0	$782,496	$782,496
2025	STATE MATCH - NV	$0	$0	$0	$205,920	$205,920
2025	HSIP	$0	$0	$0	$3,129,984	$3,129,984
<2025	Prior	$0	$0	$0	$6,638,716	$6,638,716
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$4,118,400	$4,118,400
	All Years Total	$0	$0	$0	$10,757,116	$10,757,116

MPO: RTC Washoe

Lead Agency: Nevada DOT

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

WA20130078 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RIDE Replacement Vehicles

Scope: Purchase RIDE replacement vehicles. Ongoing vehicle replacement schedule. FHWA funds to be transferred to FTA.

Project Type: Transit - Capital & Rehab

County: Washoe

Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5339 BUS/FAC LRG URB CAPITAL	$0	$0	$0	$4,500,000	$4,500,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$0	$236,842	$236,842
2026	FTA 5339 BUS/FAC LRG URB CAPITAL	$0	$0	$0	$4,500,000	$4,500,000
2026	LOCAL SALES TAX - RTCWA	$0	$0	$0	$236,842	$236,842
2027	CMAQ - WA	$0	$0	$0	$4,500,000	$4,500,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$236,842	$236,842
2028	FTA 5339 BUS/FAC LRG URB CAPITAL	$0	$0	$0	$4,500,000	$4,500,000
2028	LOCAL SALES TAX - RTCWA	$0	$0	$0	$236,842	$236,842
2029	CMAQ - WA	$0	$0	$0	$4,500,000	$4,500,000
2029	LOCAL SALES TAX - RTCWA	$0	$0	$0	$236,842	$236,842
<2025	Prior	$0	$0	$0	$47,620,411	$47,620,411
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$23,684,210	$23,684,210
	All Years Total	$0	$0	$0	$71,304,621	$71,304,621

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20140044 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Safe Routes to School
Scope: County wide safe routes to school program

Project Type: Other
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	STBG >200K (WA)	$0	$0	$0	$243,200	$243,200
2025	LOCAL FUND	$0	$0	$0	$12,800	$12,800
2026	TAP >200K STBG (WA)	$0	$0	$0	$250,496	$250,496
2026	LOCAL FUND	$0	$0	$0	$13,184	$13,184
2027	TAP >200K STBG (WA)	$0	$0	$0	$125,248	$125,248
2027	LOCAL FUND	$0	$0	$0	$6,592	$6,592
<2025	Prior	$0	$0	$0	$1,779,000	$1,779,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$651,520	$651,520
	All Years Total	$0	$0	$0	$2,430,520	$2,430,520

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20140046 Plan Revision: 26-00 STATUS Project Changed Federal

Name: ACCESS Replacement Vehicles
Scope: Purchase ACCESS Replacement Vehicles - Ongoing Vehicle Replacement Schedule

Project Type: Transit - Capital & Rehab
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	CMAQ - WA	$0	$0	$0	$2,100,000	$2,100,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$0	$110,526	$110,526
2027	CMAQ - WA	$0	$0	$0	$2,100,000	$2,100,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$110,526	$110,526
<2025	Prior	$0	$0	$0	$9,636,526	$9,636,526
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$4,421,052	$4,421,052
	All Years Total	$0	$0	$0	$14,057,578	$14,057,578

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20150003 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Truckee River Shared Use Path
Scope: Construct Pathway

Project Type: Active Transportation (Bike/Ped)
County: Washoe
Limits: From John Champion Memorial Park to East side of the US 395/IR580 overpass. Trail of distance (mile): 0.25

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$212,754	$564,700	$1	$0	$777,455
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$212,754	$564,700	$1	$0	$777,455

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20150006 Plan Revision: 26-00 STATUS Project Changed Federal

Name: ACCESS Capital - Facilities
Scope: Annual Facilities (Operations and Maintenance) Program

Project Type: Transit - Maintenance
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5339 BUS/FAC LRG URB CAPITAL	$0	$0	$0	$50,000	$50,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$0	$12,500	$12,500
2026	FTA 5339 BUS/FAC LRG URB CAPITAL	$0	$0	$0	$50,000	$50,000
2026	LOCAL SALES TAX - RTCWA	$0	$0	$0	$12,500	$12,500
2027	FTA 5339 BUS/FAC LRG URB CAPITAL	$0	$0	$0	$50,000	$50,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$12,500	$12,500
2028	FTA 5339 BUS/FAC LRG URB CAPITAL	$0	$0	$0	$50,000	$50,000
2028	LOCAL SALES TAX - RTCWA	$0	$0	$0	$12,500	$12,500
2029	FTA 5339 BUS/FAC LRG URB CAPITAL	$0	$0	$0	$50,000	$50,000
2029	LOCAL SALES TAX - RTCWA	$0	$0	$0	$12,500	$12,500
<2025	Prior	$0	$0	$0	$450,000	$450,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$312,500	$312,500
	All Years Total	$0	$0	$0	$762,500	$762,500

MPO: RTC Washoe

Lead Agency: RTC Washoe

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

WA20150011 Plan Revision: 26-00 STATUS Project Changed Local

Name: Pavement Preservation Program
Scope: Annual Pavement Preservation Program - Roadway Reconstruction and Preventive Maintenance

Project Type: Preservation
County: Washoe
Limits: Various Locations

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	$0	$0	$22,500,000	$0	$22,500,000
2026	LOCAL FUEL TAX - RTCWA	$0	$0	$22,500,000	$0	$22,500,000
2027	LOCAL FUEL TAX - RTCWA	$0	$0	$22,500,000	$0	$22,500,000
2028	LOCAL FUEL TAX - RTCWA	$0	$0	$22,500,000	$0	$22,500,000
2029	LOCAL FUEL TAX - RTCWA	$0	$0	$22,500,000	$0	$22,500,000
<2025	Prior	$0	$0	$106,600,000	$0	$106,600,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$112,500,000	$0	$112,500,000
	All Years Total	$0	$0	$219,100,000	$0	$219,100,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20150060 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Virginia Street, Bus RAPID Transit Extension
Scope: Bus RAPID transit extension from the RTC 4th STREET STATION in downtown Reno to the University of Nevada, Reno; improves safety, traffic/bus operations, constructs 3 RAPID stations, adds bus-only lane segment, widens/constructs sidewalks and corrects ADA sidewalk deficiencies in the corridor from Plumb Lane to Liberty Street (within the total project corridor of Plumb Lane to 15th Street). FHWA funding will to be transferred to FTA. A request to enter project development under the FTA Small Starts Program has been submitted and accepted. Funding programmed in the "other" phase is for the acquisition of transit capital such as buses, bus shelters, etc.

Project Type: Transit - Capital & Rehab
County: Washoe
Limits: From Plumb Lane to 15th Street. Distance (mile): 2.9

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$10,542,142	$20,670,629	$62,057,445	$21,607,451	$114,877,667
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$10,542,142	$20,670,629	$62,057,445	$21,607,451	$114,877,667

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20170122 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Arlington Avenue Bridges Replacement
Scope: Replace the Arlington Avenue Bridges at the Truckee River

Project Type: Bridge/Structures
County: Washoe
Limits: Bridge #: B1531, B1532

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$3,300,944	$0	$31,300,000	$0	$34,600,944
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$3,300,944	$0	$31,300,000	$0	$34,600,944

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20170126 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Vassar Street Multimodal Improvements
Scope: Bicycle and sidewalk improvements.

Project Type: Active Transportation (Bike/Ped)
County: Washoe
Limits: From Kietzke Lane to Terminal Way. Distance (mile): 0.45

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2028	CARBON REDUCTION PROGRAM > 200K (WA)	$641,250	$0	$0	$0	$641,250
2028	LOCAL FUEL TAX - RTCWA	$33,750	$0	$0	$0	$33,750
2029	CARBON REDUCTION PROGRAM > 200K (WA)	$0	$0	$3,633,750	$0	$3,633,750
2029	LOCAL FUEL TAX - RTCWA	$0	$0	$191,250	$0	$191,250
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$675,000	$0	$3,825,000	$0	$4,500,000
	All Years Total	$675,000	$0	$3,825,000	$0	$4,500,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20170130 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Highland Avenue Railroad Crossing
Scope: CROSSING SURFACE IMPROVEMENTS AND ADJUSTMENT TO CROSSING SIGNAL ARMS TO IMPROVE PEDESTRIAN ACTIVITIES

Project Type: Railroad
County: Washoe
Limits: Nearest Cross Street: Highland Avenue

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	RAIL	$0	$0	$918,000	$0	$918,000
2026	LOCAL FUND	$0	$0	$102,000	$0	$102,000
<2025	Prior	$28,950	$0	$0	$0	$28,950
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$1,020,000	$0	$1,020,000
	All Years Total	$28,950	$0	$1,020,000	$0	$1,048,950

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20170132 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Silver Lake Drive Railroad Crossing
Scope: INSTALL CROSSING SIGNAL AND CROSSING SURFACE IMPROVEMENTS INCLUDING VEHICLE ASSEMBLY GATES, ADDITION OF PEDESTRIAN GATES, RAILROAD CABINET REPLACEMENT, RAILROAD TRAFFIC PREEMPTION AND OTHER IMPROVEMENTS.

Project Type: Railroad
County: Washoe
Limits: Nearest Cross Street: Silver Lake Drive

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	RAIL	$0	$0	$1,240,500	$0	$1,240,500
2026	LOCAL FUND	$0	$0	$259,000	$0	$259,000
2026	STATE HIGHWAY FUND	$0	$0	$66,220	$0	$66,220
2026	STATE MATCH - NV	$0	$0	$500	$0	$500
<2025	Prior	$17,000	$0	$0	$0	$17,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$1,566,220	$0	$1,566,220
	All Years Total	$17,000	$0	$1,566,220	$0	$1,583,220

MPO: RTC Washoe

Lead Agency: Nevada DOT

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

WA20180047 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Reno Bike Project - Major Taylor Program
Scope: Cycling physical education and safety program

Project Type: Active Transportation (Bike/Ped)
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	TAP >200K STBG (WA)	$0	$0	$0	$164,964	$164,964
2026	LOCAL FUND	$0	$0	$0	$8,682	$8,682
<2025	Prior	$0	$0	$0	$215,408	$215,408
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$173,646	$173,646
	All Years Total	$0	$0	$0	$389,054	$389,054

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20180057 Plan Revision: 26-00 STATUS Project Changed Federal

Name: US 395, North Valleys, Golden Valley to Stead, Phase 2
Scope: On US 395 from Golden Valley Rd. to Lemmon Dr., construct an additional travel lane, aux lane, and rehabilitate existing lanes NB & SB. From Lemmon Dr. to Stead Blvd., construct an additional travel lane and rehabilitate existing lanes NB & SB.

Project Type: Preservation
County: Washoe
Limits: Interchange at Golden Valley to Stead

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	BRIDGE FORMULA PROGRAM	$0	$0	$4,679,848	$0	$4,679,848
2025	NHPP	$0	$0	$40,027,663	$0	$40,027,663
2025	NHPP	$0	$0	$35,962,959	$0	$35,962,959
2025	INFRA GRANT	$0	$0	$88,917,130	$0	$88,917,130
2025	STATE HIGHWAY FUND	$0	$0	$8,166,544	$0	$8,166,544
2025	STATE HIGHWAY FUND	$10,573,669	$60,000	$0	$0	$10,633,669
2025	STATE MATCH - NV	$0	$0	$4,245,856	$0	$4,245,856
<2025	Prior	$400,000	$15,000	$0	$0	$415,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$10,573,669	$60,000	$182,000,000	$0	$192,633,669
	All Years Total	$10,973,669	$75,000	$182,000,000	$0	$193,048,669

MPO: RTC Washoe

Lead Agency: Nevada DOT

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

WA20180059 Plan Revision: 26-00 STATUS Project Changed Local

Name: West 4th Street Downtown Reno Improvements
Scope: Construct enhanced sidewalks, bus/bike lanes, lighting, and intersection improvements.

Project Type: Active Transportation (Bike/Ped)
County: Washoe
Limits: From Vine St to Evans Ave. Distance (mile): 0.8

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	$0	$0	$7,500,000	$0	$7,500,000
<2025	Prior	$1,000,000	$0	$0	$0	$1,000,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$7,500,000	$0	$7,500,000
	All Years Total	$1,000,000	$0	$7,500,000	$0	$8,500,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20180100 Plan Revision: 26-00 STATUS Project Changed Local

Name: G-751 Bridge Replacement
Scope: Replace structure and rebuild roadway approaches

Project Type: Bridge/Structures
County: Washoe
Limits: Bridge #: G-751

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$0	$0	$0	$0	$0

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20190002 Plan Revision: 26-00 STATUS Project Changed Federal

Name: U-Pass (Ed-Pass) Start-up Program

Scope: Seed money to establish a Universal Access Transit Pass (U-Pass) program with the University of Nevada, Reno (UNR) and Truckee Meadows Community College (TMCC) to provide unlimited access to RTC RIDE transit routes.

Project Type: Transit - Other
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	CMAQ - WA	$0	$0	$0	$350,000	$350,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$0	$18,421	$18,421
2026	CMAQ - WA	$0	$0	$0	$350,000	$350,000
2026	LOCAL SALES TAX - RTCWA	$0	$0	$0	$18,421	$18,421
2027	CMAQ - WA	$0	$0	$0	$350,000	$350,000
2028	CMAQ - WA	$0	$0	$0	$350,000	$350,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$18,421	$18,421
2028	LOCAL SALES TAX - RTCWA	$0	$0	$0	$18,421	$18,421
2029	CMAQ - WA	$0	$0	$0	$350,000	$350,000
2029	LOCAL SALES TAX - RTCWA	$0	$0	$0	$18,421	$18,421
<2025	Prior	$0	$0	$0	$947,368	$947,368
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$1,842,105	$1,842,105
	All Years Total	$0	$0	$0	$2,789,473	$2,789,473

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20190027 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Meadowood Mall Transfer Station Relocation

Scope: Reloctate the RTC RIDE Meadowood Mall Transfer Station within the Meadowood Mall property and implement potential FTA joint development with affordable housing and possible retail.

Project Type: Transit - Other
County: Washoe
Limits: Nearest Cross Street:

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$625,000	$95,000	$6,000,000	$0	$6,720,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$625,000	$95,000	$6,000,000	$0	$6,720,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20190035 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Traffic Calming Improvements
Scope: Purchase speed radar signs and Rectangular Rapid Flashing Beacons (RRFBs).

Project Type: Signals & Lighting
County: Washoe
Limits: Various Locations

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$7,000	$0	$0	$28,790	$35,790
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$7,000	$0	$0	$28,790	$35,790

MPO: RTC Washoe

Lead Agency: Washoe County

WA20190038 Plan Revision: 26-00 STATUS Project Changed Local

Name: Mill Street Capacity & Safety Project
Scope: Multimodal, operational, safety, and capacity improvements.

Project Type: Capacity
County: Washoe
Limits: From 500 ft W of Kietzke Ln to Terminal Way. Distance (mile): 0.8 mile

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	$0	$0	$15,500,000	$0	$15,500,000
<2025	Prior	$5,000,000	$15,000,000	$0	$0	$20,000,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$15,500,000	$0	$15,500,000
	All Years Total	$5,000,000	$15,000,000	$15,500,000	$0	$35,500,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20190041 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Sparks Boulevard Corridor - Phase 2
Scope: Widen roadway from 4 to 6 lanes and construct multimodal improvements.

Project Type: Capacity
County: Washoe
Limits: From Lincoln Way to Baring Boulevard. Distance (mile): 1.35

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	STBG FLEX	$0	$0	$9,100,000	$0	$9,100,000
2025	STBG >200K (WA)	$0	$0	$28,848,096	$0	$28,848,096
2025	STBG >200K (WA)	$0	$0	$24,751,904	$0	$24,751,904
2025	LOCAL FUEL TAX - RTCWA	$0	$0	$3,300,000	$0	$3,300,000
<2025	Prior	$6,000,000	$3,000,000	$0	$0	$9,000,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$66,000,000	$0	$66,000,000
	All Years Total	$6,000,000	$3,000,000	$66,000,000	$0	$75,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20190042 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Sun Valley Blvd. Corridor Improvements
Scope: Multimodal and drainage improvements along the Sun Valley Boulevard corridor.

Project Type: Active Transportation (Bike/Ped)
County: Washoe
Limits: From Scottsdale Road to 7th Avenue. Milepost begins at 1 end at 3.6. Distance (mile): 2.6

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	$4,000,000	$0	$0	$0	$4,000,000
2026	LOCAL FUEL TAX - RTCWA	$0	$1,000,000	$0	$0	$1,000,000
2027	CONGRESSIONALLY DIRECTED SPENDING	$0	$0	$2,500,000	$0	$2,500,000
2027	ANTICIPATED DISCRETIONARY GRANT	$0	$0	$62,000,000	$0	$62,000,000
2027	LOCAL FUEL TAX - RTCWA	$0	$0	$16,650,000	$0	$16,650,000
<2025	Prior	$2,000,000	$0	$0	$0	$2,000,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$4,000,000	$1,000,000	$81,150,000	$0	$86,150,000
	All Years Total	$6,000,000	$1,000,000	$81,150,000	$0	$88,150,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20190044 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Keystone Avenue Improvements - Package 1
Scope: Multimodal improvements and Truckee River bridge replacement.

Project Type: Bridge/Structures
County: Washoe
Limits: From California Avenue to 1st Street. Distance (mile): 0.5

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$5,000,000	$0	$0	$0	$5,000,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$5,000,000	$0	$0	$0	$5,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20190047 Plan Revision: 26-00 STATUS Project Changed Federal

Name: I80 East - Washoe
Scope: PRECONSTRUCTION, DESIGN AND CONSTRUCTION - WIDEN TO THREE LANES EACH DIRECTION

Project Type: Capacity
County: Washoe
Limits: From Vista Blvd to USA Parkway. Milepost begins at 19.67 end at 32.75. Distance (mile): 13.08

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	INFRA GRANT	$6,500,000	$0	$0	$0	$6,500,000
2025	STATE MATCH - NV	$500,000	$0	$0	$0	$500,000
2026	INFRA GRANT	$18,500,000	$0	$0	$0	$18,500,000
2026	STATE MATCH - NV	$3,750,000	$0	$0	$0	$3,750,000
2027	STBG FLEX	$0	$0	$11,250,000	$0	$11,250,000
2027	INFRA GRANT	$0	$0	$91,000,000	$0	$91,000,000
2027	NHPP	$0	$0	$33,750,000	$0	$33,750,000
2027	STATE MATCH - NV	$0	$0	$34,000,000	$0	$34,000,000
2028	NHPP	$0	$0	$70,320,000	$0	$70,320,000
2028	STBG FLEX	$0	$0	$23,440,000	$0	$23,440,000
2028	INFRA GRANT	$0	$0	$159,520,000	$0	$159,520,000
2028	STATE MATCH - NV	$0	$0	$71,750,000	$0	$71,750,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$29,250,000	$0	$495,030,000	$0	$524,280,000
	All Years Total	$29,250,000	$0	$495,030,000	$0	$524,280,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20200013 Plan Revision: 26-00 STATUS Project Changed Federal

Name: I-80 West, Reno - Bridge Replacements CON
Scope: Replace structures, I-770, I-774 E/W, I-775 E/W, H-767 E/W

Project Type: Bridge/Structures
County: Washoe
Limits: Bridge #: I-774

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	STBG BRIDGE	$0	$0	$2,907,000	$0	$2,907,000
2025	BRIDGE FORMULA PGM OFF-SYS	$0	$0	$4,206,319	$0	$4,206,319
2025	HSIP	$0	$0	$665,973	$0	$665,973
2025	HWY INFRA BRIDGE REPLACEMENT	$0	$0	$5,101,591	$0	$5,101,591
2025	NHPP	$0	$0	$14,663,697	$0	$14,663,697
2025	BRIDGE FORMULA PROGRAM	$0	$0	$60,578,196	$0	$60,578,196
2025	STBG FLEX	$0	$0	$1,398,616	$0	$1,398,616
2025	STATE MATCH - NV	$0	$0	$5,462,108	$0	$5,462,108
2025	LOCAL FUND	$0	$0	$37,000	$0	$37,000
<2025	Prior	$6,655,000	$550,000	$0	$0	$7,205,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$95,020,500	$0	$95,020,500
	All Years Total	$6,655,000	$550,000	$95,020,500	$0	$102,225,500

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20200023 Plan Revision: 26-00 STATUS Project Changed Federal

Name: FlexRIDE Service
Scope: New FlexRIDE (microtransit) service in the South Meadows, Spanish Springs and the Verdi/Somersett areas.

Project Type: Transit - Operating
County: Washoe
Limits: Various Locations

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	CMAQ - WA	$0	$0	$0	$2,090,000	$2,090,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$0	$110,000	$110,000
<2025	Prior	$0	$0	$0	$4,305,264	$4,305,264
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$2,200,000	$2,200,000
	All Years Total	$0	$0	$0	$6,505,264	$6,505,264

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20200025 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Virginia Street Bus RAPID Transit Extension Operation

Scope: Bus RAPID transit extension from the RTC 4th STREET STATION in downtown Reno to the University of Nevada, Reno; improves safety, traffic/bus operations, constructs 3 RAPID stations, adds bus only lane segment.

Project Type: Transit - Operating

County: Washoe

NDOT District: District 2

Limits: From Plumb Lane to 15th Street. Distance (mile): 2.9

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	CMAQ - WA	$0	$0	$0	$850,000	$850,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$0	$44,737	$44,737
2026	CMAQ - WA	$0	$0	$0	$850,000	$850,000
2026	LOCAL SALES TAX - RTCWA	$0	$0	$0	$44,737	$44,737
2027	CMAQ - WA	$0	$0	$0	$850,000	$850,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$44,737	$44,737
2028	LOCAL SALES TAX - RTCWA	$0	$0	$0	$63,158	$63,158
2028	CMAQ - WA	$0	$0	$0	$1,200,000	$1,200,000
2029	LOCAL SALES TAX - RTCWA	$0	$0	$0	$63,158	$63,158
2029	CMAQ - WA	$0	$0	$0	$1,200,000	$1,200,000
<2025	Prior	$0	$0	$0	$2,894,737	$2,894,737
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$5,210,527	$5,210,527
	All Years Total	$0	$0	$0	$8,105,264	$8,105,264

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20200070 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Lemmon Drive Traffic Improvements and Resiliency Project
Scope: Project will improve traffic operations and add resiliency through stormwater and other improvements.

Project Type: Road Improvement
County: Washoe
Limits: From Fleetwood Drive to Ramsey Way. Distance (mile): 3.1

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	$0	$2,000,000	$0	$0	$2,000,000
2026	RAISE GRANT	$0	$0	$25,000,000	$0	$25,000,000
2026	LOCAL FUEL TAX - RTCWA	$0	$0	$25,000,000	$0	$25,000,000
<2025	Prior	$4,210,526	$0	$0	$0	$4,210,526
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$2,000,000	$50,000,000	$0	$52,000,000
	All Years Total	$4,210,526	$2,000,000	$50,000,000	$0	$56,210,526

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20200073 Plan Revision: 26-00 STATUS Project Changed Federal

Name: SR 445, PYRAMID WAY - 3R AND ADA
Scope: 2-3/4 INCH COLDMILL, 2 INCH PBS WITH 3/4 INCH OG AND 10% PATCHING. UPGRADE EXISTING RAMPS, DRIVEWAYS AND SELECT SIDEWALK LOCATIONS TO MEET ADA

Project Type: Preservation
County: Washoe
Limits: From Nugget Avenue to York Way. Milepost begins at 0 end at 1.38. Distance (mile): 1.38

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	CONGRESSIONALLY DIRECTED SPENDING	$0	$0	$1,000,000	$0	$1,000,000
2025	NHPP	$0	$0	$11,493,261	$0	$11,493,261
2025	HSIP	$0	$0	$2,041,737	$0	$2,041,737
2025	STATE HIGHWAY FUND	$0	$0	$765,002	$0	$765,002
2025	LOCAL FUND	$0	$0	$200,000	$0	$200,000
<2025	Prior	$330,000	$115,000	$0	$0	$445,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$15,500,000	$0	$15,500,000
	All Years Total	$330,000	$115,000	$15,500,000	$0	$15,945,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20210003 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Geiger Grade Realignment
Scope: Construct new roadway alignment on Geiger Grade from Virginia Street to Toll Road

Project Type: Major/New Construction
County: Washoe
Limits: From Virginia Street to Toll Road. Milepost begins at 0 end at 0.4. Distance (mile): 0.4

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	LOCAL FUEL TAX - RTCWA	$0	$12,000,000	$0	$0	$12,000,000
2028	ANTICIPATED DISCRETIONARY GRANT	$0	$0	$48,000,000	$0	$48,000,000
2028	LOCAL FUEL TAX - RTCWA	$0	$0	$12,000,000	$0	$12,000,000
<2025	Prior	$12,000,000	$0	$0	$0	$12,000,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$12,000,000	$60,000,000	$0	$72,000,000
	All Years Total	$12,000,000	$12,000,000	$60,000,000	$0	$84,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20210004 Plan Revision: 26-00 STATUS Project Changed Local

Name: McCarran Blvd Safety and Operations
Scope: Intersection and operations improvements from Plumb Lane to South Virginia Street and from El Rancho Drive to Rock Boulevard.

Project Type: Interchange/Intersection
County: Washoe
Limits: From El Rancho Drive to Rock Boulevard. Milepost begins at 0 end at 0. Distance (mile): 0

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	$3,000,000	$0	$0	$0	$3,000,000
2026	LOCAL FUEL TAX - RTCWA	$0	$1,000,000	$0	$0	$1,000,000
2027	LOCAL FUEL TAX - RTCWA	$0	$0	$10,000,000	$0	$10,000,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$3,000,000	$1,000,000	$10,000,000	$0	$14,000,000
	All Years Total	$3,000,000	$1,000,000	$10,000,000	$0	$14,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20210005 Plan Revision: 26-00 STATUS Project Changed Local

Name: North Valleys North Virginia Street Widening
Scope: Panther Drive to Stead Blvd

Project Type: Capacity
County: Washoe
Limits: From Panther Drive to Stead Blvd. Distance (mile): 3.75

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	LOCAL FUEL TAX - RTCWA	$0	$2,000,000	$0	$0	$2,000,000
2027	LOCAL FUEL TAX - RTCWA	$0	$0	$82,000,000	$0	$82,000,000
<2025	Prior	$5,000,000	$0	$0	$0	$5,000,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$2,000,000	$82,000,000	$0	$84,000,000
	All Years Total	$5,000,000	$2,000,000	$82,000,000	$0	$89,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20210006 Plan Revision: 26-00 STATUS Project Changed Local

Name: Pembroke Drive Safety Project
Scope: Widen roadway with two-way left turn lane from McCarran Blvd to Veterans Pkwy; includes associated safety improvements.

Project Type: Capacity
County: Washoe
Limits: From McCarran Blvd to Veterans Pkwy. Distance (mile): 1

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	LOCAL FUEL TAX - RTCWA	$0	$1,000,000	$12,500,000	$0	$13,500,000
<2025	Prior	$2,000,000	$0	$0	$0	$2,000,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$1,000,000	$12,500,000	$0	$13,500,000
	All Years Total	$2,000,000	$1,000,000	$12,500,000	$0	$15,500,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20210008 Plan Revision: 26-00 STATUS Project Changed Federal

Name: FRWA51, Enhanced Safety Improvements

Scope: INSTALL NEW SIGNAGE, ADJUST CONCRETE BARRIER RAIL AND NEW STRIPING FOR ENHANCED SAFETY IMPROVEMENTS ,FROM VILLANOVA DR, I 580 EXIT 65A, TO PLUMB LANE; MP WA 0.00 TO MP WA 0.246

Project Type: Safety

County: Washoe

NDOT District: District 2

Limits: From Villanova Drive to Plumb Lane. Milepost begins at 0 end at 0.25. Distance (mile): 0.25

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	HSIP	$0	$0	$1,372,750	$0	$1,372,750
2025	LOCAL FUND	$0	$0	$5,000	$0	$5,000
2025	STATE MATCH - NV	$0	$0	$72,250	$0	$72,250
<2025	Prior	$0	$5,000	$0	$0	$5,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$1,450,000	$0	$1,450,000
	All Years Total	$0	$5,000	$1,450,000	$0	$1,455,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20210012 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Sixth Street 4 All

Scope: Construct bicycle facilities and safety improvements from Virginia Street to 4th Street

Project Type: Active Transportation (Bike/Ped)

County: Washoe

NDOT District: District 2

Limits: From Virginia Street to 4th Street. Distance (mile): 1.2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	$650,000	$0	$0	$0	$650,000
2027	SAFE STREETS AND ROADS FOR ALL GRANT	$0	$0	$5,963,112	$0	$5,963,112
2027	LOCAL FUEL TAX - RTCWA	$0	$0	$14,758,933	$0	$14,758,933
2025	SAFE STREETS AND ROADS FOR ALL GRANT	$2,600,000	$0	$0	$0	$2,600,000
2026	LOCAL FUEL TAX - RTCWA	$0	$100,000	$0	$0	$100,000
2026	SAFE STREETS AND ROADS FOR ALL GRANT	$0	$400,000	$0	$0	$400,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$3,250,000	$500,000	$20,722,045	$0	$24,472,045
	All Years Total	$3,250,000	$500,000	$20,722,045	$0	$24,472,045

MPO: RTC Washoe

Lead Agency: RTC Washoe

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

WA20210014 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Virginia Line BRT Improvements Project
Scope: Improve Virginia Line BRT operations and construct multimodal and ADA improvements from Liberty Street to Meadowood Mall Circle

Project Type: Active Transportation (Bike/Ped)
County: Washoe
Limits: From Liberty Street to Meadowood Mall Circle. Distance (mile): 3.5 miles

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5309 SMALL STARTS	$0	$0	$5,060,000	$0	$5,060,000
2025	LOCAL FUEL TAX - RTCWA	$0	$1,000,000	$9,400,000	$0	$10,400,000
<2025	Prior	$2,590,000	$0	$0	$0	$2,590,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$1,000,000	$14,460,000	$0	$15,460,000
	All Years Total	$2,590,000	$1,000,000	$14,460,000	$0	$18,050,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20210015 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RTC 4TH STREET STATION Expansion
Scope: Expand footprint and structure of RTC 4TH STREET STATION

Project Type: Transit - Capital & Rehab
County: Washoe
Limits: Nearest Cross Street:

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$0	$0	$7,025,000	$0	$7,025,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$0	$0	$7,025,000	$0	$7,025,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

WA20210016 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RTC Park and Ride Program
Scope: On-going program to establish strategic park and ride lots throughout the region.

Project Type: TDM
County: Washoe
Limits: Various Locations

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5339 BUS/FAC LRG URB CAPITAL	$0	$0	$140,000	$0	$140,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$35,000	$0	$35,000
2026	FTA 5339 BUS/FAC LRG URB CAPITAL	$0	$0	$140,000	$0	$140,000
2026	LOCAL SALES TAX - RTCWA	$0	$0	$35,000	$0	$35,000
2027	FTA 5339 BUS/FAC LRG URB CAPITAL	$0	$0	$140,000	$0	$140,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$35,000	$0	$35,000
2028	FTA 5339 BUS/FAC LRG URB CAPITAL	$0	$0	$140,000	$0	$140,000
2028	LOCAL SALES TAX - RTCWA	$0	$0	$35,000	$0	$35,000
2029	FTA 5339 BUS/FAC LRG URB CAPITAL	$0	$0	$140,000	$0	$140,000
2029	LOCAL SALES TAX - RTCWA	$0	$0	$35,000	$0	$35,000
<2025	Prior	$0	$0	$437,500	$0	$437,500
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$875,000	$0	$875,000
	All Years Total	$0	$0	$1,312,500	$0	$1,312,500

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20210017 Plan Revision: 26-00 STATUS Project Changed Federal

Name: FlexRIDE Replacement Vehicles
Scope: Vehicle replacement program for the RTC FlexRIDE (microtransit) service.

Project Type: Transit - Capital & Rehab
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	FTA 5310 ELDERLY/DISABLED LRG URB CAPITAL	$0	$0	$0	$2,251,472	$2,251,472
2026	LOCAL SALES TAX - RTCWA	$0	$0	$0	$397,319	$397,319
2027	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$2,720,000	$2,720,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$480,000	$480,000
2026	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$468,528	$468,528
2026	LOCAL SALES TAX - RTCWA	$0	$0	$0	$82,681	$82,681
<2025	Prior	$0	$0	$0	$520,000	$520,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$6,400,000	$6,400,000
	All Years Total	$0	$0	$0	$6,920,000	$6,920,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20210021 Plan Revision: 26-00 STATUS Project Changed Local

Name: Pyramid Way Operations Improvements
Scope: Add southbound lane from Ingenuity Avenue to Egyptian Drive.

Project Type: Capacity
County: Washoe
Limits: From Ingenuity Avenue to Egyptian Drive. Milepost begins at 8.85 end at 10.67. Distance (mile): 1.82

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	$0	$300,000	$0	$0	$300,000
2026	LOCAL FUEL TAX - RTCWA	$0	$0	$13,000,000	$0	$13,000,000
<2025	Prior	$1,200,000	$0	$0	$0	$1,200,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$300,000	$13,000,000	$0	$13,300,000
	All Years Total	$1,200,000	$300,000	$13,000,000	$0	$14,500,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20220011 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Pyramid Hwy/Sparks Blvd Interchange and Connector Improvements - Feasibility and Preliminary Design

Scope: Preliminary design for improvements to the Pyramid Way and Sparks Blvd/Highland Ranch intersection, including converting existing intersection to a new grade-separated interchange. Preliminary design of the Pyramid/US 395 Connector (new road) between Pyramid Way and US 395.

Project Type: Interchange/Intersection

County: Washoe

Limits: From Kiley Pkwy to Wingfield Hills Rd. Milepost begins at 5.05 end at 6.05. Distance (mile): 1.00

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$5,000,000	$0	$0	$0	$5,000,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$5,000,000	$0	$0	$0	$5,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20220017 Plan Revision: 26-00 STATUS Project Changed Federal

Name: US 395 North Valleys- Preservation

Scope: Mill and overlay with hydraulic, ITS, and ramp improvements

Project Type: Preservation

County: Washoe

Limits: From WA MP 34.1 to WA MP 38.3. Milepost begins at 34.13 end at 38.26. Distance (mile): 4.13

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2028	NHPP	$0	$0	$21,683,750	$0	$21,683,750
2028	STBG FLEX	$0	$0	$4,441,250	$0	$4,441,250
2028	STATE MATCH - NV	$0	$0	$1,375,000	$0	$1,375,000
<2025	Prior	$225,000	$0	$0	$0	$225,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$27,500,000	$0	$27,500,000
	All Years Total	$225,000	$0	$27,500,000	$0	$27,725,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20220019 Plan Revision: 26-00 STATUS Project Changed Federal

Name: I 580 Bowers to Mount Rose Highway- Preservation
Scope: Mill and fill w/ OG, profile grind concrete sections

Project Type: Preservation
County: Washoe
Limits: From WA MP 5.4 to WA MP 14.95. Milepost begins at 5.36 end at 14.95. Distance (mile): 9.59

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	NHPP	$0	$0	$28,500,000	$0	$28,500,000
2026	STATE MATCH - NV	$0	$0	$1,500,000	$0	$1,500,000
<2025	Prior	$300,000	$0	$0	$0	$300,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$30,000,000	$0	$30,000,000
	All Years Total	$300,000	$0	$30,000,000	$0	$30,300,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20220020 Plan Revision: 26-00 STATUS Project Changed State

Name: SR 659 North McCarran Blvd 3R, from N Virginia St to Northtowne Ln.
Scope: Mill and overlay with SLI, ADA, L&A, and pedestrian safety improvements.

Project Type: Preservation
County: Washoe
Limits: From N Virginia to Northtown Ln. Milepost begins at 10.58 end at 12.85. Distance (mile): 2.27

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$0	$130,000	$0	$0	$130,000
>2029	Future	$0	$0	$9,570,154	$0	$9,570,154
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$0	$130,000	$9,570,154	$0	$9,700,154

MPO: RTC Washoe

Lead Agency: Nevada DOT

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

WA20220021 Plan Revision: 26-00 STATUS Project Changed Federal

Name: SR 445 Spanish Springs, Golden View Drive to Egyptian Drive- Preservation
Scope: 2.75" cold mill, 2" dense grade with 0.75" open grade

Project Type: Preservation
County: Washoe
Limits: From WA MP 4.5 to WA MP 9.0. Milepost begins at 4.5 end at 9.03. Distance (mile): 4.53

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2028	NHPP	$0	$0	$10,640,000	$0	$10,640,000
2028	STATE MATCH - NV	$0	$0	$560,000	$0	$560,000
<2025	Prior	$230,000	$0	$0	$0	$230,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$11,200,000	$0	$11,200,000
	All Years Total	$230,000	$0	$11,200,000	$0	$11,430,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20220025 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Sierra St Bridge Replacement
Scope: Design, ROW, and construction for the Sierra St Bridge Replacement project.

Project Type: Bridge/Structures
County: Washoe
Limits: Bridge #: 1

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	BRIDGE FORMULA PGM OFF-SYS	$0	$0	$12,500,000	$0	$12,500,000
2026	STBG BRIDGE	$0	$0	$4,700,000	$0	$4,700,000
2026	LOCAL FUEL TAX - RTCWA	$0	$100,000	$6,700,000	$0	$6,800,000
2026	BRIDGE FORMULA PROGRAM	$0	$0	$6,100,000	$0	$6,100,000
<2025	Prior	$3,500,000	$0	$0	$0	$3,500,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$100,000	$30,000,000	$0	$30,100,000
	All Years Total	$3,500,000	$100,000	$30,000,000	$0	$33,600,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20220026 Plan Revision: 26-00 STATUS Project Changed Local

Name: Keystone Avenue Improvements - Package 2
Scope: Multimodal improvements and Truckee River bridge replacement.

Project Type: Bridge/Structures
County: Washoe
Limits: From California Avenue to 1st Street. Distance (mile): 0.5

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2027	LOCAL FUEL TAX - RTCWA	$0	$0	$30,000,000	$0	$30,000,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$30,000,000	$0	$30,000,000
	All Years Total	$0	$0	$30,000,000	$0	$30,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20220027 Plan Revision: 26-00 STATUS Project Changed State

Name: Mt. Rose Corridor Study Recommendations Phase 1 Improvements
Scope: Construct roundabouts at Bordeaux Dr and Callahan Rd. Add raised median and a shared use path.

Project Type: Major/New Construction
County: Washoe
Limits: From Bordeaux Dr to Thomas Creek Rd. Milepost begins at 18.59 end at 21.81. Distance (mile): 3.22

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	LOCAL FUEL TAX - RTCWA	$3,000,000	$0	$0	$0	$3,000,000
2028	LOCAL FUEL TAX - RTCWA	$0	$0	$10,000,000	$0	$10,000,000
2028	STATE HIGHWAY FUND	$0	$0	$13,000,000	$0	$13,000,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$3,000,000	$0	$23,000,000	$0	$26,000,000
	All Years Total	$3,000,000	$0	$23,000,000	$0	$26,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20220028 Plan Revision: 26-00 STATUS Project Changed Federal

Name: I-80, Verdi - Bridge Replacements Phase 1
Scope: Replace Structures, G-772 E/W, I-773 E/W, B-764 E/W, G-765 E/W

Project Type: Bridge/Structures
County: Washoe
Limits: Bridge #: G-772 E/W

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$5,750,000	$550,000	$0	$0	$6,300,000
>2029	Future	$10,535,000	$550,000	$86,133,610	$0	$97,218,610
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$16,285,000	$1,100,000	$86,133,610	$0	$103,518,610

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20220035 Plan Revision: 26-00 STATUS Project Changed Federal

Name: West 4th St Improvements - West McCarran Blvd to Vine St
Scope: Construct enhanced sidewalks, bus/bike lanes, and intersection improvements.

Project Type: Active Transportation (Bike/Ped)
County: Washoe
Limits: From W. McCarran Blvd to Vine St. Distance (mile): 2.15 mi

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	HSIP	$0	$0	$13,828,000	$0	$13,828,000
2025	LOCAL FUEL TAX - RTCWA	$0	$0	$10,107,000	$0	$10,107,000
<2025	Prior	$3,500,000	$0	$0	$0	$3,500,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$23,935,000	$0	$23,935,000
	All Years Total	$3,500,000	$0	$23,935,000	$0	$27,435,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20230002 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Pyramid Hwy/Sparks Blvd Interchange and Connector Improvements - Construction

Scope: Improvements to the Pyramid Way and Sparks Blvd/Highland Ranch intersection, including converting existing intersection to a new grade-separated interchange. Right-of-way and construction phases of project.

Project Type: Interchange/Intersection

County: Washoe

Limits: From Kiley Pkwy to Wingfield Hills Rd. Milepost begins at 5.05 end at 6.05. Distance (mile): 1.00

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$2,000,000	$120,000,000	$0	$122,000,000
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$0	$2,000,000	$120,000,000	$0	$122,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20230003 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Hydrogen Fuel Cell Buses

Scope: Purchase of hydrogen fuel cell electric buses to replace aging diesel buses; purchase through award of discretionary funds (5339(c) Low or No Vehicle Emission Program).

Project Type: Transit - Capital & Rehab

County: Washoe

Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$0	$0	$0	$8,270,452	$8,270,452
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$0	$0	$0	$8,270,452	$8,270,452

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20230004 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Hydrogen Fuel Cell Bus Support Equipment/Facilities
Scope: Purchase of hydrogen fuel tank and station upgrades; purchase through award of discretionary funds (5339(c) Low or No Vehicle Emission Program).

Project Type: Transit - Capital & Rehab
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$0	$0	$0	$1,270,136	$1,270,136
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$0	$0	$0	$1,270,136	$1,270,136

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20230005 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Hydrogen Fuel Cell Other Capital Items
Scope: Project management and training for hydrogen fuel cell bus and station acquisition/construction; funding through award of discretionary funds (5339(c) Low or No Vehicle Emission Program).

Project Type: Transit - Capital & Rehab
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$0	$0	$0	$764,500	$764,500
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$0	$0	$0	$764,500	$764,500

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20230006 Plan Revision: 26-00 STATUS Project Changed Local

Name: Buck Drive Circulation Project
Scope: Widening of Buck Drive between Lemmon Drive and North Hills Boulevard

Project Type: Capacity
County: Washoe
Limits: From Lemmon Dr to North Hills Blvd. Distance (mile): .18 mi

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	$0	$488,836	$0	$0	$488,836
2026	LOCAL FUEL TAX - RTCWA	$0	$0	$3,000,000	$0	$3,000,000
<2025	Prior	$511,164	$0	$0	$0	$511,164
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$488,836	$3,000,000	$0	$3,488,836
	All Years Total	$511,164	$488,836	$3,000,000	$0	$4,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20230007 Plan Revision: 26-00 STATUS Project Changed Local

Name: Military Road Capacity & Safety Project
Scope: Roadway widening, safety, and multimodal improvements.

Project Type: Capacity
County: Washoe
Limits: From Lemmon Dr to Echo Ave. Distance (mile): 2.45

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	$0	$3,000,000	$0	$0	$3,000,000
2026	LOCAL FUEL TAX - RTCWA	$0	$0	$30,858,400	$0	$30,858,400
<2025	Prior	$5,000,000	$0	$0	$0	$5,000,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$3,000,000	$30,858,400	$0	$33,858,400
	All Years Total	$5,000,000	$3,000,000	$30,858,400	$0	$38,858,400

MPO: RTC Washoe

Lead Agency: RTC Washoe

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

WA20230008 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Plumas Street Sidewalk - Phase 2

Scope: Install sidewalk, curb and gutter on the west side of Plumas Street from Mountain View Drive to Brinkby Ave. This will improve safety, encourage non-motorized travel, improve access to transit, and reduce emissions and energy use by encouraging non-motorized travel.

Project Type: Road Improvement

County: Washoe

Limits: From Mountain View Dr to Brinkby Ave. Distance (mile): 0.26

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$0	$0	$402,155	$0	$402,155
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$0	$0	$402,155	$0	$402,155

MPO: RTC Washoe

Lead Agency: City of Reno

WA20230009 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Pedestrian Ramp Project - Phase 1

Scope: This project will update several pedestrian ramps within various school zoning areas that are currently non-ADA compliant. These ramps provide access to a safe place to walk and a safe place to navigate intersections.

Project Type: ADA

County: Washoe

Limits: Various Locations

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$0	$0	$390,000	$0	$390,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$0	$0	$390,000	$0	$390,000

MPO: RTC Washoe

Lead Agency: City of Sparks

WA20230010 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Brodhead Park Restoration Project

Scope: The Brodhead Park Restoration Project is a collaborative effort by the City of Reno and One Truckee River (OTR). The goal is to complete a riverbank restoration and vegetation management project at Brodhead Memorial Park along the Tahoe-Pyramid Trail. The project will address critical environmental issues facing the Truckee River including impaired water quality, erosion, aquatic wildlife habitat needs, and vegetation loss. The project is also engaging with the local neighborhood to create an invested stakeholder base to participate in the planning, implementation, and creation of a local neighborhood support system to provide ongoing care of the riverbank restoration.

Project Type: Landscape & Aesthetics

County: Washoe

Limits: Nearest Cross Street:

NDOT District: District 2

Fiscal Year	Revenue Source		PE	ROW	CON	Other	Total
2025	TAP >200K STBG (WA)		$91,930	$0	$0	$0	$91,930
2025	LOCAL FUND		$4,839	$0	$0	$0	$4,839
2026	TAP >200K STBG (WA)		$0	$0	$595,523	$0	$595,523
2026	LOCAL FUND		$0	$0	$31,343	$0	$31,343
<2025	Prior		$0	$0	$0	$0	$0
>2029	Future		$0	$0	$0	$0	$0
		2025 - 2029 TOTAL	$96,769	$0	$626,866	$0	$723,635
		All Years Total	$96,769	$0	$626,866	$0	$723,635

MPO: RTC Washoe

Lead Agency: City of Reno

WA20230016 Plan Revision: 26-00 STATUS Project Changed Local

Name: Butch Cassidy Extension

Scope: New two-lane roadway connection including multimodal path. Extension of west end of Butch Cassidy to Thomas Creek/Mt. Rose Highway intersection.

Project Type: Major/New Construction

County: Washoe

Limits: From Tuscan Sun Ct to Thomas Creek Rd. Distance (mile): 1/4 mile

NDOT District: District 2

Fiscal Year	Revenue Source		PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA		$2,200,000	$1,500,000	$0	$0	$3,700,000
2026	LOCAL FUEL TAX - RTCWA		$0	$0	$8,000,000	$0	$8,000,000
<2025	Prior		$0	$0	$0	$0	$0
>2029	Future		$0	$0	$0	$0	$0
		2025 - 2029 TOTAL	$2,200,000	$1,500,000	$8,000,000	$0	$11,700,000
		All Years Total	$2,200,000	$1,500,000	$8,000,000	$0	$11,700,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20230017 Plan Revision: 26-00 STATUS Project Changed Federal

Name: FlexRIDE/ACCESS expansion vehicles
Scope: vehicle fleet expansion program for FlexRIDE (microtransit) and ACCESS services.

Project Type: Transit - Capital & Rehab
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$952,000	$952,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$0	$168,000	$168,000
2026	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$952,000	$952,000
2026	LOCAL SALES TAX - RTCWA	$0	$0	$0	$168,000	$168,000
2027	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$952,000	$952,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$168,000	$168,000
<2025	Prior	$0	$0	$0	$1,355,002	$1,355,002
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$3,360,000	$3,360,000
	All Years Total	$0	$0	$0	$4,715,002	$4,715,002

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20230018 Plan Revision: 26-00 STATUS Project Changed Federal

Name: School Zone Safety Infrastructure
Scope: City of Reno, in coordination with Washoe County School District, Safe Routes to School Program, will purchase school zone speed beacon systems that will act as traffic calming devices in various school zones.

Project Type: Safety
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$0	$0	$0	$82,000	$82,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$0	$0	$0	$82,000	$82,000

MPO: RTC Washoe

Lead Agency: City of Reno

WA20240001 Plan Revision: 26-00 STATUS Project Changed State

Name: South Meadows Connector - Alignment Study
Scope: Alignment study

Project Type: Studies
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	STATE HIGHWAY FUND	$2,700,000	$0	$0	$0	$2,700,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$2,700,000	$0	$0	$0	$2,700,000
	All Years Total	$2,700,000	$0	$0	$0	$2,700,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20240002 Plan Revision: 26-00 STATUS Project Changed Federal

Name: SR 667, KIETZKE LN, RENO, 600FT N OF GENTRY WAY.
Scope: PEDESTRIAN, LIGHTING, AND ADA IMPROVEMENTS. VUNERABLE ROAD USER SAFETY PROJECT.

Project Type: Safety
County: Washoe
Limits: From 600FT N OF GENTRY LN to N OF KIETZKE MANOR. Milepost begins at 23.12 end at 23.27. Distance (mile): 0.15

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	HSIP	$0	$0	$1,425,000	$0	$1,425,000
2025	STATE MATCH - NV	$0	$0	$75,000	$0	$75,000
<2025	Prior	$600,000	$0	$0	$0	$600,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$1,500,000	$0	$1,500,000
	All Years Total	$600,000	$0	$1,500,000	$0	$2,100,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

WA20240007 Plan Revision: 26-00 STATUS Project Changed Federal

Name: SR667, Kietzke Lane, from South Virginia Street to Plumb Lane; SR653, Plumb Lane, from Kietzke Lane to Terminal Way
Scope: Pavement preservation project

Project Type: Preservation
County: Washoe
Limits: From SOUTH VIRGINA to PLUMB LANE. Milepost begins at 0 end at 1. Distance (mile): 1

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	STBG FLEX	$0	$0	$2,655,274	$0	$2,655,274
2029	NHPP	$0	$0	$7,965,821	$0	$7,965,821
2029	STATE MATCH - NV	$0	$0	$559,005	$0	$559,005
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$11,180,100	$0	$11,180,100
	All Years Total	$0	$0	$11,180,100	$0	$11,180,100

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20250003 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Multilayer Overlay on Various Structures Throughout Washoe County
Scope: Multilayer Overlay on Various Structures Throughout Washoe County

Project Type: Bridge/Structures
County: Washoe
Limits: Bridge #: I-1001

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	STATE MATCH - NV	$0	$0	$250,000	$0	$250,000
2025	BRIDGE FORMULA PROGRAM	$0	$0	$4,750,000	$0	$4,750,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$5,000,000	$0	$5,000,000
	All Years Total	$0	$0	$5,000,000	$0	$5,000,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20250004 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Biggest Little Bike Network

Scope: Construct bicycle facilities and safety improvements throughout network in downtown Reno. Corridors include: Vine Street from Riverside Drive to University Terrace; Fifth Street from Keystone Avenue to Evans Avenue; Virginia Street from California Avenue to Ninth Street; and Evans Avenue/Lake Street/Sinclair Street from E Ninth Street to Holcomb Avenue (from E Ninth Street to E Fifth Street via Evans Avenue; from E Fifth Street to Holcomb Avenue via Lake Street, which becomes Sinclair Street at Mill Street), with the connection between Evans Avenue and Lake Street made on E Fifth Street.

Project Type: Active Transportation (Bike/Ped)

County: Washoe

Limits: From Riverside Drive to University Terrace. Distance (mile): 0.85

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	$2,500,000	$500,000	$0	$0	$3,000,000
2026	CMAQ - WA	$0	$0	$21,042,500	$0	$21,042,500
2026	LOCAL FUEL TAX - RTCWA	$0	$0	$1,107,500	$0	$1,107,500
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$2,500,000	$500,000	$22,150,000	$0	$25,150,000
	All Years Total	$2,500,000	$500,000	$22,150,000	$0	$25,150,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250005 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RENO TOWING AND RECOVERY INCENTIVE PROGRAM FY25-29

Scope: NDOT will select a Service Provider via the RFP process to manage the Towing and Recovery Incentive Program (TRIP), which reduces incident clearance times and improves traffic safety.

Project Type: Program Funding Buckets

County: Washoe

Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	NHPP	$0	$0	$0	$332,500	$332,500
2025	STATE MATCH - NV	$0	$0	$0	$70,000	$70,000
2025	NHPP	$0	$0	$0	$997,500	$997,500
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$1,400,000	$1,400,000
	All Years Total	$0	$0	$0	$1,400,000	$1,400,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20250007 Plan Revision: 26-00 STATUS Project Changed Federal

Name: US 395A, South Virginia Street, Safety Improvements
Scope: US 395A, So. Virginia St., -from SR 431 Mt. Rose Highway to E. Patriot Blvd MP WA 16.267 to MP WA 20.080 - Safety Improvements

Project Type: Safety
County: Washoe
Limits: From MNT ROSE HWY to PATRIOT BLVD. Milepost begins at 16.26 end at 20.08. Distance (mile): 3.82

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	SECTION 164 PENALTIES HSIP FAST	$0	$0	$696,032	$0	$696,032
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$696,032	$0	$696,032
	All Years Total	$0	$0	$696,032	$0	$696,032

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20250009 Plan Revision: 26-00 STATUS New Project Federal

Name: SR 648, 2nd Street, Safety Repairs to Pedestrian Bridge
Scope: SR 648, 2nd Street, MP WA 0.132 to MP WA 0.155 - Safety Repairs to Pedestrian Bridge P-1356 at Golden Lane

Project Type: Bridge/Structures
County: Washoe
Limits: Bridge #: P-1356

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	BRIDGE FORMULA PGM OFF-SYS	$0	$0	$1,596,000	$0	$1,596,000
2026	STATE MATCH - NV	$0	$0	$84,000	$0	$84,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$1,680,000	$0	$1,680,000
	All Years Total	$0	$0	$1,680,000	$0	$1,680,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

WA20250010 Plan Revision: 26-00 STATUS New Project Local

Name: Bus Stop Improvements Program
Scope: Program to maintain and improve systemwide bus stop locations with upgraded facilities and amenities

Project Type: Transit - Capital & Rehab
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$2,000,000	$2,000,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$2,000,000	$2,000,000
	All Years Total	$0	$0	$0	$2,000,000	$2,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250011 Plan Revision: 26-00 STATUS New Project Local

Name: Active Transportation Program
Scope: Dedicated annual funding for Active Transportation Program

Project Type: Active Transportation (Bike/Ped)
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	LOCAL FUEL TAX - RTCWA	$0	$0	$0	$5,000,000	$5,000,000
2027	LOCAL FUEL TAX - RTCWA	$0	$0	$0	$5,000,000	$5,000,000
2028	LOCAL FUEL TAX - RTCWA	$0	$0	$0	$5,000,000	$5,000,000
2029	LOCAL FUEL TAX - RTCWA	$0	$0	$0	$5,000,000	$5,000,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$20,000,000	$20,000,000
	All Years Total	$0	$0	$0	$20,000,000	$20,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250012 Plan Revision: 26-00 STATUS New Project Local

Name: Highland Ranch Parkway Capacity
Scope: Widen Highland Ranch Parkway from two to four lanes

Project Type: Capacity
County: Washoe
Limits: From Sun Valley Blvd to Pyramid Wy. Distance (mile): 2.4 mi

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	LOCAL FUEL TAX - RTCWA	$6,000,000	$0	$0	$0	$6,000,000
2027	LOCAL FUEL TAX - RTCWA	$0	$1,000,000	$0	$0	$1,000,000
2028	LOCAL FUEL TAX - RTCWA	$0	$0	$55,000,000	$0	$55,000,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$6,000,000	$1,000,000	$55,000,000	$0	$62,000,000
	All Years Total	$6,000,000	$1,000,000	$55,000,000	$0	$62,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250013 Plan Revision: 26-00 STATUS New Project Local

Name: University Area Transportation Project
Scope: Road realignment from Lake St. to Evans Ave. and 9th St extension from Valley Rd. to Wells Ave.

Project Type: Major/New Construction
County: Washoe
Limits: From University Wy to Wells Ave. Distance (mile): 0.65 mi

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	$1,000,000	$0	$0	$0	$1,000,000
2026	LOCAL FUEL TAX - RTCWA	$0	$1,000,000	$0	$0	$1,000,000
2027	LOCAL FUEL TAX - RTCWA	$0	$0	$4,400,000	$0	$4,400,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$1,000,000	$1,000,000	$4,400,000	$0	$6,400,000
	All Years Total	$1,000,000	$1,000,000	$4,400,000	$0	$6,400,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250014 Plan Revision: 26-00 STATUS New Project Local

Name: Vista Boulevard Widening
Scope: Widen Vista Boulevard from 4 to 6 lanes from I-80 to Prater Way

Project Type: Capacity
County: Washoe
Limits: From I-80 to Prater Way. Distance (mile): 1.13 miles

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2027	LOCAL FUEL TAX - RTCWA	$2,000,000	$0	$0	$0	$2,000,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$20,000,000	$0	$20,000,000
	2025 - 2029 TOTAL	$2,000,000	$0	$0	$0	$2,000,000
	All Years Total	$2,000,000	$0	$20,000,000	$0	$22,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250015 Plan Revision: 26-00 STATUS New Project Local

Name: O'Brien's Pass Safety Project
Scope: Safety improvements and shared use path along Golden Valley Road/W 7th Avenue

Project Type: Safety
County: Washoe
Limits: From Spearhead Way to Sun Valley Boulevard. Trail of distance (mile): 2.28 miles

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2028	LOCAL FUEL TAX - RTCWA	$1,500,000	$0	$0	$0	$1,500,000
2029	LOCAL FUEL TAX - RTCWA	$0	$4,000,000	$0	$0	$4,000,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$1,500,000	$4,000,000	$0	$0	$5,500,000
	All Years Total	$1,500,000	$4,000,000	$0	$0	$5,500,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250016 Plan Revision: 26-00 STATUS New Project Local

Name: Moya Boulevard Capacity Project
Scope: Widen Moya Boulevard from Red Rock Road to Echo Avenue

Project Type: Capacity
County: Washoe
Limits: From Red Rock Road to Echo Avenue. Distance (mile): 2.35 miles

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	$2,500,000	$0	$0	$0	$2,500,000
2026	LOCAL FUEL TAX - RTCWA	$0	$1,000,000	$0	$0	$1,000,000
2028	LOCAL FUEL TAX - RTCWA	$0	$0	$20,000,000	$0	$20,000,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$2,500,000	$1,000,000	$20,000,000	$0	$23,500,000
	All Years Total	$2,500,000	$1,000,000	$20,000,000	$0	$23,500,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250017 Plan Revision: 26-00 STATUS New Project Local

Name: North Hills Road Capacity Project
Scope: Widen North Hills Boulevard from Golden Valley Road to Buck Drive

Project Type: Capacity
County: Washoe
Limits: From Golden Valley Road to Buck Drive. Distance (mile): 1.03

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2028	LOCAL FUEL TAX - RTCWA	$3,000,000	$0	$0	$0	$3,000,000
2029	LOCAL FUEL TAX - RTCWA	$0	$4,000,000	$0	$0	$4,000,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$24,000,000	$0	$24,000,000
	2025 - 2029 TOTAL	$3,000,000	$4,000,000	$0	$0	$7,000,000
	All Years Total	$3,000,000	$4,000,000	$24,000,000	$0	$31,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250018 Plan Revision: 26-00 STATUS New Project Local

Name: Lear Boulevard Connection
Scope: Complete connection on Lear Boulevard between Military Road and Lemmon Drive

Project Type: Major/New Construction
County: Washoe
Limits: From Military Road to Lemmon Drive. Distance (mile): 1.16

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	LOCAL FUEL TAX - RTCWA	$3,000,000	$0	$0	$0	$3,000,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$1,000,000	$40,000,000	$0	$41,000,000
	2025 - 2029 TOTAL	$3,000,000	$0	$0	$0	$3,000,000
	All Years Total	$3,000,000	$1,000,000	$40,000,000	$0	$44,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250019 Plan Revision: 26-00 STATUS New Project Local

Name: Mira Loma Drive Capacity
Scope: Widen Mira Loma Drive between McCarran Boulevard and Veterans Parkway

Project Type: Capacity
County: Washoe
Limits: From McCarran Boulevard to Veterans Parkway. Distance (mile): 0.62 mile

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	LOCAL FUEL TAX - RTCWA	$1,500,000	$0	$0	$0	$1,500,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$1,500,000	$0	$0	$0	$1,500,000
	All Years Total	$1,500,000	$0	$0	$0	$1,500,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250020 Plan Revision: 26-00 STATUS New Project Local

Name: Pyramid Hwy/US 395 Connector Phase 2
Scope: Widen Disc Drive from Pyramid Highway to Vista Boulevard

Project Type: Capacity
County: Washoe
Limits: From Pyramid Highway to Vista Boulevard. Distance (mile): 1.21 miles

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	LOCAL FUEL TAX - RTCWA	$2,500,000	$0	$0	$0	$2,500,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$2,500,000	$0	$0	$0	$2,500,000
	All Years Total	$2,500,000	$0	$0	$0	$2,500,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250021 Plan Revision: 26-00 STATUS New Project Local

Name: South Virginia Street Multimodal and ADA North
Scope: Improve bicycle and ADA facilities on South Virginia Street from Meadowood Mall Circle to Moana Lane

Project Type: Active Transportation (Bike/Ped)
County: Washoe
Limits: From Meadowood Mall Circle to Moana Lane. Distance (mile): 1.50 miles

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	LOCAL FUEL TAX - RTCWA	$1,500,000	$0	$0	$0	$1,500,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$1,500,000	$0	$0	$0	$1,500,000
	All Years Total	$1,500,000	$0	$0	$0	$1,500,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250022 Plan Revision: 26-00 STATUS New Project Local

Name: Keystone Avenue Multimodal Improvements
Scope: Improve bicycle and pedestrian facilities on Keystone Avenue from First Street to I-80

Project Type: Active Transportation (Bike/Ped)
County: Washoe
Limits: From First Street to I-80. Distance (mile): 0.53 mile

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	LOCAL FUEL TAX - RTCWA	$1,500,000	$0	$0	$0	$1,500,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$1,500,000	$0	$0	$0	$1,500,000
	All Years Total	$1,500,000	$0	$0	$0	$1,500,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250023 Plan Revision: 26-00 STATUS New Project Local

Name: Peckham Lane Multimodal
Scope: Improved/added sidewalks and bike lanes on Peckham Lane from Lakeside Drive to Airway Drive

Project Type: Active Transportation (Bike/Ped)
County: Washoe
Limits: From Lakeside Drive to Airway Drive. Distance (mile): 1.95 miles

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	LOCAL FUEL TAX - RTCWA	$1,500,000	$0	$0	$0	$1,500,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$1,500,000	$0	$0	$0	$1,500,000
	All Years Total	$1,500,000	$0	$0	$0	$1,500,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250024 Plan Revision: 26-00 STATUS New Project Local

Name: 4th Street Bike Lanes (Sparks)
Scope: Addition of bike lanes on 4th Street in Sparks from Victorian Avenue to Queen Way

Project Type: Active Transportation (Bike/Ped)
County: Washoe
Limits: From Victorian Avenue to Queen Way. Distance (mile): 1.88 miles

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	LOCAL FUEL TAX - RTCWA	$1,500,000	$0	$0	$0	$1,500,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$1,500,000	$0	$0	$0	$1,500,000
	All Years Total	$1,500,000	$0	$0	$0	$1,500,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250025 Plan Revision: 26-00 STATUS New Project Federal

Name: Grand Canyon Area Sidewalk Connectivity
Scope: This project will be located in Reno, NV, along Grand Canyon Boulevard between Yori Avenue and Kirman Avenue. It involves the construction of new sidewalks to close critical gaps in the existing pedestrian network, creating more continuous and accessible routes.

Project Type: Active Transportation (Bike/Ped)
County: Washoe
Limits: From Yori Avenue to Kirman Avenue. Distance (mile): 0.24 mile

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	LOCAL FUND	$1,048	$0	$0	$0	$1,048
2026	TAP >200K STBG (WA)	$19,917	$0	$0	$0	$19,917
2027	LOCAL FUND	$0	$0	$11,531	$0	$11,531
2027	TAP >200K STBG (WA)	$0	$0	$219,084	$0	$219,084
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$20,965	$0	$230,615	$0	$251,580
	All Years Total	$20,965	$0	$230,615	$0	$251,580

MPO: RTC Washoe

Lead Agency: City of Reno

WA20250026 Plan Revision: 26-00 STATUS New Project Federal

Name: Pedestrian Ramp Project - Phase 2

Scope: This proposed project is intended to be a continuation from the 2023 RTC TA Set-Aside Program that improves pedestrian ramp infrastructure near several public schools in the City of Sparks to provide a safer, connected, and reliable alternative mode of transportation that not just serves students, but to include all other users as well. In this new phase, additional elementary school locations have been selected, each with multiple nearby non-ADA complaint pedestrian ramps, with a total of 32 ramps estimated to be updated.

Project Type: Active Transportation (Bike/Ped)

County: Washoe

Limits: Various Locations

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	LOCAL FUND	$3,825	$0	$0	$0	$3,825
2026	TAP >200K STBG (WA)	$72,675	$0	$0	$0	$72,675
2027	LOCAL FUND	$0	$0	$12,750	$0	$12,750
2027	TAP >200K STBG (WA)	$0	$0	$242,250	$0	$242,250
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$76,500	$0	$255,000	$0	$331,500
	All Years Total	$76,500	$0	$255,000	$0	$331,500

MPO: RTC Washoe

Lead Agency: City of Sparks

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

WA20250027 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RTC RIDE and ACCESS - PM
Scope: Preventive Maintenance - Mechanical

Project Type: Transit - Maintenance
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$3,500,000	$3,500,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$0	$875,000	$875,000
2026	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$3,500,000	$3,500,000
2026	LOCAL SALES TAX - RTCWA	$0	$0	$0	$875,000	$875,000
2027	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$3,500,000	$3,500,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$875,000	$875,000
2028	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$3,500,000	$3,500,000
2028	LOCAL SALES TAX - RTCWA	$0	$0	$0	$875,000	$875,000
2029	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$3,500,000	$3,500,000
2029	LOCAL SALES TAX - RTCWA	$0	$0	$0	$875,000	$875,000
<2025	Prior	$0	$0	$0	$37,500,000	$37,500,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$21,875,000	$21,875,000
	All Years Total	$0	$0	$0	$59,375,000	$59,375,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

Transportation Improvement Program Fiscal Year 2025 - 2029

102 Projects Listed

WA20250028 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RIDE Capital - Shelters
Scope: Transit Enhancements/Shelters

Project Type: Transit - Capital & Rehab
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$200,000	$200,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$0	$50,000	$50,000
2026	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$200,000	$200,000
2026	LOCAL SALES TAX - RTCWA	$0	$0	$0	$50,000	$50,000
2027	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$200,000	$200,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$50,000	$50,000
2028	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$200,000	$200,000
2028	LOCAL SALES TAX - RTCWA	$0	$0	$0	$50,000	$50,000
2029	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$200,000	$200,000
2029	LOCAL SALES TAX - RTCWA	$0	$0	$0	$50,000	$50,000
<2025	Prior	$0	$0	$0	$3,350,025	$3,350,025
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$1,250,000	$1,250,000
	All Years Total	$0	$0	$0	$4,600,025	$4,600,025

MPO: RTC Washoe

Lead Agency: RTC Washoe

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

WA20250029 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RIDE Capital - Support Vehicles/Equipment
Scope: Purchase Support Vehicles/Equipment (RTC Administration) - Annual Program

Project Type: Transit - Capital & Rehab
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$60,000	$60,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$0	$15,000	$15,000
2026	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$60,000	$60,000
2026	LOCAL SALES TAX - RTCWA	$0	$0	$0	$15,000	$15,000
2027	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$60,000	$60,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$15,000	$15,000
2028	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$60,000	$60,000
2028	LOCAL SALES TAX - RTCWA	$0	$0	$0	$15,000	$15,000
2029	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$60,000	$60,000
2029	LOCAL SALES TAX - RTCWA	$0	$0	$0	$15,000	$15,000
<2025	Prior	$0	$0	$0	$505,000	$505,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$375,000	$375,000
	All Years Total	$0	$0	$0	$880,000	$880,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

WA20250030 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RIDE Capital - Equipment
Scope: Purchase Shop Equipment/Other Equipment - Annual Program

Project Type: Transit - Capital & Rehab
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$200,000	$200,000
2025	FTA 5307 LRG URB OPERATING	$0	$0	$0	$50,000	$50,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$0	$62,500	$62,500
2026	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$200,000	$200,000
2026	LOCAL SALES TAX - RTCWA	$0	$0	$0	$62,500	$62,500
2027	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$200,000	$200,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$62,500	$62,500
2028	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$200,000	$200,000
2028	LOCAL SALES TAX - RTCWA	$0	$0	$0	$62,500	$62,500
2029	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$200,000	$200,000
2029	LOCAL SALES TAX - RTCWA	$0	$0	$0	$62,500	$62,500
<2025	Prior	$0	$0	$0	$2,632,500	$2,632,500
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$1,362,500	$1,362,500
	All Years Total	$0	$0	$0	$3,995,000	$3,995,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

WA20250031 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RIDE Capital - Communication/Computer Equipment
Scope: Purchase Vehicle/Communication/Computer Equipment - Annual Program

Project Type: Transit - Capital & Rehab
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$350,000	$350,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$0	$87,500	$87,500
2026	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$350,000	$350,000
2026	LOCAL SALES TAX - RTCWA	$0	$0	$0	$87,500	$87,500
2027	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$350,000	$350,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$87,500	$87,500
2028	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$350,000	$350,000
2028	LOCAL SALES TAX - RTCWA	$0	$0	$0	$87,500	$87,500
2029	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$350,000	$350,000
2029	LOCAL SALES TAX - RTCWA	$0	$0	$0	$87,500	$87,500
<2025	Prior	$0	$0	$0	$2,926,000	$2,926,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$2,187,500	$2,187,500
	All Years Total	$0	$0	$0	$5,113,500	$5,113,500

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250032 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RIDE Capital - Bldg. Renovations
Scope: Building Renovations and Upgrades - Annual Program

Project Type: Transit - Capital & Rehab
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5337 GOOD REPAIR	$0	$0	$0	$75,000	$75,000
2025	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$90,000	$90,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$0	$63,750	$63,750
2026	FTA 5337 GOOD REPAIR	$0	$0	$0	$75,000	$75,000
2026	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$90,000	$90,000
2026	LOCAL SALES TAX - RTCWA	$0	$0	$0	$63,750	$63,750
2027	FTA 5337 GOOD REPAIR	$0	$0	$0	$75,000	$75,000
2027	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$90,000	$90,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$63,750	$63,750
2028	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$90,000	$90,000
2028	FTA 5337 GOOD REPAIR	$0	$0	$0	$75,000	$75,000
2028	LOCAL SALES TAX - RTCWA	$0	$0	$0	$63,750	$63,750
2029	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$90,000	$90,000
2029	FTA 5337 GOOD REPAIR	$0	$0	$0	$75,000	$75,000
2029	LOCAL SALES TAX - RTCWA	$0	$0	$0	$63,750	$63,750
<2025	Prior	$0	$0	$10,716,809	$0	$10,716,809
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$1,143,750	$1,143,750
	All Years Total	$0	$0	$10,716,809	$1,143,750	$11,860,559

MPO: RTC Washoe

Lead Agency: RTC Washoe

Transportation Improvement Program Fiscal Year 2025 - 2029

102 Projects Listed

WA20250033 Plan Revision: 26-00 STATUS Project Changed Federal

Name: ACCESS Operations - ADA
Scope: ADA-related operating expenses

Project Type: Transit - Other
County: Washoe
Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB OPERATING	$0	$0	$0	$700,000	$700,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$0	$175,000	$175,000
2026	FTA 5307 LRG URB OPERATING	$0	$0	$0	$700,000	$700,000
2026	LOCAL SALES TAX - RTCWA	$0	$0	$0	$175,000	$175,000
2027	FTA 5307 LRG URB OPERATING	$0	$0	$0	$700,000	$700,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$175,000	$175,000
2028	FTA 5307 LRG URB OPERATING	$0	$0	$0	$700,000	$700,000
2028	LOCAL SALES TAX - RTCWA	$0	$0	$0	$175,000	$175,000
2029	FTA 5307 LRG URB OPERATING	$0	$0	$0	$700,000	$700,000
2029	LOCAL SALES TAX - RTCWA	$0	$0	$0	$175,000	$175,000
<2025	Prior	$0	$0	$0	$7,450,600	$7,450,600
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$4,375,000	$4,375,000
	All Years Total	$0	$0	$0	$11,825,600	$11,825,600

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250034 Plan Revision: 26-00 STATUS Project Changed Federal

Name: ACCESS Capital - Sutro

Scope: Facilities (Operations & Maintenance)/Equipment - ACCESS Buildings at Sutro Street

Project Type: Transit - Capital & Rehab

County: Washoe

Limits: Nearest Cross Street: 600 Sutro Street

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$64,000	$64,000
2025	LOCAL SALES TAX - RTCWA	$0	$0	$0	$16,000	$16,000
2026	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$64,000	$64,000
2026	LOCAL SALES TAX - RTCWA	$0	$0	$0	$16,000	$16,000
2027	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$64,000	$64,000
2027	LOCAL SALES TAX - RTCWA	$0	$0	$0	$16,000	$16,000
2028	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$64,000	$64,000
2028	LOCAL SALES TAX - RTCWA	$0	$0	$0	$16,000	$16,000
2029	FTA 5307 LRG URB CAPITAL	$0	$0	$0	$64,000	$64,000
2029	LOCAL SALES TAX - RTCWA	$0	$0	$0	$16,000	$16,000
<2025	Prior	$0	$0	$0	$750,000	$750,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$400,000	$400,000
	All Years Total	$0	$0	$0	$1,150,000	$1,150,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

XS20220010 Plan Revision: 26-00 STATUS Project Changed Federal

Name: SR 430 N. Virginia St. Multimodal Project

Scope: Construction of Multimodal Trail on N. Virginia St. from N. McCarran Blvd to "Old" Virginia St. Intersection including Improvements to Existing Lighting and Bus Stops. Rehabilitation of the Existing Pavement and Striping by Removal and Replacement.

Project Type: Active Transportation (Bike/Ped)

County: Washoe

NDOT District: District 2

Limits: From N. Virginia Street to N. Virginia Street. Milepost begins at 27.57 end at 29.73. Distance (mile): 2.16

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	$967,160	$0	$0	$0	$967,160
2026	STBG >200K (WA)	$0	$0	$6,316,330	$0	$6,316,330
2026	HSIP	$0	$0	$3,497,605	$0	$3,497,605
2026	NHPP	$0	$0	$8,822,065	$0	$8,822,065
2025	LOCAL FUND	$0	$107,149	$0	$0	$107,149
2026	STATE MATCH - NV	$0	$0	$255,995	$0	$255,995
2026	LOCAL FUEL TAX - RTCWA	$0	$0	$1,108,005	$0	$1,108,005
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$967,160	$107,149	$20,000,000	$0	$21,074,309
	All Years Total	$967,160	$107,149	$20,000,000	$0	$21,074,309

MPO: RTC Washoe

Lead Agency: Nevada DOT

XS20220031 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Villanova Maintenance Facility Replacement - Phase 1

Scope: The maintenance and operations facility located on Villanova Drive will be relocated. ACCESS fleet operations facility and storage yard on Sutro will be expanded and redesigned to accommodate the combined RIDE and ACCESS fleets along with other improvements such as solar, electric bus chargers, workforce training site, expanded parking and maintenance bays, etc. Phase 1 will involve PE only.

Project Type: Transit - Capital & Rehab

County: Washoe

NDOT District: District 2

Limits: Nearest Cross Street: 600 Sutro Street

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$7,000,000	$0	$0	$0	$7,000,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$7,000,000	$0	$0	$0	$7,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

XS20220034 Plan Revision: 26-00 STATUS Project Changed Federal

Name: SR 439 USA Parkway- Preservation
Scope: Mill and fill W/OG, hydraulic improvements, safety improvements, and lighting.

Project Type: Preservation
County: Storey, Washoe
Limits: From N OF LY/ST COUNTY LINE to WA COUNTY LINE. Milepost begins at 4.26 end at 10.28. Distance (mile): 6.02

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	NHPP	$0	$0	$23,512,500	$0	$23,512,500
2029	STBG FLEX	$0	$0	$7,837,500	$0	$7,837,500
2029	STATE MATCH - NV	$0	$0	$1,650,000	$0	$1,650,000
<2025	Prior	$300,000	$0	$0	$0	$300,000
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$33,000,000	$0	$33,000,000
	All Years Total	$300,000	$0	$33,000,000	$0	$33,300,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

XS20220035 Plan Revision: 26-00 STATUS Project Changed Federal

Name: I-80, Fernley, Painted Rock Interchange to East Fernley Grade Separation
Scope: 2" cold mill, 2" dense grade with 0.75" open grade and various patching locations

Project Type: Preservation
County: Lyon, Washoe
Limits: From WA MP 41.5 to LY MP 5.8. Milepost begins at 41.49 end at 5.84. Distance (mile): -35.65

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	$0	$5,000	$0	$0	$5,000
>2029	Future	$0	$0	$25,000,000	$0	$25,000,000
	2025 - 2029 TOTAL	$0	$0	$0	$0	$0
	All Years Total	$0	$5,000	$25,000,000	$0	$25,005,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

Transportation Improvement Program Fiscal Year 2025 - 2029 102 Projects Listed

XS20240015 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Tahoe Pyramid Trail East Feasibility Study (TAP)

Scope: A feasibility study will be completed to identify an alternative transportation and infrastructure route to complete the last segments of the Tahoe Pyramid Trail, connecting Sparks to TRIC, Wadsworth and Fernley.

Project Type: Studies

County: Lyon, Washoe

NDOT District: District 2

Limits: From VISTA BLVD to FERNLEY. Milepost begins at 20 end at 46. Distance (mile): 26

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	TAP FLEX STBG	$0	$0	$0	$332,000	$332,000
2025	LOCAL FUND	$0	$0	$0	$19,000	$19,000
<2025	Prior	$0	$0	$0	$0	$0
>2029	Future	$0	$0	$0	$0	$0
	2025 - 2029 TOTAL	$0	$0	$0	$351,000	$351,000
	All Years Total	$0	$0	$0	$351,000	$351,000

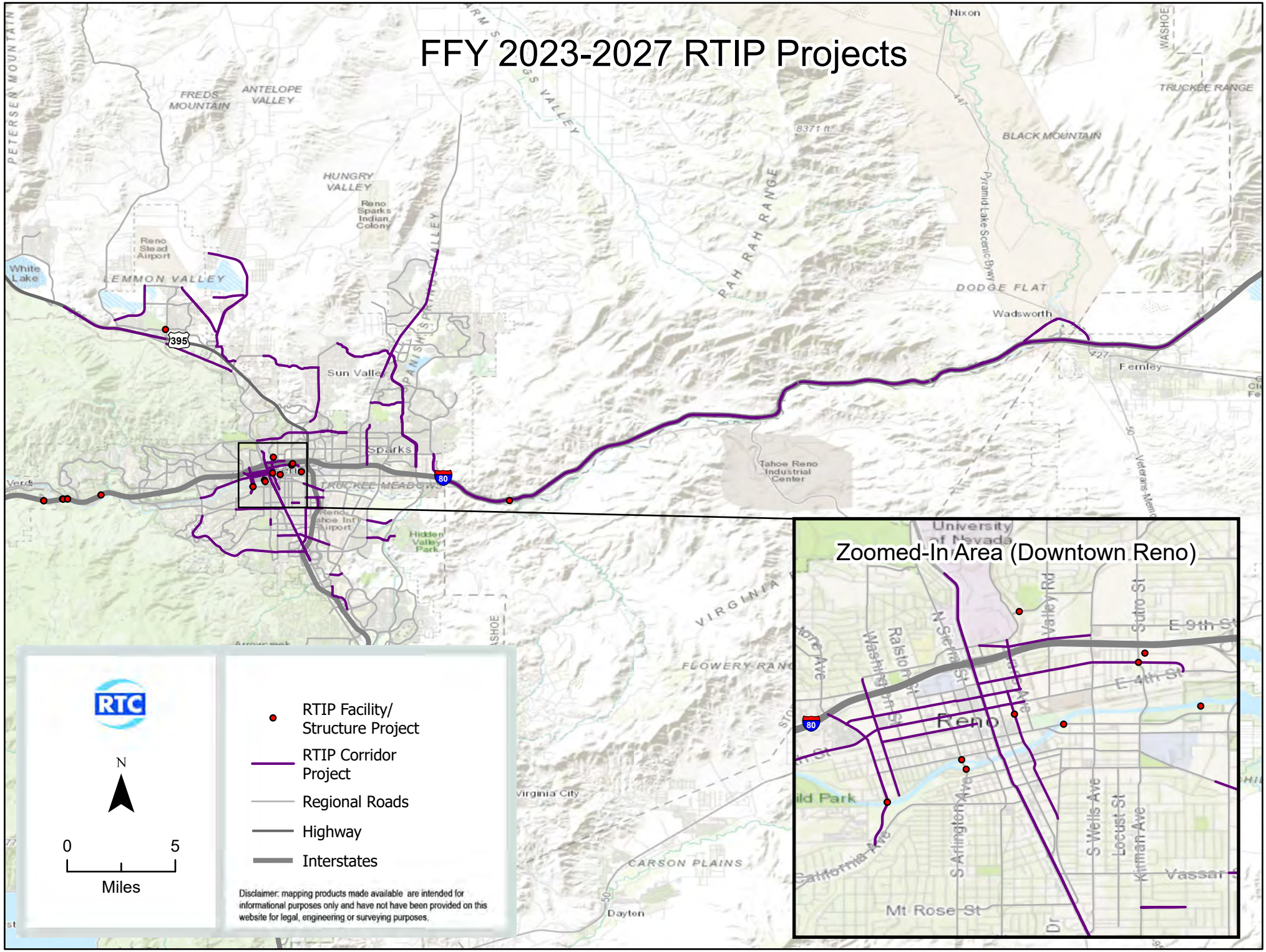
MPO: RTC Washoe

Lead Agency: Nevada DOT

Appendix B: FFY 2025-2029 Regional Transportation Improvement Program Project Location Map

A project location map for the FFY 2025-2029 Regional Transportation Improvement Program is provided on the following page. Detailed information, including a map for location-based projects, can be found online for any of the projects through the electronic Statewide Transportation Improvement Program (eSTIP) at https://estip.nevadadot.com. It should be noted that many of the projects in the RTIP—such as the purchase of vehicles or equipment, the administration of programs, or the operation of transit and demand management services—cannot be mapped because they are not location-specific improvements.

FFY 2023-2027 RTIP Projects



Disclaimer: mapping products made available are intended for informational purposes only and have not have been provided on this website for legal, engineering or surveying purposes.

Appendix C: Regional Transportation Improvement Program (RTIP) Amendments/Administrative Modifications

The RTIP is required to be updated at least every four years. As projects evolve, changes to schedules, funding sources, or scope may occur. These are handled through either an amendment or an administrative modification. Any changes in the RTIP must be included in the RTP.

Amendments

Amendments are major or substantive changes to the RTIP and must follow the requirements contained in RTC's Public Participation Plan and the Washoe County Transportation Conformity Plan (for air quality analysis if necessary). Amendments are applicable when:

- There are substantial changes to the scope of an existing project that would result in an air quality conformity determination.
- A federally-funded project is added or deleted.
- There is a change in a funding source for a project from non-federal to federal.
- There is an increase of more than 25 percent of the federally-funded portion of a project.

Administrative Modifications

Administrative Modifications are non-substantive changes to the RTIP and include the following:

- Addition or deletion of a phase of an existing project without a major change to the scope.
- Addition of a regionally significant project that does not require air quality conformity and is programmed with 100 percent non-federal funds.
- Minor adjustments to project limits.
- Changes made to an existing project's non-federal funding amounts.
- An increase of less than 25 percent, or any decrease or removal, of the federally-funded portion of a project.
- Movement of existing projects between fiscal years within the RTIP.
- Minor changes to funding sources.

Administrative modifications are typically processed through letter or email between the Nevada Department of Transportation and RTC.

Regional Transportation Commission of Washoe County
MPO Self-Certifications and Federal Certifications

The Regional Transportation Commission of Washoe County (RTC) certifies that the metropolitan planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450;
2. Sections 174, 176(c) and 176(d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c), 7506(d)), and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964 as amended (42 U.S.C. 2000d-l) and 49 CFR Part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities; and
11. Public notice of public involvement activities and time established for public review and comment on the Regional Transportation Improvement Program will satisfy the Program of Projects requirements of the Section 5307 Program.

CERTIFICATE

The undersigned, duly qualified Chair of the Regional Transportation Commission, certifies that the foregoing is a true and correct copy of a certification approved at a legally convened meeting held on August 15, 2025.

_____

Alexis Hill, Chair
Regional Transportation Commission

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

Meeting Date: 8/15/2025 **Agenda Item: 6.1.**

To: Regional Transportation Commission

From: Christian Schonlau, Director of Finance, CFO

SUBJECT: Guinn Center Report on Revenue Options for Transportation Infrastructure in the Electric Vehicle Transition

RECOMMENDED ACTION

Receive a report regarding available funding alternatives to construct and maintain regional roadways and provide direction to staff regarding policy option(s) that could be pursued. (Informational Only)

BACKGROUND AND DISCUSSION

At the November 15, 2024 Board Meeting, a contract was approved with the Guinn Center to study fuel tax replacement options and policy implications of different solutions.

The Guinn Center examined local and national legislative efforts to replace and/or supplement fuel tax and is now providing a report to the Board for direction on RTC's role in fuel tax replacement efforts. The Guinn Center focused their efforts on seven key factors related to fuel tax replacement.

1. Polling of Local Legislators: Developed a survey and collected data from local legislators to better understand their level of familiarity with how fuel tax collections work in Washoe County, their understanding of various legislative actions taken in other jurisdictions related to fuel tax replacement, and their general willingness to implement a policy for fuel tax replacement in Washoe County.

2. Policy Landscape Scan: Assembled a compendium of state legislative actions and included policy interventions that local jurisdictions have employed to address eroding fuel tax revenues.

3. Analysis of Policy Interventions: Assessed the pros and cons of the interventions identified in the Policy Landscape Scan, including consideration of their impacts on various economic, environmental, and social factors.

4. Policy Options Matrix: Developed a policy options matrix to accompany the Analysis of Interventions such that decision makers may consider how the interventions intersect with other priorities.

5. Statutory and Regulatory Authorities: Analyzed existing statutory and/or regulatory authority to establish the potential set of interventions in Washoe County.

6. Additional Considerations: Outlined additional considerations, such as implementation, administration, collection (i.e., what entity might serve as the fiscal agent), distribution of proceeds, et cetera.

7. Revenue Replacement: Examined trending fuel tax gallons sales, increased fuel efficiency due to EV and hybrid vehicle adoption, and how those trends are expected to continue over the next ten years. Various policy interventions are compared to these trends to predict revenue replacement from different options over time.

In addition, the report lays out possibilities for future “follow-on” research which, among others, could include more extensive treatment of a single policy intervention, a comparison of two or more policy interventions, and/or a feasibility analysis.

Of the policy options presented in the report, RTC staff has identified the Supplemental Governmental Services Tax as having the least amount of barriers to impose in a timely manner. Based on input received during this item, staff would further research this option and return at a future date with recommendations on next steps.

This item supports Strategic Roadmap Goal #6, "Sustainable maintenance of our roads".

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

11/15/2024 - Approved a contract with the Guinn Center to perform a Study on Revenue Options for Transportation Infrastructure in the Electric Vehicle Transition.

POLICY REPORT

ECONOMIC & FISCAL POLICY

Guinn CENTER



BRIDGING THE GAP:

Revenue Options for Transportation Infrastructure in the Electric Vehicle Transition

PUBLISHED AUGUST 2025

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REPORT ACKNOWLEDGMENTS

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FUNDING DISCLOSURE

This study analyzes and identifies policy options for taxes and fees on electric vehicles in Washoe County. Funding was provided by the Regional Transportation Commission of Washoe County through a contract with the Guinn Center. The contents of this publication do not necessarily reflect the views or policies of the Regional Transportation Commission of Washoe County. Additionally, funds from the Barbara Smith Campbell Distinguished Professor of Nevada Tax Policy at the College of Business program generously supported the work of the graduate research assistant. To view all our research, a full list of our donors, or to support nonpartisan policy research in Nevada, please visit GuinnCenter.org.

TABLE OF CONTENTS

ABOUT THIS STUDY 5
Key Findings 5
EXECUTIVE SUMMARY 6
INTRODUCTION 7
METHODOLOGY 8
OVERVIEW OF MOTOR FUEL TAXES IN WASHOE COUNTY 9
Current Environment 9
Impact of EVs and HEVs 13
Lack of Policy Interventions in Washoe County 14
Legislator Perspectives 15
Policy Measures in Other Jurisdictions 15
Policy Implementation in Washoe County 15
POLICY INTERVENTIONS IMPLEMENTED IN OTHER STATES 16
Additional Registration Fees 16
Pros and Cons of Registration Fees for Electric Vehicles and Hybrid Electric Vehicles 17
Impact on Economic, Environmental and Social Factors 18
Vehicle Miles Traveled Tax 19
Utah's Road User Charge Program 19
Oregon's Vehicle Miles Traveled Program 19
Virginia's Highway Use Fee 19
Hawaii's Road User Charge Program 19
Nevada's Vehicle Miles Traveled Pilot Program 20
Registered Electric Vehicles and Hybrid Electric Vehicles in Select States 20
Pros and Cons of a Vehicle Miles Traveled Tax or a Road User Charge 21
Impact on Economic, Environmental and Social Factors 21
Electric Charging Station Taxes 22
Iowa's "Electric Fuel" Excise Tax 22
Kentucky's Excise Tax of Electric Vehicle Power 22
Montana's Electric Charging Station Tax 22
Utah's Electric Charging Station Tax 22
Oklahoma's Tax on "Electric Fuels" 22
Wisconsin's Electric Charging Station Tax 22
Pennsylvania's Alternative Fuels Tax on Electricity 23
Pros and Cons of the Electric Charging Station Tax 23
Impact on Economic, Environmental and Social Factors 23

TABLE OF CONTENTS

OTHER POTENTIAL POLICY INTERVENTIONS 25

ANALYSIS OF EXISTING STATUTORY AND REGULATORY AUTHORITY IN NEVADA 26

- Supplemental Governmental Services Tax 26
- County Optional Sales Tax 28

POLICY CONSIDERATIONS 29

- Key Priorities Used to Evaluate Possible Policy Considerations 29
- Additional Registration Fees 29
- Vehicle Miles Traveled Tax 31
- Electric Charging Station Tax 34

REPORT LIMITATIONS 36

FUTURE RESEARCH 37

CONCLUSION 38

APPENDICES 39

- Appendix A: Legislator Interview Questions 39
- Appendix B: Registration Fees for Electric and Hybrid Vehicles - A State-by-State Summary 40

ABOUT THE GUINN CENTER 48

ABOUT THIS STUDY

This study evaluates policy options to address motor vehicle fuel tax revenues impacted by the growth in electric vehicles (EVs) and hybrid electric vehicles (HEVs) in Washoe County. Commissioned and funded by the Regional Transportation Commission of Washoe County (RTC), this study provides a landscape scan of the policy interventions adopted by other jurisdictions throughout the country. It analyzes those policy interventions and the potential impact on future revenue replacement for consideration by the RTC. Legislators whose districts represent a portion of Washoe County were interviewed in person to assess their knowledge of motor vehicle fuel tax collections and support for potential policy interventions. The study also examines existing provisions in *Nevada Revised Statutes* (NRS) that may be exercised to address the impact on revenue for road construction and maintenance in the County.



Key Findings:

- Impact on Fuel Tax Revenue: Washoe County has experienced a reduction in non-indexed motor vehicle fuel tax revenue due to the increasing adoption of EVs and HEVs, which consume little to no gasoline. Post-COVID-19, the number of taxable fuel gallons has not returned to the level previously reached in 2019. Moreover, neither the State of Nevada nor Washoe County collects specialized taxes or fees on EVs or HEVs.
- Growth in EV and HEV Registrations: From June 2020 to June 2024, EV registrations in Washoe County increased by 407.2 percent, and HEV registrations grew by 112.6 percent As of June 2024, EVs and HEVs represent 2.0 percent and 3.3 percent of total vehicle registrations, respectively.
- Policy Interventions in Other States: Other states have implemented measures such as additional vehicle registration fees for EVs and HEVs, Vehicle Miles Traveled (VMT) taxes, and Electric Charging Station Taxes (ECST) to address the impact on fuel tax revenues.
- Possible Policy Solution: The study concludes that imposing additional registration fees on EVs and HEVs may be the best option for Washoe County due to its ease of implementation, cost-effectiveness, and revenue-generating potential.
- Legislator Perspectives: Legislators representing Washoe County generally support policy solutions to ensure EV and HEV owners contribute their fair share to road maintenance funding, with a preference for solutions that do not disincentivize EV adoption.
- Existing Nevada Statutes: Two provisions in NRS could be utilized to address funding gaps: (1) imposing a Supplemental Governmental Services Tax; and (2) increasing the sales tax by one-eighth of one percent for road construction and maintenance.

EXECUTIVE SUMMARY

Washoe County has experienced an increase in electric vehicles and Hybrid Electric and Plug-in Hybrid Electric Vehicles since June 2020. While the increase in EVs and HEVs represent a positive step in meeting clean air standards in the area, this growth has had an impact on fuel consumption and taxable gallons of motor vehicle fuel sold in Washoe County, thus reducing funding available for road construction and maintenance. As of June 2024, EVs and HEVs represent 2.0 percent and 3.3 percent of total vehicle registrations in Washoe County, respectively. It is expected that EVs and HEVs will represent an increasing share of total vehicles registered in the future, thus creating an even greater impact.

Washoe County indexes motor vehicle fuel taxes, as provided by law, which allows fuel tax collections to increase with the cost of street and highway construction. This provides increases in funding based on inflation but does not address the issue of EVs and HEVs not contributing toward their share of road use.

We interviewed nine legislators representing Washoe County who generally understand the impact of EVs and HEVs on fuel tax collections and were open to implementing a policy solution to replace fuel tax in Washoe County.

This study examines policy interventions other states have implemented to address the growth of EVs and HEVs and their impact on fuel tax collections. These policy interventions include:

- Additional vehicle registration fees on EVs and HEVs;
- Vehicle Miles Traveled tax; and
- Electric Charging Station Taxes.

We also examined existing NRS to determine if provisions are available to address additional funding for road maintenance. Based on this examination, we determined that two potential and available provisions exist. They include: (1) imposing a Supplemental Governmental Services Tax, which requires approval of an ordinance by the Washoe County Board of County Commissioners; and (2) an increase of one-eighth of one percent in the sales tax dedicated by statute for public transit, construction, maintenance and repair of public roads or for the improvement of air quality.

We conclude that an additional registration fee on EVs and HEVs may be the best option with which to move forward, based on the speed of implementation, cost of implementation, and the amount of revenue it could generate.

As of June 2024, EVs and HEVs represent 2.0 percent and 3.3 percent of total vehicle registrations in Washoe County, respectively.



INTRODUCTION

The Regional Transportation Commission of Washoe County was established by ordinance of the Board of County Commissioners in 1979 (Ordinance 132§3; Ordinance 430). The RTC exercises its powers and duties under Chapter 277A of NRS. Among its statutory duties are preparing and approving a budget for the Regional Street and Highway Fund and the Public Transit Fund (subsection 1(b) of NRS 277A.210) and conducting studies and developing plans to establish and approve short-range and regional plans for transportation (subsection 1(d) of NRS 277A.210).

The County approved the indexing of motor vehicle fuel tax rates to the Consumer Price Index (CPI) beginning in Fiscal Year (FY) 2004, and the Producer Price Index (PPI) beginning in FY 2010, in concert with policy changes by the Legislature to generate sufficient revenue relative to inflationary increases in road construction and maintenance. With the growth in the use of electric vehicles and hybrid electric vehicles as well as improvements in fuel efficiency for internal combustion engines in recent years, fuel consumption and corresponding tax revenue have not kept up with the number of users on the road.



The Legislature recognized this circumstance as a statewide issue when it passed Assembly Bill (AB) 483 in 2019 (codified as NRS 482.2177), which directed the Department of Motor Vehicles (DMV) to conduct a pilot program to gather data on annual vehicle miles traveled for certain motor vehicles registered in Nevada. The goal is to potentially implement vehicle-miles-based funding for roadways.

Several articles and studies have been published that have pointed to the insufficiency of fuel tax as a long-term solution to fund the construction and maintenance of roads and proposed solutions to address this insufficiency. This report examines solutions implemented in other states to deal with the growth of EVs and HEVs and their impact on motor vehicle fuel tax collections.



METHODOLOGY

The growth in EVs and HEVs and the corresponding impact on motor vehicle fuel tax is an issue that has impacted all states. The Guinn Center examined approaches used in other states to address this issue by collecting information on comparative state policies and analyzing the potential impact of these policies in Washoe County.

The Guinn Center also gathered information reported by the Department of Motor Vehicles since 2021 on the number of miles driven by vehicle (by type, and by county) and the number of registered vehicles by county. Information was supplied by the Regional Transportation Commission of Washoe County on motor vehicle fuel tax collections specific to the county and the number of gallons of motor vehicle fuel tax sold.

The Guinn Center performed an analysis on the revenue-generating aspects of the various policies examined and developed a decision matrix to assist in determining the best policy options to consider. To ensure the accuracy, objectivity, and balance of the findings, the final report underwent peer review by subject matter experts from both public and private sector backgrounds.





OVERVIEW OF MOTOR FUEL TAXES IN WASHOE COUNTY

CURRENT ENVIRONMENT

Motor vehicle fuel is defined in NRS 365.060 as "gasoline, natural gasoline, casing-head gasoline, methanol, ethanol, or any other inflammable or combustible liquid regardless of the name by which the liquid is known or sold . . ." That section further provides that the term does not include special fuels, such as kerosene and diesel. Motor vehicle fuel in Nevada is taxed and collected at the time the fuel is distributed from a terminal (NRS 365.170 to 365.210, inclusive).

Motor vehicle fuel tax rates in the County are increased annually by the lesser of 7.8 percent or the adjusted average street and highway construction inflation index (Producer Price Index for Highway and Street construction) for the preceding 10 calendar years (NRS 373.066). This mechanism, otherwise known as fuel tax indexing, provides for fuel tax revenue to increase with inflation in the cost of street and highway construction. The portion of the indexed motor vehicle fuel tax that is directed to the Regional Street and Highway Fund is the largest source of funding for road construction and maintenance projects embraced by the Regional Plan for Transportation in Washoe County. It generated $64.7 million in FY 2024.[1] Furthermore, as of June 2024, 405,316 vehicles were registered in Washoe County, 331,383 of which (82 percent) are identified as gasoline or gasohol-powered vehicles and, therefore, pay motor vehicle fuel taxes.[2]

Motor vehicle fuel taxes include taxes mandated under NRS 365.180 and 365.190 at 5.35 cents per gallon and under NRS 365.192 at 1 cent per gallon, which are distributed directly to Washoe County and the incorporated cities of Reno and Sparks (NRS 365.550, 365.560, and 365.562). Under NRS 373.066, these tax rates are adjusted annually for increases in the PPI for street and highway construction. It should be noted that these tax rates were previously adjusted for increases in the CPI under NRS 373.065 until FY 2009. Increases in these rates under this provision expired by limitation January 1, 2010, as set forth in NRS 373.068, upon approval of Ordinance 1416 by the Washoe County Board of County Commissioners, which imposed tax increases under NRS 373.066.

The motor vehicle fuel tax in the County also includes a county option rate under NRS 373.030, which enables any county—for all or part of which a streets and highways plan has been adopted as part of the master plan by the county or a regional planning commission—to impose, by ordinance, a tax in an amount not to exceed 9 cents per gallon. A 9-cent per gallon tax rate is currently imposed in Washoe County. It is distributed to the Regional Street and Highway Fund to pay the project cost within an area embraced by a Regional Plan for Transportation. The RTC of Washoe County administers this fund. Under NRS 373.066, this rate is also indexed to the street and highway construction PPI.

Under NRS 373.066, Washoe County also imposes indexing on the State and federal motor vehicle fuel tax rates, of which the indexed portions are also distributed to the Regional Street and Highway Fund.

As illustrated in Figure 1 on the following page, fuel tax indexing has provided the RTC with a stable, steadily increasing source of revenue due mainly to the growth in the number of registered gas-powered vehicles (Figure 2) and indexing fuel taxes to the PPI (Figure 3).

1 This amount was obtained from fuel tax collection worksheets provided by the RTC of Washoe County.
2 Nevada Legislative Counsel Bureau, List of reports Submitted to the Legislature, 2023-2025 Biennium, page 13 of 13, https://www.leg.state.nv.us/Division/Research/Documents/RTTL_NRS482.2175_2024-07.pdf, https://www.leg.state.nv.us/Division/Research/Library/Documents/ReportsToLeg/

Figure 1. Washoe County Option Tax and Tax Indexing Collections by Fiscal Year

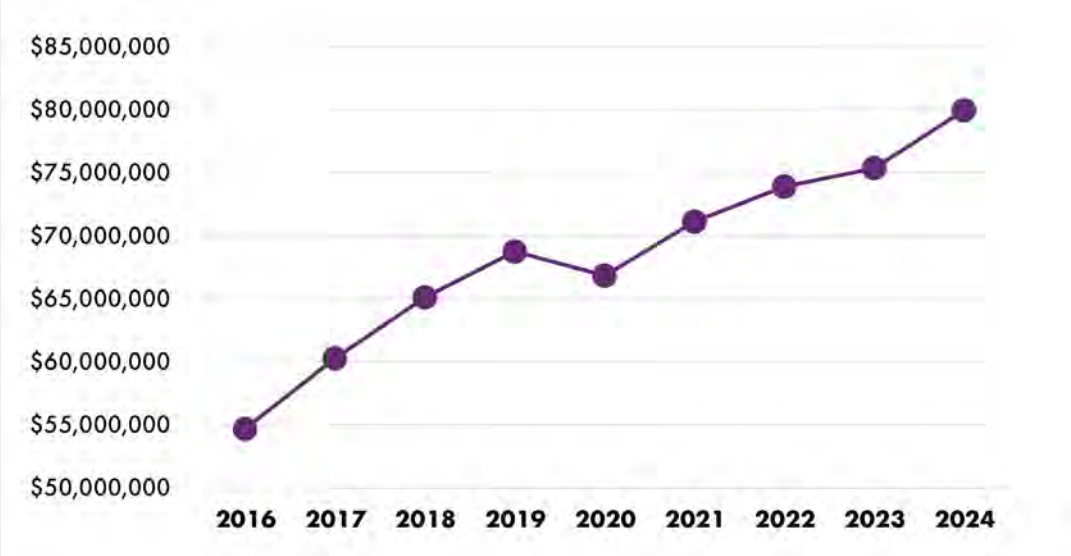


Figure 2. Gas-powered Vehicles Registered (Washoe County)

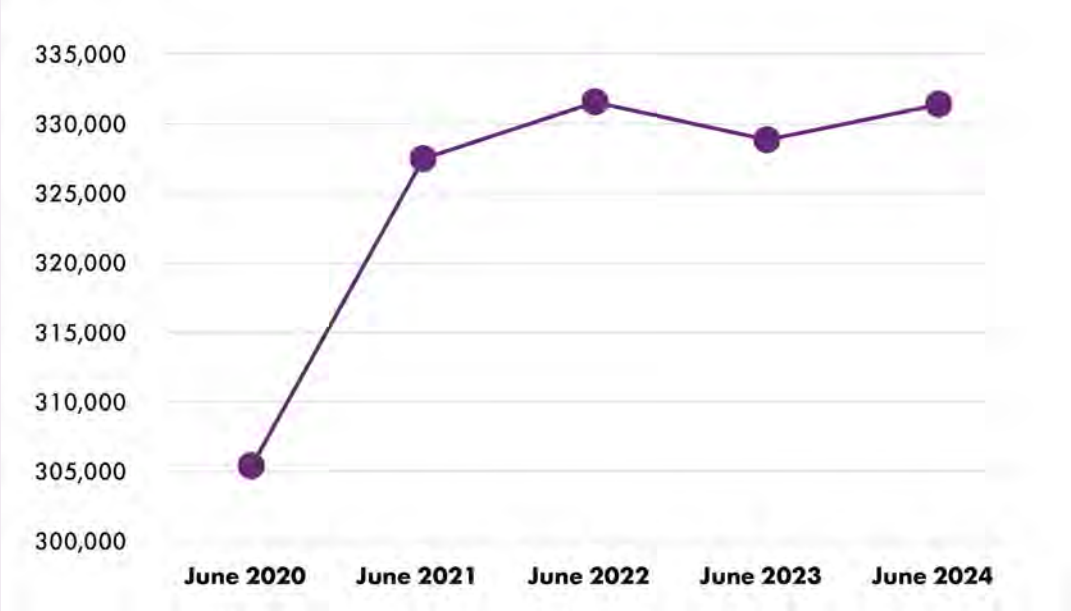
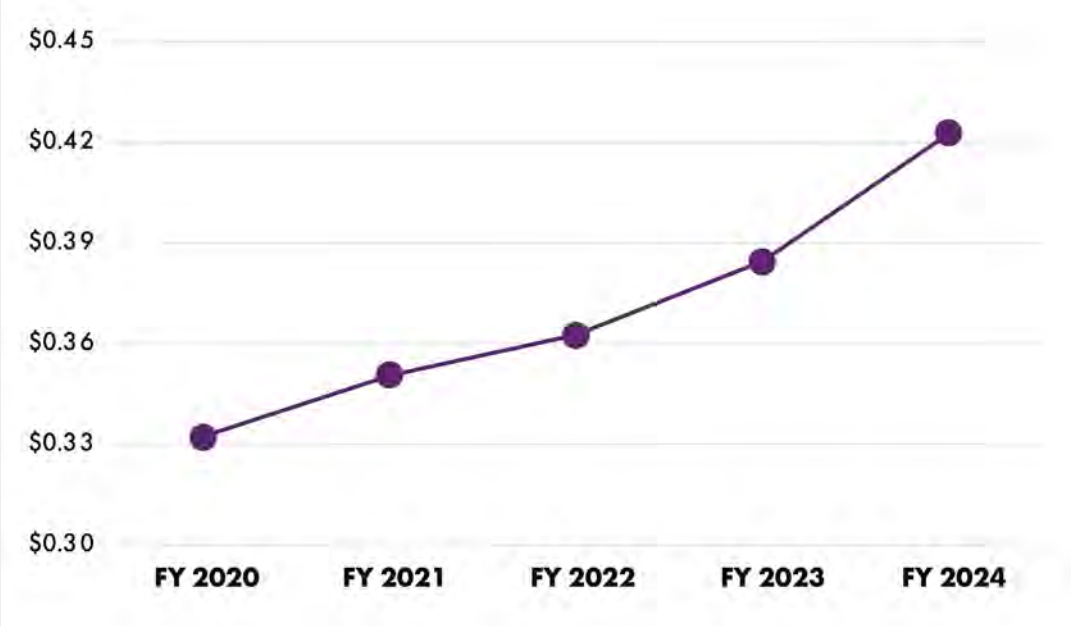


Figure 3. Increases in the Producer Price Index Indexed Rate (Washoe County)



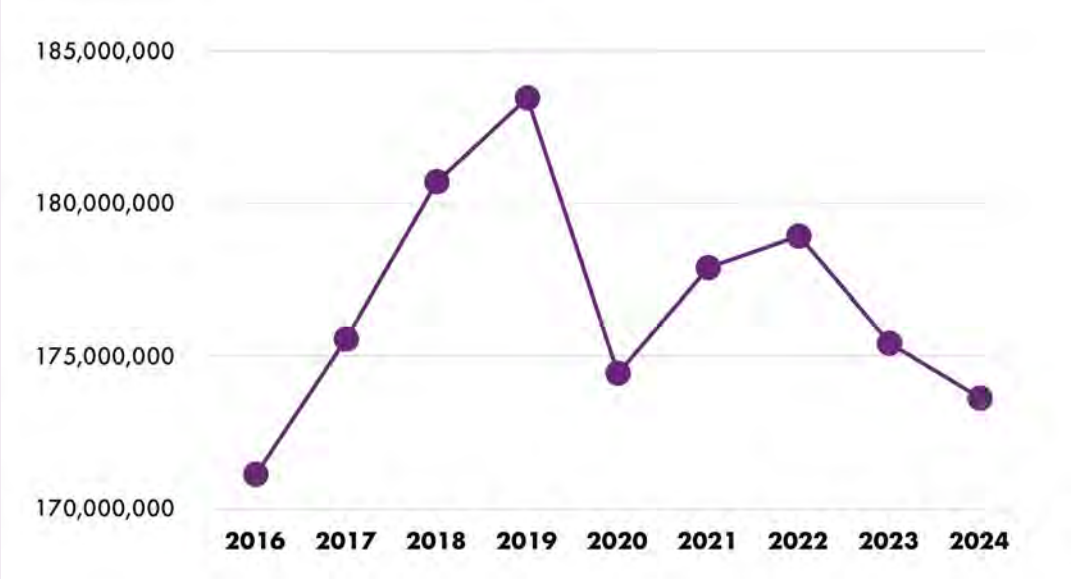




In recent years, however, the growth in EVs, HEVs and improved fuel efficiency for internal combustion-powered vehicles has impacted the effectiveness of the gas tax as a primary funding source for road construction and maintenance. While motor vehicle fuel tax collections display steady upward growth in Figure 1, the number of motor vehicle fuel taxable gallons reflects a declining trend of taxable gallons of gasoline, as illustrated in Figure 4. Post-COVID-19, the number of taxable fuel gallons has not returned to the level previously reached in FY 2019. Fiscal Years 2023 and 2024 have seen year-over-year decreases in the number of gallons of motor vehicle fuel sold.



Figure 4. Motor Vehicle Fuel Taxable Gallons Sold in Washoe County by fiscal year



IMPACT OF EVS AND HEVS

Over this post-COVID-19 period, Washoe County experienced declines in taxable gallons of fuel, while the county saw increases in total vehicle registrations, as shown in Figure 5 (although total vehicle registrations slowed from 2022 to 2023). From June 2020 to June 2024, total vehicle registrations in Washoe County grew by 45,352 vehicles, an increase of 12.6 percent.

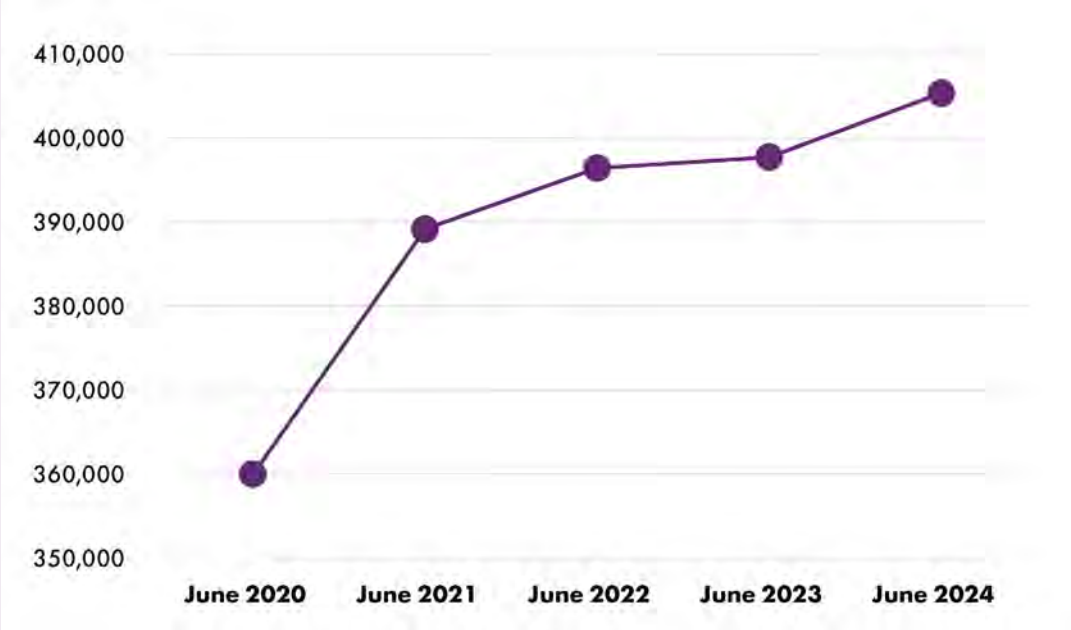
Over the same period, Washoe County experienced increases in EV and HEV registrations, contributing to the rise in total vehicle registrations (see Figure 6). Electric Vehicle registrations in Washoe County grew by 6,446 vehicles (407.2 percent), and HEVs grew by 7,152 vehicles (112.6 percent). Examined another way, EVs and HEVs represented 0.4 percent and 1.8 percent, respectively, of total vehicle registrations in Washoe County in June 2020. By June 2024, EVs and HEVs accounted for 2.0 percent and 3.3 percent of total registrations, respectively.

Compared nationally, based on the most recent information available in calendar year 2023, EVs accounted for 1.2 percent and HEVs 3.0 percent of all vehicles registered.[3]

The growth in EVs and HEVs registered in Washoe County has had an impact on fuel consumption and taxable gallons of motor vehicle fuel sold in Washoe County because EVs do not consume gasoline, and HEVs consume a much smaller amount compared to vehicles powered solely by internal combustion engines.

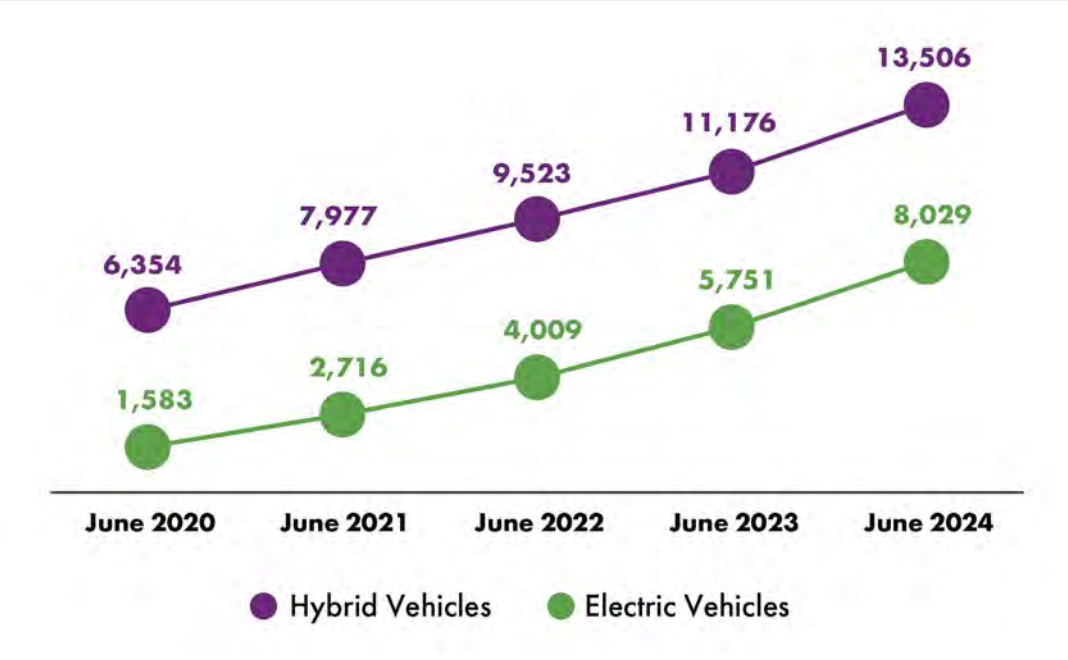
Average fuel efficiency for vehicles powered by internal combustion has increased each year since 2016, thus resulting in fewer gallons of fuel sold and taxes on that fuel collected. According to the 2024 EPA Automotive Trends Report, real-world miles per gallon (MPG) for all vehicles increased from 24.7 in 2016 to 27.1 in 2023.[4]

Figure 5. Vehicle Registrations in Washoe County (all vehicles)



3 US Department of Energy, Alternative Fuels Data Center, Vehicle Registration Counts by State 2020, https://afdc.energy.gov/vehicle-registration.
4 The 2024 EPA Automotive Trends Report, Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975, page 14, https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P101CUU6.pdf.

Figure 6. EV and HEV Registrations in Washoe County



LACK OF POLICY INTERVENTIONS IN WASHOE COUNTY

Neither the State of Nevada nor Washoe County collects specialized taxes or fees on EVs or HEVs. Under current law, EV owners and HEV owners—like all vehicle owners—must register their vehicles with the DMV annually. They pay a $33 registration fee, and this fee is directed to the State Highway Fund. They also pay Governmental Services Tax, which is based on the value of the vehicle registered, and which is distributed, in part, to the State Highway Fund, State Education Fund, and local counties and cities. Although the State Highway Fund receives some funding from owners of EVs and HEVs through the annual vehicle registration fee and a portion of the Governmental Services Tax, the County and RTC do not receive any direct funding. The Governmental Services Tax, currently distributed to Washoe County and the Cities of Reno and Sparks, is distributed through the Consolidated Tax (CTX) distribution by the Nevada Department of Taxation. Based on a review of the budgets for each entity, the CTX distribution becomes a General Fund revenue source that supports general governmental operations such as public safety and administration.

LEGISLATOR PERSPECTIVES

The Guinn Center requested interviews with 12 Legislators whose districts represent a portion of Washoe County to assess their knowledge of motor vehicle fuel tax collections and support for potential policy interventions (see Appendix A). Nine Legislators responded, indicating they were familiar with how motor vehicle fuel tax collections work in Washoe County, although their responses varied when asked to describe their level of familiarity. The Legislators generally indicated an understanding of fuel tax collections in Washoe County. At the same time, certain responses cited specific aspects such as fuel tax indexing, the point of collection, and the distribution and use of fuel tax proceeds.

Policy Measures in Other Jurisdictions

When asked about their understanding of measures undertaken in other jurisdictions to replace motor vehicle fuel taxes with other taxes or fees, responses primarily included: (1) increased vehicle registration fees paid by EV or HEV owners; or (2) a fee based on miles driven or a Vehicles Miles Traveled tax (with one response specifically pointing to the Oregon VMT program). Responses also included a fee or tax paid upon purchasing an electric vehicle and an increase in the fuel tax. One response pointed to Utah as the best example of another state implementing a solution to the issue of EVs and HEVs paying little to no fuel tax (a summary of Utah's Road User Charge Program appears later in this report).

Policy Implementation in Washoe County

All the legislators interviewed were open to implementing a policy solution to replace the fuel tax in Washoe County and address electric and hybrid vehicle owners paying little or no fuel tax. The consistent theme voiced by legislators is that EV and HEV owners should pay their fair share for using the roads, and motor fuel-powered vehicles should not bear the full burden of paying taxes. Although support was indicated for a policy solution, more than one interviewee supported a solution that did not disincentivize the continued growth in EVs. There was also mention of implementing a policy solution statewide rather than at the county level, that the policy solution address both HEVs and EVs, that the least intrusive solution should be developed, and that additional registration fees should be supported to address the issue.





POLICY INTERVENTIONS IMPLEMENTED IN OTHER STATES

Other states have adopted policy interventions to address the funding and corresponding road use impacts of EVs and HEVs. The most predominant policy interventions include additional registration fees for EVs and HEVs, a Vehicle Miles Traveled tax, and an Electric Charging Station Tax (ECST). These policy interventions are examined more closely below.

ADDITIONAL REGISTRATION FEES

The implementation of registration fees on EVs and HEVs, in addition to traditional registration fees on all vehicles, are the most widely used policy intervention to recover funding for the use of publicly maintained roads by these vehicles. The National Conference of State Legislatures (NCSL) reported in a brief updated on May 27, 2025, that 39 states currently charge an additional fee for each EV at the time the vehicle is registered (see Appendix B).[5] The fee varies by state and ranges from $50 in South Dakota to $400 for the registration of a new EV in Texas.

The additional registration fee for EVs usually represents a flat fee due at the time of registration. The fee varies by weight of the vehicle in some states. Many states index the EV registration fee to an inflationary measure such as the Consumer Price Index or include prescribed dollar amount increases in statute, sometimes at specific time intervals. For example:

- In Alabama, the base fee of $200 is increased by $3 every fourth year, resulting in the current fee of $203;
- Colorado, which established a base fee of $50 in statute indexed to inflation, now charges a fee of $57.19, reflecting the effect of indexing to inflation; and
- States such as Michigan, Missouri, Montana, and Oklahoma structure their fees based on the weight of the vehicle, charging higher fees as the weight of the vehicle increases.

Virginia implemented an innovative policy intervention. Electric vehicle owners pay a Highway Use Fee of $128.14, which is determined by multiplying 85 percent by the fuel taxes paid on fuel used by a vehicle with a combined fuel economy of 23.7 miles per gallon for the average number of miles traveled. Virginia drivers who pay this fee may enroll in the Mileage Choice Program, allowing vehicle owners to pay per mile traveled instead of the Highway Use Fee.

In Michigan, the fee is adjusted based on the price of gasoline. If the gasoline tax is above 19 cents per gallon, the registration fee for electric vehicle owners is increased by $5 for each 1 cent above 19 cents per gallon. For plug-in hybrid vehicles, the registration fee is increased by $2.50 per vehicle for each 1 cent above 19 cents per gallon.

In most states, the Department of Motor Vehicles, or its equivalent, collects the additional registration fee.

Provisions regarding EV registration in states surrounding Nevada are summarized below:

- California collects $118 (current indexed rate) for zero-emission vehicles.
- Arizona does not collect an additional registration fee for EVs.
- In Utah, a state that implemented a Road User Charge (RUC) also referred to as the Vehicle Miles Traveled tax, a fee of $138.50 is charged for EVs; however, EV owners may choose to enroll in the RUC program instead of paying the annual flat fee.
- Oregon, another VMT tax state, has a similar program that charges a yearly fee of $115. Still, EV owners who enroll in the VMT program are not subject to the additional registration fee.
- In Idaho, an additional fee of $140 is collected from EV owners.

5 National Conference of State Legislatures, "Special Registration Fees for Electric and Hybrid Vehicles", https://www.ncsl.org/transportation/special-registration-fees-for-electric-and-hybrid-vehicles.

Of the 39 states that charge an additional registration fee for EVs, our research indicates 31 states also charge an additional fee for each HEV. These are identified in other state statutes as hybrids or plug-in hybrids. The additional fees charged for HEVs are usually lower, and in many cases represent one-half of the additional fee charged for EVs (see Appendix B).

The states that employ this policy intervention usually direct all or a portion of the revenue to a state highway fund or road fund and distribute a portion to local governments to maintain roads.

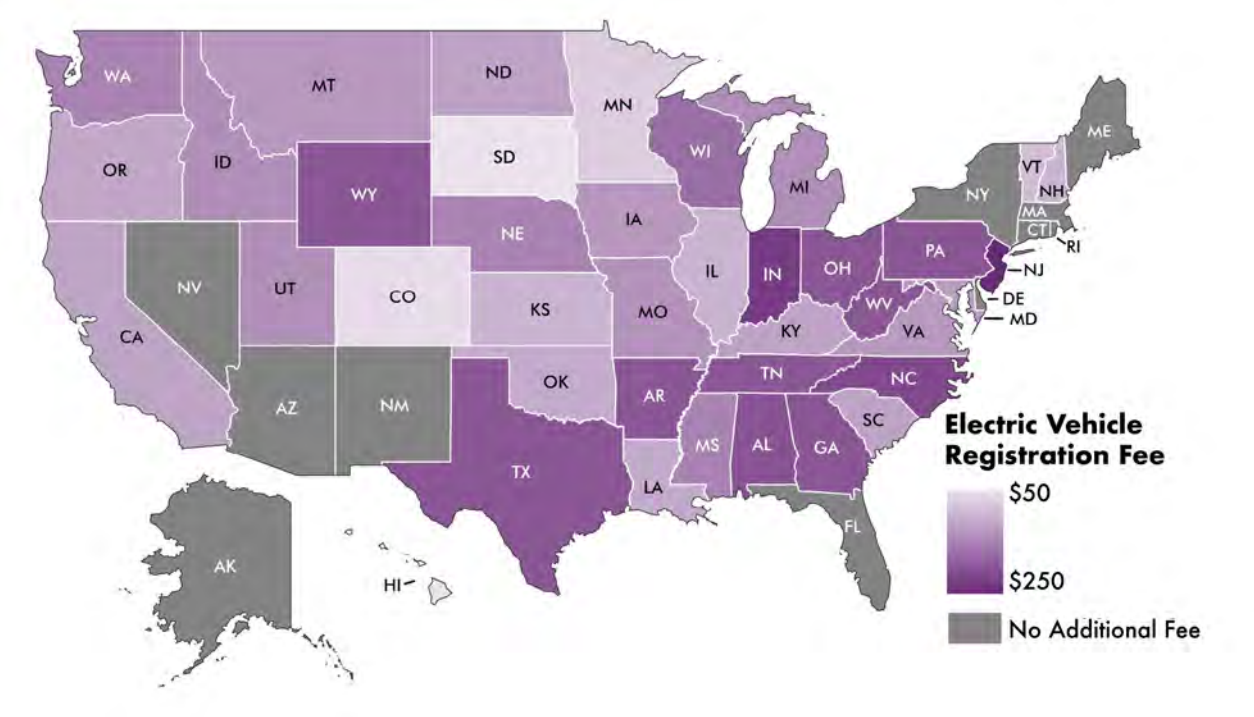
Pros and Cons of Registration Fees for Electric Vehicles and Hybrid Electric Vehicles

The advantage of imposing additional registration fees on EVs and HEVs is that they represent a straightforward policy intervention due to the ease of implementation, administration, and familiarity with the public. This intervention could be incorporated into the existing vehicle registration fee collection process and likely require little additional cost to implement and administer, except for information technology programming. It is also a solution that the public can understand since registration fees on motor vehicles have been in place for many years. Understanding the cost, however, may not translate to acceptance on the part of electric or hybrid vehicle owners. Some electric vehicle owners perceive they are being penalized for owning an EV.

Opposing priorities could make it challenging to establish the fee's level. If the cost was set too high, it could present a disincentive to purchase and own an EV or HEV and thus hinder the state's ability to achieve future goals in reducing greenhouse gases by expanding electric vehicles. If the fee is too low, it may generate insufficient revenue to address road wear resulting from the EVs and HEVs.

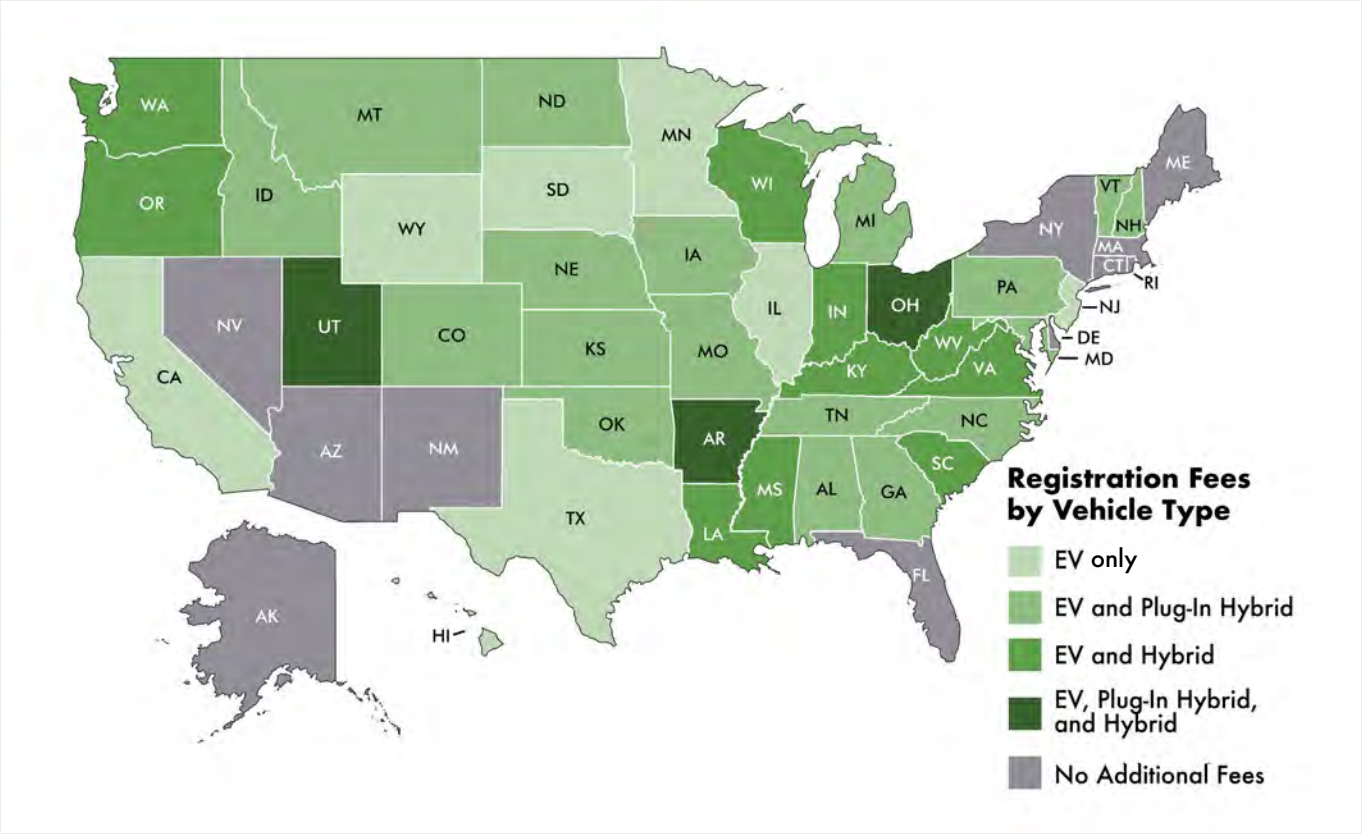
A fee on EVs and HEVs also does not address the impact on fuel tax collections from improved fuel-efficient vehicles. If the additional fee were approved by the Legislature, it is possible that a portion of the fee would be directed to the State Highway Fund since the State is experiencing similar road maintenance and infrastructure funding issues as Washoe County due to the growth in EVs and HEVs.

Figure 7. Additional Annual Registration Fees for Electric Vehicles by State



Note: This map displays annual registration fees for electric vehicles registered as automobiles. Some states impose higher fees on heavy or commercial vehicles. Additional Details may be found in Appendix B.

Figure 8. Registration Fees for Electric Vehicles and Hybrids by Vehicle Type



Impact on Economic, Environmental, and Social Factors

Establishing the fee would generate additional revenue and improve the funding needs for road maintenance in Washoe County. This could generate further economic benefits by employing more people to perform the necessary construction and maintenance, and through improved traffic flow and safer roadways once these projects are completed. If the fee were set too high, it could hinder the proliferation of EVs and HEVs, which generate fewer pollutants, leading to cleaner air.



VEHICLE MILES TRAVELED TAX

A Vehicle Miles Traveled tax, also known as a Road User Charge is a charge that drivers pay per mile when they drive on public roads.[6] Currently, three states have implemented the VMT tax for EV owners as a policy intervention. These include Oregon, Utah, and Virginia. A fourth state, Hawaii, approved a VMT program that will go into effect beginning July 2025. The characteristics of each of these programs are discussed below.

Utah's Road User Charge Program

The Utah RUC program began in January 2020 and is voluntary for EV owners in Utah. Owners of EVs have the option of participating in the RUC program and paying $0.0111 per mile driven up to the maximum total of $143.25 or paying an annual additional registration fee of $143.25. These fees increase beginning in 2026 to $0.0111 per mile up to a maximum of $180, or a yearly fee of $180 (each adjusted annually for inflation). The additional registration fee is mandatory if the EV owner does not participate in the RUC program. Otherwise, EV owners may participate in the RUC program instead of paying the additional registration fee. The RUC program offers two mileage reporting options: telematics or an odometer photo every three months using a mobile device. Neither program involves sharing location data. Most EVs come equipped with a telematics system. Utah uses a third-party contractor to operate the program.[7,8]

Oregon's Vehicle Miles Traveled Program

Oregon implemented a VMT program beginning July 2015, known as OReGO. Oregon residents who own a light-duty passenger vehicle that is electric, hybrid, diesel, or gas-powered may enroll in the program voluntarily. This program includes a per-mile charge of $0.020 only on Oregon public roads using GPS data. Owners of non-electric vehicles may opt into the program if they own a car rated at 20 miles per gallon or greater. Owners of vehicles that consume fuel receive a non-refundable credit for fuel tax paid at the pump. Electric vehicle owners who pay the per-mile fee are not subject to the additional registration fee of $115.

The Oregon Department of Transportation partners with third-party vendors to help drivers report their miles.[9]

Virginia's Highway Use Fee

In Virginia, fuel-efficient vehicles, defined as vehicles with a combined fuel economy of 25 miles per gallon (MPG) or greater, pay the Highway Use Fee. This fee is discussed in Appendix B as an additional fee (currently $128.14) paid at the time of registration. It is determined by multiplying 85 percent of the difference between the amount of fuel taxes paid on fuel by a vehicle with a combined fuel economy of 23.7 MPG and taxes paid by a vehicle using the manufacturer's combined MPG rating based on the average miles driven by all Virginians. Virginia also implemented a program called Mileage Choice, which allows eligible vehicle owners (those who pay the Highway Use Fee) to pay their fee per mile instead of paying the Highway Use Fee by enrolling before renewing their registration. The amount paid under the program is capped at the amount of the Highway Use Fee. The Mileage Choice Program is voluntary and requires the owner to install a device that records the miles driven. The owner can opt for a non-GPS-enabled device that will only track their miles driven and not their location. The Mileage Choice program is overseen by the Virginia DMV and operated by a third-party vendor under contract with the department.[10]

Hawaii's Road User Charge Program

The Hawaii Legislature recently approved a RUC program called HiRUC in response to the growth in electric and increasingly efficient vehicles, which will be implemented on July 1, 2025. When this measure takes effect, the $50 EV surcharge will be phased out, and EV owners will have the option of paying a per-mile fee of $8 per 1,000 miles, capped at $50, or paying a $50 flat annual RUC. As noted on the Hawaii Department of Transportation website, the department will present a long-term RUC transition plan by the end of 2025 with steps on transitioning all vehicles to a RUC by 2033.[11]

6 Tax Foundation, "Vehicle Miles Traveled Taxes Rollout across States", May 9, 2024, https://taxfoundation.org/blog/state-vmt-vehicle-miles-traveled-taxes/.
7 UDOT, Road Usage Charge, https://www.udot.utah.gov/connect/public/road-usage-charge/.
8 UDOT, Road Usage Charge Program, https://transportationtechnology.utah.gov/road-usage-charge/.
9 OReGO, https://www.oregon.gov/ODOT/Programs/Pages/OReGO.aspx.
10 Virginia Department of Motor Vehicles, https://www.dmv.virginia.gov/vehicles/taxes-fees/mileage-choice.
11 Hawaii Department of Transportation, https://hiruc.org/.

Nevada's Vehicle Miles Traveled Pilot Program

It should be noted that Nevada established a pilot program in 2019 (Assembly Bill 483) to determine vehicle miles traveled in the state (NRS 482.2175 and 482.2177). In subsection 1(b) of NRS 482.2175, the Legislature noted the financial challenges in adequately funding the construction and maintenance of highways in Nevada. It indicated its intent to seek significant and innovative solutions, including basing revenue collection on the annual vehicle miles traveled by each vehicle using the highways in this state. These sections of the statute expire on December 31, 2026. Assembly Bill 296, which was approved by the 2025 Legislature and signed by the Governor, extends the expiration date of the program to December 31, 2030. However, legislation that would implement a policy intervention to address EVs and HEVs usage in Nevada was not approved by the 2025 Legislature.

Under the requirements of NRS 482.2175 and 482.2177, the DMV has reported the number of miles driven by vehicle type and by county on a semi-annual basis since January 2021. These semi-annual reports also include information on the number of vehicles registered by fuel type and by county. This information is useful in analyzing the growth and usage of EVs and HEVs in Washoe County. This information is also useful in performing analysis to assist policymakers in addressing this issue in the future.

Registered Electric Vehicles and Hybrid Electric Vehicles in Select States

The Alternative Fuels Data Center of the U.S. Department of Energy reports the number of registered vehicles by type in each state by year. Table 1 displays the number of registered vehicles by state highlighted in this section, with Nevada included for comparison.[12]

Table 1. Registered EVs and HEVs by VMT State in 2023

State	EVs	Plug-in Hybrid	Hybrid Electric
Utah	40,000	13,000	83,200
Oregon	64,400	28,800	156,900
Virginia	84,900	26,800	229,400
Hawaii	25,600	7,300	36,400
Nevada	47,400	10,600	69,600

12 US Department of Energy, Alternative Fuels Data Center, https://afdc.energy.gov/vehicle-registration.

Pros and Cons of a Vehicle Miles Traveled Tax or a Road User Charge

The VMT tax ties road usage to the amount of tax paid, which makes it effective in relating the tax to road use. It also presents an effective method of measuring and taxing road use by EVs and HEVs rather than the registration fee. However, as pointed out in programs implemented in other states, a registration fee approximating the fuel tax paid in a year, based on average miles driven, could be implemented to offer the EV or HEV owner a choice between a per-mile fee or a flat fee. The VMT could also be structured to address vehicles with improved fuel efficiency, which an additional registration fee does not address. With the growth of EVs likely to continue, the VMT could provide a better option to generate sustainable revenue, as EV and HEV usage increases. The VMT offers the added advantage of being more equitable among taxpayers since the amount of tax paid is relative to miles driven. Motorists, however, may view the VMT as unfair since it would capture miles traveled outside Washoe County and the policy could receive criticism relating to the overpayment of the tax.

Conversely, a VMT program would likely be more costly and require additional implementation lead time. The increased cost comes from establishing the administrative capability and potentially equipping vehicles with mileage tracking devices. Information was unavailable from other states to compare the price of implementation and operation of a VMT program to its benefits, or how the cost structure of a third-party vendor compares to revenue derived from the program. If implemented by the DMV, additional time and resources would be necessary to develop a program.

Nevada has an advantage in that vehicle miles traveled information is currently collected under the pilot program established in 2019. For EV owners and residents in rural counties who are not required to obtain a vehicle emission test to register their vehicles, it is uncertain how accurate the self-reporting of the mileage on the odometer is, since this information is not recorded at an emission station. It appears that other states have overcome privacy concerns concerning automated methods of collecting vehicle miles traveled by not tracking the location of the vehicles, only miles driven.

Impact on Economic, Environmental, and Social Factors

Proponents note that a VMT approach to recovering taxes from EVs and HEVs provides greater equity among taxpayers by basing the tax on miles driven. States can also account for the vehicle's weight class in the tax, thus reflecting the impact on the infrastructure. Based on information reviewed on other state programs, it does not appear that the VMT tax causes a disincentive in the purchases and growth of EVs. However, states implementing the VMT, or RUC, cap a vehicle's annual payment. This cap helps avoid taxing EVs exorbitantly and creating a disincentive to EV ownership.





ELECTRIC CHARGING STATION TAXES

The electric charging station tax is primarily imposed on each kilowatt hour (kWh) delivered or distributed. Utah imposes a 12.5 percent tax on retail sales of electricity at an electric charging station. Seven states have ECSTs in effect. Those include Iowa, Kentucky, Montana, Utah, Oklahoma, Wisconsin, and Pennsylvania. Georgia, which enacted an ECST in 2023, delayed its implementation from January 1, 2025, to January 1, 2026. The ECST is not the sole method these states utilize to recover funding for road use by EVs. Each state that imposes the electric charging station tax also imposes an additional registration fee on EVs. Utah imposes a VMT tax as previously discussed. Each state requires the charging station owner to be licensed by the state agency administering the tax. Below are further details regarding the ECST in each of the seven states listed above.

Iowa's "Electric Fuel" Excise Tax

Iowa began imposing a $0.026 per kWh excise tax on July 1, 2023. The tax is collected at the point of sale by charging station operators who are responsible for reporting and paying the tax. The tax does not apply to electric fuel dispensed at residences. Electric Fuel Excise Tax proceeds are distributed to the road use tax fund.[13,14]

Kentucky's Excise Tax of Electric Vehicle Power

Kentucky imposes an excise tax on electric vehicle power distributed by an electric vehicle power dealer to charge electric vehicles. The rate per kWh is $0.032 effective January 1, 2025. There is an additional surtax with a rate of $0.032 per kWh on electric power distributed by an electric power dealer when the electric vehicle charging station is located on state property. House Bill 122, of the 2024 Legislative Session, changed the definition of electric power dealer to exclude level 1 and 2 charging stations from taxation, meaning those charging stations with a charging capacity of less than 20 kilowatts. The tax went into effect January 1, 2024, and is transferred to the road fund per Kentucky statute.[15,16]

Montana's Electric Charging Station Tax

Beginning July 1, 2025, public utilities will start charging a $0.03 tax per kWh on public charging stations in Montana with a charging capacity greater than 25 kW. Montana law (HB 55) requires new charging stations to install electric meters by July 1, 2023. Charging stations operating before July 1, 2023, must have an electric meter installed by July 1, 2025.[17] Proceeds of the tax are remitted to the Montana Department of Transportation. According to a fact sheet on the Montana Public Electric Charging Station Tax, Montana collected $4,576 in the first quarter of 2024 for 166,413 kWh.[18]

Utah's Electric Charging Station Tax

Utah imposes a tax of 12.5 percent on all retail sales of electricity at an electric vehicle charging station, effective January 1, 2024. Revenue generated from the tax is deposited into the transportation fund.[19]

Oklahoma's Tax on "Electric Fuels"

Oklahoma imposes a $0.03 per kWh excise tax on sales of electric fuel at public charging stations. The fee does not apply to electric fuel dispensed at private residences for personal use. According to the Oklahoma Tax Commission, the fee, in addition to charging at a private residence for personal use, does not apply to charging stations with a charging capacity of less than 50 kilowatts and charging stations that do not require payment.[20] Revenue from the fee is apportioned to the Driving on Road Infrastructure with Vehicles of Electricity Revolving Fund.

Wisconsin's Electric Charging Station Tax

Beginning January 1, 2025, Wisconsin imposed an excise tax of $0.03 per kilowatt hour on electricity delivered from an electric vehicle charging station into an electric vehicle's battery or other energy storage device. The excise tax applies regardless of whether the charging station is available for public use and whether the consumer is charged for the electricity from the EV charging station.[21]

13 Iowa Department of Revenue, https://revenue.iowa.gov/taxes/tax-guidance/sales-use-excise-tax/electric-fuel-excise-tax.
14 Iowa Legislature, House File 767, 2019, https://www.legis.iowa.gov/docs/publications/LGE/88/HF767.pdf.
15 Kentucky Department of Revenue, https://revenue.ky.gov/Business/Pages/Electric-Vehicle-Power-Excise-Tax.aspx.
16 Kentucky statutes, https://apps.legislature.ky.gov/law/statutes/statute.aspx?id=54626.
17 Montana, 68th Legislature, House Bill 55, https://archive.legmt.gov/bills/2023/BillPdf/HB0055.pdf.
18 Montana Public Electric Vehicle Charging Station Tax (HB 55) Fact Sheet, https://archive.legmt.gov/content/Committees/Interim/2023-2024/Transportation/Meetings/240508-May-08-2024/03.010-HB_55-PUBLIC_CHARGING_STATIONS_FACT_SHEET.pdf.
19 Utah Code, Chapter 30, https://le.utah.gov/xcode/Title59/Chapter30/C59-30_2023050320240101.pdf.
20 Oklahoma Tax Commission, https://oklahoma.gov/tax/businesses/oklahoma-drive-act-tax.html.
21 State of Wisconsin, Department of Revenue, https://www.revenue.wi.gov/Pages/News/2024/Electric-Vehicle-Charging-Station-Tax.pdf.

Pennsylvania's Alternative Fuels Tax on Electricity

Pennsylvania imposes an alternative fuels tax on electricity of $0.0172 per kWh. Recently, the Pennsylvania Legislature eliminated the alternative fuels tax on electricity for residential charging.[22]

Pros and Cons of the Electric Charging Station Tax

The ECST offers another option for states to recover funding from EV and plug-in hybrid owners for road use. As the number of EVs grows, revenue from the tax also grows. Information from the Utah State Tax Commission indicated the revenue fiscal note on the bill that established the tax in 2023 (HB 301) was $300,000 in FY 2024 and $1 million in FY 2025. A Kansas Legislative Research Department memo on the subject reported a quote from a policy analyst in Utah that during the first five months the tax went into effect (January 1, 2024, to May 31, 2024), the tax generated $239,402.23

Although most of the states established a tax rate of $0.03 per kWh, it may be difficult to estimate the amount of revenue a specific rate of tax generates due to the number of miles driven by EVs and the number of EVs traveling to Washoe County or Nevada from other states. Also, charging information is not captured on non-commercial sources like homes, hotels, or restaurants that provide charging stations. It should be noted that this tax, like the other policy interventions previously mentioned, was implemented and is administered at the state level in different states. Other state statutes require charging station operators to be licensed by the agency responsible for tax administration.

If ECST is considered as a policy intervention by the Nevada Legislature, policymakers may need to evaluate the time necessary to retrofit existing charging stations with meters to measure kWh output and determine the tax due. Other states, such as Montana, considered this when crafting their policy implementation timeline. Also considered is the cost of setting up a new tax and reporting system, whether the law would be enforced, and the entity responsible for collecting the tax.

Impact on Economic, Environmental, and Social Factors

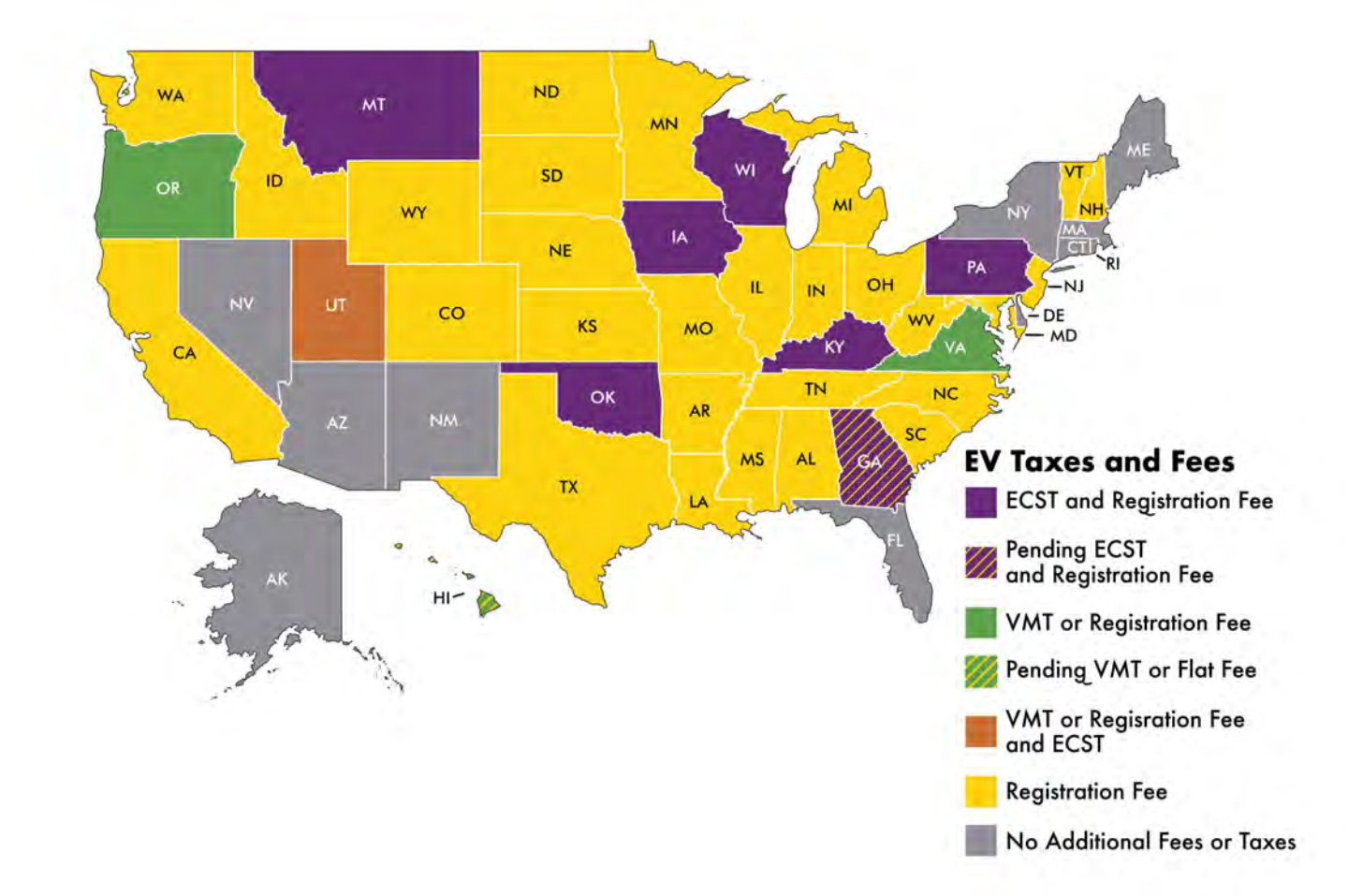
The economic impact of ECST appears to fall on owners and operators of EV charging stations. An earlier inquiry with the Nevada Public Utilities Commission indicated that kWh usage at charging stations was unknown since they are privately owned. Owners of charging stations may be required to bear the cost of: (1) adding a meter to the charger if kWh usage at the charging station cannot be identified; (2) applying and paying for a license to operate the charging station and reporting and remitting the tax; and (3) potential administrative expenses depending on how a law would be structured. Electric vehicle owners would potentially pay the tax, and/or pay to recharge the battery in the EV. Most states have exempted vehicle charging at home, which may relieve the owner of the EV of much of the tax burden.





22 Thomson Reuters," Pennsylvania Imposes Electric Vehicle Road User Charge, Eliminates Alternative Fuels Tax on Electricity for Residential Charging", https://tax.thomsonreuters.com/news/pennsylvania-imposes-electric-vehicle-road-user-charge-eliminates-alternative-fuels-tax-on-electricity-for-residential-charging/.
23 Kansas Legislative Research Department, March 10, 2025, Memorandum, Page 5, https://klrd.gov/2025/03/11/taxes-on-electric-vehicle-charging/.

Figure 9. Electric Vehicle Fees and Taxes by State: Electric Charging Station Taxes, Vehicle Miles Traveled Taxes, and Additional Registration Fees



OTHER POTENTIAL POLICY INTERVENTIONS

Beyond the policy options discussed in detail in this report, other potential policy interventions that are not necessarily implemented in other states could be adopted.

A tax on batteries was identified as a possible consideration in the Nevada Sustainable Transportation Funding Study, published in December 2022. The Study indicated "[e]lectric or hybrid vehicles could theoretically be taxed based on the presence of battery technology or capacity." When the Study was published, it was noted that no state taxes car batteries to fund transportation.[24] The Study examined the possibility of taxing vehicle batteries in further detail and concluded that an annual fee on battery size has limited revenue potential due to the reasonableness of rates.[25]

Another potential area of taxation is the per-tire excise tax. The Study examined this and noted that other states assess a tax on tires to fund recycling and disposal. In Nevada, $1 is collected for the sale of each tire, 95 percent of which is deposited into the Solid Waste Management Account. States that tax tires charge a flat rate or vary the rate based on the weight or diameter of the tire. The statewide analysis performed in the Study assessed what a $50 per tire excise tax would generate, assuming four new tires were purchased every 5 years, which was $100 million the first year and $1.7 billion over the following 20 years. The conclusion drawn in the Study was that it would not keep pace with highway usage.[26]

The Study also considered congestion pricing, which could be applied in high-traffic areas of metropolitan areas of the state. The Study examined the revenue-generating potential of the policy if applied in Reno and Las Vegas; however, it also concluded that it would fall short in comparison to road usage over a 20-year period.[27] Moreover, the imposition of this tax does not appear to specifically address EVs or HEVs.

The statewide analysis performed in The Nevada Sustainable Transportation Funding Study assessed what a $50 per tire excise tax would generate, assuming four new tires were purchased every 5 years, which was $100 million the first year and $1.7 billion over the following 20 years. The conclusion drawn in the Study was that it would not keep pace with highway usage.



24 Nevada Sustainable Transportation Funding Study, 2022, Page 66, https://nvtransportationfuture.org/report.
25 ibid.
26 ibid.
27 ibid

ANALYSIS OF EXISTING STATUTORY AND REGULATORY AUTHORITY IN NEVADA

Existing statutory provisions were examined to determine whether policy measures previously approved by the Legislature may be available to be implemented locally to assist the Regional Transportation Commission of Washoe County in generating revenue to offset the impact of EVs and HEVs on road funding. Following this review, two potential and available provisions exist, one of which is subject to approval by registered voters in Washoe County and the Board of County Commissioners.

Supplemental Governmental Services Tax

The Nevada Department of Motor Vehicles currently collects the Basic Governmental Services Tax on each vehicle at the time of the annual registration of that vehicle. Pursuant to NRS 371.040, the Basic Governmental Services Tax is 4 cents on each dollar of vehicle valuation, as determined by the Department. *Nevada Revised Statutes* 371.050 directs that the Department must determine the valuation of vehicles upon the basis of 35 percent of the manufacturer's suggested retail price (MSRP), excluding options and extras, as of the time the make and model for that year is first offered for sale in Nevada.

Subsection 1 of NRS 371.043 states that a:

> ...board of county commissioners of a county whose population is 100,000 or more but less than 700,000 [Washoe County] may by ordinance, but not as in case of emergency, impose a supplemental governmental services tax of not more than 1 cent on each $1 of valuation of the vehicle for the privilege of operating upon the public streets, roads and highways of the county on each vehicle based in the county except:
>
> (a) A vehicle exempt from the governmental services tax pursuant to [Chapter 371 of NRS]; or
>
> (b) A vehicle subject to NRS 706.011 to 706.861 inclusive, which is engaged in interstate or intrastate operations.

Imposing the Supplemental Governmental Services Tax in Washoe County requires approval of an ordinance by the Washoe County Board of County Commissioners, not approval by the voters, as is the case for all other counties in Nevada (NRS 371.045).

Under subsection 3 of NRS 371.043, the county shall use the proceeds of the Supplemental Governmental Services Tax, if imposed. to pay the cost of construction and maintenance of sidewalks, streets, avenues, boulevards, highways, and other public rights-of-way used primarily for vehicular traffic. Subsection 4 of this statute also states the county may expend any proceeds of the tax under an interlocal agreement between the county and the RTC concerning any projects to be financed with the proceeds of the tax or the operating costs of the county and any other costs to carry out the governmental functions of the county. An exception to these targeted uses is the ability of the county to use the proceeds to purchase certain residential property that is adversely affected by highway construction.

Pursuant to NRS 371.047, the county may also use the proceeds of a Supplemental Governmental Services Tax for certain purposes related to the construction of a highway with limited access. As clarified in subsection 2 of NRS 482.181, any Supplemental Governmental Services Tax collected for a county must be distributed only to the county for use as provided in NRS 371.043.

The Supplemental Governmental Services Tax, if implemented, would require all motor vehicle owners in the county, including owners of EVs and HEVs, to pay the tax upon registration of the motor vehicle, except for certain motor carriers or vehicles exempt from the governmental services tax pursuant to subsection 1 of NRS 371.043.

Figure 10 displays the calculation of the Basic Governmental Services Tax and the Supplemental Governmental Services Tax, if implemented in Nevada. Under this example, a vehicle owner with a Manufacturer's Suggested Retail Price (MSRP) of $30,000 would pay the Basic Governmental Services Tax of $357 under current law. If implemented, the Supplemental Governmental Services Tax would amount to $89. Therefore, the vehicle owner would pay $479 ($33 Registration Fee, $357 Basic Governmental Services Tax, $89 Supplemental Governmental Services Tax).



Figure 10. Example of the Governmental Services Tax Calculation

Vehicle is 2 years old with an original MSRP of $30,000

$30,000 x 35%	DMV Valuation (NRS 371.050)
$10,500 x 85%	DMV Valuation is depreciated 15 percent (NRS 371.060)
$8,925	Amount Used to Calculate Governmental Services Taxes

$8,925 x $.04	Basic Governmental Services tax rate (NRS 371.040)
$357	Basic Governmental Services Tax

$8,925 x $.01	Supplemental Governmental Services tax rate (NRS 371.043)
$89	Supplemental Governmental Services Tax

It should be noted that Washoe County previously implemented the Supplemental Governmental Services Tax in 1992 as authorized under AB 104 in 1991, known as "fair share" legislation. The tax was phased out by the end of fiscal year 2005 and has not been implemented since then.

If the county were to consider implementing this tax, it is recommended that it do so in coordination with the DMV to determine the lead time necessary to change the DMV's information technology system, which calculates the amount of Governmental Services Tax due on each vehicle, and to effect policy or procedural changes to collect and distribute the tax.

The DMV provided information regarding the Basic Governmental Services Tax, which was distributed to Washoe County to gauge how much the Supplemental Governmental Services Tax may generate if implemented. In fiscal year 2024, approximately $39 million was distributed to Washoe County in Basic Governmental Services Tax. Since the one-cent Supplemental Governmental Services tax represents one-fourth of the four-cent Basic Governmental Services tax, one may conclude that the Supplemental Governmental Services Tax would generate approximately $10 million per year. We note that the Supplemental Governmental Services Tax would likely generate a greater amount since the Basic Governmental Services Tax amount noted above represents the net amount after distributions to the State Highway Fund and State Education Fund.



The Supplemental Governmental Services Tax would better approximate one-fourth of the amount collected from owners of motor vehicles in Washoe County, and not the amount distributed. To better approximate the amount of Supplemental Governmental Services Tax that may be generated, information on the amount of Basic Governmental Services Tax collections in Washoe County should be obtained from the DMV.

County Optional Sales Tax

Nevada Revised Statutes 377A.020 and 377A.030 provide that the board of county commissioners of any "county may enact an ordinance imposing a tax of one-half of 1 percent to support a public transit system; for the construction, maintenance and repair of public roads; for the improvement of air quality; or for any combination of those purposes." Subsection 2 of NRS 377A.020 further provides that the board of county commissioners' approval of the question of whether to impose the tax via ordinance must first be submitted to and approved by the voters at a general election.

Washoe County currently imposes a three-eighths of 1 percent local sales and use tax under NRS 377A.030 (1b), which is one-eighth of 1 percent less than the one-half of 1 percent allowed in statute. Washoe County most recently submitted a ballot question to the voters (WC-2) in 2002 to increase the local sales and use tax by one-eighth of 1 percent up to the three-eighths of 1 percent currently imposed. This question was approved by 57.4 percent of the vote. Based on the RTC Annual Budget for fiscal year ending June 30, 2025, the RTC allocates sales tax collections between its Street and Highway Program and Public Transit and Paratransit Program. In FY 2023, the three-eighths of 1 percent sales tax rate generated just short of $43.9 million. Based on the amount collected, an increase in the sales tax rate by one-eighth of 1 percent would have generated approximately $14.6 million in that fiscal year.

An increase in the sales tax rate would impact all voters in the county who pay the sales and use tax. If this increase were imposed in Washoe County, the sales tax rate would be 8.39 percent, making it the highest in the state.

POLICY CONSIDERATIONS

Each policy intervention discussed in detail in this report—additional registration fees, the VMT tax, and an excise tax on kilowatt hours sold—requires a change to Nevada statute before implementing the policy intervention. Such statutory changes require consideration and approval by the Nevada Legislature and the Governor. While this study focuses on policy options beneficial to Washoe County and the RTC, the intervention could potentially benefit all counties and the State if the Legislature considers the statewide application of enabling legislation. The analysis below examines the key priorities in considering the optimal policy. Potential for generating revenue represents one of the key factors examined; however, due to the limited availability of data—namely kilowatt hours dispensed at charging stations statewide—the revenue generating potential of the electric charging station tax could not be estimated with any degree of accuracy. We therefore focus our discussion of that intervention on qualitative factors.

Key Priorities Used to Evaluate Possible Policy Considerations

We relied on five factors or priorities to evaluate and form considerations for the optimal policy to pursue. Those factors are as follows:

- Timeliness of implementation;
- Cost of implementation;
- Revenue generation;
- Environmental effects; and
- Equity among taxpayers.

Timeliness of implementation considers the time it takes to implement the policy from when it becomes law. This is essential since the number of EV and HEV owners has grown significantly and is impacting motor vehicle fuel tax collections yearly. The cost of implementation is also a key consideration since the cost associated with implementation and operation would potentially affect the revenue realized from a policy measure, assuming that a state agency retains a portion of the proceeds for administration. The greater the cost to implement and operate a program, the higher the tax or fee may be needed to generate sufficient revenue to offset the administration cost. Revenue generation represents the effectiveness of the policy in generating future revenues. The revenue-generating aspect of a policy relates to the environmental effects and the consideration of whether the level of tax or fee generates increased revenue but disincentivizes EV or HEV purchases. Lastly, equity among taxpayers considers whether the tax or fee disproportionately impacts taxpayers with a greater economic burden.

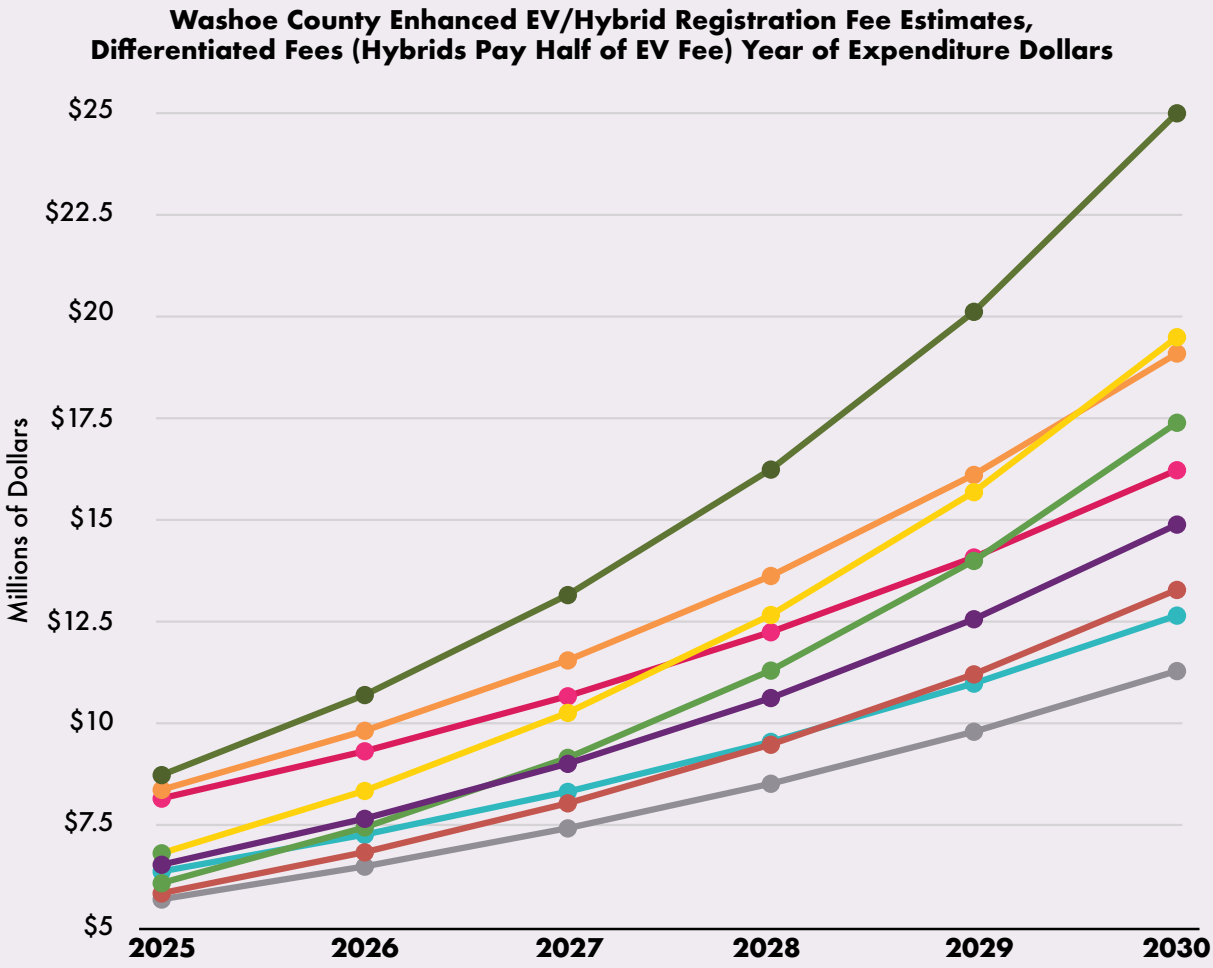
Additional Registration Fees

When considering possible additional registration fees, three fee levels were used to project and examine the revenue potentially generated from each. These include a "low" fee of $295.66, a "mid-level" fee of $331.40, and a "high" fee of $425.04.

The low fee represents a calculation of total statewide motor vehicle fuel tax collections per gasoline-powered vehicle. The mid-fee was obtained from the MIT Mobility Initiative research on replacing the gas tax.[28] Lastly, the high fee is based on peak motor vehicle fuel tax collections going forward. Under each scenario, we estimated the additional registration fee for HEVs to be one-half the amount of the EV fee. Suppose additional registration fees were established on EVs and HEVs, using one of these fees, assuming different growth rates in new EVs and HEVs. In that case, the projected revenue is displayed and illustrated graphically in Figure 11. The additional registration fee in each of these scenarios provides varying growth in revenue to Washoe County as the number of EVs and HEVs grows.

28 MIT Mobility Initiative and JTL Transit Lab, "Replacing the Gas Tax, Leveraging the Electric Vehicle Transition To Build a Stronger Transportation Funding System in the United States, July 2023, Page 71, https://www.mmi.mit.edu/_files/ugd/29d096_eb9d66f3b2394eb29e1a76ae9c8be156.pdf.

Figure 11. Estimated Revenues Generated from Additional Registration Fees in Washoe County (in millions)



Registration Rate/Fee	2025	2026	2027	2028	2029	2030
Low Reg, Low Fee	$5.7	$6.5	$7.4	$8.5	$9.8	$11.3
Low Reg, Mid Fee	$6.4	$7.3	$8.3	$9.5	$11.0	$12.7
Low Reg, High Fee	$8.1	$9.3	$10.7	$12.2	$14.1	$16.2
Mid Reg, Low Fee	$5.8	$6.8	$8.0	$9.5	$11.2	$13.3
Mid Reg, Mid Fee	$6.5	$7.7	$9.0	$10.6	$12.6	$14.9
Mid Reg, High Fee	$8.4	$9.8	$11.5	$13.6	$16.1	$19.1
High Reg, Low Fee	$6.1	$7.4	$9.2	$11.3	$14.0	$17.4
High Reg, Mid Fee	$6.8	$8.3	$10.3	$12.7	$15.7	$19.5
High Reg, High Fee	$8.7	$10.7	$13.2	$16.2	$20.1	$25.0

FEE LEVEL

Low: $295.66 (average gas tax revenue/vehicle in Nevada)
Mid: $331.40 (average light duty vehicle gas tax)
High: $425.04 (average Washoe County gas tax revenue/vehicle 8 years solvent)

REGISTRATION GROWTH RATE

Low: Lowest of previous 4 years
Mid: Average of previous 4 years
High: Highest of previous 4 years

Each of these fees, if imposed, provides additional revenue under each scenario of vehicle registration growth beyond what is currently collected for EVs and HEVs. Therefore, this policy meets the priority of revenue generation. The policy of imposing an additional registration fee on EVs and HEVs also presents an option that is less costly to implement, since the basic framework of collecting fees on vehicles at annual registration renewal periods is already established. The Legislature would largely determine the implementation timeline with input from the DMV. It is not certain what this timeline may be, but we believe this policy could be implemented in a shorter timeframe than the other policy interventions discussed in this section.

The expansion of EVs and HEVs has positive effects on the environment by emitting fewer carbon pollutants; however, paying for wear and tear on the roads is also an important priority. Suppose the additional registration fee was higher than what an average vehicle consumes in gasoline. In that case, it may be more difficult to gain public acceptance of the cost and detract from the positive economic benefit of EV ownership. Since the motor vehicle fuel tax is indexed in Washoe County, it may be logical to index the registration fee each year, particularly if it is based on fuel tax paid by gas-powered vehicles. Lastly, the fee would provide equity among those drivers purchasing gasoline and paying tax, and those EV owners who do not, and to a lesser extent, HEV owners who pay a lesser amount.

Vehicle Miles Traveled Tax

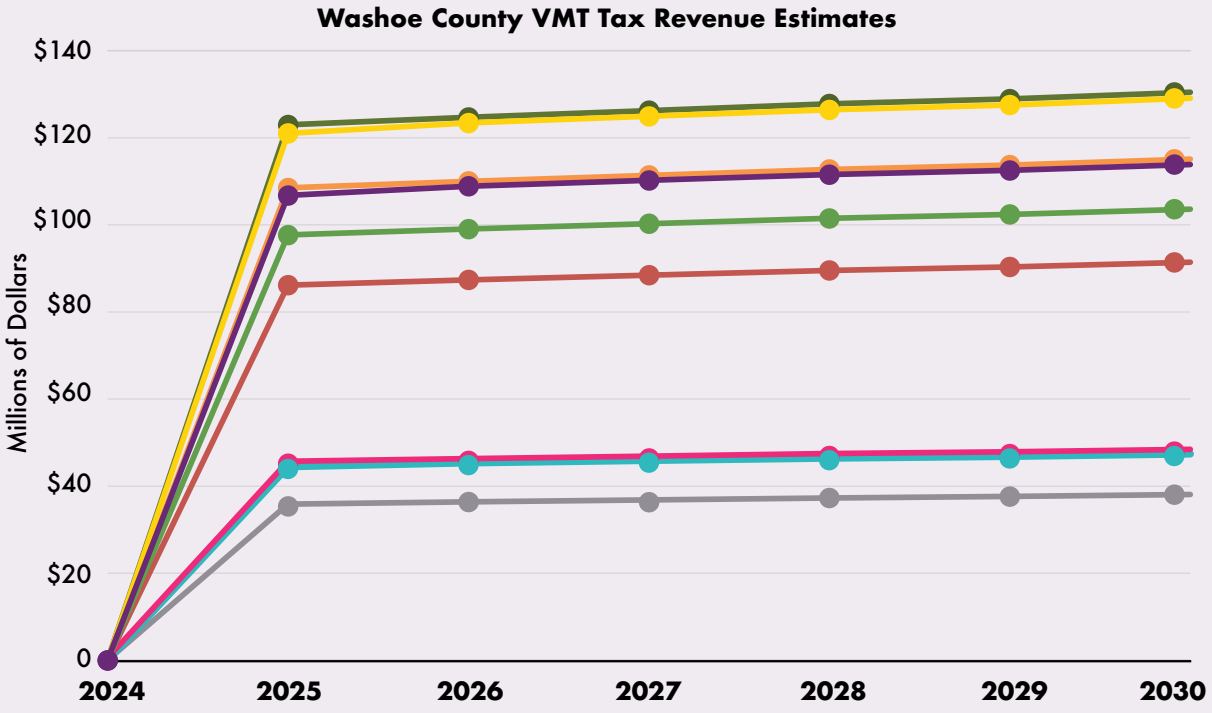
Similar to the calculation used for additional registration fees, three per-mile rates were calculated to estimate revenue for a possible VMT tax. These include a "low" fee of $0.016, a "mid"-fee of $0.04, and a "high" fee of $0.045.

The low fee is an average VMT fee from those states that impose this tax. The mid-fee is calculated by dividing fuel taxes collected and distributed to the RTC by vehicle miles traveled in Washoe County and averaging these amounts over four years from 2021 to 2024. Fuel tax collections were obtained from the RTC, while VMT data were obtained from VMT reports provided by the DMV as required under NRS 482.2175. The high fee estimate reflects the highest fuel tax per mile calculation between 2021 and 2024. This range of fees provides varying revenue levels as vehicle miles traveled increase in Washoe County. If a VMT tax had been in place in 2024 and imposed on EVs and HEVs, an estimated amount of revenue, as displayed in Table 2, would have been generated based on the VMT reported for these vehicles in 2024. We also applied the VMT Tax rate to all registered vehicles based on an estimate of low, mid, and high VMT, the results of which are found and graphically illustrated in Figure 12 on the following page.

Table 2. Estimated VMT Tax Revenue for EVs and HEVs in 2024 (Washoe County)

VMT Tax Rate	VMT Tax Revenue
EVs	
$0.016	$1,110,838
$0.040	$2,752,094
$0.045	$3,096,106
HEVs	
$0.016	$1,725,068
$0.040	$4,312,669
$0.045	$4,851,753
Total EVs and HEVs	
$0.016	$2,825,905
$0.040	$7,064,763
$0.045	$7,947,859

Figure 12. VMT Tax Revenue for Estimated Miles Traveled on all Registered Vehicles in Washoe County (in millions)



Tax Rate/VMT	2025	2026	2027	2028	2029	2030
Low Tax, Low VMT	$35.89	$36.39	$36.84	$37.29	$37.63	$38.07
Low Tax, Mid VMT	$44.47	$45.35	$45.90	$46.45	$46.86	$47.42
Low Tax, High VMT	$45.18	$45.81	$46.38	$46.95	$47.37	$47.93
Mid Tax, Low VMT	$86.18	$87.39	$88.47	$89.56	$90.36	$91.43
Mid Tax, Mid VMT	$106.79	$108.89	$110.23	$111.56	$112.53	$113.89
Mid Tax, High VMT	$108.50	$110.02	$111.38	$112.75	$113.75	$115.11
High Tax, Low VMT	$97.69	$99.05	$100.28	$101.51	$102.42	$103.63
High Tax, Mid VMT	$121.04	$123.43	$124.95	$126.45	$127.55	$129.09
High Tax, High VMT	$122.98	$124.70	$126.25	$127.80	$128.94	$130.47

TAX RATE

Low: 1.6 cents/mile, which is average of other states' programs
Mid: 4.0 cents/mile, which is equivalent to gen gas rev on average year in Washoe County (Pax, Light Duty, and Heavy Duty)
High: 4.5 cents/mile, which is the highest equivalent to gen gas rev in Washoe County in the last 4 years

VEHICLE MILES TRAVELED

Low: Estimated registered vehicles multiplied by the lowest VMT/vehicle over the last 4 years of real data
Mid: Estimated registered vehicles multiplied by a weighted moving average from preceding 4 years (.05, .15, .3, .5 weights respectively)
High: Estimated registered vehicles multiplied by the highest VMT/vehicle over the last 4 years of real data

There are different methods of implementing the VMT policy that may affect the level of revenue collected, which are not reflected in the tables or graphs. These methods include: (1) whether the state allows motorists to pay an additional registration fee instead of the VMT tax, as is the case in Utah, Oregon, and Virginia; (2) whether the VMT tax paid annually is capped at the additional registration fee amount; and (3) if the tax were applied to internal combustion engine owners, whether such owners would receive a credit towards the VMT Tax for taxes paid when purchasing fuel.

The VMT Tax would provide additional revenue to the County, but the amount distributed to the County after the cost of administration is deducted is uncertain. We assume the DMV would likely collect the tax since it currently collects VMT data and administers motor vehicle laws. The Department's operations are primarily funded with Highway Fund Appropriations under NRS 482.180, and its administration cost for the collection of any license or registration fees is limited to 27 percent of the total proceeds collected (this percentage limitation is in effect through June 30, 2027, then decreases to 22 percent). Suppose the Legislature approved the distribution of a portion or all funding collected from the VMT Tax to the County. In that case, it is anticipated that the law would be constructed so that the DMV would retain a portion of the proceeds for its administration cost, since it is not a cost of collection of proceeds deposited to the State Highway Fund.

The timeliness and cost of implementation come into question as well. In examining other state programs, we noted that third-party vendors administer all or a portion of the program. Whether these vendors were involved in program implementation and the cost to those states is not certain. If the State decided on a method of collecting VMT other than through self-reporting and instead developed it in-house, the cost of implementation would include information system programming, employee training, possible development of regulations and procedures, and the cost of VMT data collection. These cost factors also impact the timeliness of implementation since programming, training, and regulation development take additional time and effort.

Equity among taxpayers would be enhanced since they would be paying a commensurate amount for the use and wear on the roads on which they drive. The environmental effects may not be affected as long as the VMT Tax does not become a disincentive to EV ownership. It appears that other states have been judicious in not setting and collecting disproportionate amounts from EV owners, as evidenced by the amount of the "in-lieu" additional registration fees that have been established in other states (Utah, $143.25; Oregon, $115; and Virginia, $128.14).





Electric Charging Station Tax

The Electric Charging Station Tax is challenging to estimate regarding revenue generation since data on the number of charging stations and dispensed kilowatt hours is unavailable. This policy intervention has the potential to realize revenue for road use by out-of-state EV owners driving in Nevada, who would not otherwise pay taxes for using Nevada roads, by collecting taxes for kWh dispensed when their vehicles are charging. The ECST is not the sole solution for capturing revenue from EVs, since the other states that impose the electric charging station tax also impose additional registration fees on EV owners.

It is possible that public charging stations installed throughout the county are not capable of tracking kWh dispensed. We noted that other states delayed the implementation of their law to allow owners time to retrofit their charging stations with meters.

We anticipate that the Department of Taxation would collect the ECST. However, the Department of Agriculture's regulatory involvement through its Division of Measurement Standards may be necessary to certify the accuracy of meters tracking kWh dispensed from charging stations.

It is not clear whether an electric charging station tax would result in detrimental environmental effects.

If a new law were structured similarly to other states, EV owners could charge their vehicle at home without incurring the tax, thus not disincentivizing EV ownership. The tax also maintains equity among taxpayers since only EV owners would pay the tax as their vehicle batteries discharge while using the roads.

An additional registration fee on EVs and HEVs could be considered as a first step in realizing tax revenue from these vehicles under an ECST model.

If an additional registration fee on EVs had been implemented in 2024 at the low fee amount of $295.66, gross revenue of $2.7 million could have been collected from EV owners and gross revenue of approximately $2.2 million from HEV owners (at one-half the EV fee or $147.83), for a total of $4.9 million. Further, this amount would increase in the future as the numbers of EVs and HEVs grow. A $295.66 fee would also be comparable to other states and represent an equivalent fuel tax paid by internal combustion engine owners. As the number of EVs and HEVs continue to increase as a percentage of the total vehicle fleet, an alternative approach to revenue collection may need to be considered to fairly tax road use by EVs and HEVs. On the following page is a decision matrix that weighs the priorities considered and speaks to the benefits of the additional registration fee.



Table 3. Decision Matrix

Weight	Priority	VMT	Enhanced Registration Fee	KwH
0.35	**Speed of Implementation**	4	8	4
	Unweighted score	0.5	1	0.5
	Weighted Score	0.175	0.35	0.175
0.45	**Revenue Generation**	10	8	7
	Unweighted score	1	0.8	0.7
	Weighted Score	0.45	0.36	0.315
0.05	**Environmental Effects**	8	7	8
	Unweighted score	1	0.875	1
	Weighted Score	0.05	0.044	0.05
0.05	**Equity**	5	10	8
	Unweighted score	0.5	1	0.8
	Weighted Score	0.025	0.05	0.04
0.1	**Cost of Implementation**	6	8	3
	Unweighted score	0.75	1	0.375
	Weighted Score	0.075	0.1	0.038
	Total Score	**0.775**	**0.904**	**0.618**
	Rank	**2**	**1**	**3**

REPORT LIMITATIONS

This study relies on data available from various sources such as the Nevada DMV, RTC of Washoe County, and the U.S. Department of Energy, Alternative Fuels Data Center. Data from these sources was not available for similar years. For example, taxable gallons of motor vehicle fuel sold, and taxes collected are available for prior years (FY 2016 and prior), but information on vehicle miles traveled is not available until 2021. Likewise, 2023 is the most recent year for which data on nationwide vehicle registrations is available from the U.S. Department of Energy, Alternative Fuels Data Center.



In evaluating the revenue generating potential of the Supplemental Governmental Services Tax, information on the amount of Basic Governmental Services Tax distributed to Washoe County was provided by the DMV, not the amount collected, as requested. The amount of Basic Governmental Services Tax collected from Washoe County motorists would better approximate the revenue generating potential of the Supplemental Governmental Services Tax.



Data regarding the number of electric vehicle charging stations and the number of kilowatt hours dispensed from those stations is not available, which limited our evaluation of this policy intervention to qualitative factors.

Under the Policy Considerations subsection, we evaluate the pros and cons of the three policy interventions used in other states. Our evaluation was limited to revenue generating potential, and qualitative factors since the cost to implement and administer these policy interventions is not available and, therefore, could not be analyzed further.

FUTURE RESEARCH

The fleet of vehicles registered in Washoe County includes those that are powered by traditional fuel sources such as motor vehicle fuel and diesel as well as EVs and HEVs. As the number of EVs increase as a percentage of the total fleet, the impact on motor vehicle fuel tax will be even greater and the proper balance of policy interventions should be reexamined to ensure the amount of revenue is generated to maintain and construct roads in Washoe County. There may also be a need in the future to examine the implementation of multiple policy interventions in order to take into consideration those motorists who visit and use the roads in Washoe County from other states but do not pay taxes.







CONCLUSION

The growth in the numbers of EVs and HEVs represents a solution to reducing carbon emissions in the county and the state. Nevertheless, these vehicles present a challenge to the county and other jurisdictions, as EV and HEV users do not pay for the use of maintained roads as fuel tax users do. We have examined the increase in EVs and HEVs usage, which continues to grow, presenting an ever-increasing dilemma for the county and state in balancing the need to build and maintain roads while meeting clean air standards. The decision of whether to tax EVs and HEVs and, if so, by how much must be balanced so as to avoid establishing a disincentive to increasing the use of one of the most effective means of reducing carbon emissions, the electric vehicle, must be carefully evaluated.

Other methods of taxation may be discovered and implemented that have not been discussed or analyzed in this report. Studying this issue further is essential to utilize the best evidence-based solutions available.





APPENDICES

APPENDIX A: LEGISLATOR INTERVIEW QUESTIONS

1. **Are you familiar with how motor vehicle fuel (otherwise known as gas) tax collections work in Washoe County?**

2. **If so, can you describe your level of familiarity?**

3. **Other jurisdictions have undertaken measures to replace motor vehicle fuel taxes with other taxes or fees, partly due to the increasing number of electric and hybrid vehicles used on the road and improved fuel efficiency in internal combustion engines. What do you understand about the various legislative actions taken in other jurisdictions to replace motor vehicle fuel taxes?**

4. **Based on your understanding today, what is your willingness to implement a policy for motor vehicle fuel tax replacement in Washoe County to address the issue of electric vehicles not paying gas tax?**

5. **Is there anything else you want to share regarding fuel tax or electric vehicles?**

(Interviews conducted in January and February 2025)

APPENDIX B: REGISTRATION FEES FOR ELECTRIC AND HYBRID VEHICLES - A STATE-BY-STATE SUMMARY

State	Special Registration Fee	Distribution
Alabama	An additional annual license tax and registration fee of $203 is imposed on each battery electric vehicle. An additional license tax and registration fee of $103 is imposed on each plug-in hybrid electric vehicle. The fee is increased by $3 every fourth year beginning July 1, 2023.	The first $150 collected from the annual license tax and registration fee on each battery electric vehicle and the first $75 collected from the annual license tax and registration fee on each plug-in hybrid vehicle is distributed 66.67% to the state, 25% to counties and 8.33% to municipalities. The remainder of the fees are deposited in the rebuild Alabama fund.
Arkansas	In addition to the other fees required to be paid to register a vehicle there is levied an annual fee of $200 for each electric vehicle registered, $100 for each plug-in hybrid vehicle registered, and $50 for each hybrid vehicle registered.	Revenues collected are distributed to the State highway and transportation department fund (70%), the county aid fund (15%) and municipal aid fund (15%).
California	Commencing July 1, 2020, in addition to any other fee, an annual road improvement fee of $100 is paid for the registration of every zero-emission vehicle, model year 2020 or later. Beginning January 1, 2021, and every January 1 thereafter, the road improvement fee is adjusted in an amount equal to the increase in the California Consumer Price Index for the prior year. The current indexed fee is $118.	Revenue generated from the road improvement fee is deposited in the road maintenance and rehabilitation account after deduction of the Department of Motor Vehicles administrative costs.
Colorado	A $50 annual fee is collected at the time of registration on every electric motor vehicle including plug-in hybrids and is adjusted for inflation. The current indexed fee is $57.19.	$30 (adjusted for inflation) is transmitted to the highway users tax fund and $20 (adjusted for inflation) is transmitted to the electric vehicle grant fund.

Georgia	In addition to any other fee, a $200 fee is imposed upon registration of an alternative fueled vehicle not operated for commercial purposes and $300 upon registration of an alternative fueled vehicle operated for commercial purposes. Fees are adjusted on an annual basis by multiplying the percentage of increase or decrease in fuel efficiency from the previous year. Plug-in hybrid owners pay the alternative fuel vehicle fee if they choose to have alternative fuel vehicle license plates. If the owner selects a different type of license plate, they will not owe the alternative fuel vehicle fee.	All the money collected is annually appropriated to the transportation trust fund. Money must be used for transportation purposes and transit projects.
Hawaii	Electric vehicles and alternative fuel vehicles pay an annual vehicle registration surcharge fee of $50. The surcharge is effective through June 30, 2025.	The fee is deposited to the Highway Fund.
Idaho	In addition to all other fees, a fee of $140 is collected on each electric vehicle registered. A fee of $75 is collected for each plug-in hybrid vehicle registered.	All fees are deposited in the highway distribution account from which 40% is distributed to local government units and 60% to the state highway account.
Illinois	In addition to the registration fee, an annual surcharge of $100 per year is assessed in lieu of the payment of motor fuel taxes on electric vehicle owners.	One dollar is deposited in the Secretary of State Special Services Fund, and the remainder of the fee is deposited into the Road Fund.
Indiana	In addition to any other fee required to register, a supplemental registration fee of $230 is required for electric vehicles. A supplemental registration fee of $77 is required for a hybrid vehicle. Both fees are increased every year based on an index factor.	The fees are deposited into the local road and bridge matching grant fund.
Iowa	In addition to the annual registration fee, an owner of an electric vehicle pays an annual battery electric motor vehicle registration fee of $130. An owner of a plug-in hybrid pays an annual plug-in hybrid electric motor vehicle registration fee of $65.	Revenues are deposited into the road use tax fund.
Kansas	For all-electric vehicles an annual registration fee of $100 is charged. For plug-in hybrid vehicles the annual registration fee is $50.	Fees are deposited into the State Highway Fund.

Kentucky	For electric vehicles an electric vehicle ownership fee of $120 is collected at the time of registration. For hybrid vehicles, $60 is collected at the time of registration. These fees are subject to an annual adjustment.	Electric vehicle ownership fees are transferred to the road fund.
Louisiana	A road usage fee of $110 per year is levied on each electric vehicle and a road usage fee of $60 per year is levied on each hybrid vehicle.	Seventy percent of the proceeds are deposited into the construction sub-fund of the transportation trust fund; thirty percent of the proceeds are deposited into Parish Transportation Trust Fund and distributed to local governments.
Maryland	Each owner of a zero-emission vehicle pays an annual surcharge of $125. Each owner of a plug-in hybrid electric vehicle pays an annual surcharge of $100. After June 30, 2025, these amounts are adjusted annually for inflation.	Proceeds are deposited in the transportation trust fund.
Michigan	For vehicles with an empty weight of 8,000 or less, the registration fee is increased by $140 for an electric vehicle and $47.50 for a plug-in hybrid vehicle. For vehicles with an empty weight of more than 8,000 pounds, the registration fee is increased by $240 for an electric vehicle and $117.50 for a plug-in hybrid vehicle. If the tax on gasoline is increased above 19 cents per gallon, the registration fee for electric vehicle owners is increased $5 per each 1 cent above 19 cents per gallon. For plug-in hybrid vehicles the registration fee is increased $2.50 per each 1 cent above the 19 cents per gallon.	Fees are deposited into the Michigan transportation fund.
Minnesota	In addition to any other taxes, a surcharge of $75 is imposed for an all-electric vehicle.	Revenue from the surcharge is deposited in the Highway User Tax Distribution Fund.
Mississippi	An annual tax of $150 is imposed on each electric vehicle, in addition to all other taxes. An annual tax of $75 is imposed on each hybrid vehicle in addition to any other taxes. The annual taxes are adjusted for inflation each year.	Proceeds of the taxes are apportioned in the same proportion as for gasoline and diesel taxes and shall be used solely for repair and maintenance of roads, streets and bridges.

Missouri	An annual fuel decal fee of $75 is imposed on vehicles with a licensed gross vehicle weight of 18,000 pounds or less. Owners of plug-in hybrid vehicles shall pay one-half of the stated annual alternative fuel decal fee or $37.50. Beginning January 1, 2022, the fees shall be increased by 20 percent of the fee in effect on August 28, 2021, per year for a period of 5 years. The annual fees in effect January 1, 2025, are $135 for alternative fuel vehicles 18,000 pounds or less and $67.50 for plug-in hybrid vehicles.	Fees are deposited in the motor fuel tax fund.
Montana	For vehicles less than 6,000 pounds, the annual registration fee for electric vehicles is $130 and for plug-in vehicles $70. For vehicles at least 6,000 pounds but more than 10,000 pounds, the annual registration fee is $190 for electric vehicles and $100 for plug-in hybrid vehicles. For vehicles greater than 10,000 pounds but not greater than 26,000 pounds, the annual registration fee is $340 for electric vehicles and $210 for plug-in hybrid vehicles. For vehicles greater than 26,000 pounds, the annual registration fee is $1,100 for electric vehicles and $700 for plug-in hybrid vehicles.	All fees are deposited to the highway restricted account.
Nebraska	A fee of $150 is required for the registration of each motor vehicle powered by alternative fuel. For plug-in hybrids the fee is $75.	Fees are remitted to the Highway Trust Fund.
New Hampshire	Battery electric vehicles are assessed a surcharge of $100 at annual registration. Plug-in hybrid vehicles are assessed a surcharge of $50.	Assessments are deposited in the Highway Fund.
New Jersey	Beginning July 1, 2024, and ending June 30, 2025, an additional annual fee of $250 is imposed on every zero-emission vehicle to be registered. The additional annual fee increases to $260 beginning July 1, 2025, $270 beginning July 1, 2026, $280 beginning July 1, 2027, and $290 beginning July 1, 2028, and for each year thereafter.	Fees are credited to the Transportation Trust Fund Account.

North Carolina	At the time of registration, the owner of a plug-in electric vehicle that is not a low-speed vehicle and that does not rely on a nonelectric source of power shall pay a fee of $214.50. A fee of $107.25 is paid by the owner of a plug-in hybrid vehicle at the time of registration. Fees are adjusted for inflation beginning July 1, 2020, and every four years thereafter.	Eighty-five percent of the revenues are deposited into the Highway Fund and 15 percent is deposited into the Highway Trust Fund.
North Dakota	An electric road use fee of $120 is collected for each electric vehicle registered. A plug-in hybrid road use fee of $50 is collected for each plug-in hybrid vehicle registered.	Fees are deposited into the Highway Tax Distribution Fund.
Ohio	An additional fee of $200 is collected for each registration of a battery electric motor vehicle. For a plug-in hybrid vehicle an additional fee of $150 is collected. For a hybrid vehicle, an additional fee of $100 is collected.	Fifty-five percent of the fees collected are distributed to the Highway Operating Fund. Forty-five percent are distributed to the Gasoline Excise Tax fund to be distributed as follows: 42.86 percent to municipalities, 37.15 percent to counties, 20 percent to townships.
Oklahoma	At the time of registration, an increased fee, based on the gross weight of the vehicle for electric and plug-in hybrid vehicles as follows: • Gross weight less than 6,000 pounds - Electric $110 - Plug-in hybrid $82 • Gross weight at least 6,000 pounds but not greater that 10,000 pounds - Electric $158 - Plug in hybrid $118 • Greater than 10,000 pounds but not greater than 26,000 pounds - Electric $363 - Plug-in hybrid $272 • Greater than 26,000 pounds - Electric $2,250 - Plug-in hybrid $1,687	Until July 1, 2027, revenues are apportioned to the Driving on Road Infrastructure with Vehicles of Electricity (DRIVE) Revolving Fund. Beginning July 1, 2027, 85 percent of the fees are apportioned to the DRIVE Revolving Fund and 15 percent is apportioned to the various counties of the state.

Oregon	Electric vehicles pay an additional $115 in addition to the registration fee of $43. An electric vehicle or a vehicle with a rating of 40 miles per gallon or greater, for which an application has been submitted and approved to pay the per-mile road usage charge is not subject to the additional fee of $115.	Revenues support state and local transportation systems through road and bridge improvements, enhanced safety measures and increased transit options.
Pennsylvania	An electric vehicle road user charge of $200 is due upon registration in 2025. The amount increases to $250 in 2026. On January 1, 2027, and each January 1 thereafter, the fee is adjusted for inflation. For plug-in hybrid vehicles, the fee is $50 (25 percent of the road user charge for electric vehicles) in 2025 and $62.50 in 2026 and adjusted for inflation in subsequent years.	Money is deposited in the Motor License Fund for bridge improvement projects.
South Carolina	Owners of electric vehicles pay a biennial road use fee of $120. Hybrid vehicle owners pay a biennial road use fee of $60.	Fees are credited to the Infrastructure Maintenance Trust Fund and used to maintain and improve the existing highway system.
South Dakota	Owners of electric vehicles pay an annual fee of $50.	Fees are deposited in the State Highway Fund.
Tennessee	An additional fee of $200 is charged for all electric vehicles at the time of registration from January 1, 2024, to January 1, 2027. The fee increases to $274 Beginning January 1, 2027, and is adjusted for inflation beginning January 1, 2028, and for each subsequent year. For plug-in hybrid vehicles, an additional fee of $100 is required at the time of registration. After January 1, 2028, the fee is adjusted for inflation.	Fees are apportioned as follows: • State Highway Fund: 63.4 percent • Municipalities: 11.8 percent • Counties: 22 percent • General Fund: 2.8 percent
Texas	Owners of a new electric vehicle with a gross weight of 10,000 pounds or less pay an additional fee of $400. For registration renewals, owners pay $200.	Fees are deposited to the State Highway Fund.

Utah	The registration fee for electric vehicles is $138.50. For plug-in hybrid vehicles the registration fee is $60.25 and for gas hybrid vehicles it is $23.25. Beginning in 2024, fees are adjusted annually for inflation. Electric vehicle owners can choose to enroll in the Road Usage Charge Program in lieu of paying an annual flat fee.	Fees are deposited into the Transportation Fund.
Vermont	An annual EV infrastructure fee of $89 is collected for each battery electric vehicle. An annual EV infrastructure of $44.50 is collected for a plug-in hybrid vehicle.	The fees are allocated to the Transportation Fund for programs administered by the Agency of Commerce and Community Development to increase access to level 1 and level 2 electric vehicle supply equipment charging ports at workplaces in multi-unit dwellings.
Virginia	Electric vehicle owners pay a Highway User Fee of $128.14 in addition to a registration fee. The Highway User Fee is determined by multiplying 85 percent by the amount of fuel taxes paid on fuel used by a vehicle with a combined fuel economy of 23.7 miles per gallon for the average number of miles traveled. Owners of electric vehicles subject to the Highway User Fee may pay a mileage-based fee in lieu of the Highway User Fee.	Revenues are deposited into the Highway and Maintenance Operating Fund and must be used for district transportation purposes.
Washington	For electric vehicles, $150 is due at the time of annual registration renewal. Hybrid vehicles pay a vehicle transportation electrification fee of $75.	The first $1 million is deposited into the Multimodal Transportation Account, then 70 percent to the Motor Vehicle Fund, 15 percent to the Transportation Improvement Fund and 15 percent to Rural arterial Trust Account. The vehicle transportation electrification fee is deposited in the electric vehicle account until July 1, 2025, when the fee must be deposited to the motor vehicle account.

West Virginia	The annual registration fee for vehicles operating exclusively on electricity is $200. For hybrid vehicles, the annual registration fee is $100.	Revenues from fees on electric vehicles are deposited into the Transportation Fund. Revenues from fees on hybrid vehicles are deposited into the State Road Fund.
Wisconsin	For electric vehicles, a surcharge of $100 and an additional $75 is collected for each vehicle registered. For a hybrid vehicle, a surcharge of $75 is collected for each vehicle registered.	Fees are deposited into the state's transportation fund.
Wyoming	An annual fee of $200 for a plug-in electric vehicle.	Revenues are deposited into the state highway fund.



ABOUT THE GUINN CENTER

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Our staff researchers, together with academic partners and independent experts across the state, tackle policy issues that range from taxation to water use, healthcare to education, and everything in between. We identify and analyze the complex problems we face as a state and inform decision-makers about actionable, data-driven, and effective policy solutions.

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

Meeting Date: 8/15/2025 **Agenda Item: 6.2.**

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: RTC Public Transit Ridership

RECOMMENDED ACTION

Receive a presentation on RTC's public transit ridership. (Informational Only)

BACKGROUND AND DISCUSSION

The RTC's public transit service was created in 1979 and now offers a suite of transportation options for the Reno-Sparks metropolitan area. These primary services, RIDE, ACCESS, and FlexRIDE, have all experienced significant ridership increases with 36 straight months of growth. This upward trend in ridership reflects not only a return to transit after pandemic-era disruptions, but also the success of intentional investments and strategic improvements made by RTC's Public Transportation and Operations team. There are several contributing factors behind this growth:

- Technology Improvements: Adoption of new rider-facing technologies has improved the user experience. These include enhancements to the RTC Washoe mobile app, implementation of new BRT station signage, and modern fare payment systems, including features to support ADA accessibility.
- Inclusive and Targeted Marketing: Outreach campaigns have become more representative and community-specific, including increased Spanish-language communications and student engagement. Upgrades to passenger facilities have also made transit more appealing and comfortable for a wider range of riders.
- Service Adjustments and Innovations: Rather than expanding inefficiently, RTC has focused on refining service within its existing footprint. Efforts have included new partnerships with Uber, Lyft, and taxi services to bridge gaps, improving on-time performance (OTP), and reducing customer complaints through service reliability enhancements.

Looking ahead, RTC is continuing to build on this momentum. Planned activities include further modernization of fare payment options, expansion of AI-powered rider information tools, a broader rollout of school transit pass programs, and updated strategies from the Transit Optimization Plan (TOPS).

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: 8/15/2025 **Agenda Item: 6.3.**

To: Regional Transportation Commission

From: Ashley Hurlbut, Project Manager

SUBJECT: Bus Stop Improvement 26-01 Project

RECOMMENDED ACTION

Approve a contract with CA Group, Inc., to perform design and engineering during construction services in connection with the Bus Stop Improvements 26-01 Project, in an amount not-to-exceed $300,295. (For Possible Action)

BACKGROUND AND DISCUSSION

The Professional Services Agreement (PSA) with CA Group, Inc. (CA Group) is for professional design and engineering during construction services for the Bus Stop Improvement 26-01 Project in the amount of $300,295.

The project will consist of construction of concrete bus pads for benches and shelters, sidewalks, pedestrian ramps, and incidental patching, landscaping, and retaining wall/curb to upgrade nine existing bus stops to comply with state and federal requirements, including the Americans with Disabilities Act (ADA). Improvements will provide more accessible bus pads and improved connectivity. Planned locations:

Stop Name	Route
E. 2nd Street at Walmart	9,12,18
Robb Drive at McQueen High School	4
EI Rancho Drive and Weems Way (Hug High School)	5
Terminal Way at Golden Gaming	12
Glendale Avenue and Deming Way	18
Wedekind Road and Helena Avenue	5
Wedekind Road and Whitfield Way	5
Wedekind Road and Clear Acre Lane	5
Sun Valley Boulevard and W. 1st Avenue	5

CA Group was selected from the Civil Engineering Design and Construction Management Services for the Streets and Highways Program Qualified List as a qualified firm to perform engineering, construction management and quality assurance. The complete scope of services is included as Exhibit A-1 to the attached PSA. CA Group's scope, schedule, and fee indicated the amount or design and engineering during construction services is within the appropriate budget. The targeted schedule for these services is as follows:

- Notice to Proceed: August 2025
- 50% Design: November 2025
- 90% Design: January 2026
- Final Design: April 2026
- Invitation to Bid: May 2026
- Construction: Summer 2026

FISCAL IMPACT

Sales Tax appropriations are included in the FY 2026 Budget for this project.

PREVIOUS BOARD ACTION

4/18/2025 - Approved the qualified list of consultants to provide civil engineering, design, and construction management services for the Street and Highway Program.

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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 CA Group, Inc. ("CONSULTANT").

WITNESSETH:

WHEREAS, RTC has selected CA GROUP, INC. from the Civil Engineering Design and Construction Management Services shortlist to perform Design and Engineering During Construction Services in connection with Bus Stop Improvement 26-01 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 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 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.

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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. 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

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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	$183,465
Design Contingency	$5,000
Engineering During Construction Services	$106,830
Engineering During Construction Services Contingency	$5,000
Total Not-to-Exceed Amount	$300,295

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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,

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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

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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.

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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.

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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 Ashley Hurlbut 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 David Dodson 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
Ashley Hurlbut
RTC Project Manager
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502
Email: ahurlbut@rtcwashoe.com
(775) 335-1861

CONSULTANT:
David Dodson
Project Manager
CA Group, Inc.
8630 Technology Way, Suite C
Reno, NV 89521
Email: David.dodson@c-agroup.com
(775) 393-2040

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

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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.

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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.

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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.

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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

CA GROUP, INC.

By: _____
DocuSigned by:
Chad Anson
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Chad Anson, Executive Vice President

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Exhibit A

Scope of Services

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EXHIBIT A-1

SCOPE OF SERVICES

INTRODUCTION

CONSULTANT will provide Engineering Design and Construction Administration Services for the Bus Stop Improvement 26-01 Project.

The project limits and anticipated improvements include:

- **Walmart at 2nd Street (BSL# 1079).**
  - Remove existing block wall
  - ROW services for permanent easement
  - Double concrete bus pad size
  - Add a second RTC installed shelter.

- **Robb Drive at McQueen High School (BSL# 157).**
  - Large concrete bus pad for the installation of a shelter.
  - ROW services for permanent easement
  - Possible retaining wall and pedestrian rail for grade difference behind bus stop.

- **EI Rancho Drive after Weems Way, near Hug High School (BSL# 1353).**
  - Construct large shelter pad
  - Construct new concrete sidewalk to connect with the roundabout to the east.
  - Ensure ADA compliance with new amenities (pedestrian ramps, driveways, etc.).
  - ROW services for permanent easement
  - RTC to install shelter

- **Terminal Way at Golden Gaming (BSL# 1849)**
  - Construct a small shelter pad
  - Perform crosswalk warrant study,
  - Construct a new concrete sidewalk.
  - Bring adjacent amenities back to preconstruction condition (landscape, walls, etc.).
  - Ensure ADA compliance with new amenities (pedestrian ramps, driveways, etc.).
  - ROW services for permanent easement

- **Glendale Avenue & Deming Way (BSL# 1767)**
  - Construct a standalone medium shelter pad

- **Wedekind Road and Helena Avenue (BSL# 1340)**
  - Construct a medium shelter pad
  - Perform crosswalk warrant study,

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  - Construct a new concrete sidewalk.
  - Ensure ADA compliance with new amenities (pedestrian ramps, driveways, etc.).

- **Wedekind Road and Whitfield Way (BSL# 1341)**
  - Construct a medium shelter pad
  - Perform crosswalk warrant study,
  - Construct a new concrete sidewalk.
  - Ensure ADA compliance with new amenities (pedestrian ramps, driveways, etc.).
- **Wedekind Road and Clear Acre Lane (BSL# 1342)**
  - Construct a medium shelter pad
  - Construct new concrete sidewalk to connect with the roundabout to the east.
  - Ensure ADA compliance with new amenities (pedestrian ramps, driveways, etc.).
  - Possible retaining wall and pedestrian rail for grade difference behind bus stop.

- **Sun Valley boulevard after 1st Avenue (BSL# 259)**
  - Asphalt cement landing area for bus, or possible concrete path for riders to walk to the bus stopped on shoulder.

The anticipated project schedule includes nine (9) months to perform the survey at the various locations, preliminary and final design for 9 locations. Bidding Services, Contract Administration and Construction is anticipated to be two (2) months.

Major milestones anticipated to maintain the Project schedule are listed below:

- Service Provider Agreement: August 2025
- NTP: August 2025
- Preliminary Design (50%): November 2025
- 90% Design: January 2026
- 100%: March 2026
- Final Design: April 2026
- Invitation to Bid: May 2026
- Construction: Summer 2026

The scope of services will generally consist of the following tasks:

1. PROJECT MANAGEMENT

1.1. Team and Project Management

CONSULTANT will provide project management services for the duration of the Bus Stop Improvement 26-01 Project including closeout activities; assumed to be Thirteen (13) months total, August 2025 through September 2026. Once the project proceeds to construction, project management services will be performed under the Contract Administration task.

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Project management includes project setup and administration, including preparation and execution of Subconsultant agreements; monthly budget monitoring and invoicing; monthly preparation and reporting of project progress (including work completed and documentation of any changes, actual and anticipated, in scope, schedule, and budget); risk management; preparation and monthly project schedule updates; management of Subconsultants, oversight of quality assurance on deliverables; file management; project closeout; and general project administration.

CONSULTANT Project Manager will serve as the Regional Transportation Commission (RTC)'s single point of contact and will have primary responsibility for coordinating the efforts of the project team and subconsultants.

1.2. Project Coordination and Meetings

The CONSULTANT Project Manager will be responsible for the ongoing project coordination of CONSULTANT activities for the duration of the work. The CONSULTANT Project Manager shall also maintain communication, as appropriate, with local, state, and private stakeholders as required for the progress of the scope of work detailed in this document. All significant communications shall be documented and reported to the RTC Project Manager. CONSULTANT Project Manager will keep the RTC Project Manager informed of progress with bi-weekly informal briefings via email or phone call. The CONSULTANT Project Manager will coordinate with team leads to discuss the progress of the project and identify issues and action items to be addressed.

1.2.1. Project Kickoff Meetings

CONSULTANT will hold a kickoff meeting with the RTC and other agency staff as appropriate, to confirm the project objectives, approach, milestones, stakeholder and outreach approach, and potential project challenges. CONSULTANT will prepare a meeting agenda, take and distribute meeting minutes, and track concerns about the project from the attendees.

CONSULTANT will hold an internal kickoff meeting with CONSULTANT staff, and subconsultants to internally align the team with the goals of the RTC and the goals of the project.

1.2.2. Project Management Team Meetings

CONSULTANT will facilitate monthly meetings with the RTC Project Manager to discuss the design progress; upcoming milestones; scope, schedule, and budget; risk status; key technical issues by discipline; and make informed decisions. This meeting will be facilitated by the CONSULTANT Project Manager and an agenda and meeting summary will be provided. A total of ten (10) meetings are anticipated.

Deliverables - Meeting Invitation, Materials, Exhibits and Summaries

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1.3. Design Schedule

CONSULTANT will prepare and maintain a project schedule and distribute updates on a monthly basis. The schedule will be reviewed with the RTC at monthly Project Management Team (PMT) meetings, with a focus on the upcoming 4-week look ahead, critical path activities, and schedule threats.

1.4. Constructability Reviews and Construction Schedules

CONSULTANT will provide an independent constructability review of the 90 Percent Design plans, along with a draft construction schedule at the 90 Percent Design submittal. Constructability reviews and updates to the draft construction schedule will be provided on the Final Design Submittals.

2. INVESTIGATION OF EXISTING CONDITIONS

2.1. As-Built Data

CONSULTANT will obtain as-built data, as necessary (hard copy, .pdf, and electronic CADD files) for the Bus Stop Improvement 26-01 Project location from the RTC, NDOT and the City of Reno if available.

2.2. Condition Survey

CONSULTANT will visually evaluate and document the condition of the existing project site conditions for each location during two (2) one-day site visits.

CONSULTANT will document potential design constraints at each location (drainage, utility, landscape, aesthetics, etc.) and evaluate signing, lighting, striping, and approaches based upon RTC criteria. The CONSULTANT shall also evaluate existing pedestrian ramps for compliance with current ADA standards and consider multi-modal improvements. CONSULTANT will review other field conditions as appropriate.

2.3. Topographic Survey

Topographic mapping for each location will be performed to meet design needs.

CONSULTANT will conduct field surveys and office support to produce topographic design plans within the project area. The survey information will be provided for the width of the proposed improvements at each location and/or limits of proposed construction. Aerial mapping will include cross sections and various flow line shot for gutters to ensure proper integration of the proposed improvements.

Key existing features of the project site will include, but will not be limited to: existing striping; edge of pavement; curb, gutter, and sidewalks; ADA ramps; multi-use paths; retaining walls; ditch features; hinge points; location, invert and rim elevations of all sewer and storm drain manholes and cross-manholes; culverts; location, invert and rim elevations for all water

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and gas valves, boxes and vaults; location, invert and rim elevations of storm drain inlets and catch basins; utility poles and anchors; fences; signs; existing survey monuments encountered; location of underground utility carsonite markers (if any); and any other key existing features.

CONSULTANT will perform minor supplemental field survey as necessary as design progresses.

The horizontal datum shall be Nevada State Plane Coordinate System, West Zone NAD83/94 (HARN), based on GPS surveys. The vertical datum shall be NAVD 88 based on digital bar-code leveling circuits to published City or County, benchmarks.

Deliverables – Color aerial imagery ortho photos compatible with both MicroStation and AutoCAD; topographic linework, label callouts for rim and pipe inverts of storm drains, sewer systems, and other utilities.

2.4. Right-of-Way Mapping and Engineering Services

CONSULTANT will obtain record right-of-way based upon Washoe County GIS information. The right-of-way boundary will be surveyed, and right-of way will be tied to the roadway centerline and existing monuments. The record right-of-way information will be shown on the project plans. No further resolution of the roadway right-of-way is included in this task.

It is estimated that approximately five (5) bus stop locations will require acquisition or easements to construct the planned improvements. Due to final placement of the bus stop, there may be more than one parcel at a given location, or another location may need right-of-way. CONSULTANT will perform boundary surveying including preparation of full Metes and Bounds descriptions of up to seven (7) individual parcels. This will include property record research, drafting of property boundaries from record descriptions, calculations of search coordinates for filed boundary survey, field boundary survey on each affected parcel, post processing and reduction of field data, boundary resolution based upon field findings, preparation of legal descriptions and exhibit maps of individual affected parcels as necessary. CONSULTANT shall pull preliminary Title Reports and updates as necessary for each affected parcel.

CONSULTANT will attend one (1) right-of-way setting meeting. The result of the meeting will be documented by a right-of-way setting memorandum.

Right-of-way appraisal, property owner negotiations, escrow coordination and title clearance is not included within this task.

2.5. Subsurface Utilities

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

CONSULTANT will investigate and locate subsurface utilities within the project improvement areas in accordance with the American Society of Civil Engineers Standard guideline for the

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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 ensure utilities likely affected by the project are drawn on the plans, evaluate potential conflicts through field investigation, and investigate conflict resolution strategies.

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

3. PERMITTING

3.1. City of Reno

CONSULTANT shall coordinate with the City of Reno as necessary to determine Encroachment and Excavation Permit requirements. Two (2) Permits will be required for bus stop improvements located within the City of Reno (one (1) permit north of the Truckee River and one (1) permit south)

3.2. City of Sparks

CONSULTANT shall coordinate with the City of Sparks as necessary to determine Encroachment and Excavation Permit requirements. One (1) Permit will be required for bus stop improvements located within the City of Sparks

3.3. Nevada Department of Transportation (NDOT)

CONSULTANT shall prepare and submit Occupancy Permits for bus stop improvements located on NDOT routes. Two (2) Permits are assumed, (one (1) permit for each State Route affected) will be required for bus stop improvements located within NDOT right-of-way. CONSULTANT will coordinate review and submit plans as determined by the District 2 on a separate schedule to ensure a permit is granted.

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4. PRELIMINARY DESIGN

4.1. Design Criteria

CONSULTANT will utilize standard design criteria for the project and will establish guidance based on the following publications:

- 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, 11th Edition
- AASHTO Roadside Design Guide, 2011
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, AASHTO, 2004
- City of Reno Standard Details
- Truckee Meadows Regional Drainage Manual, 4/30/2009 version
- NDOT Road Design Guide, 2019
- NDOT Stand Plans for Road and Bridge Construction, 2022
- NDOT Traffic SLI Design Guide, 2018
- NDOT Access Management System and Standards, 2017
- TRB Access Management Manual, Second Edition

Structural, Landscape and Aesthetic, and Erosion Control design is not anticipated.

CONSULTANT will review existing conditions for consistency with industry standards.

Deliverables – N/A

4.2. Drainage Analysis

CONSULTANT will conduct a drainage evaluation for improvements that affect curbs or side slopes, crosswalk locations that modify drainage patterns to provide protection from nuisance flows. It is anticipated that drainage features will consist of curb cuts or gutter modification to tie into existing drainage facilities. Drainage facilities will be based on approximate sizing methods and will not be supported with hydrologic and hydraulic analyses.

Improvements will be constructed in a manner that will not obstruct the existing water conveyance. Consequently, all offsite flows will be perpetuated, and no offsite hydrologic analysis will be necessary.

4.3. Preliminary (50 Percent) Design

CONSULTANT will prepare 50 Percent Design plans, a corresponding 50 Percent Design preliminary engineer's estimate to establish the scope of work and ensure the design meets the needs for the bus operation of the RTC.

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The following is a listing of plan sheets to construct the improvements at the nine (9) locations listed in the Introduction. The listing includes the amount of detail anticipated in the project contract documents for the 50 Percent Design submittal:

Title Sheets 1

Index of Sheets, General Notes, Legend, Abbreviations, Key Maps 2

Roadway Plan Sheets 10

- Preliminary Removals
- Preliminary locations for new curbs, gutters, and sidewalk
- Preliminary sidewalk and bus pad dimension
- Basic landscape adjustments
- Existing right-of way-limits
- Easement limits
- Proposed signing and striping detailing sign type and location
- Existing Utilities and Proposed Utility adjustments/relocations needed

Miscellaneous Detail Sheets 8

- City of Reno standard detail sheets
- City of Sparks standard details sheets
- NDOT standard detail sheets
- Site specific special details
- Retaining wall details

Approximately 21 Sheets Total.

Exclusions from the 50 Percent Design:

- Survey Control Sheets will not be prepared
- Roadway Profile Sheets will not be prepared
- Geometric Control and Grading Sheets will not be prepared
- Superelevation diagrams will not be prepared
- Drainage Detail Sheets will not be prepared
- 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
- Retaining Wall and Soundwall Sheets will not be prepared
- Lighting Sheets will not be prepared
- Detailed analysis for electrical will not be completed
- Landscape and Aesthetic Sheets for new or remediation for project impacts will not

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be prepared
- Structural Sheets will not be prepared
- Cross sections will not be prepared

4.4. 50 Percent Cost Estimate

CONSULTANT will prepare a detailed unit price engineer's estimate of probable construction cost in the same format as the bid proposal form to be included in the contract documents. Bid item numbers will correspond to the appropriate sections in the RTC's Orange Book.

4.5. 50 Percent Design Submittal

CONSULTANT will submit the 50 Percent Design as summarized:

RTC:

- 1 Electronic Distribution 11" x 17" 50 Percent Design plans, Design Exception Summary (if necessary)
- 1 Electronic Distribution Engineer's opinion of probable construction cost estimate

City of Reno:

- 1 Electronic Distribution 11" x 17" 50 Percent Design plans, Design Exception Summary (if necessary)

City of Sparks:

- 1 Electronic Distribution 11" x 17" 50 Percent Design plans, Design Exception Summary (if necessary)

Utility Agencies:

- 1 Electronic Distribution 11" x 17" 50 Percent Design plans, Design Exception Summary (if necessary)

4.6. 50 Percent Design Review Comment Resolution

CONSULTANT will prepare for and attend two (2) in-person meetings with RTC, City of Reno and City of Sparks staff to discuss the 50 Percent Design. CONSULTANT will consolidate and provide responses to the 50 Percent Design plan review comments with the 90 Percent Design deliverables.

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5. FINAL DESIGN

5.1. 90 Percent Design

Incorporating agency comments from the 50 Percent Design review, CONSULTANT will advance the design and prepare 90 Percent Design plans, a corresponding 90 Percent preliminary engineer's estimate, and 90 Percent technical specifications.

Design Plans will be presented in an abbreviated format using GIS based aerial photography that properly depicts the elements of the project construction, including plan view, right-of-way lines, typical sections, and construction limits.

Plan sheets included in the 50 Percent Design submittal will be advanced to the 90 Percent Design level of detail.

Sheets to be included are:

Title Sheet 1

Index of Sheets, General Notes, Legend, Abbreviations, Key Maps 2

Roadway Plan Sheets 10

- Locations for new curbs, gutters, and sidewalk
- Sidewalk and bus pad dimension
- Proposed signing and striping detailing sign type and location
- Existing Utilities and Proposed Utility adjustments/relocations needed
- Basic landscape adjustments
- Existing right-of-way limits
- Proposed right-of-way limits

Miscellaneous Detail Sheets 8

- City of Reno standard detail sheets
- City of Sparks standard details sheets
- NDOT standard detail sheets
- Site specific special details
- Retaining wall details

Approximately 21 Sheets Total.

Exclusions from the 90 Percent Design:

- Roadway Profile Sheets will not be prepared
- Superelevation diagrams will not be prepared

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- Drainage Detail Sheets are not anticipated and will not be prepared
- 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
- Retaining Wall and Soundwall Sheets will not be prepared
- Landscape and Aesthetic Sheets for new or remediation for project impacts will not be prepared
- Structural Sheets will not be prepared
- Cross sections will not be prepared

CONSULTANT will prepare for and attend one in-person meeting with RTC and City of Reno staff to discuss the 90 Percent Design.

5.2. 90 Percent 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 as determined by the 90% design. Technical provisions will reference Revision 8 of the 2012 Edition of Standard Specifications for Public Works Construction (Orange Book) for standard construction items.

5.3. 90 Percent Design Submittal

CONSULTANT will submit the 90 Percent Design as summarized:

RTC:

- 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
- 1 Electronic Distribution of Review and Comment Form and previous submittal responses (if applicable)

City of Reno:

- 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)

City of Sparks:

- 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)

Nevada Department of Transportation Temporary Occupancy Permit:

- 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)

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)

5.4. 90 Percent Design Review Comment Resolution

CONSULTANT will prepare for and attend two (2) in-person meetings with RTC, City of Reno and City of Sparks staff to discuss the 90 Percent Design. CONSULTANT will consolidate and provide responses to the 90 Percent Design plan review comments with the 100 Percent Design deliverables.

5.5. 100 Percent Design

Incorporating agency comments from the 90 Percent Design review, CONSULTANT will advance the design and prepare 100 Percent Design plans, engineer’s estimate, and technical specifications. CONSULTANT will submit 100 Percent Design plans, specifications and engineer's estimate to RTC, City of Reno, and utility companies with facilities in the project limits to verify all comments have been responded to, reconciled, and incorporated into the plans.

5.6. 100 Percent 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.

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5.7. 100 Percent Design Submittal

CONSULTANT will submit the 100 Percent Design as summarized:

RTC:

- 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 Engineer's opinion of probable construction cost estimate
- 1 Electronic Distribution of Review and Comment Form and previous submittal responses (if applicable)

City of Reno:

- 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)

City of Sparks:

- 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)

Nevada Department of Transportation Temporary Occupancy Permit:

- 1 Electronic Distribution 11" x 17" 100 Percent Design plans, Design Exception Summary with NDOT facilities highlighted in red, green and blue format (if necessary)
- 1 Electronic Distribution of the Technical Specifications
- 1 Electronic Distribution of Review and Comment Form and previous submittal responses (if applicable)

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

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responses (if applicable)

5.8. 100 Percent Design Review Comment Resolution

CONSULTANT will prepare for and attend one in-person meeting with RTC and City of Reno and City of Sparks staff to discuss the 100 Percent Design. CONSULTANT will consolidate and provide responses to the 90 Percent Design plan review comments with the 100 Percent Design deliverables.

5.9. 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.

6. BIDDING SERVICES

6.1. Bidding Services

CONSULTANT will be available during the bidding process to respond to Requests for Information (RFIs) and will attend the RTC hosted pre-bid meeting. All questions and responses will be documented and provided to the RTC, and prepare and provide any addenda, if required. All questions regarding legal aspects of the contract documents will be referred directly to the RTC. CONSULTANT will prepare and provide a summary of the pre-bid meeting, as directed by the RTC.

CONSULTANT will attend the bid opening, review the bids received for irregularities, and provide a recommendation for award. CONSULTANT will tabulate bid results into a MS Excel spreadsheet to verify the quantities and costs of the bid items.

After bid opening and award, CONSULTANT will prepare a conformed set of specifications for distribution to the project and construction teams. All RTC and Contractor signed pages and any addenda will be incorporated into a final set of project specifications. CONSULTANT will also prepare a conformed set of plans, if any changes are required resulting from RFIs during the bidding process.

Deliverables – Pre-Bid meeting minutes, bid review tabulation, conformed set of design plans and specifications

7. DESIGN CONTINGENCY (OPTIONAL)

7.1. Design Contingency

This is a contingency for miscellaneous increases within the scope of this contract in performance of services under Task 1 through Task 7. If CONSULTANT determines that it is necessary to perform work outside of the scope covered in Task 1 through Task 7, CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed budget for

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any proposed work. Work under this task shall proceed only with the RTC Project Manager's written approval.

8. CONTRACT ADMINISTRATION (OPTIONAL)

8.1. Engineering Services During Construction (EDC)

As the Engineer of Record, the CONSULTANT shall provide EDC services as necessary for construction of the Project. EDC services include, but are not limited to the following:

- Construction Engineering Support. The CONSULTANT will respond to Contractor inquires through RTC requests. The CONSULTANT will prepare drawings and review change orders requested by the RTC. In addition, the CONSULTANT will make field visits, as necessary, to answer questions regarding the ongoing construction activities.

8.2. Contract Administration

CONSULTANT shall provide contract administration services as follows:

- Perform construction coordination
- Review and provide recommendations on contractor's traffic control plans
- Review and stamp contractor's submittal 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

8.3. Construction Surveying

CONSULTANT will provide construction staking as follows:

- One set of preliminary grading stakes at 50' stations denoting offsets and cut or fill to finish grade. This set of stakes will also delineate clearing and grubbing limits
- One set of offset stakes for storm drain, water, sanitary sewer, and conduit alignments, head walls, and utility pull boxes and vaults
- One set of red tops at 50 feet centers for sub grade preparation

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- One set of final curb and gutter, sidewalk, pedestrian ramps, and roadway centerline finish grades stakes at 50-foot stations and 25-foot stations at returns
- Roadway monuments, referenced in four directions

8.4. Inspection

CONSULTANT will provide one full-time inspector during all construction activities. A twenty-six (26) working day contract period is anticipated. This 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 and CC'd to the appropriate government jurisdiction(s)
- 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
- Assist in preparation of the Punch List
- Maintain a field blueline set of drawings to incorporate contractor
- Record drawing mark-ups

8.5. Materials Testing

8.5.1. Materials 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 and CC'd to appropriate governmental jurisdiction(s).

8.5.2. On-site Nuclear Gauge Testing and 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 and sampling for plantmix bituminous pavement placement, and on-site PCC testing and sampling, 30 hours of field testing are anticipated, and laboratory tests will include moisture density curves, Atterberg limits, and sieve analysis. Test frequency shall comply with the latest edition of the Orange Book.

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9. RECORD INFORMATION (OPTIONAL)

9.1. Record Information

The RTC and CONSULTANT shall review Optional Construction Services following the completion of final design.

CONSULTANT will provide as-built record drawings for the completed project. Two sets of electronic drawings, in single file .pdf format, will be provided to the RTC for its files and distribution to City of Reno, City of Sparks and NDOT. 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 the record drawings and must also contain the engineer's stamp and signature. CONSULTANT may either provide the final revisions on the original engineer-stamped/signed reproducible drawings, which will then also be identified as the record drawings or 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 the RTC and local government representatives, signed and stamped by CONSULTANT) and identified as record drawings.

10. CONSTRUCTION CONTINGENCY (OPTIONAL)

10.1. Construction Contingency

The RTC and CONSULTANT shall review Optional Construction Services following the completion of final design. This is a contingency for miscellaneous increases within the scope of this contract in the performance of services under Task 9 and Task 10. If CONSULTANT determines that it is necessary to perform work outside of the scope covered in Task 9 and Task 10, 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.

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Exhibit B

Compensation

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SCHEDULE OF MANHOURS AND PRICES

Bus Stop Improvements 26-01 Project

Task No.	Task	Task Hours	Task Cost (Fully Loaded Labor)	Sub Consultants	Other Direct Costs	
	Tasks / **Description**					
1.0	**PROJECT MANAGEMENT**	**69**	**$18,595**			
1.1	Team and Project Management	26	$7,670			
1.2	Project Coordination and Meetings					
1.2.1	Project Kickoff Meeting	6	$1,290			
1.2.2	Project Management Team Meetings (13)	13	$3,835			
1.3	Design Schedule	4	$1,180			
1.4	Constructability Reviews and Construction Schedules	20	$4,620			
2.0	**INVESTIGATION OF EXISTING CONDITIONS**	**53**	**$11,355**	**$35,500**		
2.1	As-built Data	10	$2,030			
2.2	Condition Survey	10	$2,030			
2.3	Topographic Survey	0	$0	$27,000		
2.4	Right of Way Mapping and Engineering Services	13	$3,475	$8,500		
2.5	Subsurface Utilities	20	$3,820			
3.0	**Permitting**	**54**	**$12,850**			
3.1	City of Reno	2	$530			
3.2	City of Sparks	2	$530			
3.3	Nevada Department of Transpotation (NDOT)	50	$11,790			
4.0	**PRELIMINARY DESIGN**	**285**	**$48,745**		**$100**	
4.1	Design Criteria	10	$1,910			
4.2	Drainage Analysis	4	$1,060			
4.3	50 Percent Design	212	$33,670			
4.4	50 Percent Cost Estimate	19	$4,995			
4.5	50 Percent Design Submittal	15	$3,125		$100	
4.6	50 Percent Design Review Comment Resolution	25	$4,995			
5.0	**FINAL DESIGN**	**286**	**$51,100**		**$300**	
5.1	90 Percent Design	60	$8,740			
5.2	90 Percent Cost Estimate and Technical Specifications	48	$9,760			
5.3	90 Percent Design Submittal	16	$3,420		$100	
5.4	90 Percent Design Review Comment Resolution	18	$3,850			
5.5	100 Percent Design	76	$12,010			
5.6	100 Percent Cost Estimate and Technical Specifications	26	$5,110			
5.7	100 Percent Design Submittal	12	$2,460		$100	
5.8	100 Percent Design Review Comment Resolution	10	$2,100			
5.9	Final Design	20	$3,650		$100	
6.0	**BIDDING SERVICES**	**24**	**$4,920**			
6.1	Bidding Services	24	$4,920			
7.0	**DESIGN CONTINGENCY (OPTIONAL)**		**$5,000**			
7.1	Design Contingency		$5,000			
8.0	**CONTRACT ADMINISTRATION (OPTIONAL)**	**396**	**$69,700**	**$34,670**		
8.1	Engineering Services During Construction (EDC)	18	$2,670			
8.2	Contract Administration	118	$29,330			
8.3	Construction Surveying			$11,250		
8.4	Inspection	260	$37,700			
8.5	Materials Testing			$23,420		
9.0	**RECORD INFORMATION (OPTIONAL)**	**12**	**$2,460**			
9.1	Record Information	12	$2,460			
10.0	**CONSTRUCTION CONTINGENCY (OPTIONAL)**		**$5,000**			
10.1	Construction Contingency		$5,000			
	Total Labor	**1179**	**$229,725**			
	Total Labor Cost					
	Total Direct Cost			$70,170	$400	
	Total (Rounded)					

SCOPE CONTRACT SUMMARY	
Total Design Services (Task 1 - 6)	$183,465
Optional Design Services Contingency (Task 7)	$5,000
Total Optional Contract Administration Services (Task 8 - 9)	$106,830
Optional Contract Administration Contingency (Task 10)	$5,000
Total Estimated Services:	***$300,295***

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SCHEDULE OF MANHOURS AND PRICES

Bus Stop Improvement's 25-01 Project

Project Billing Rates	$295.00	$265.00	$215.00	$170.00	$130.00	$180.00	$60.00	$145.00	$105.00	$90.00					
	David Dodson	Dean Mottram, Pete Booth, Paul Frost	Sam Dowd	Trevor Howard, Ancila Kalparambil	Roni Tariq, Tanner Richardson	Jim Cerrigoli, Jamie Fuller Dunn	Kaleb Amon/Emily Frost	Mark Cooper	Alyssa Young	Tammy Michaels					
Tasks															
Description	Project Manager	Design Lead / Quality Lead / RE	Senior Engineer	Engineer	Engineering Intern	Senior Designer	Intern	Construction Inspector	Technical Writer	Admin		Task Hours	Task Cost (Fully Loaded Labor)	Sub Consultants	Other Direct Costs	Comments
Task No.	Task															
1.0	**PROJECT MANAGEMENT**	**45**	**12**	**0**	**2**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**69**	**$18,595**	**$0**	**$0**	
1.1	Team and Project Management	26											26	$7,670			
1.2	Project Coordination and Meetings																
1.2.1	Project Kickoff Meeting	2			2		2						6	$1,290			
1.2.2	Project Management Team Meetings (13)	13											13	$3,835			
1.3	Design Schedule	4											4	$1,180			
1.4	Constructability Reviews and Construction Schedules		12				8						20	$4,620			
2.0	**INVESTIGATION OF EXISTING CONDITIONS**	**5**	**16**	**0**	**12**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**53**	**$11,355**	**$35,500**	**$0**	
2.1	As-built Data	2					8						10	$2,030			
2.2	Condition Survey	2					8						10	$2,030			
2.3	Topographic Survey														$27,000		
2.4	Right of Way Mapping and Engineering Services	1	12										13	$3,475	$8,500		
2.5	Subsurface Utilities		4		12		4						20	$3,820			
3.0	**Permitting**	**2**	**36**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**54**	**$12,850**	**$0**	**$0**	
3.1	City of Reno		2										2	$530			
3.2	City of Sparks		2										2	$530			
3.3	Nevada Department of Transpotation (NDOT)	2	32		16								50	$11,790			
4.0	**PRELIMINARY DESIGN**	**3**	**18**	**30**	**124**	**32**	**56**	**22**	**0**	**0**	**0**	**0**	**285**	**$48,745.00**	**$0**	**$100**	
4.1	Design Criteria		2		6		2						10	$1,910			
4.2	Drainage Analysis		4										4	$1,060			
4.3	50 Percent Design	0	6	12	118	32	22	22					212	33670			
4.4	50 Percent Cost Estimate	1	2	8			8						19	$3,985			
4.5	50 Percent Design Submittal	1	2	4			8						15	$3,125		$100	
4.6	50 Percent Design Review Comment Resolution	1	2	6			16						25	$4,995			
5.0	**FINAL DESIGN**	**20**	**12**	**44**	**66**	**34**	**86**	**24**	**0**	**0**	**0**	**0**	**286**	**$51,100**	**$0**	**$100**	
5.1	90 Percent Design		4	8		20	14	14					60	$8,740			
5.2	90 Percent Cost Estimate and Technical Specifications	8		8	8		24						48	$9,760			
5.3	90 Percent Design Submittal	2	2	4			8						16	$3,420		$100	
5.4	90 Percent Design Review Comment Resolution	2	2	6			8						18	$3,850			
5.5	100 Percent Design		2	4	42	12	8	8					76	$12,010			
5.6	100 Percent Cost Estimate and Technical Specifications	2		8	8		8						26	$5,110			
5.7	100 Percent Design Submittal	2		2			8						12	$2,460		$100	
5.8	100 Percent Design Review Comment Resolution	2		2			6						10	$2,100			
5.9	Final Design	2	2	2	8	2	2	2					20	$3,650		$100	
6.0	**BIDDING SERVICES**	**4**	**0**	**4**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**24**	**$4,920**	**$0**	**$0**	
6.1	Bidding Services	4		4			16						24	$4,920			
7.0	**DESIGN CONTINGENCY (OPTIONAL)**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$5,000**	**$0**	**$0**	
7.1	Design Contingency													$5,000			
8.0	**CONTRACT ADMINISTRATION (OPTIONAL)**	**4**	**76**	**40**	**0**	**16**	**0**	**0**	**260**	**0**	**0**	**0**	**396**	**$63,700**	**$34,670**	**$0**	
8.1	Engineering Services During Construction (EDC)	2				16							18	$2,870			
8.2	Contract Administration	2	76	40									118	$29,330			6 weeks total (first week, 40 hours; then 2 weeks, 20 hours; 2 weeks, 8 hours; 1 week, 20 hours)
8.3	Construction Surveying														$11,250		
8.4	Inspection								260				260	$37,700			10 hours per day; 26 working days
8.5	Materials Testing														$23,420		
9.0	**RECORD INFORMATION (OPTIONAL)**	**2**	**0**	**2**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**12**	**$2,460**	**$0**	**$0**	
9.1	Record Information	2		2			8						12	$2,460			
10.0	**CONSTRUCTION CONTINGENCY (OPTIONAL)**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$5,000**	**$0**	**$0**	
10.1	Construction Contingency													$5,000			
	Total Labor	**85**	**170**	**220**	**220**	**82**	**196**	**46**	**260**	**0**	**0**	**0**	**1179**	**$229,725**			
	Total Labor Cost	$25,075	$45,050	$47,300	$37,400	$10,660	$35,280	$2,760	$37,700	$0	$0	$0		$229,725			
	Total Direct Cost														$70,170	$400	
	Total (Rounded)																**$290,295**

BASIC SCOPE CONTRACT SUMMARY	
Total Estimated Basic Direct Labor Cost:	$147,580
Optional Direct Labor Services	$72,160
Subconsultants:	$70,170
Direct Expenses:	$400
Contingency	$10,000
Total Estimated Services:	**$300,310**

SCOPE CONTRACT SUMMARY	
Total Design Services (Task 1 - 6)	$183,465
Optional Design Services Contingency (Task 7)	$5,000
Total Optional Contract Administration Services (Task 8 - 9)	$106,830
Optional Contract Administration Contingency (Task 10)	$5,000
Total Estimated Services:	**$290,295**

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Exhibit C

Indemnification and Insurance Requirements

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EXHIBIT C

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 Reno 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

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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 Reno 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

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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.

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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.

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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: 8/15/2025 **Agenda Item: 6.4.**

To: Regional Transportation Commission

From: Vanessa Lacer, Planning Director

SUBJECT: Truckee River Path Inventory Study

RECOMMENDED ACTION

Receive a presentation on the Truckee River Path Inventory Study. (Informational Only)

BACKGROUND AND DISCUSSION

This inventory study was conducted along the Truckee River Path spanning approximately 11.2 miles from Riverhaven Drive in Reno to Larkin Circle in Sparks. Data was collected in summer 2024 through a detailed field survey at 100-foot intervals, utilizing GPS and geotagged photography to assess the physical infrastructure of the path, such as pavement condition, width, slope, and striping, as well as the surrounding environment, including amenities and general observations of conditions that may impact user experience. The report reflects a snapshot of conditions as of July and August of 2024, provides data and information for future planning and supports the development of a GIS dataset for sharing and public access. The full report is provided as an attachment and is available at rtcwashoe.com. A map of the data collected can also be accessed at rtcwashoe.com.

This item supports Strategic Roadmap Goal #3, "Explore the Truckee River as a mobility corridor".

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

TRUCKEE RIVER PATH
INVENTORY STUDY REPORT



RTC

REGIONAL
TRANSPORTATION
COMMISSION

Table of Contents

Executive Summary 1
Introduction 3
Background 3
Objective 3
Scope and Limitations 3
Methodology and Guidance 4
Path Classification 4
Data Collection 5
Guidance Document 6
Width 6
Longitudinal Slope 6
Cross Slope 6
Existing Conditions Inventory 7
Infrastructure 7
Path Surface and Condition 7
Width 9
Slope 11
Striping 15
Amenities 16
Restrooms 16
Benches 17
Trash Cans 19
Lighting 19
User Experience Observations 22
Obstructions 22
Signage 23
Road Crossings 24
Access Points 25
Additional Observations 27

Executive Summary

This report provides an inventory of the Truckee River Path, a 11.2 mile corridor of paved shared-use path, for non-motorized users, located along the Truckee River from Riverhaven Drive in Reno to Larkin Circle in Sparks. The inventory was conducted in July and August of 2024 and includes both the physical infrastructure of the path and observations of the surrounding environment that may impact user experience.

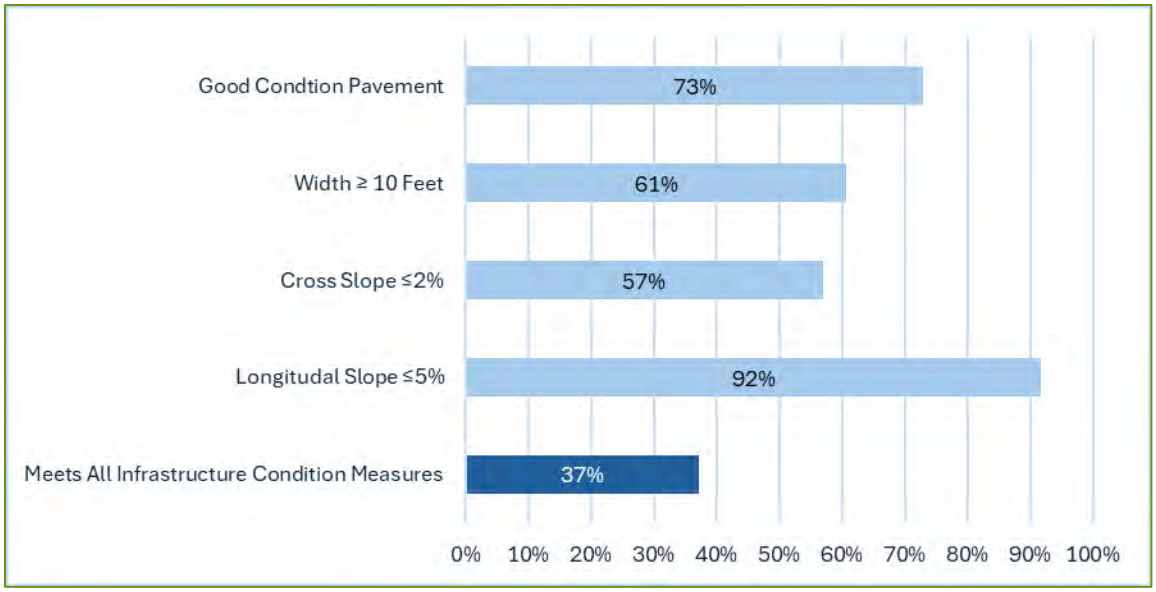
This inventory assesses the condition of paved infrastructure, the presence of amenities such as bathrooms, lighting, benches, and trash cans, the locations of access points for pedestrians and cyclists, roadway crossings, signage, and other elements that contribute to the overall user experience.

The inventory presented in this report is a snapshot of conditions observed during field visits in the summer of 2024 and does not include any improvements or amenities installed after August 2024. The purpose of this inventory is to identify the current conditions of the path, which may assist in future planning efforts.



Key findings from the inventory include:

- **Infrastructure Condition:** Approximately 73% of the path surface was found to be in good condition. The path was found to have an average width of 10.85 feet, with 61% of the path meeting the Federal Highway Administration (FHWA) recommended minimum width of 10 feet for two-directional shared-use paths. The average longitudinal slope of the path was 1.97%, with 92% of the path within the FHWA's recommended maximum of 5%. The average cross slope was 2.73%, ranging from 0% to 15%. Approximately 57% of the path complies with the FHWA's recommended maximum cross slope of 2%. As shown in the graph below, 37% of the path was found to meet all three FHWA recommendations (width, cross slope, and longitudinal slope) and was found to have good pavement surface condition.



- **Amenities:** A total of 172 amenities were inventoried, including 99 lights, 36 benches, 36 trash cans, and 1 bathroom. Amenities were primarily clustered within designated park areas as well as along sections of the path within the City of Reno. It should be noted that amenities have been installed since this inventory was conducted and are therefore not captured in this report
- **Observations:** General observations were conducted along the path to document key features, including 67 obstructions, 9 signs, 12 road crossings, and 44 access points. Obstructions included tree branches, tree trunks, utility poles, fencing, and overgrown shrubs. Signage observed along the corridor primarily included wayfinding markers for the Tahoe Pyramid Trail, local city parks and warning signs indicating potential hazards, such as low-clearance bridge crossings. Road crossings, locations where the path intersects with roadways, were found to be either at-grade or through grade-separated facilities. A total of 44 access points, through adjacent asphalt or concrete paths, were observed.

Introduction

Background

The Truckee River Path is a paved, off-street facility that accommodates nonmotorized users, including pedestrians, bicyclists, and individuals using mobility devices. In 2024, the RTC Board of Commissioners identified the Truckee River Path as a priority and set a strategic goal for Fiscal Year (FY) 2025 to explore the Truckee River as a mobility corridor. This inventory report is an initiative of the FY 2025 goal.

Objective

This inventory report documents the existing conditions and characteristics of the Truckee River Path and provides a count of observed amenities as well as general observations of conditions that may impact user experience. This report assesses both the physical infrastructure of the path and the surrounding environment. Additionally, data collected for this report will be utilized to develop a publicly available Geographic Information System (GIS) dataset, provided through stand-alone GIS files and ArcGIS Online.

Scope and Limitations

The inventory area is the Truckee River Path, from Riverhaven Drive in Reno to Larkin Circle in Sparks (Figure 2). The inventory area spans approximately 11.2 miles and traverses a range of land uses, including industrial, commercial, residential, and downtown districts (Figure 2). Access points and recreational destinations near the inventory area include Idlewild Park, Wingfield Park, Downtown Reno, the Reno Aces Baseball Stadium, Fisherman's Park, Cottonwood Park, and major north-south roadways. The inventory presented in this report is a snapshot of conditions observed during field visits in July and August of 2024 and does not include any improvements or amenities added after the inventory data collection. This report also does not include long-term forecasting or an analysis of future infrastructure needs.



Figure 1-Types of Land Use: Industrial, Residential, Downtown



Figure 1-Truckee River Path Inventory Area

Methodology and Guidance

Path Classification

The Truckee River Path is classified in this report as a shared-use path. The term shared-use path is defined by the American Association of State Highway and Transportation Officials (AASHTO) as "a bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way." Shared-use paths may be used by pedestrians, skaters, wheelchair users, joggers, and other nonmotorized users." According to the Federal Highway Administration (FHWA) University Course on Bicycle and Pedestrian Transportation, common shared-use path types include rail-trails, rails-with-trails, greenway paths, side paths, towpaths, utility corridors, and paths on institutional or private developments. Based on the FHWA guidance, the Truckee River Path can be further classified as a shared-use greenway path, since it can be integrated within the larger natural corridor of the Truckee River.

Data Collection

RTC recruited two University of Nevada, Reno (UNR) student interns, one undergraduate and one graduate student, to collect data for the Truckee River Path Inventory Study. The inclusion of UNR students in this initiative highlights RTC's ongoing commitment to strong community partnerships. Data were collected during July and August of 2024 through in-person field visits. Cellphones were utilized to enter data points through the ESRI ArcGIS Field Maps Cellphone App. The Field Maps App was selected for this effort as it provides accurate location tracking and easy integration with desktop GIS. Data input screens from the App are shown in Figure 2.

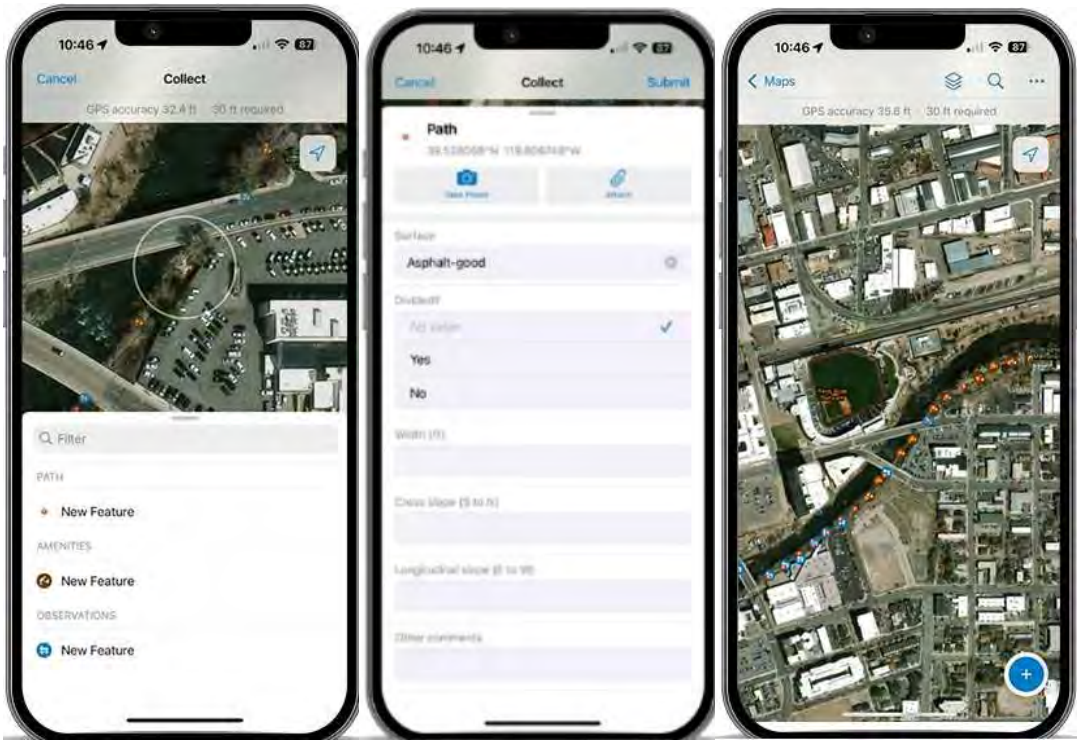


Figure 2-Field Maps Data Collection Cellphone App

Path data were collected at 100-foot intervals along the 11.2 mile inventory area, resulting in a total of 578 collection locations. About 0.25 miles were not measured due to accessibility or safety reasons. Segments not measured are labeled as "Other" in the analysis. At data collection locations, data points were entered into the App, and a photograph was taken to provide visual context. The data points were processed using GIS, allowing for spatial analysis and geotagging of the photographs taken at each location.

The following path infrastructure data were collected at each 100-foot interval:

1. GPS Coordinates
2. Path Width
3. Longitudinal Slope
4. Cross Slope
5. Path Surface and Condition
6. Path Striping

In addition to the path infrastructure data, the inventory also documented amenities and notable features as they were encountered along the path. Each amenity and feature was recorded with associated GPS coordinates. The following amenities and features were collected:

1. Lighting
2. Benches
3. Restrooms
4. Trash Cans
5. Obstructions
6. Access Points
7. Road Crossings
8. Signage

Guidance Document

The Federal Highway Administration (FHWA) Guide for the Development of Bicycle Facilities was utilized to determine data collection parameters for the width, longitudinal slope, and cross slope of the Truckee River Path. The FHWA recommended shared-use path measurements are further described in this section.

Width

The appropriate paved width for a shared-use path is dependent on the context, volume, and mix of users. The FHWA recommended minimum paved width for a two-directional shared-use path is 10 feet (3.0 meters). Typically, shared-use path widths range from 10 to 14 feet (3.0 to 4.3 meters), with the wider values applicable to areas with high use and/or a wider variety of user groups. In rare circumstances, a reduced width of 8 feet (2.4 meters) may be appropriate.

Longitudinal Slope

The FHWA recommends a maximum longitudinal slope of 5% for shared-use paths. When paths are located adjacent to a roadway, they may match the roadway's grade even if it exceeds 5%. Paths on independent rights-of-way should keep grades at or below 5%, especially on long inclines, for accessibility and user comfort.

Cross Slope

Cross slope is essential for drainage, preventing water accumulation and minimizing the risk of surface deterioration or slipperiness. FHWA recommends 1% cross slope for most shared-use paths. This provides adequate drainage while remaining comfortable for users, including those with disabilities. The maximum recommended cross slope is 2%, as required by accessibility guidelines. This applies whether the path is adjacent to roadways or in independent rights-of-way. A center crown design with 1% slope in each direction may also be used for drainage and accessibility.

Existing Conditions Inventory

Infrastructure

Path Surface and Condition

The path surface was found to consist of three primary materials: asphalt, concrete, and wood (bridges). It is estimated that 8.83 miles are asphalt, 2.06 miles are concrete, and 0.06 miles are wood bridge surfaces. Approximately 0.25 miles of the path were not assessed due to accessibility or safety constraints. Surface material and condition were visually assessed at each data collection location. Surfaces showing noticeable wear and deterioration were classified as being in "poor" condition. Surfaces without visible wear or deterioration were classified as being in "good" condition. Surface material and condition were assigned one of the following five classifications:

1. Asphalt-Good Condition
2. Asphalt- Poor Condition
3. Concrete-Good Condition
4. Concrete- Poor Condition
5. Bridge (i.e., Wooden Bridges)

Examples of photos taken as part of the surface condition assessments are shown as Figure 4. About 8.2 miles (73%) of the path surface was found to be in good condition (Figure 6). Asphalt comprises a significant portion of the path, with around 6.1 miles (54.5%) in good condition and 2.73 miles (24.4%) in poor condition, while concrete sections account for another 2.0 miles (18.1%) in good condition and 0.04 miles (0.3%) in poor condition.



Figure 3-Path Surface Material and Condition



Figure 4 (Continued)-Path Surface Material and Condition

The remaining 0.06 miles (0.5%) consist of bridges, which are constructed with a variety of wood products. All wooden bridge surfaces were found to be in good condition. About 0.25 miles (2.2%) of the path was not assessed due to accessibility or safety reasons. These segments are classified as "Other". Path locations with the most concentrated areas of poor surface condition were between Lake Street and Galletti Way, where sections of asphalt displayed wear, including horizontal and vertical cracking, crumbling edges, and uneven surfaces (Figure 6).

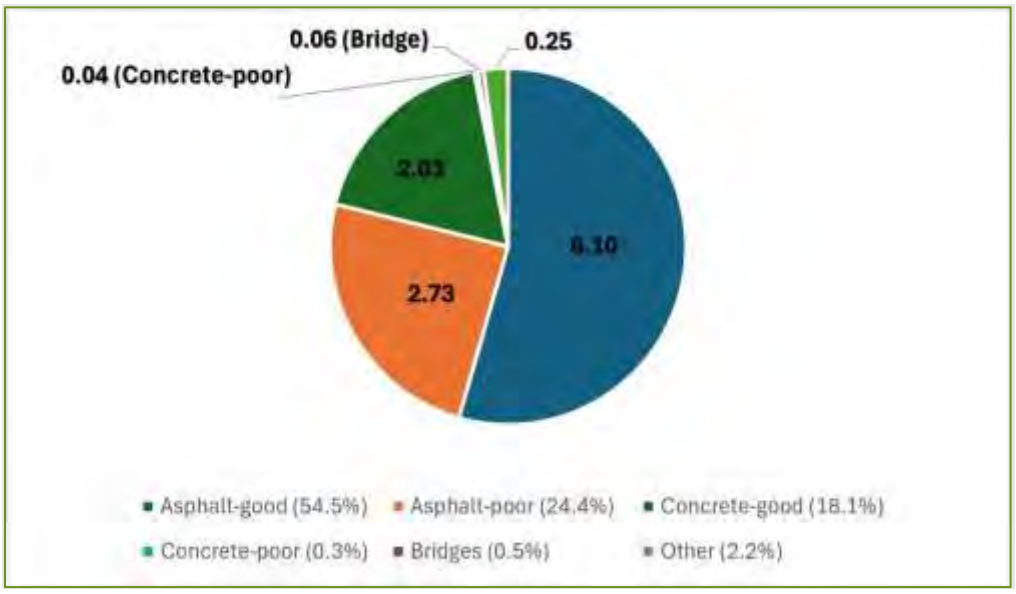


Figure 5-Surface Material and Condition

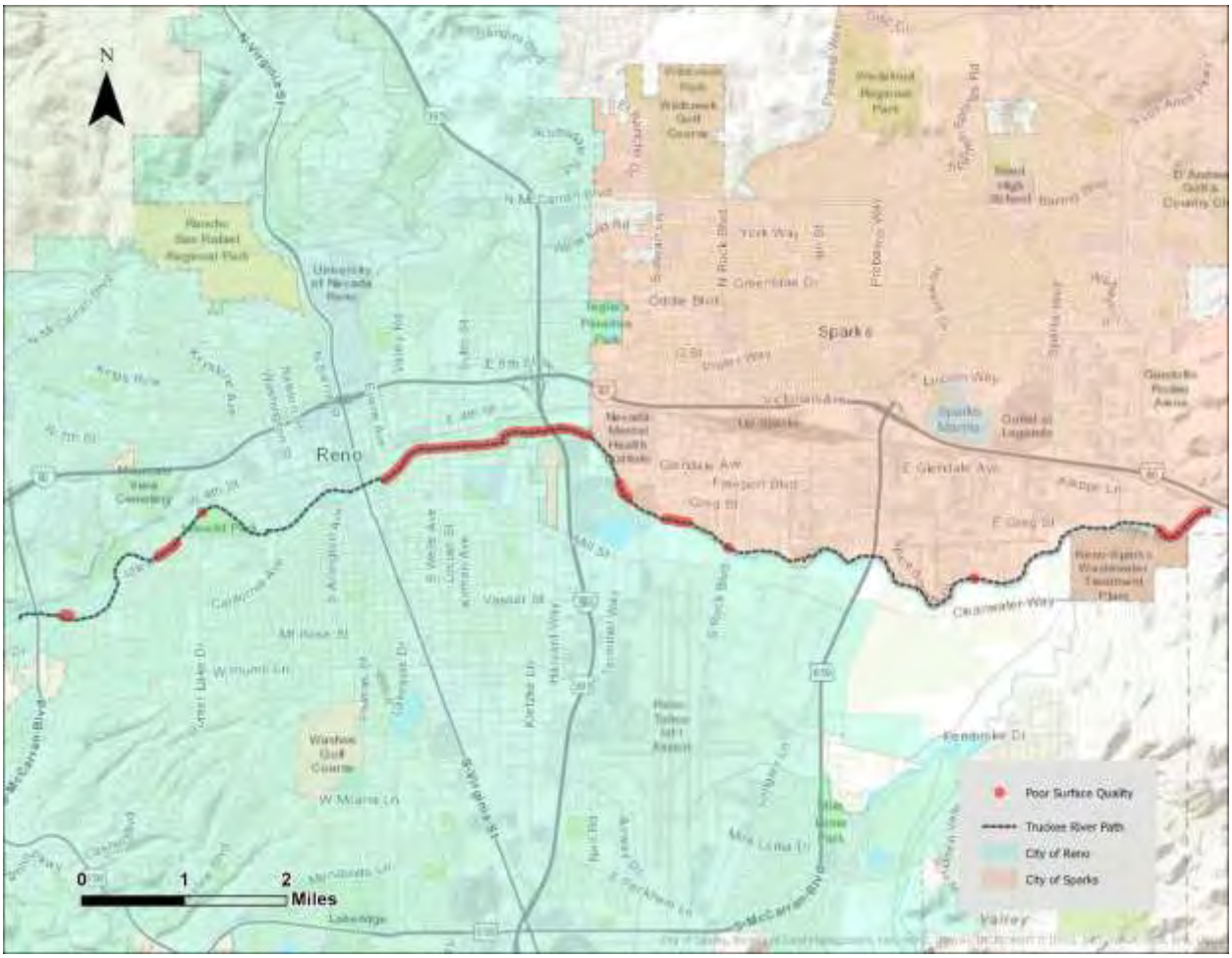


Figure 6-Areas of Poor Surface Condition

Width

The path was found to have an average width of 10.85 feet, with 61% of the path meeting the FHWA recommended minimum width of 10 feet for two-directional shared-use paths. Figure 7 shows locations of the path where the width meets the 10-foot recommendation. The mileage and percentage of the path meeting or not meeting the FHWA recommended width are shown in Figure 8.

Most of the path was found to measure between 7 feet and 14 feet (Figure 10). Locations wider than 10 feet were generally within parks and adjacent open spaces. Path locations less than 10 feet wide, were generally those in residential areas, including along Idlewild Drive. In the locations where the path was narrower, widths were between 3 and 5 feet.

Examples of path locations less than 10 feet wide include neighborhood areas with sidewalk infrastructure connecting to the path, locations on bridges or overpasses, and some pedestrian-focused sections such as along Riverside Drive, where bicycle users are transitioned to the Bicycle Boulevard corridor (Figure 11).



Figure 7- Path Width Meeting FHWA Recommendation (10 feet)

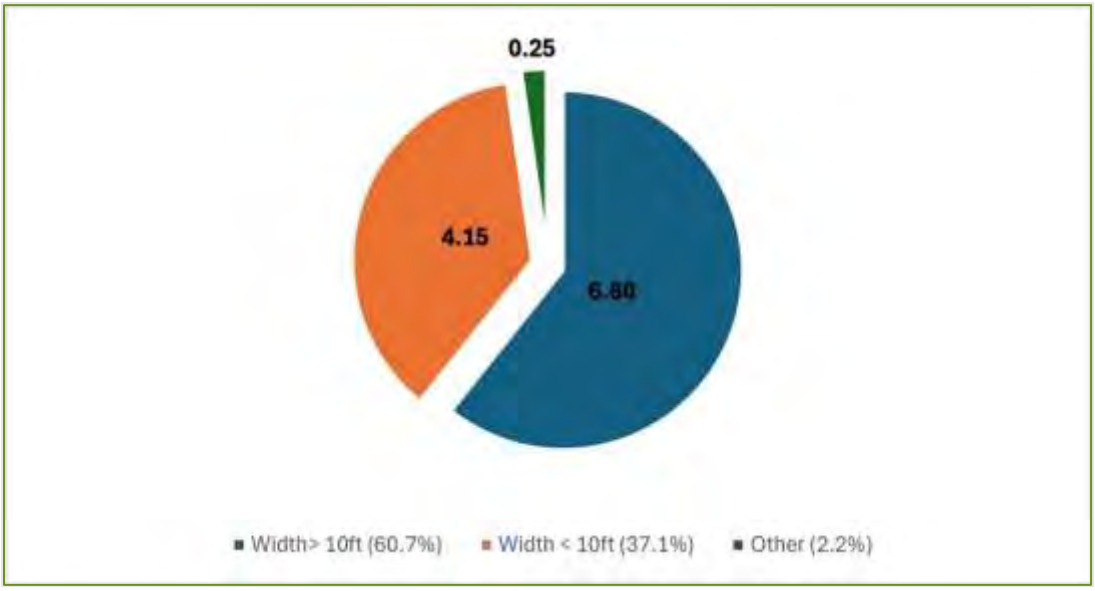


Figure 8-Path Width Mileage

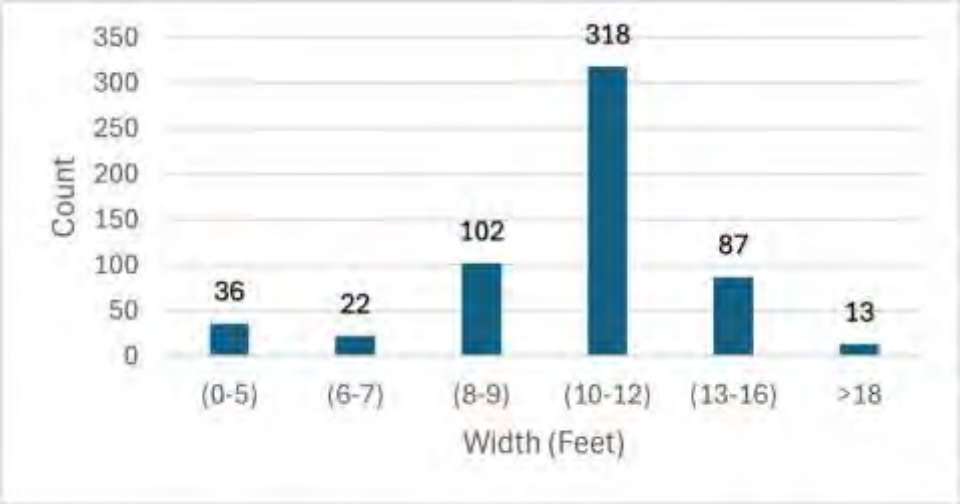


Figure 9-Path Width



Figure 10-Path Width Examples (Meets Recommendation / Does Not Meet Recommendation)

Slope

The path was found to have an average longitudinal slope (east to west) of 1.97% (Figure 11), with 92% of the path within the FHWA recommended 5% slope (Figure 12). However, throughout the path, there were several outlier slope measurement locations, including short inclines and hill-like rises. These variations in slope were primarily due to the natural topography of the area, as well as adjustments made to navigate bridges, overpasses, and other infrastructural elements.

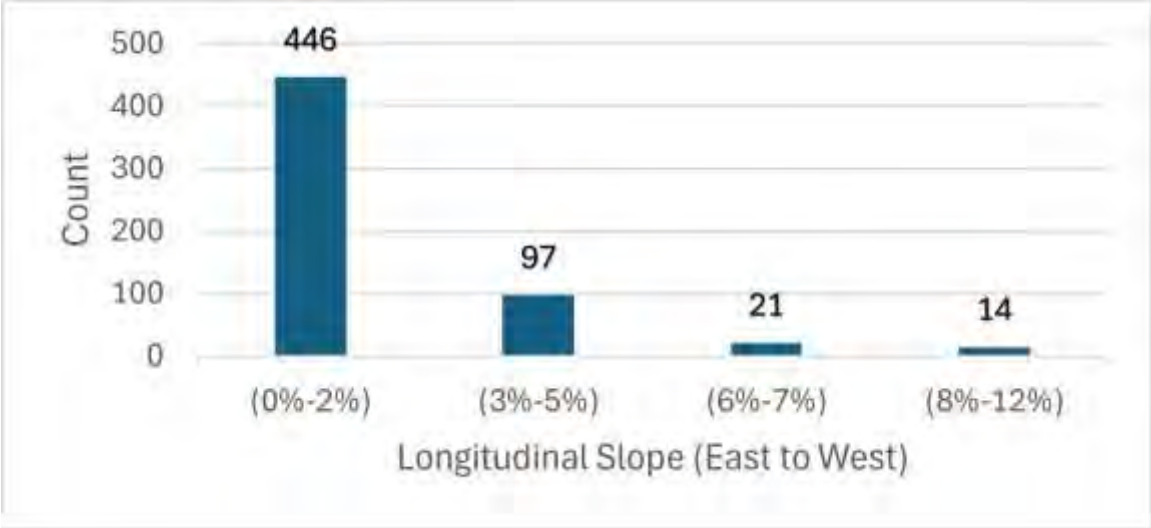


Figure 11- Longitudinal Slope

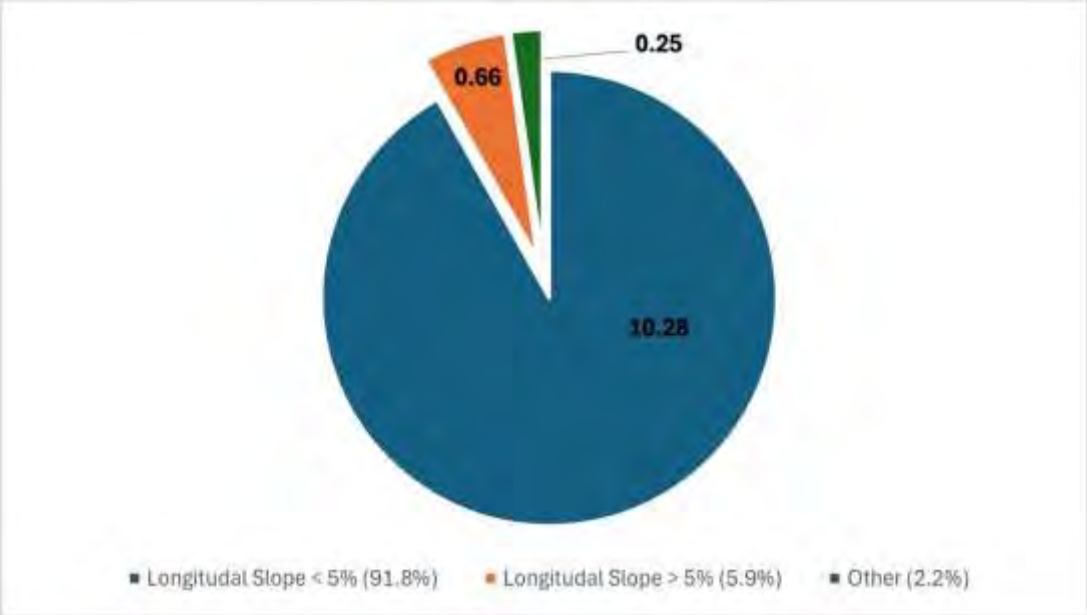


Figure 12-Longitudinal Slope Mileage

The path was found to have an average cross slope (north to south) of 2.73% (Figure 13), with slope varying between 0% and 15%, with about 57% of the path meeting the 2% cross slope recommended maximum (Figure 14). The outlier areas with higher grade slopes were primarily associated with specific features such as sidewalks and driveway access in residential areas, particularly along Idlewild Drive in Reno. These sections typically had steeper inclines due to the presence of driveways and residential access points. In addition to these outliers, higher-grade slopes were also observed in multiple concrete sections along Riverside Drive and asphalt areas throughout the path.

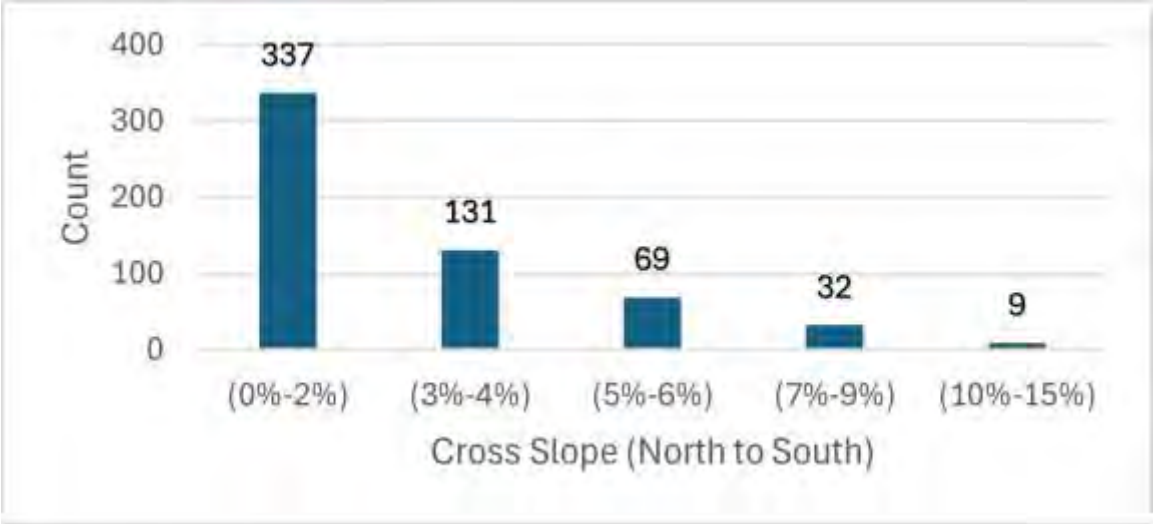


Figure 13-Cross Slope

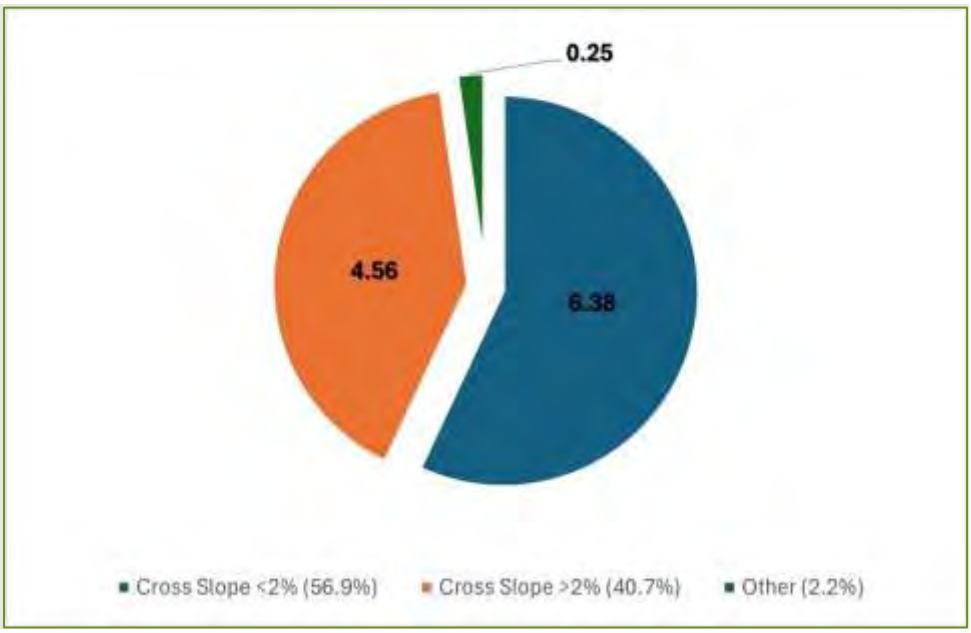


Figure 14-Cross Slope Mileage

The inventory found approximately 35 locations along the path where the longitudinal slope measurements exceeded 5% and approximately 241 sites that had cross slope measurements exceeding 2%. These sites are dispersed throughout the path, with a combination of areas exhibiting both good and poor surface quality, as well as varying surface material. Figure 15 shows examples of locations with different longitudinal slopes and surface material.



Figure 15-Longitudinal Slope Examples: Concrete Within Recommended Slope / Asphalt Outside Recommended Threshold)

37% of the path was found to meet all three FHWA recommendations (width, cross slope, and longitudinal slope) and was also found to have good pavement surface condition (Figure 17).

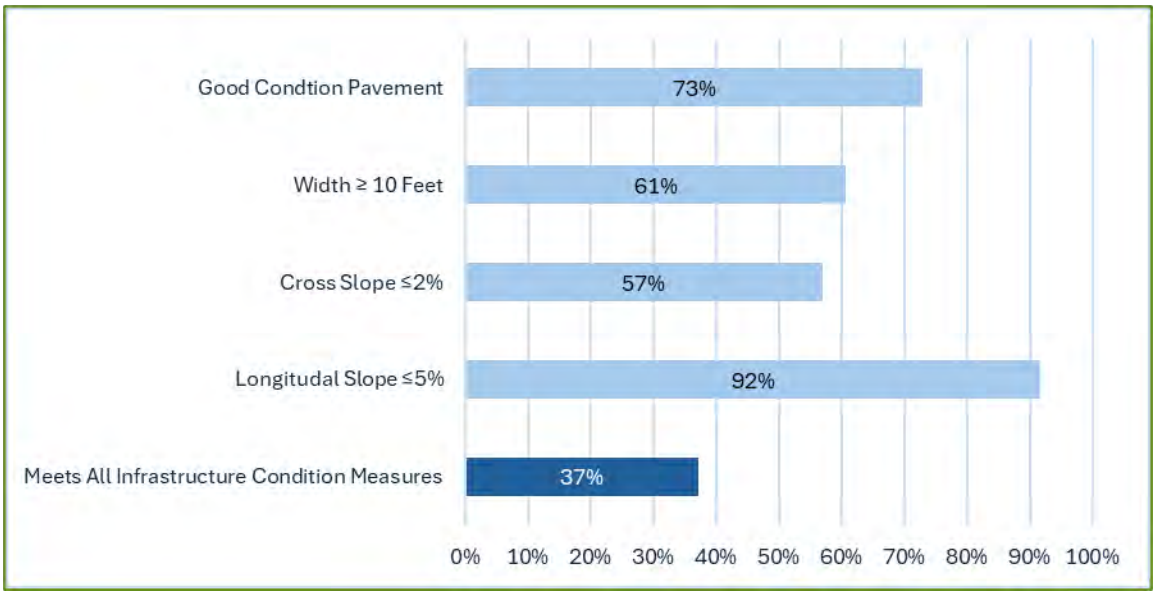


Figure 17-Percent of Path Meeting all Measures

Striping

Throughout the path, some sections were clearly divided by a striped center line (Figure 18). Most of the striped path sections were within the city of Sparks, but there was also a continuous segment through Idlewild Park in Reno (Figure 19). In total, approximately 5.6 miles of the path were found to be marked with striping (Figure 20).



Figure 18-Striped Path



Figure 19-Striped Path Location

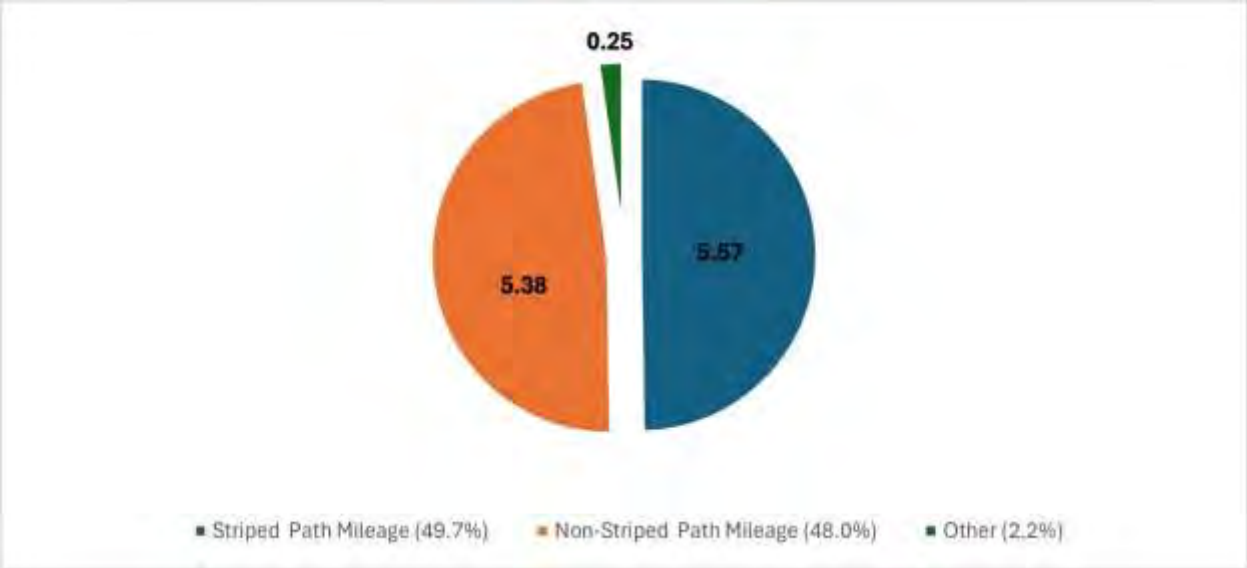


Figure 20-Striped Path Mileage

Amenities

Restrooms

One restroom, located within Cottonwood Park (Figure 21), was counted in the initial inventory. As observations were only collected every 100 feet, no restroom facilities between data collection locations were included in the initial inventory. Recognizing the limitations of the data collection methodology for the identification of restrooms, a post-inventory desktop analysis was conducted in the spring of 2025. At that time five additional publicly available restrooms along the path were identified, including three "Portland Loo" restrooms (Figure 22). The additional restrooms were located within Rock Park, John Champion Memorial Park, Brodhead Memorial Park, City Plaza Park, and Crissie Caughlin Park (Figure 23).



Figure 21-Restroom (Cottonwood Park)



Figure 22-Restroom (Portland Loo)

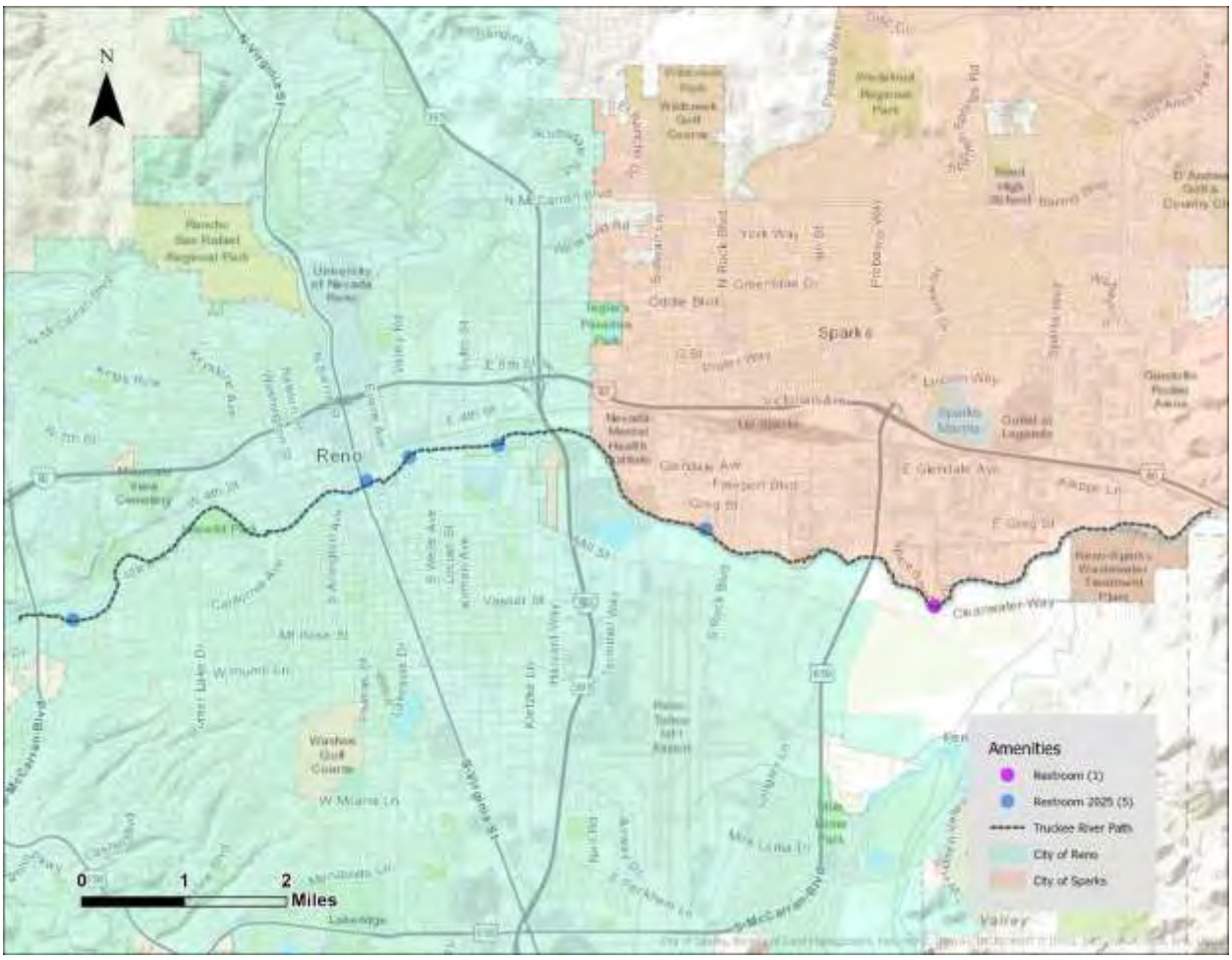


Figure 23-Amenities Across Entire Path (Restrooms)

Benches

The design and quality of the benches varies along the path, with cement, wood, and metal being the three main materials used for bench construction (Figure 24). Some benches

feature more modern, ergonomic designs, while others are simpler and more traditional. Benches were found to be located throughout the path corridor (Figure 25), with fewer benches found within Sparks.



Figure 24-Benches (Wood, Cement, and Metal)



Figure 25-Amenities Across Entire Path (Benches)

Trash Cans

Trash cans were found to be distributed along the path, however more trash cans were found within the City of Reno. (Figure 26). The design and condition of the trash cans varied by location. While some were found to be in good condition, others exhibited signs of deterioration, including physical wear, aging materials, and evidence of vandalism such as graffiti and tagging.



Figure 26- Amenities Across Entire Path (Trash Cans)

Lighting

Lighting infrastructure found along the path was limited in the City of Sparks, with extended segments lacking lighting fixtures. In Reno, lights were found to be concentrated within the Riverwalk District and along the path adjacent to Kuenzli Street (Figure 27). A variety of light fixture styles were observed, including units designed to emit light omnidirectionally, laterally, and downward (Figure 28). The type of lighting technology also varied by location, with a mixture of LED and non-LED bulbs observed. As the inventory was conducted during daylight hours, the functionality and illumination quality of the lighting fixtures could not be assessed.



Figure 27-Amenities Across Entire Path (Lights)



Figure 28-Light Styles

User Experience Observations

Obstructions

Obstructions were defined as vertical barriers within seven feet of path clearance and horizontal barriers within two feet of the path edge. A total of 67 obstructions were identified along the path, consisting of 54 horizontal obstructions and 13 vertical obstructions. Obstructions observed along the path included trees, foliage, and fencing, either along or through the path. Tree branches were the primary vertical obstructions. Both horizontal and vertical obstructions were found to be present throughout the path (Figure 29). Horizontal obstructions observed consisted of narrow fencing, poles, depressions in the path, and tree roots (Figure 30).



Figure 29-Vertical and Horizontal Obstruction Locations



Figure 30-Vertical Obstruction (Branch) and Horizontal Obstruction (Depression and Tree Root)

Signage

Signs along the path were found to serve two primary functions, wayfinding and hazard warnings. Wayfinding signs help users orient themselves by indicating the direction of travel, with some displaying approximate travel times to key locations along the trail and a map of the path (Figure 31). Tahoe Pyramid Trail signs, found throughout the path, are an example of a wayfinding sign. The other type of sign found along the path were hazard warning signs, which alert users to potential dangers, particularly related to overpass clearance heights. Other signs along the path notified path users of city ordinances and city boundaries.



Figure 31-Signage Along Path

Road Crossings

Two crossing types were observed at the eleven locations, at-grade crosswalks and grade-separated underpasses. The crosswalks had different styles of markings, which included standard and continental lines (Figure 32). The crosswalk on Sierra Street had signage on light poles to indicate to drivers the presence of a crosswalk. The underpasses varied in height, with high clearance on the underpass for I-580, and lower clearance on Glendale Avenue, which had a 7 feet -11 inches clearance (Figure 33). The path was found to cross over a roadway at 11 locations (Figure 34).



Figure 32-Crosswalk Styles (Standard and Continental Lines)



Figure 33-Low Bridge Underpass

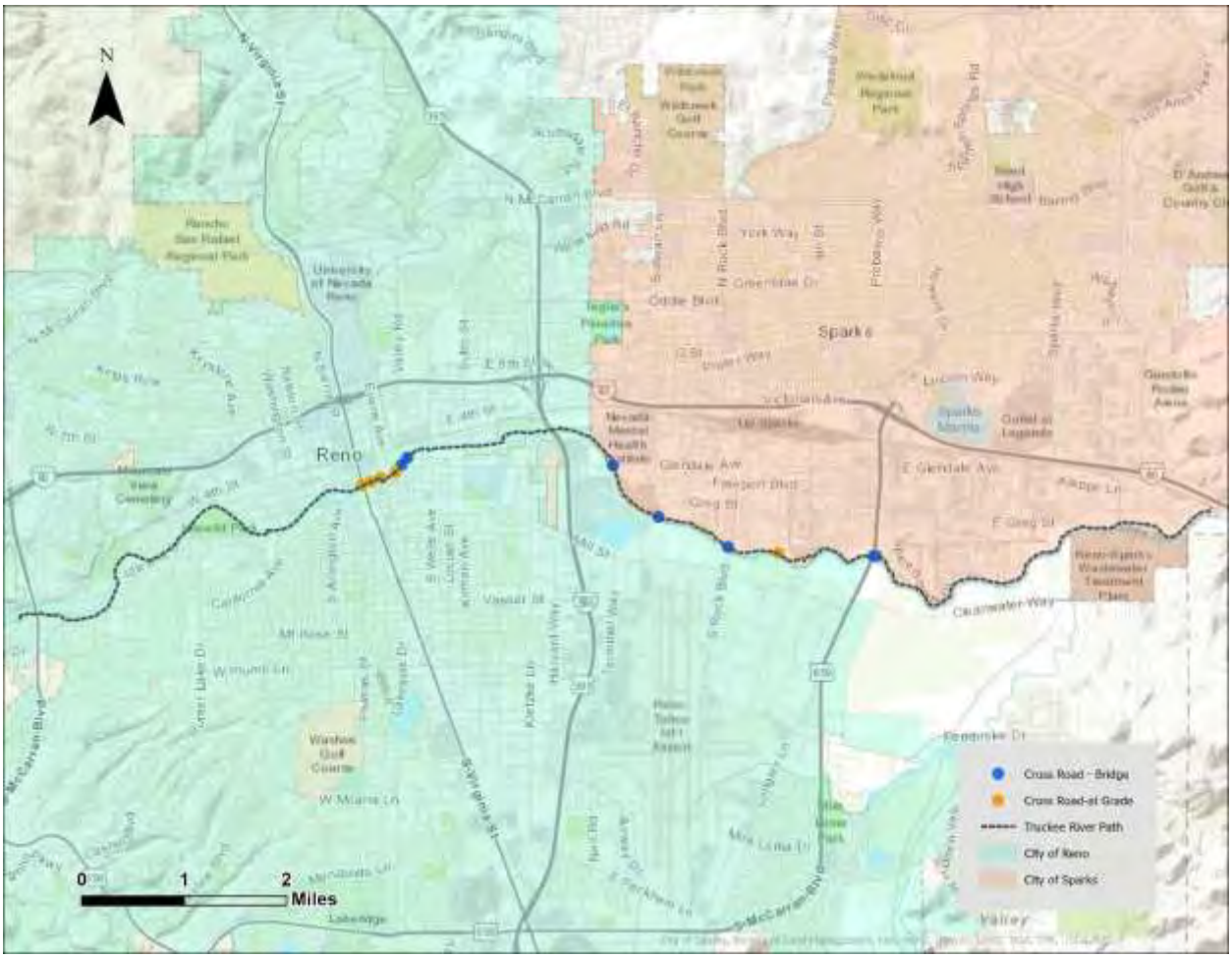


Figure 34-Road Crossings Locations

Access Points

A total of 44 access points were observed along the path, with a high concentration located in the Riverwalk District of Reno (Figure 35). The access points included pedestrian walkways, curb ramps, paths, inclined ramps, stairways, and river access ramps (Figure 36). Several of these access points were connected to parking lots. The access points were distributed throughout the corridor and varied in surface material and condition.

A potential point of path segmentation was observed along the path within the downtown Reno corridor. Specifically, the segment between South Center Street and Lake Street included two fences with lockable gates controlled by the private property owner (Figure 37). If these gates were closed, users would need to detour via East 1st Street, resulting in an additional travel distance of approximately 600 feet.



Figure 35-Access Point Locations



Figure 36-Access Point Types



Figure 37-Privately Owned Parcel with Gate (AT&T Communications of Nevada)

Additional Observations

The presence of unhoused people and their belongings was observed on the path, particularly between the Grand Sierra Resort (GSR) and John Champion Memorial Park, near the Riverwood Apartments, and in Broadhead Memorial Park. Accumulations of personal items and debris were noted as potential obstacles and obstructed the path in some locations.

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

Meeting Date: 8/15/2025 **Agenda Item: 6.5.**

To: Regional Transportation Commission

From: Alex Wolfson, Project Manager

SUBJECT: Sparks Intelligent Corridors Project

RECOMMENDED ACTION

Receive a presentation on the Sparks Intelligent Corridors Project. (Informational Only)

BACKGROUND AND DISCUSSION

The Sparks Intelligent Corridors Project is a pilot initiative led by the Regional Transportation Commission (RTC) of Washoe County in partnership with the City of Sparks, University of Nevada Reno (UNR), and Kimley-Horn. The goal of the project was to evaluate the feasibility and performance of using real-time vehicle speed and trajectory data to dynamically adjust traffic signal timings and deliver location-based alerts to drivers.

This innovative Intelligent Transportation System (ITS) project leverages cloud-based, high-resolution trajectory data to automatically trigger congestion-responsive signal timing plans—referred to as "flush plans"—across approximately ten traffic signals along Sparks Boulevard. In addition, the project provides traveler information through a virtual dynamic message sign (vDMS) for routes between the Spaghetti Bowl and Spanish Springs. To support the system, fiber optic infrastructure was installed to ensure robust communication with the relevant signals, and new software was developed to automate the transmission of alerts and signal timing changes.

Key Benefits of the Project Platform:

- Cost Efficiency through Cloud Integration: By using real-time cloud data, the project avoids the need for extensive connected vehicle infrastructure, significantly reducing installation and maintenance costs. This also makes it easier to scale the platform to other corridors.
- Improved Congestion Management: Signal timing is adjusted only when congestion levels warrant it, making the system more responsive and efficient. The platform can also adapt to unexpected changes in traffic due to incidents, construction, or closures.
- Reduced Operational Burden: Automated signal adjustments decrease the workload for operations and maintenance staff, streamlining ITS management across the corridor.

- Scalability and Flexibility: The platform's modular design allows it to be deployed in other parts of Sparks and can accommodate future integrations with additional cloud-based data sources such as weather information.
- Secure Software Environment: The system is powered by Kimley-Horn's Traction Connect platform, which follows System and Organization Controls 2 (SOC 2) standards for secure data management and privacy protection.

Project Outcomes and Next Steps:

- The pilot has demonstrated measurable improvements, including reduced travel times along Sparks Boulevard, increased "green light" arrivals for mainline traffic, and successful automation of signal timing plans. These outcomes underscore the system's potential to modernize traffic operations without the high costs associated with traditional infrastructure investments.

Based on these successes, RTC staff will expand the project in a second phase to cover a broader service area and further integrate cloud-based technologies into regional signal operations.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

10/21/2022 - Approved a contract with Kimley-Horn and Associates, Inc., to provide design services and optional engineering during construction for the Sparks Intelligent Corridor (IC) project on Sparks Boulevard and Vista Boulevard in an amount not to exceed $780,625.

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

Meeting Date: 8/15/2025 **Agenda Item: 7.1.**

To: Regional Transportation Commission

From: Bill Thomas, Executive Director

SUBJECT: Executive Director Report

RECOMMENDED ACTION

Monthly verbal update/messages from RTC Executive Director Bill Thomas - no action 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
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 8/15/2025 **Agenda Item: 7.2.**

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

Meeting Date: 8/15/2025 **Agenda Item: 7.3.**

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.