Location:

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

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY
BOARD MEETING AGENDA

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

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

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

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

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

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

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

3. Approval of Agenda (For Possible Action)

4. Consent Items (For Possible Action):
- 4.1. Minutes
  - 4.1.1 Approve the meeting minutes for the 08/15/2025 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 August. (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 a contract with GCW, Inc., for planning services to complete the Rock Boulevard Corridor Study, in an amount not-to-exceed $200,000. (For Possible Action)

4.3.2 Approve a contract with Parametrix, Inc., for planning services to complete Neighborhood Network Plans 3 & 4, in an amount not-to-exceed $224,840. (For Possible Action)

4.3.3 Approve a contract with Parametrix, for planning services to complete the Locust–Kirman–Wells–Taylor Corridor Study, in an amount not-to-exceed $199,706. (For Possible Action)

4.3.4 Approve a contract with LiDAR Matrix, Inc., for data collection and analysis services on the LiDAR-Based Multimodal Traffic Data Collection & Analytics Program, in an amount not-to-exceed $400,000. (For Possible Action)

4.4. Engineering Department

4.4.1 Approve a contract with Parametrix, Inc., for design services related to the 2026 Active Transportation Program Project, in an amount not-to-exceed $1,139,839. (For Possible Action)

4.4.2 Approve Amendment No. 3 to the contract with Kimley-Horn and Associates, Inc., for additional engineering during construction services needed in connection with the Veterans Roundabout Modifications Project, in the amount of $190,955, for a new total not-to-exceed amount of $871,455. (For Possible Action)

4.4.3 Approve a contract with AtkinsRéalis USA to provide design and engineering during construction services in connection to the Wedekind Road Pedestrian Improvement Project, in an amount not-to-exceed $575,790. (For Possible Action)

4.5. Executive, Administrative and Finance Department

4.5.1 Approve modifications to RTC Management Policy P-21, Travel. (For Possible Action)

5. **Discussion Items and Presentations:**

5.1. Receive an update on the development of the FY 2026-2030 Move More with RTC Plan, and provide feedback and direction to staff. (Informational Only)

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

6. **Reports (Information Only):**

6.1. Monthly verbal update/messages from RTC Executive Director Bill Thomas - no action taken.

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

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

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

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

9. **Adjournment (For Possible Action)**

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

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

Meeting Date: 9/19/2025 **Agenda Item: 4.1.1**

To: Regional Transportation Commission

From: Michelle Kraus, Board Clerk

SUBJECT: Draft Meeting Minutes for 08/15/2025

RECOMMENDED ACTION

Approve the meeting minutes for the 08/15/2025 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 **9:01 A.M.** **August 15, 2025**

PRESENT:

Alexis Hill, Chair, Washoe County Commissioner
Ed Lawson, Mayor of Sparks (Departed Meeting @ 10:43 a.m.)
Mariluz Garcia, Washoe County Commissioner
Devon Reese, Vice Chair, Reno City Council (Departed Meeting @ 10:47 a.m.)
Hillary Schieve, Mayor of Reno
Bill Thomas, RTC Executive Director
Adam Spear, Legal Counsel
Sajid Sulahria, Deputy Director of NDOT (Alternate)

ABSENT:

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. No public comment was received.

Item 3 APPROVAL OF AGENDA

On motion of Commissioner Lawson to approve, seconded by Commissioner Garcia, 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 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 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 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 Departments

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)

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

Item 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

Graham Dollarhide, RTC Transportation Planning Manager, presented the final FFY 2025–2029 RTIP.

Mr. Dollarhide explained that most changes from the previous 2023–2027 plan were administrative in nature, with a small number of amendment-level changes. Two projects were removed: the Moana Lane Multimodal and ADA project (reprioritized during the RTP update) and the Rosewood

Trailhead project (lead agency unable to accept funds). Thirteen new projects were added, along with several programmatic efforts.

Mr. Dollarhide emphasized that the plan remains fiscally constrained, requires no additional air quality conformity analysis, and has undergone the required public review process.

The public participation period closed earlier in the week with no public comments received. Minor administrative updates will follow, including updated public health data and revised language to satisfy Section 5307 requirements.

Bill Thomas, RTC Executive Director, added that the project list reflects the priorities of the region's jurisdictions and highlighted that needs continue to exceed available resources.

Chair Hill emphasized the importance of Pyramid Corridor improvements and bus stop upgrades. Vice Chair Reese thanked staff for their iterative and transparent process. Commissioner Garcia praised the balanced approach and commended staff for addressing diverse priorities.

Chair Hill opened the public comment period. No public comment was received.

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

Item 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)

Christian Schonlau, RTC Director of Finance, introduced Executive Director Jill Tolles of the Guinn Center.

Ms. Tolles explained that the Guinn Center is an independent, nonpartisan, data-driven research organization affiliated with the University of Nevada, Reno, and had partnered with RTC to study alternatives for funding roadways given declining revenues from fuel taxes. Ms. Tolles introduced Interim Director of Economic and Fiscal Policy, Mark Krmpotic, who delivered the presentation.

Mr. Krmpotic reviewed the rise of electric and hybrid vehicles (EVs and HEVs) in Washoe County and the corresponding decline in taxable fuel sales. He summarized three major policy alternatives implemented in other states: (1) additional registration fees, (2) vehicle miles traveled (VMT) taxes, and (3) electric charging station taxes. He also reviewed existing statutory options such as the Supplemental Governmental Services Tax (SGST) and optional sales tax increases. The Guinn Center concluded that additional registration fees may be the most viable short-term option due to ease and timeliness of implementation.

Director Thomas noted the need to work with local managers and the legislative delegation before the next session.

Commissioner Schieve stressed the public safety risks associated with EV lithium battery fires and urged that local governments remain actively involved in legislative discussions.

Commissioner Garcia compared the 400% growth in EV adoption to similar surges in education or healthcare, saying such numbers would compel immediate policy action; she also inquired about state-level EV incentives. Mr. Krmpotic responded that he was not aware of state incentives beyond past Volkswagen settlement funds used for charging stations.

Vice Chair Reese, an EV owner, stressed the need to balance road funding with continued support for clean transportation. He supported finding solutions that do not disincentivize EV adoption, which he described as the future of transportation.

Commissioner Lawson noted that previous legislative studies on this issue have gone nowhere and warned that until road conditions deteriorate to an unacceptable level, the legislature may not act. He specifically raised concerns about heavy delivery trucks like those used by Amazon operating without contributing fuel tax revenue.

Sajid Sulahria, NDOT Deputy Director, confirmed that statewide transportation funding remains under review.

6.2 Receive a presentation on RTC's Public Transit Ridership. (Informational Only)

Jim Gee, RTC Director of Public Transit, reported that RTC has achieved 36 consecutive months of ridership growth, which is the longest streak since 1989. He noted that population growth and service hours increased only modestly, while ridership rose significantly (21% on RIDE, 35% on ACCESS, and 170% on FlexRIDE). Mr. Gee attributed this success to technological improvements (mobile app usage, new BRT station signs, fare system upgrades), service adjustments that enhanced reliability, and expanded FlexRIDE coverage. He highlighted strong ridership gains among younger riders, partnerships with UNR and WCSD, and growing adoption of the RTC Transit app, which saw the nation's highest increase in usage last year.

Mr. Gee recognized the great team at RTC, noting all 17 department staff members have contributed directly at some way in some point to these 36 straight months of growth. Likewise, Geo Jackson at MTM and Don Swain at Keolis, RTC's two contractors were recognized.

Board members congratulated staff on achieving growth despite industry challenges nationwide and emphasized the importance of technology, partnerships, and safety investments.

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)

Ashley Hurlbut, RTC Project Manager, and Sai Sun, RTC Transit Planner, gave a presentation on the Bus Stop Improvement project, which will modernize stops across the region, with a focus on accessibility, passenger safety, and compliance with ADA requirements.

The nine stops that are planned to receive improvements are: E. 2nd Street at Walmart, Robb Drive at McQueen High School, El Ranch Drive at Hug High School, Terminal Way at Golden Gaming, Glendale Avenue and Demin Way, Wedekind Road at Helena Avenue, Wedekind Road at Whitfield Way, Wedekind Road at Clear Acre Lane and Sun Valley Boulevard at W. 1st Street.

These sites were picked as having the greatest priority at this time, and more routes will be evaluated going forward and be prioritized for future improvements.

The early phases of design are starting now and going through the end of this year, anticipating the final design in the spring of 2026.

Vice Chair Reese expressed specific concern over the Sharlands Avenue and Robb Drive bus stop.

Board members supported the contract, noting that improving bus stops enhances both safety and ridership. Commissioner comments emphasized that quality stops are critical to the overall passenger experience.

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

6.4 Receive a presentation on the Truckee River Path Inventory Study. (Informational Only)

Vanessa Lacer, RTC Planning Director, presented the Truckee River Path Inventory Study. This is a direct result of the FY 25 RTC Board Strategic Roadmap Goal No. 3, which was to explore the Truckee River as a mobility corridor.

The study area started at River Haven Drive in Reno extending to Larkin Circle in Sparks, which was 11.2 miles in total.

The study provided a comprehensive inventory of conditions along the multi-use path, including surface quality, lighting, signage, and safety features. It identified areas with erosion, flooding risks, and accessibility barriers. The study also evaluated opportunities to close gaps in the path network to improve continuity for pedestrians and cyclists.

Board members expressed strong interest in prioritizing safety improvements and ensuring the path remains a viable commuting and recreational option. They emphasized the importance of coordinating with the City of Reno, City of Sparks, Washoe County, and environmental agencies to implement recommendations.

Commissioner Garcia would like the report distributed to Parks staff at the County and Cities, as another study regarding park districts is in process, and this is an important piece of the data. Ms. Lacer will make sure they have access to it.

6.5 Receive a presentation on the Sparks Intelligent Corridors Project. (Informational Only)

Alex Wolfson, RTC Project Manager, outlined the Sparks Intelligent Corridors Project, which introduces advanced traffic management technology in key areas of Sparks. The project integrates adaptive traffic signal systems, real-time traffic monitoring, and data-sharing infrastructure.
Goals include reducing congestion, improving travel time reliability, and enhancing safety for all modes of transportation.

Commissioner Lawson praised the project as a major step forward for Sparks, highlighting community support and the opportunity to improve traffic flow in growing corridors.

Board members noted the potential for regional benefits through data sharing and integration with the Cities and Counties traffic management systems. With this being an exciting way to work together on the same system to reroute traffic during events and high peak congestion times.

Item 7 REPORTS (Informational Only)

7.1 RTC Executive Director Report

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

- The flooding event at the Arlington Avenue Bridges replacement project delayed the project by a few days, but no significant damage occurred.
- Staff recently attended an American Public Works Association Forum in Washington D.C. with public works leaders and directors from communities with populations of more than 400,000.
- The groundbreaking for the Sparks Boulevard Capacity Improvement project was last week, and had a great turnout from staff, contractors, consultants, and elected leaders at the local, state and federal level.
- RTC is the winner of two national awards for the Ed Pass advertising campaign: the APTA AdWheel Award and the Association for Commuter Transportation National Award.
- Jennie Murray joined the RTC Finance Team as Accounting and Payroll Specialist last week.
- Congratulations to three employees on their recent promotions. Lolita Davis was promoted to Administrative Assistant III in Agency Services. Derek Campbell was promoted to Facilities Maintenance Specialist III, and Lee Anne Olivas was promoted to Management Analyst.

7.2 RTC Federal Report

Paul Nelson, RTC Government Affairs Officer, provided updates on federal legislative matters.

Congress is now in its August recess and won't return until after Labor Day. The House and Senate Appropriations committees have both passed their tax bills for FY 26 and both fully fund transit. They are looking at legislation to address delays in property acquisitions for FTA grantees, and that includes allowing the acquisition of right of way before the NEPA process. This is something staff discussed with some of RTC's Federal Delegation as a priority for RTC moving into the Surface Transportation Act. The Senate confirmed former congressman Marc Molinaro as FTA administrator. It is expected that he'll focus on accessibility and fiscal responsibilities.

7.3 NDOT Director Report

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

- Kenny Guinn Peak Named July 30th
- Reno Flash Flooding on July 27th
- Bicycle/Pedestrian Art Contest
- Event Season is Here: Reduced Construction Traffic Control through Season.

Item 7 COMMISSIONER ANNOUNCEMENTS AND UPDATES

No announcements or requests were made by commissioners.

Item 8 PUBLIC COMMENT

No public comment was received.

Item 9 ADJOURNMENT

The meeting was adjourned at 11:15 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: 9/19/2025 **Agenda Item: 4.2.1**

To: Regional Transportation Commission

From: Christian Schonlau, Director of Finance/CFO

SUBJECT: Procurement Activity Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Procurement Activity Report.

BACKGROUND AND DISCUSSION

See attached for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

ATTACHMENT A

PROJECTS CURRENTLY ADVERTISED

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

Request for Proposals (RFP)	
Project	**Due Date**
Construction Management for Military Road Capacity and Safety Project	September 17, 2025
Congestion Management Process (CMP) Update	September 19, 2025
Truckee Meadow River Path Implementation Plan	September 23, 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
Pembroke Drive Acquisitions	AtkinsRealis	$87,459
Lear Boulevard Fiber Optic Conduit	DOWL, LLC	$49,850
RTC Landscaping FY26	Town and Country Landscaping	$49,800

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
Meadowood Rehab	SNC	7/29/25	CO1	$81,355.60	$1,358,362.60

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

Meeting Date: 9/19/2025 **Agenda Item: 4.2.2**

To: Regional Transportation Commission

From: Vanessa Lacer, Director of Planning

SUBJECT: Planning Activity Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Planning Activity Report.

BACKGROUND AND DISCUSSION

See attachment for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

PLANNING STUDIES

Neighborhood Network Plans 1 & 2	
Marquis Williams, Project Manager	https://rtcwashoe.com/planning/active-transportation-plan/
Status: The first of two Neighborhood Network Plans, Central Reno, was approved in August. The second Neighborhood Network Plan, Central Sparks, will be presented to the RTC Board and RTC committees and 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 scheduled for approval 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 scheduled for approval 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 scheduled for approval in September.	

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, and the next meeting is planned for September 2025.	

Vision Zero Truckee Meadows	
RTC Planning Staff	https://visionzerotruckeemeadows.com/
Status: SS4A planning funds totaling $1.2 million in federal dollars were awarded, and an agreement with FHWA has been executed. Staff plan to release an RFP this fall 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, and the next meeting is planned for October 2025.	

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

Meeting Date: 9/19/2025 **Agenda Item: 4.2.3**

To: Regional Transportation Commission

From: Dale Keller, Deputy Executive Director

SUBJECT: Engineering Activity Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Engineering Activity Report.

BACKGROUND AND DISCUSSION

See attachment for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

RTC Engineering Monthly Report

Active Transportation Projects

Biggest Little Bike Network	
Sara Going, Project Manager	https://rtcwashoe.com/projects/biggest-little-bike-network/
Status: The project team will be holding informational pop-up sessions during the month of September. Locations and times can be found at BiggestLittleBikeNetwork.com.	

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 Winter. 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 is advancing from 30% design to 60% design.	

Pembroke Drive Capacity & Safety	
Ashley Hurlbut, Project Manager	https://rtcwashoe.com/projects/pembroke-drive-capacity-safety/
Status: Nichols Consulting Engineers (NCE) has progressed the design to 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: 90% Design Winter 2025; Right of Way Engineering in progress	

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: Project has been awarded to Granite Construction Company. Project team is engaged in the pre-construction phase. Construction will begin September 15, 2025. More information is available at SparksBlvdProject.com.	

Vista Boulevard/Disc Drive Intersection Improvement	
Alex Wolfson, Project Manager	https://rtcwashoe.com/projects/vista-boulevard-disc-drive-intersection-improvements/
Status: Construction is underway at the Vista Blvd and Disc Drive intersection. Major work at this intersection is expected to wrap up by the end of October.	

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 in early November.	

West Fourth Street Safety	
Scott Gibson, Project Manager	https://rtcwashoe.com/projects/west-fourth-street-safety/
Status: 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 has been resurfaced, and final work items will be complete in September.	

Arrowcreek/Wedge Rehabilitation	
Jessica Dover, Project Manager	https://rtcwashoe.com/projects/arrowcreek-parkway-wedge-rehabilitation/
Status: Paving on Arrowcreek Pkwy, from the east side of Thomas Creek Rd to the west side of the Arrowcreek Pkwy/Wedge Pkwy intersection, is complete. Paving operations for the eastern segment of Arrowcreek Pkwy (Wedge/Arrowcreek intersection to approximately 1,000 ft NE of the intersection) will start on 08/25/2025 and will continue through mid-September.	

La Posada Corrective	
Bryan Byrne, Project Manager	https://rtcwashoe.com/projects/la-posada-corrective-project/
Status: The project is at 90% design and is working to incorporate comments and progress to 100% design. The 100% design is expected to be completed in November 2025.	

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/
Traffic control will shift to allow traffic on the newly constructed inside lane starting the week of 08/25/2025, while improvements are completed in the outside lane. Electrical, IT, and drainage improvements are underway; paving of the slip lane is tentatively scheduled to occur at the end of September.	

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 (TSM) 25-01	
LaShonn Ford	https://rtcwashoe.com/projects/traffic-signal-modifications-25-01/
The project has been awarded to a contractor. Construction anticipated to begin 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 90% 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.	

REPORT ON NEGOTIATED SETTLEMENT AGREEMENTS FOR THE ACQUISITION OF PROPERTY

Project	Property Owner	Purchase Amount	Amount Over Appraisal
Military Road Capacity & Safety	Keller & Maria Hackbusch	$6,241.00	$0
West Fourth Street Safety	Cassinari Enterprise LLC	$11,113.00	$45,435.00
West Fourth Street Safety	Maverick, Inc.	$23,500.00	$0
West Fourth Street Safety	Oppio Keystone	$22,336.00	$0
West Fourth Street Safety	Renovista Ridge Master Property Owner's Association	$1,000.00	$0

CONTRACTS UP TO $100,000

Project	Vendor	Scope	Amount
n/a			

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 Fall 2025.	

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

Meeting Date: 9/19/2025 **Agenda Item: 4.2.4**

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: Public Transportation and Operations Activity Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Public Transportation and Operations report.

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 -

KEOLIS' Reno Bus Roadeo – Keolis will be hosting this year's Flight of the Navigator Bus Roadeo on Saturday, September 20th. The event will be held at the North Parking Lot of the Livestock Event Center, and the course competition will begin at 9:00a. RTC staff along with others will serve as judges for the event. The winner will represent Keolis and the RTC at the International Bus Roadeo May 15-19, 2026 in Salt Lake City, Utah.

RTC Provides Free Bus Rides to the Great Reno Balloon Race – Through its "Don't Drive Arrive! Campaign to the Great Reno Balloon Race, RTC added extra service to the RAPID Virginia Line on September 8, 9, and 10 from 4 a.m. to 10 a.m. and extending the route to Rancho San Rafael Park.

SENIOR FEST 2025 - RTC hosted a booth at the Annual Senior Fest event on September 2nd at the Reno Town Mall. Now in its 28th year, Senior Fest is a free event that connects seniors and caregivers with businesses, organizations, and services catering to seniors and offering resources to support aging within the community. This year, over 60 vendors participated, attracting more than 1,000 attendees.



During the event, attendees had the opportunity to tour one of RTC's FlexRIDE vans. RTC staff provided important information on using FlexRIDE and were available to answer questions about other transit services for seniors that RTC offers. Additionally, RTC staff invited attendees to complete a survey for the *"Move More with RTC"* study, which aims to plan the future of public transportation in Washoe County. This study will evaluate services such as RTC RIDE, FlexRIDE, ACCESS, and Senior Mobility programs, and will recommend improvements in access, reliability, and the overall rider experience.

RTC Receives *Best Overall Marking Campaign* Award – On August 6, Scott Miklos, RTC's Trip Reduction Analyst accepted the Association for Commuter Transportation, ACT National Award for Best Overall Marketing Campaign for the ED Pass Program. Each year, the ACT recognizes and honors outstanding achievements in the field of Transportation Demand Management (TDM) at the annual ACT International Conference held in New Orleans in August, 2025.



RTC RIDE Key Highlights – August

- Driver of the month: David Branson (August Accomplishments)
- Bus Request: None in August
- 99.74 % Service hours and trips delivered.
- 0 new Grievances filed, no new ULP's dropped or withdrawn.



Keolis represented staffing headcount as of August 27, 2025:

Position	Total Employed	#Needed
Coach Operator Trainees	13	0
Coach Operators	173	10
Dispatchers	5	1
Road Supervisors	4	0
Mechanic A	5	0
Mechanic B	3	1
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 – August

Classes: August 17, 6 hired – 4 in training

Safety:

- **Accidents:**
  - 5 Preventable
  - 2 Non-preventable
- **Incidents**
  - 1
- **Injuries:**
  - 0

- **YTD Preventable Accident Count:** 14
- **YTD Injury Count:** 2

August Safety Blitzes – Spatial Awareness & Pre/Post Trips

August Safety Meeting – Hazcom & LOTO

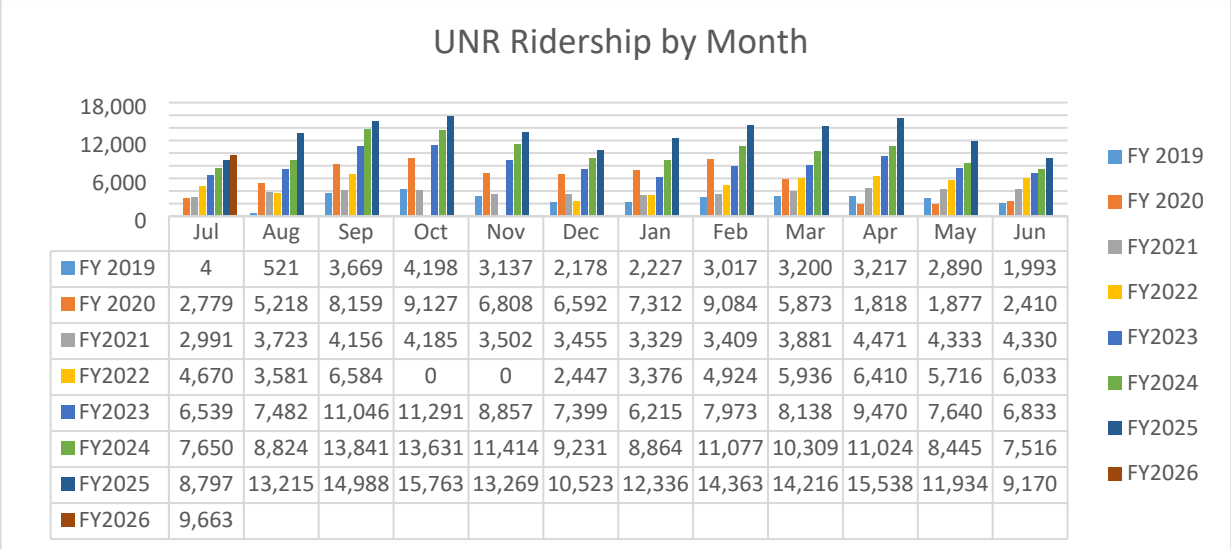
MTM represented staffing headcount as of August 31, 2025:

Position	Total Employed	#Needed
Drivers	56FT – 1PT	14FT – 0 PT
Dispatchers	4 FT	0.5
Reservationists	4.5 FTE's	0
Mechanic A	3 FT	0
Utility Worker	1 FT	0
Facility/Maintenance Technician	1 FT	0

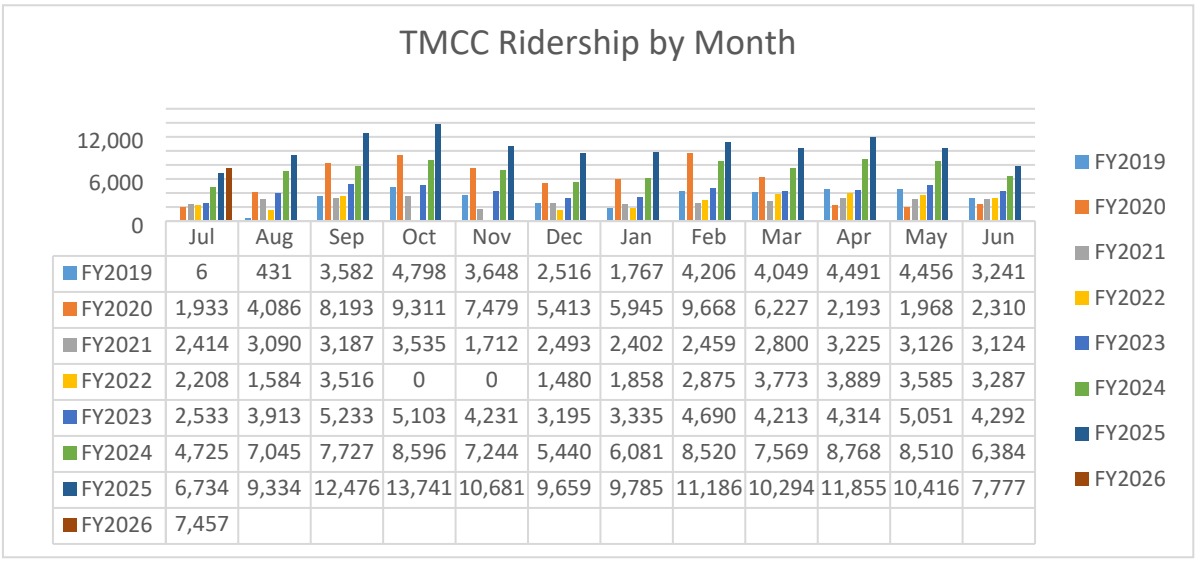
TRANSIT DEMAND MANAGEMENT (TDM) Update

- Vanpools dropped to 322. Staff continues to work with both the Tahoe folks and Commute with Enterprise to add more vans.
- Staff is also working with Commute with Enterprise on their new FlexVan program. This program will enable people to purchase single seats on the vanpool.
- Staff meets weekly with our marketing company Celtis. They shot UGC (user generated content) this week and will have the video for our Vanpool program put together for RTC to review in late September.
- RTC's ED PASS marketing campaign won the Association for Commuter Transportation's ***Best Overall Marketing Campaign*** award at its international conference in New Orleans.

Ridership numbers from the ED Pass Program through the month of July 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
FY2026	9,663											

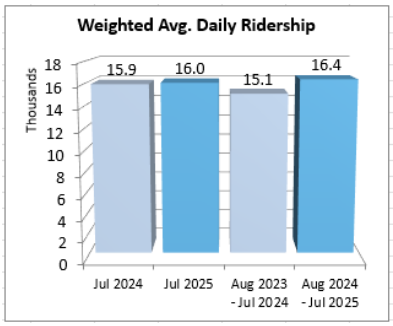


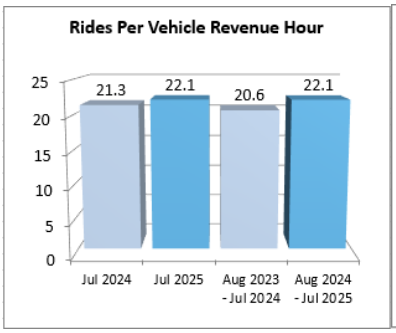
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY2019	6	431	3,582	4,798	3,648	2,516	1,767	4,206	4,049	4,491	4,456	3,241
FY2020	1,933	4,086	8,193	9,311	7,479	5,413	5,945	9,668	6,227	2,193	1,968	2,310
FY2021	2,414	3,090	3,187	3,535	1,712	2,493	2,402	2,459	2,800	3,225	3,126	3,124
FY2022	2,208	1,584	3,516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

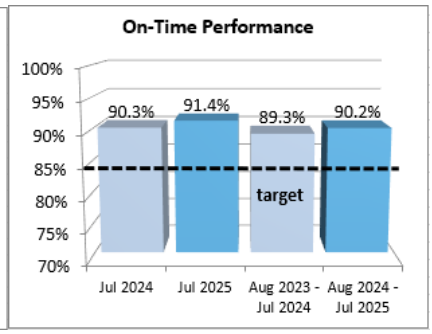
Once again, we hit all-time highs for the month of July with over 17,000 trips!

AUGUST 2025 TRANSIT PERFORMANCE

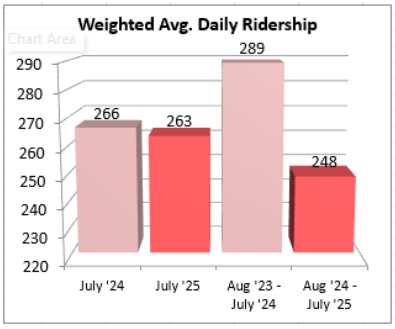
RTC RIDE

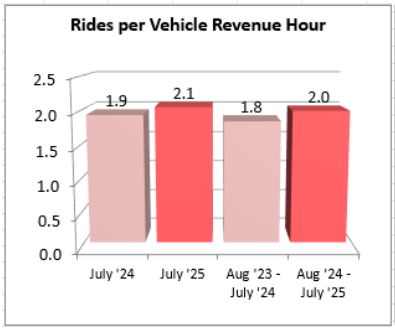


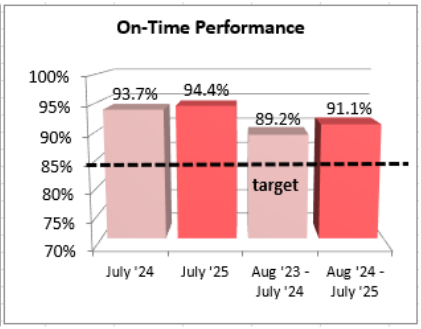




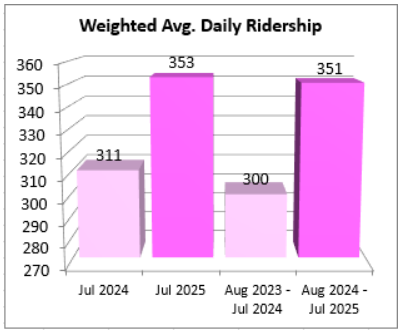
RTC ACCESS

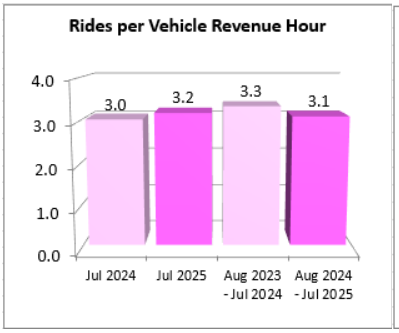


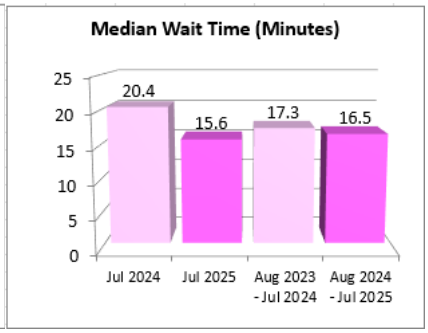




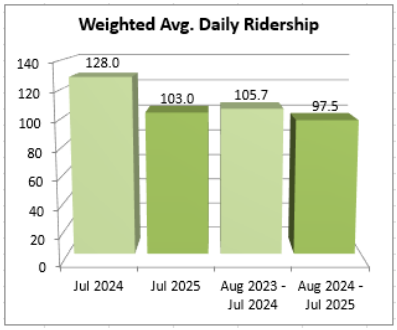
RTC FlexRIDE

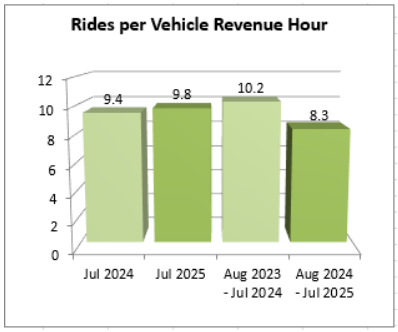




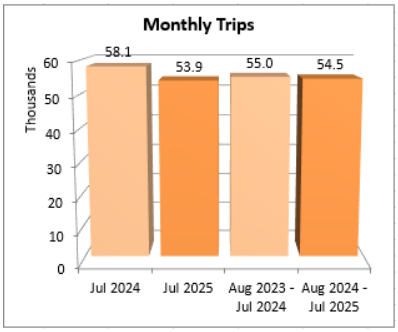


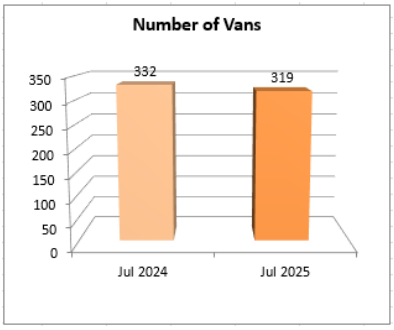
TART





RTC VANPOOL





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

Meeting Date: 9/19/2025 **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

August 2025



www.rtcwashoe.com

> Outreach Activities

Josh MacEachern, Project Manager

August Overview:

In August 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:

- The Sparks Boulevard Phase 2 Groundbreaking Event.
- Board Member tours of the Arlington Avenue Bridges construction site.
- Providing updates on the Veterans Roundabout Modifications Project.
- Continued promotion of RTC's Youth-Pass.
- Planning for the next phase of Biggest Little Bike Network popup events.
- Planning of the Lemmon Drive and Keystone Bridge Public meetings.
- Continued phasing of Spanish Outreach campaigns.
- Completion of the 2025 Bridge Maintenance Project.

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

August Highlights:

- **92 TV Spots (addendum includes 25 highest viewed).**
- **569,303 Estimated Audience.**
- **$36,654 Local Ad Value.**
- **Sparks Boulevard Phase 2 Groundbreaking**
- **Arlington Bridges Site Tours**
- **Rib Cook-Off Free Transit.**
- **Veterans Roundabout Construction.**

> Outreach Activities

Josh MacEachern, Project Manager

Press Releases:

- **8.1.25 – Free Rides to Hot August Nights**
- **8.5.25 – Sparks Groundbreaking Media Opportunity**
- **8.14.25 – Construction Begins on Vista Boulevard and Disc Drive**
- **8.15.25 – Kuenzli Street Bridge Closure**
- **8.26.25 – Free Rides to the Rib Cook-Off**
- **8.28.25 – RTC Labor Day Hours**

Highlights:



> Outreach Activities

Josh MacEachern, Project Manager

Public Outreach:

- **8.1.25 – Arlington Avenue Bridges Tour with Commissioner Hill (Bryan/Dale/Paul/Josh)**
- **8.7.25 – Sparks Boulevard Phase 2 Groundbreaking (Paul/Garrett/Bill)**
- **8.13.25 – WCSD Reed Construction Update Meeting (Paul)**
- **8.12.25 – RTC/Great Basin Co-op Meeting (Josh)**
- **8.19.25 – City of Reno PHB Unveiling (Ashley/Josh/Paul/Laura/Dale)**
- **8.20.25 – Rib Cook-Off Media Luncheon (Paul/Scott)**
- **8.20.25 – Lake Tahoe Electric Transportation Forum (Jim)**
- **8.26.25 – RTC Construction Update at Reno Traffic (LaShonn)**
- **8.28.25 – RTC/WCSD Youth Rides Analysis (Jim/Paul/Josh)**

> Social Media

Josh MacEachern, Project Manager

Facebook

- Reach: 82,782
- Content Interactions: 1,129
- Link Clicks: 6,281
- Visits: 2,046
- New Follows: 64
- Followers: 5k

Instagram

- Reach: 40,883 (464% increase MoM)
- Content Interactions: 614
- Followers: 2.4k

X

- Impressions: 977
- Engagements: 80
- Likes: 8
- Followers: 2,256

YouTube

- Views: 1,118
- Watch time (hours): 82
- Subscribers: 487

Email Marketing

- Subscribers: 1.4k

> Video Production

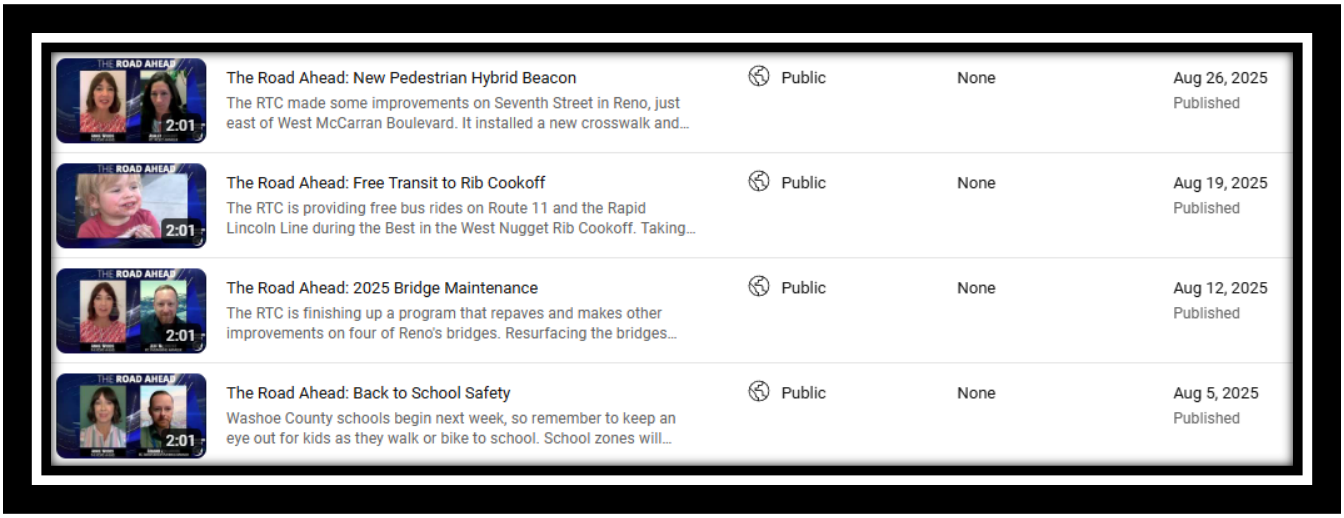
Paul Nelson, Project Manager

The Road Ahead:

- **8.5.25 – Back to School Safety**
- **8.12.25 – 2025 Bridge Maintenance**
- **8.19.25 – Free Transit to Rib Cookoff**
- **8.26.25 – New Pedestrian Hybrid Beacon**

Other:

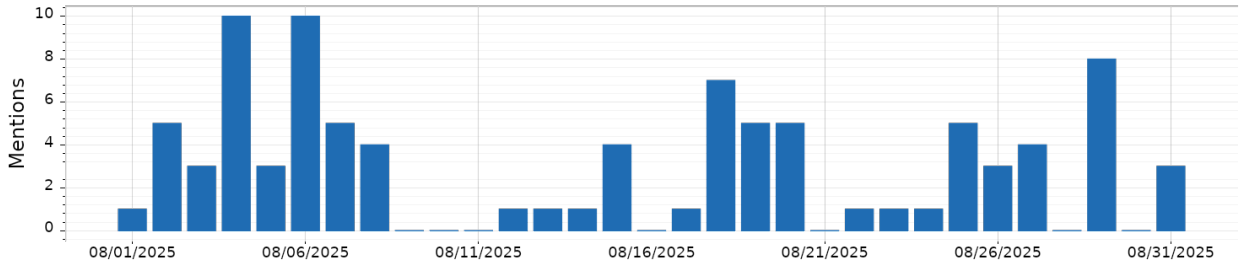
- **August RTC Board Meeting**

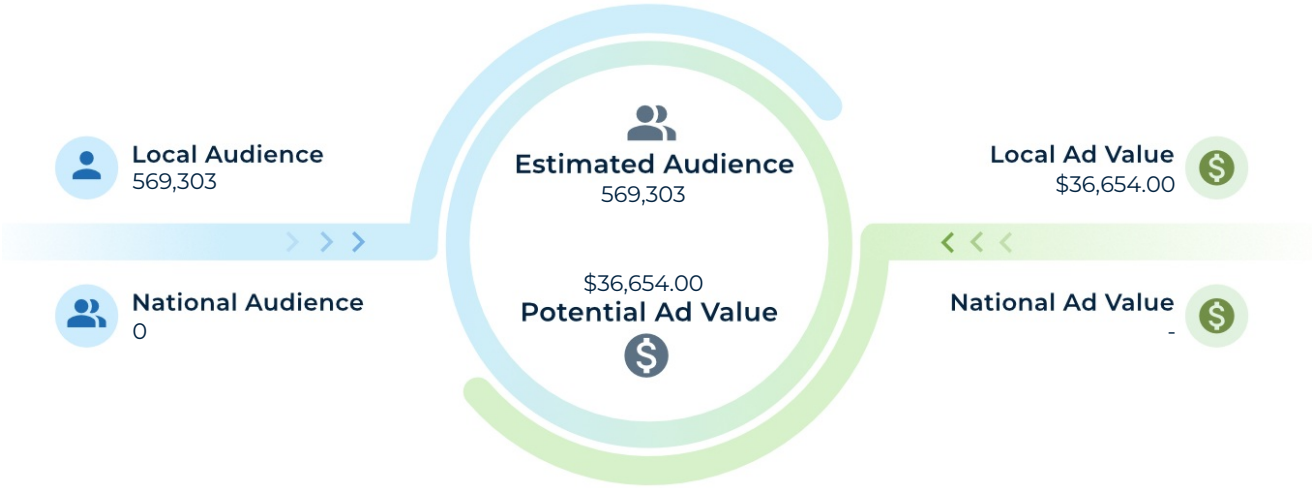


> Addendum

August 2025 sorted

92 Total Events





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News 4 at 11 Weekend

Event Type: **TV**

Aug 31, 2025 11:00:01 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **4,956**

Category: **News**

Country: **US**

Regular office hours are set to resume on Tuesday in the **Regional Transportation Commission of Washoe County** also has some closures for tomorrow. **RTC** Washoe's administrative and customer service offices will be closed for the holiday and busses will operate on a Saturday level.



Fox 11 News at 10

Event Type: **TV**

Aug 31, 2025 10:05:06 PM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **3,612**

Category: **News**

Country: **US**

Regular office hours are set to resume on Tuesday, and the **Regional Transportation Commission of Washoe County** also has some closures for tomorrow. **RTC**, **Washoe** Administrative and customer service offices will be closed for the holiday, and busses will operate on a Saturday level service.



News 4 at 5 Weekend

Event Type: **TV**

Aug 31, 2025 5:00:17 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **6,055**

Category: **News**

Country: **US**

The **Regional Transportation Commission of Washoe County** also has some closures ahead of the holiday. **RTC**, **Washoe** administrative and customer service offices will be closed tomorrow and busses will operate on a Saturday level service.



KOLO 8 News Now @ 11PM

Event Type: **TV**

Aug 29, 2025 11:00:18 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **5,126**

Category: **News**

Country: **US**

The **rtc**.. Is offering free rides-- again -- this year. To and from the event. --- on the rapid lincoln lin* and route 11 service* the **rtc** says - it's a way to avoid driving through traffic.. And looking for parking.



Fox 11 News at 10

Event Type: **TV**

Aug 29, 2025 10:19:05 PM

Source: **KRXI (FOX)**

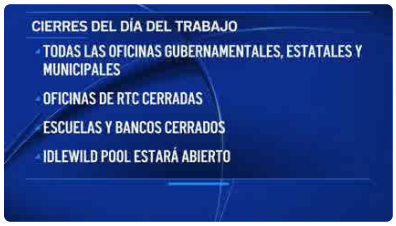
Market: **Reno, NV**

Audience: **4,303**

Category: **News**

Country: **US**

[MUSIC] The **RTC** of Washoe County will be closing its administrative and customer service offices for Labor Day. Busses will operate on Saturday level service on Monday. If you're looking to plan a trip for Labor Day. Go to **RTC**. Washoe.com. Sparks drivers can expect some overnight lane closures along I-80 next month.



Noticias Telemundo mediodía

Event Type: **TV**

Aug 29, 2025 6:21:25 PM

Source: **Telemundo Reno**

Market: **Reno, NV**

Audience: **240**

Category: **Noticias**

Country: **US**

Los autobuses **rtc** también operaán en un horario de nivel dominical. Keep tahoe blue esá buscando voluntarios para ayudar con la limpieza de la playa despés del da del trabajo. Ahora en su undecimo año, esta limpieza ayuda a limpiar las playas de basura durante elúltimo fin de semana de tres das del verano.



KOLO 8 News Now @ 5:30PM

Event Type: **TV**

Aug 29, 2025 5:35:02 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **7,982**

Category: **News**

Country: **US**

The **rtc** says - if you don't normally take the bus... It's not hard to get started.



KOLO 8 News Now @ 4PM

Event Type: **TV**

Aug 29, 2025 4:12:05 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **5,143**

Category: **Other**

Country: **US**

The **rtc** has you covered.... In partnership with the nugget -- it's offering free rides -- to and from the event.. On its lincoln rapid lin*... And route 11.... This is an event-- where people tend to indulge.. And the **rtc** says - it wants your to have fun -- and be safe.



KOLO 8 News Now @ 3PM

Event Type: **TV**

Aug 29, 2025 3:27:36 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **3,079**

Category: **News**

Country: **US**

The **rtc** -- wants to make that choice -- easy.... It's offering free rides-- again -- this year.... On both the*rapid lincoln lin* -- and*route 1* service.... To and from the event.... So you don't have to drive through traffic... And look for parking.



KOLO 8 Midday @ 11am

Event Type: **TV**

Aug 29, 2025 11:51:56 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **6,820**

Category: **News**

Country: **US**

Rtc buses will also be operating on a sunday level schedule. To help prevent impaired driving on nevada roads... Over labor day weekend you can get discounted lyft rides -- ... Starting at 6 tonight -- the zero coalition will provide 10 dollars off off one lyft ride for the first 3 hundred 50 riders through 6 a-m.



Mornings on Fox 11

Event Type: **TV**

Aug 29, 2025 7:35:16 AM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **3,484**

Category: **News**

Country: **US**

Regular office hours will resume on Tuesday, and the **RTC** of Washoe County will also be closing its administrative and customer service office for Labor Day. Busses will operate on Saturday level service on Monday. After the break, I'll introduce you to Keith's kitty cat.



ARC Reno

Event Type: **TV**

Aug 27, 2025 8:35:33 AM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **3,808**

Category: **Other**

Country: **US**

And if you don't feel like struggling with parking when you go to this event and free park and ride shuttles will be offered by **RTC** pickup for the shuttle will be at the Reno-sparks Livestock Events Center from 11 until 11:11 a.m. to 11 p.m. drop off will be at the **RTC** Centennial Plaza downtown. Sparks.



News 4 Today

Event Type: **TV**

Aug 27, 2025 6:05:17 AM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **6,314**

Category: **News**

Country: **US**

And if you don't feel like struggling with parking when you go to this event, a free park and ride shuttle is going to be offed **RTC**. Pickup for the shuttle will be at the Reno-sparks Livestock Events Center from 11 in the morning to 11 at night. Drop off will be at the **RTC** Centennial Plaza in downtown sparks.



News 4 Today

Event Type: **TV**

Aug 27, 2025 5:40:08 AM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **8,890**

Category: **News**

Country: **US**

RTC of Washoe County offeringbus ris free ln o Ln initsand rapid Lin route 11. These free rides to theart toy and cookoff st run through Labor Day. And our Jayden Elms is actually out there right now at Victorian Square this morning for the start of this year's Nugget Rib Cook-Off. Good morning Jayden.



2 News Nevada at 5:00am

Event Type: **TV**

Aug 27, 2025 5:26:18 AM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **9,614**

Category: **News**

Country: **US**

And just a reminder - **rtc** is offering free rides for anyone wishing to attend the rib cook off. Free rides on rtc's rapid lincoln line and route 11 run today through monday. Also happening today-- a career fair for open positions with the state of nevada.



2 News Nevada at 11:00pm

Event Type: **TV**

Aug 26, 2025 11:23:09 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **6,680**

Category: **News**

Country: **US**

And just a reminder - **rtc** is offering free rides for anyone wishing to attend the rib cook off. Free rides on rtc's rapid lincoln line and route 11 start tomorrow through monday, september 1st. This is all day, each day of the event. You can visit the **rtc** website or download its transit app.



2 News Nevada at 7:00pm

Event Type: **TV**

Aug 26, 2025 7:13:12 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **6,032**

Category: **News**

Country: **US**

Rtc is offering free rides for anyone wishing to attend the rib cook off. Free rides on rtc's rapid lincoln line and route 11 start tomorrow through monday, september 1st. This is all day, each day of the event. You can visit the **rtc**



2 News Nevada at 4:00pm

Event Type: **TV**

Aug 26, 2025 4:23:54 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **6,193**

Category: **News**

Country: **US**

Rtc had told me there would be a free park and ride shuttle to the nugget rib cook off from the greenbrae shopping center, but the nugget reached out saying that is not the case this year. Sorry to our caller who was looking forward to that.



2 News Nevada at 6:30pm

Event Type: **TV**

Aug 25, 2025 6:54:22 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **10,577**

Category: **News**

Country: **US**

> I reached out to **rtc** who tells me the nugget is providing free park-and-ride shuttles at two locations during event hours. One is gate 3 on the north end of the reno-sparks livestock events center.



2 News Nevada at 4:00pm

Event Type: **TV**

Aug 25, 2025 4:25:09 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **5,698**

Category: **News**

Country: **US**

> I reached out to **rtc** who tells me the nugget is providing free park-and-ride shuttles at two locations during event hours. One is at the greenbrae shopping center on the corner of fourth and greenbrae in sparks. The other is gate 3 on the north end of the reno-sparks livestock events center.



Noon News on FOX 11

Event Type: **TV**

Aug 25, 2025 12:24:11 PM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **2,635**

Category: **News**

Country: **US**

The city is also offering free rides through **RTC** to the rib cook off on the Rapid Lincoln Line and Route 11 between August 27th and September. The first. Bring a bib. All right, hundreds of people in Reno descending on Rancho San Rafael Park for the Reno Tahoe City Fest over the weekend.



ARC Reno

Event Type: **TV**

Aug 25, 2025 8:05:29 AM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **3,872**

Category: **Other**

Country: **US**

The **RTC** plans to add nearly 500 new shade structures, including 150 new shelters and 125 slimline shelters for narrower sidewalks over the next two years. **RTC** says the goal is to provide safer, more comfortable commutes well into the future. All right. A live look outside from sparks.



News 4 Today

Event Type: **TV**

Aug 25, 2025 6:45:46 AM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **10,589**

Category: **News**

Country: **US**

City is also offering free rides through **RTC** to the Rib cook off. That's on the Rapid Linco ln L11in be etinwe Renoute August 27th and September 1st way. Well, if you're headed out to the playa for Burning Man and you still need a bike, you're in luck.



Fox 11 News at 10

Event Type: **TV**

Aug 24, 2025 10:27:14 PM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **3,354**

Category: **News**

Country: **US**

The city is also offering free rides through **RTC** to the Rib Cook off on the Rapid Lincoln Line and Route 11 between August 27th and September 1st, and you only have one more chance to catch Reno Street food if you haven't already. The event is wrapping up this Friday, August 29th.



Fox 11 News at 10

Event Type: **TV**

Aug 23, 2025 10:10:12 PM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **3,238**

Category: **News**

Country: **US**

The city is also offering free rideshares through **RTC** to the Rib cook off on the Rapid Lincoln Line and Route 11 between August 27th, that being Wednesday through September 1st. All right.



2 News Nevada at 4:00pm

Event Type: **TV**

Aug 22, 2025 4:25:21 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **5,822**

Category: **News**

Country: **US**

.> RTC driver on the Virginia Line. She was on duty August 8th, Hot August Nights and got us to Meadowood about 8:50 p.m. She did good dealing with the detours, the traffic and helping passengers.



Noon News on FOX 11

Event Type: **TV**

Aug 20, 2025 12:22:53 PM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **2,489**

Category: **News**

Country: **US**

The city is also offering free rides through **RTC** to the rib cook off. That's on Lincoln Lane and Route 11 between August 27th and September 1st. Sounds like a great time. Thanks for tuning in today. I hope you enjoy the rest of your afternoon. Here's a live look at Lake Tahoe. To end us off today. Have a great day!



ARC Reno

Event Type: **TV**

Aug 20, 2025 8:05:28 AM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **4,033**

Category: **Other**

Country: **US**

The city is offering free rides through **RTC** to the Rib cook off on the Rapid Lincoln Line and Route 11 between August 27th and September the 1st. I'm going to go on a diet like I'm. I had a big breakfast already. How can you go on a diet while looking at those? No, this is what I'm going to do.



Mornings on Fox 11

Event Type: **TV**

Aug 20, 2025 7:46:42 AM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **3,895**

Category: **News**

Country: **US**

The city is also offering free rides through **RTC** to the Rib cook off on the Rapid Lincoln Line and then route 11. Between August 27th and September the 1st. Don't



News 4 Today

Event Type: **TV**

Aug 20, 2025 6:35:18 AM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **7,963**

Category: **News**

Country: **US**

Galaxy Movie Theater and the bottom level of the Deco Apartments City, also offering free rides through **RTC** to the Rib cook off on the Rapid Lincoln Line and Route 11. That'st. August b27etthwe aennd Boogie. A re youem abe big fan of the ribs? My man? Yes, I love ribs and I always have to have it with potato salad.



News 4 Today

Event Type: **TV**

Aug 20, 2025 5:41:19 AM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **8,890**

Category: **News**

Country: **US**

City is also offering free rideshares through **RTC** to the Rib Cookoff on the Rapid Lincoln Line and Route 11 between August 27th and September 1st. Vegas seeing a Las downturn in summer tourism. According to statistics. But what are the visitors there saying?



Fox 11 News at 10

Event Type: **TV**

Aug 19, 2025 10:25:11 PM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **5,978**

Category: **News**

Country: **US**

The city is also offering free rides through **RTC** to the Rib cook off on the Rapid Lincoln Line and Route 11 between August 27th and September 1st. Well, the Beer and Chili Festival is making its way back home to the Grand Sierra Resort in October.



2 News Nevada at 4:30pm

Event Type: **TV**

Aug 19, 2025 4:30:02 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **7,039**

Category: **News**

Country: **US**

Rtc does a great job."> The city of reno has a survey you can fill out if you have any comments about the new project. You can find that in the newslinks section of our website, 2 news dot com. Covering cone zone, live on west seventh street, alin beane, 2 news nevada. Thanks also. Also in cone zone...



KOLO 8 News Now @ 4PM

Event Type: **TV**

Aug 19, 2025 4:22:07 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **5,464**

Category: **Other**

Country: **US**

You can take the transit in from **rtc**, which I think you guys just talked about. Yeah. Making it convenient. Yeah. So I know this is a big event for you guys, but you also cater throughout our area. We just finished the concours d'elegance boat show at ob ers. So we just finished that. That was a big one for us.



News 4 at Four

Event Type: **TV**

Aug 19, 2025 4:10:15 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **6,659**

Category: **News**

Country: **US**

Reno police and the regional Transportation Commission **RTC**. They announced a new pedestrian hybrid b leat'cosn, or H on West seventh Street, east of HB it's Boule vard. Ca rrreally a traffic control device and when activated, it displays a sequence of flashing yellow.



News 4 Today

Event Type: **TV**

Aug 19, 2025 5:30:14 AM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **7,805**

Category: **News**

Country: **US**

The city of Reno, along with the Reno Police Department and **RTC** pedestrian announci a n ewhybrid beacon project. The hybrid beacois devicthat traffic will icompntrorovel pedestrian safety when crossing roads with higher speeds.



Fox 11 News at 10

Event Type: **TV**

Aug 18, 2025 10:10:06 PM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **5,612**

Category: **News**

Country: **US**

Well, the school district still has more upcoming back to school events, including Back to School night, which is tomorrow at Bordewich Brae Elementary School and the City of Reno, along with the Reno Police Department and **RTC** are announcing a new pedestrian hybrid beacon project.



News 4 Nightly at 6pm

Event Type: **TV**

Aug 18, 2025 6:10:04 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **10,253**

Category: **News**

Country: **US**

And just a reminder, **RTC** has started operat rioesnsurfang on the Street bridge, which will be closed starting today all the way through Friday. I'm Terry from the trafficoming cigenhtte. urp, Thanks T. , exAlTeaslrry.



2 News Nevada at 5:00pm

Event Type: **TV**

Aug 18, 2025 5:19:10 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **8,825**

Category: **News**

Country: **US**

Rtc says the project included resurfacing the bridge decks of the ralston street, evans avenue, and valley road bridges over interstate 80 and the kuenzli street bridge over the truckee river. **Rtc** is asking the public to follow posted detours and and to remain cautious in the area -- especially in the work zone.



News 4 at Four

Event Type: **TV**

Aug 18, 2025 4:05:04 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **9,032**

Category: **News**

Country: **US**

And rem sintadertr **RTC** hasurfaci resurfacing. Res by reope tnhis Fday. I'm Teri from the traffic cente. rAll right. Thanks, Terri. Well, a high stakes meeting at the white House today. President Trump sitting down with Ukrainian President Volodymyr Zelensky to talk about the possible end of the war with Russia.



KOLO 8 News Now @ 3PM

Event Type: **TV**

Aug 18, 2025 3:09:46 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **3,455**

Category: **News**

Country: **US**

As we go aroundown -- with the **rtc**... Months and I think everyone will be happy once we're all done with it. Well, and that's one of the things, you know, drivers get upset because they, you know, construction zones and it delays you. But once it's done, it makes your drive so much better once it's all finished. Yeah.



KOLO 8 News Now @ 3PM

Event Type: **TV**

Aug 18, 2025 3:05:29 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **3,455**

Category: **News**

Country: **US**

There's a lot of improvement projects going on right now, including two that began the **rtc**. ("You're watching kolo 8 News Now at 3.") covering the news that matters to you. Take the worry out of your next project when



KOLO 8 Midday @ 11am

Event Type: **TV**

Aug 18, 2025 11:11:23 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **8,016**

Category: **News**

Country: **US**

To upperstreet bridge is currently closed as **rtc** begins mostly sunny skies as well. Then we go to winnemucca with a high of 90 lovelock's the same for fallon 33, 93 and 92. Upper 80s for dayton. Galena 86. In the trees and collin ranch 89. Summerset around 88. These temperatures around 4 to 5 degrees below average.



2 News Nevada at 11:00pm

Event Type: **TV**

Aug 17, 2025 11:11:02 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **5,669**

Category: **News**

Country: **US**

The **regional transportation commission of washoe county** will be resurfacing the bridge tomorrow through friday. The bridge will be fully closed during resurfacing-- with detours in place.



News 4 Nightly at 6pm

Event Type: **TV**

Aug 15, 2025 6:10:04 PM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **15,094**

Category: **News**

Country: **US**

RTC Washoe County starting to work on the Vista Boulevard and disk driveaurn disk new westb ou ndleft lnde fr to so utfohbllouownd a Vllista. If thatougexpe d g tcteletsres a. D m lriin aitve detours while construction is goingoining The the S oecn.retary T preusashy j to ban stock trades on Capitol Hill.



Mornings on Fox 11

Event Type: **TV**

Aug 15, 2025 7:30:15 AM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **3,484**

Category: **News**

Country: **US**

Well, **RTC** of Washoe County is starting work on the Vista Boulevard and disk drive intersection improvement project starting on Monday. This project aims to make improvements including a dedicated right turn lane that's from southbound Vista to westbound disk drive.



News 4 Today

Event Type: **TV**

Aug 15, 2025 6:35:18 AM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **10,058**

Category: **News**

Country: **US**

RTC of County star Wtiasnghoe work on t Vmp ro veBomeuIntevard in Disk intero Drsjeriecctve y.th Tathe starts on project aims to make improvements, including a dedicated right turn lane from southbound Vista to westbound disk d ri ve. elt l wefiltl turn lanes then f eroxtmendhbound Vista. disk tut Drivers smihonoulrd d



News 4 Today

Event Type: **TV**

Aug 15, 2025 5:30:15 AM

Source: **KRNV (NBC)**

Market: **Reno, NV**

Audience: **7,740**

Category: **News**

Country: **US**

Thank for our drivers in sparks this morning **RTC** of Washoe County is starting work on the Vista Boulevard in disk Drive intersection project. i N mpowtoro, mvethakmeeent projectims tur inmprovement lsan e dedicated rig ihtncluding a from t o soweutsthbbo douunrinddve, Vista disk extending the left . ndexpect minor to d



Fox 11 News at 10

Event Type: **TV**

Aug 14, 2025 10:10:07 PM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **3,496**

Category: **News**

Country: **US**

Well, **RTC** of Washoe County is starting work on the Vista Boulevard in disk drive. Intersection improvement project that kicks off on Monday.



2 News Nevada at 6:30pm

Event Type: **TV**

Aug 13, 2025 6:51:13 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **9,657**

Category: **News**

Country: **US**

But what abo response from **rtc**, next in your 2 cents. *music* we've heard the concern before--are electric cars paying their fair share on the roads? Tonight we hear your questions and comments and look at what ev drivers in nevada could face in the future.

The full 92 documents can be viewed in TVEyes Insight application

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

Meeting Date: 9/19/2025 **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 9/3/2025 and received presentations on two topics: (1) the draft Public Participation Plan, and (2) the draft Central Sparks Neighborhood Network Plan (NNP). Regarding the first item, members discussed potential ways to increase the number of methods RTC uses to disseminate information about public meetings and comment periods, including by posting notices at community institutions such as the Washoe County Public Library and by using multiple social media avenues to get the word out. For the Central Sparks NNP, the Committee discussed intersection safety, potential budget constraints, and the inclusion of an advocate for people with disabilities on future NNP steering committees. The CMAC also voted to elect Ryan Bernadett as Chair and Panah Stauffer as Vice Chair of the Committee through the June 2026 meeting. More information can be found in the meeting minutes.

The TAC met on 9/4/2025 and were presented with two primary items: the Central Sparks Neighborhood Network Plan and the Public Participation Plan. Members confirmed that the City of Sparks will submit comments on the Central Sparks Neighborhood Network Plan by September 28. For the Public Participation Plan item, members suggested holding in-person outreach meetings during the RTP development and asked questions to better understand the process for commenting on plans and reports. RTC staff clarified that planning documents and reports are presented to the TAC for discussion at meetings, and TAC feedback can also be provided during the public comment periods.

No meeting of the RRIF TAC was held this month.

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: 9/19/2025 **Agenda Item: 4.3.1**

To: Regional Transportation Commission

From: Shay League, Senior Transportation Planner

SUBJECT: Rock Boulevard Corridor Study

RECOMMENDED ACTION

Approve a contract with GCW, Inc., for planning services to complete the Rock Boulevard Corridor Study, in an amount not-to-exceed $200,000.

BACKGROUND AND DISCUSSION

This study was proposed as the first priority of three by City of Sparks in response to the Call for Projects for the FY 2026 – FY 2027 Unified Planning Work Program (UPWP). The proposed study area for this corridor is Rock Boulevard from North McCarran Boulevard to Sparks city limits, adjacent to the Truckee River.

The objective of the corridor study is to develop a "program of projects" for future investment in the corridor. The study will include specific recommendations, provide justification for the identified improvements, present preliminary planning level scopes and budgets for the identified projects, and prioritize the improvements using a simple decision matrix that focuses on feasibility, costs, and benefits to the community. The improvement program will address traffic operations and congestion, freight mobility, safety for all users, and pedestrian, transit, and cycling infrastructure.

The four proposals received in response to a Request for Proposals (RFP) were technically evaluated by an Evaluation Committee. The committee was comprised of five members, with one representative from City of Sparks, and four from RTC's Planning, Administration, and Engineering Departments.

All committee members evaluated and scored the technical proposals independently in accordance with the evaluation criteria set forth in the RFP. The proposal from GCW Inc., with Parametrix proposed as a subcontractor to address public participation, received the largest score and is recommended for award of the contract.

This item supports the FY2026 RTC Goal, "Initiate: Rock Blvd Corridor/Area Study".

FISCAL IMPACT

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

PREVIOUS BOARD ACTION

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

AGREEMENT
FOR
PROFESSIONAL SERVICES

This agreement (this "Agreement") is dated and effective as of September 19, 2025, by and between the Regional Transportation Commission of Washoe County ("RTC") and GCW, Inc. ("CONSULTANT").

WITNESSETH:

WHEREAS, RTC issued a Request for Proposals for interested persons and firms to perform services to complete the Rock Boulevard Corridor Study; and

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

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

ARTICLE 1 – TERM AND ENGAGEMENT

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

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

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

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

ARTICLE 2 - SERVICES OF CONSULTANT

2.1. SCOPE OF SERVICES

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

2.2. SCHEDULE OF SERVICES

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

2.3. CONTINGENCY

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

2.4. OPTIONS

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

2.5. ADDITIONAL SERVICES

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

2.6. 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 amount: $200,000.

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

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

ARTICLE 4 - INVOICING

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

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

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

ARTICLE 5 - ACCESS TO INFORMATION AND PROPERTY

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

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

ARTICLE 6 - OWNERSHIP OF WORK

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

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

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

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

ARTICLE 7 - TERMINATION

7.1. CONTRACT TERMINATION FOR DEFAULT

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

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

7.2. CONTRACT TERMINATION FOR CONVENIENCE

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

ARTICLE 8 - INSURANCE

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

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

ARTICLE 9 - HOLD HARMLESS

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

ARTICLE 10 - EQUAL EMPLOYMENT OPPORTUNITY

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

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

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

ARTICLE 11 - RESOLUTION OF CLAIMS AND DISPUTES

11.1. NEGOTIATED RESOLUTION

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

11.2. MEDIATION

If the parties have been unable to reach an informal negotiated resolution to the dispute or claim within thirty (30) days following submission in writing of the dispute or claim to the other party, or such longer period of time as the parties may agree to in writing, either party may then request, in writing, that the dispute or claim be submitted to mediation (the "Mediation Notice"). After the other party's receipt or deemed receipt of the Mediation Notice, the parties shall endeavor to agree upon a mutually acceptable mediator, but if the parties have been unable to agree upon a mediator within ten (10) days following receipt of the Mediation Notice, then each party shall select a mediator, and those two selected mediators shall select the mediator. A mediator selected by the parties' designated mediators shall meet the qualification set forth in as provided in Rule 4 of Part C., "Nevada Mediation Rules" of the "Rules Governing Alternative Dispute Resolutions adopted by the Nevada Supreme Court." Unless otherwise agreed to by the parties, in writing, the

mediator shall have complete discretion over the conduct of the mediation proceeding. Unless otherwise agreed to by the parties, in writing, the mediation proceeding must take place within thirty (30) days following appointment of the mediator. The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in Washoe County, Nevada, unless otherwise agreed to by the parties, in writing. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

11.3. LITIGATION

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

11.4. CONTINUING CONTRACT PERFORMANCE

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

ARTICLE 12 – PROJECT MANAGERS

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

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

ARTICLE 13 - NOTICE

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

RTC:

Bill Thomas, AICP
Executive Director
Shay League, AICP
RTC Project Manager
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502
Email: sleague@rtcwashoe.com
775-332-0168

CONSULTANT: Loren Chilson, PE
Executive Vice President
GCW, Inc.
1555 South Rainbow Boulevard
Las Vegas, NV 89146
Email: lchilson@gcwengineering.com
775-834-0170

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

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

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

ARTICLE 16 - FEDERAL FORMS AND CLAUSES

16.1. CONSULTANT has completed and signed the following: (1) Affidavit of Non-Collusion; (2) Certification Regarding Debarment, Suspension, Other Ineligibility and Voluntary Exclusion; (3) Certification Required by 31 U.S.C. § 1352, Restrictions on Lobbying Using Federal Appropriated Funds, and "Instructions for Completion of SF-LLL, Disclosure of Lobbying Activities". CONSULTANT affirms that such certifications remain valid and shall immediately notify RTC if circumstances change that affect the validity of these certifications.

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

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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

GCW, INC.

By: _____
Loren Chilson, PE, Executive Vice President

Exhibit A

Scope of Services

EXHIBIT A
Scope of Services – Rock Blvd Corridor Study

Study Area

The Corridor Study will evaluate and provide recommendations for Rock Boulevard between North McCarran Boulevard and the Truckee River (City of Sparks city limits).

Objectives

The purpose of the corridor study is to develop a "program of projects" for future investment in the corridor. The study will include specific recommendations, provide justification for the identified improvements, present preliminary planning level scopes and budgets for the identified projects, and prioritize the improvements using a simple decision matrix that focuses on feasibility, costs, and benefits to the community. The improvement program will address traffic operations and congestion, freight mobility, safety for all users, and enhance pedestrian, transit, and cycling infrastructure.

Scope of Work

Task 1: Project Management & Coordination

- Develop a basic project management plan
    - Identify the project team, key stakeholders, organizational structure, and anticipated processes and steps required to complete the study
    - Include a project schedule and budget for each task and corresponding deliverables
- Conduct thirty (30) minute biweekly virtual project team meetings throughout the duration of the project, a kick-off meeting, and up to four (4) one-hour meetings at key milestones
    - Provide agendas, meeting materials, meeting summaries for the kick-off and key milestone meetings, and track action items from the biweekly meetings
- Submit monthly progress summaries and invoices

Deliverables:

- Basic project management plan
- Biweekly project team meeting action items summary (not formal meeting minutes)
- Meeting agendas and minutes for the kick-off meeting and up to four (4) key milestone meetings
- Monthly progress reports and invoices

Task 2: Data Collection & Analysis

- Review relevant portions of key planning studies and documents
- Identify, collect, and compile results of prior traffic studies and related data, including, but not limited to:
    - Annual traffic reports from the Nevada Department of Transportation
    - Traffic Impact Studies for recent and upcoming development proposals, if any
    - Road Safety Audits and Safety Management Plans, if any
    - Intersecting corridor studies
    - Relevant portions of bicycle and pedestrian plans or studies
    - High Injury Network maps
    - Crash and contributing factor data
    - Transit data
    - Other regional GIS data, as appropriate
- Summarize initial findings and identify information gaps for the current study

- Identify and discuss with the project team the corridor segments that require additional data collection and make recommendations for data collection
- Evaluate existing infrastructure, roadway conditions, and connectivity challenges for the corridor
- Evaluate the selected specific intersections and segments by analyzing each of the following:
    - Turning movements at key intersections (limited to six (6) key intersections, and noting that the I-80 interchange will not be studied)
    - Level of Service and delay analysis for the AM and PM peak hours (limited to six (6) key intersections and excluding the I-80 interchange)
    - Annual Average Daily Traffic
    - Posted speed
- Identify issues, at a planning level, related to:
    - Roadway geometry
    - Traffic control issues
    - Significant access management issues affecting safety or as identified by crash history (evaluation of driveway spacing/standards throughout the corridor is excluded from this scope of work)
    - Street lighting gaps (photometric evaluation is excluded)
    - Right-of-Way constraints at a planning level
    - Pavement Conditions (PCI) as available from the City or RTC (no new investigations)
- Identify gaps or barriers in the bicycle and pedestrian network
- Identify issues related to accessibility and safety at pedestrian crossings
- Identify issues related to transit facilities and stops on Rock Blvd
- Obtain the RTC travel demand model and evaluate growth and growth potential in the corridor

Deliverables:

- Informal memo summarizing initial findings and information gaps
- Informal memo providing initial traffic data, recommendations for data collection, and identifying intersections and segments to be studied in detail
- Informal memo summarizing evaluation outcomes, including, but not limited to:
    - Existing infrastructure, operations/congestion issues, and freight movement challenges
    - Gaps or barriers in the bicycle, pedestrian, and transit network
    - High crash locations or other crash data findings

<u>Task 3: Public & Stakeholder Engagement</u>

- Identify key stakeholders and present recommendations on how best to engage them
- Prioritize reaching residents that live within and adjacent to the study area
- Distribute survey availability notices through the Washoe County School District, if possible
- Develop content for an ArcGIS Survey123 digital public survey, that RTC will construct and host, to collect feedback on corridor priorities and transportation needs
- Take reasonable measures to obtain at least 250 individuals responding to the survey
- Develop brief content for the RTC website, that the RTC will post and manage
- Organize and prepare materials for up to two (2) “pop up” public outreach events (formal public meetings, workshops, or charettes are excluded from this scope of work), one (1) “pop-up” event and an email or social media outreach campaign driving responses to the survey
- Conduct the public event(s) while the survey is open to drive responses to the survey
- Engage community members with limited English proficiency throughout all stages of the engagement process
    - Provide English-to-Spanish translation for all public outreach materials and provide a Spanish-language translator at every public event
- Create a formal public engagement summary
    - Summary to be included in the final report as a chapter, partial chapter, or appendix

Deliverables:

- English and Spanish content for a digital public survey and RTC hosted webpage
- English and Spanish materials for pop-up event(s)
- One English-Spanish translator for pop-up event(s)
- Preliminary formal public engagement summary

Task 4: Development of Alternatives

- Identify the necessary travel lanes, intersection configurations, and intersection controls to provide traffic operations meeting the RTC/City level of service policy goals (limited to six (6) key intersections and not studying the I-80 interchange
- Key intersections are anticipated to be Greg, Glendale, Hymer, Victorian, C Street, and 15th Street, but will be determined in coordination with RTC/City of Sparks
- Identify recommended infrastructure improvements, as appropriate, including:
    - Signal upgrades
    - Signage and lane markings at a broad planning level
    - Speed management measures/traffic calming, if appropriate
    - School zone safety improvements
    - Bus stop location, amenities, and crossing improvements
    - Pavement condition improvements
    - Maintaining or improving freight/trucking access and circulation
- Identify multi-modal improvement options addressing pedestrian, bicycle, and transit access throughout the corridor
- Identify systemic or specific safety improvements for the study segment of Rock Boulevard
- Create “projects” addressing the various corridor segments and develop a cohesive set of improvement recommendations
- Assess the “projects” based on feasibility, cost, benefits, and potential impacts to the community using a planning level “decision matrix”. The matrix factors will be developed with the project team and agencies.
- Develop up seven (7) “projects” (anticipated to be segments or groupings of smaller projects that can be implemented as a cohesive construction contract), evaluate recommended improvements, and determine priority rankings for the various improvements/projects
- Screen up to seven (7) “projects” through the decision matrix, planning level benefit cost analysis, and prioritization framework. Describe the value associated with each project to the community.
- Incorporate input from the project team, key stakeholders, and the public
- Prepare a phased implementation strategy for the recommended improvements in the short term, medium term, and long term. Include an implementation timeframe and planning-level cost estimates
- Prepare basic planning level concept exhibits for up to seven (7) “projects” showing the location(s) and scope of the improvements (no CAD line work)
- Prepare preliminary concept drawings (similar to 10% level design) for up to three (3) top-priority improvement projects of the seven screened (limited to eighty (80) hours of staff time)

Deliverables:

- Draft Traffic Operations memo, focusing on up to six (6) study intersections
- Draft Improvements memo
- Draft Scoring / Decision Matrix Evaluation memo
- Draft Project Prioritization & Phased Implementation Strategy
- Planning-level cost estimates
- Illustrative concepts for three (3) top-priority improvements

Task 5: Draft & Final Report Preparation

- Consolidate findings, recommendations, and finalize progress deliverables into an “Executive Summary Style” (20 to 30 page report, graphic heavy and text light, plus technical appendices) draft final report
- Include a formal final public engagement summary as a chapter or attachment
- Incorporate one (1) round of consolidated agency comments and feedback from the project team and key stakeholders into the final report
- Provide a final Corridor Study report
- Prepare presentation materials for RTC Washoe and City of Sparks staff to present the final report to applicable boards, commissions, committees, and councils
- Provide files to the RTC used to generate the final draft, including geospatial mapping outputs, modeling reports, estimates spreadsheets, etc.

Deliverables:

- Draft Corridor Study report
- Final Corridor Study report
- Presentation materials for RTC / City applicable boards, commissions, committees, and councils
- All background files used to generate the final report

All deliverables will be “web accessible” including text explanations for graphics. Consultant will coordinate with the RTC Communications team early in the project to determine efficient methods of creating web accessible documents. The consultant’s effort in creating web accessible documents is limited to forty (40) hours of staff time. Any additional efforts will be the responsibility of the RTC.

PROJECT SCHEDULE

Rock Blvd Corridor Study

Exhibit A

August 27, 2025

TASK	DESCRIPTION	2025			2026											
		OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
1	Project Management & Coordination	K			M		M		M		M					
2	Data Collection & Analysis		IF	DM	EO											
3	Public & Stakeholder Engagement						OE		OS							
4	Development of Alternatives					TOM	IM	SE	SM	CEC						
5	Draft & Final Report Preparation										DR	FR	B	B		

K	Kick-off Meeting
M	Milestone Meeting
IF	Initial Findings Memo
DM	Data Recommendations Memo
EO	Evaluation Outcomes Memo
OE	Outreach Event
OS	Outreach Summary
TOM	Traffic Operations Memo
IM	Improvements Memo
SE	Scoring Evaluation
SM	Project Prioritization & Phased Implementation Strategy Memo
CEC	Cost Estimates and Concepts
DR	Draft Report
FR	Final Report
B	Board Meetings Support

Exhibit B

Compensation

Exhibit B
Fee Proposal

Rock Blvd Corridor Study **August 27, 2025**

	Key Staff	Chilson	Ericson / Patton	Yatson	Pettinari	Karnes	Axtell / Harned					
	Employee Classification	**Principal**	**Associate**	**Supervising Engineer**	**Senior Project Mgr**	**Senior Engineer**	**Project Engr**	**Engineering Intern 2**	**GIS Analyst**	**Admin Assistant**	**Subconsultant / ODCs**	
	Hourly Rate ($)	**280**	**260**	**245**	**215**	**215**	**195**	**160**	**145**	**90**		
						Hours by Task						**Task Budget**
Task 1 - Project Management & Coordination		10					10			10	$6,050.00	**$11,700.00**
Task 2 - Data Collection & Analysis		10			10		40	20	30		$9,600.00	**$29,900.00**
Task 3 - Public & Stakeholder Engagement		10									$27,200.00	**$30,000.00**
Task 4 - Development of Alternatives		20	20	10	80	10	80	20	20		$25,600.00	**$79,900.00**
Task 5 - Draft & Final Report Preparation		10	10		20		80	40	40		$11,000.00	**$48,500.00**
Project Total		**60**	**30**	**10**	**110**	**10**	**210**	**80**	**90**	**10**	**$79,450.00**	**$200,000.00**

GCW ENGINEERS \ SURVEYORS

Effective through
December 31, 2025

HOURLY RATE SCHEDULE

		Rate Per Hour
Principal		$ 280.00
Associate		$ 260.00
Supervising Project Manager/Supervising Engineer/Supervising Land Surveyor		$ 245.00
Senior Project Manager/Senior Engineer/Senior Land Surveyor		$ 215.00
Project Manager		$ 205.00
Project Engineer/Land Surveyor/Field Survey Manager		$ 195.00
Construction Project Manager		$ 190.00
Construction Inspector		$ 145.00
Construction Document Control Technician		$ 125.00
Supervising Designer		$ 185.00
Senior Designer		$ 175.00
Designer/Survey Office Technician		$ 155.00
GIS Analyst		$ 145.00
Engineering Intern 2		$ 160.00
Engineering Intern 1		$ 150.00
Land Surveying Intern		$ 150.00
Senior CAD Technician		$ 140.00
CAD Technician		$ 130.00
Senior Project Coordinator		$ 155.00
Project Coordinator		$ 135.00
Project Assistant 2		$ 110.00
Processor		$ 105.00
Project Assistant 1		$ 85.00
Administrative Assistant		$ 90.00
Survey:	One-Person Crew	$ 185.00
	Party Chief	$ 140.00
	Instrument Operator	$ 95.00

The individual hourly rates include salary costs, overhead, administration, and profit. Survey rates also include survey equipment amortization, stakes, flagging, supplies, and vehicle mileage. Expert witness services shall be invoiced at 1.5 times the hourly rate per employee category. Rates subject to change based on project role and staffing.

Exhibit C

Indemnification and Insurance Requirements

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, City of Reno and City of Sparks including their elected officials, officers, employees, and agents (hereafter, "Indemnitees") from and against any and all claims, proceedings, actions, liability and damages, including reasonable attorneys' fees and defense costs incurred in any action or proceeding (collectively "Damages") arising out of the:

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

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

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

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

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

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

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

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

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

3. GENERAL REQUIREMENTS

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

4. VERIFICATION OF COVERAGE

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

5. NOTICE OF CANCELLATION

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

6. SUBCONSULTANTS & SUBCONTRACTORS

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

7. DEDUCTIBLES AND SELF-INSURED RETENTIONS

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

8. ACCEPTABILITY OF INSURERS

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

EXHIBIT C

9. OTHER CONDITIONS

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

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

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

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

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

10. COMMERCIAL GENERAL LIABILITY

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

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

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

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

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

11. COMMERCIAL AUTOMOBILE LIABILITY

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

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

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

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

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

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

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

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

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

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

13. PROFESSIONAL ERRORS AND OMISSIONS LIABILITY

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

Exhibits D, E and F

Federally Required Clauses

Exhibit D

Federally Required Clauses

1. PROMPT PAYMENT PROVISION

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

2. NONDISCRIMINATION

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

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

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

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

D. Information and Reports. CONSULTANT must provide all information and reports required by the Regulations or directives issued pursuant thereto, and must permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by RTC to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information is required, or the information is in the exclusive possession of another who fails or refuses to furnish this information, CONSULTANT must so certify to RTC and

must set forth what efforts it has made to obtain the information.

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

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

3. AFFIRMATIVE ACTION IN EMPLOYMENT

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

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

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

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

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

E. CONSULTANT shall include the provisions of this clause in every subcontract or purchase order of $2,500 or more unless exempted by rules, regulations, or orders of the Secretary of Transportation issued pursuant to Section 503 of the Rehabilitation Act, so that such provisions will be binding upon each subconsultant or vendor. CONSULTANT will take such action with respect to any subcontract or purchase order as the director of the Office of Federal Contract Compliance Programs may direct to enforce such provisions, including action

for noncompliance (41 C.F.R. 60-741.4.4).

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

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

5. INTEREST OF PUBLIC OFFICIALS

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

6. CIVIL RIGHTS

The following requirements apply to the underlying Contract:

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

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

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

(2) Age. In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. 623 and Federal transit law at 49 U.S.C.

5332, CONSULTANT agrees to refrain from discrimination against present and prospective employees for reason of age.

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

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

7. INELIGIBLE CONSULTANTS

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

8. NOTICE OF FEDERAL REQUIREMENTS

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

9. THIRD-PARTY RIGHTS

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

10. RECORDS RETENTION; AUDIT AND INSPECTION OF RECORDS

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

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

$10,000 and (2) subcontracts or purchase orders for public utility services at rates established for uniform applicability to the general public.

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

11. NO FEDERAL GOVERNMENT OBLIGATION TO THIRD PARTIES

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

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

12. DEBARMENT, SUSPENSION, OTHER INELIGIBILITY AND VOLUNTARY EXCLUSION

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

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

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

13. COMPLIANCE WITH FEDERAL LOBBYING POLICY

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

any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement.

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

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

14. REPORTING REQUIREMENTS

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

Exhibit E

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

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

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

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

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

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

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

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

6. **Incorporation of Provisions:** The Consultant will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant

thereto. The Consultant will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Consultant becomes involved in, or is threatened with litigation by a subconsultant, or supplier because of such direction, the Consultant may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the Consultant may request the United States to enter into the litigation to protect the interests of the United States.

Exhibit F

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

Pertinent Non-Discrimination Authorities:

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

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

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

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

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

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

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

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

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

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against

minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;

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

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

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

Meeting Date: 9/19/2025 **Agenda Item: 4.3.2**

To: Regional Transportation Commission

From: Marquis Williams, Senior Transportation Planner

SUBJECT: Neighborhood Network Plans 3 & 4

RECOMMENDED ACTION

Approve a contract with Parametrix, Inc., for planning services to complete Neighborhood Network Plans 3 & 4, in an amount not-to-exceed $224,840.

BACKGROUND AND DISCUSSION

The purpose of the Neighborhood Network Plans (NNPs) 3 & 4 project is to identify active transportation options that have the potential to decrease vehicle trips and improve pedestrian and cycling infrastructure within two neighborhoods (Sun Valley/Panther Valley & Meadowood/Hidden Valley) in the Truckee Meadows. This consultant will provide essential support to RTC in key areas such as community engagement, data analysis, development of recommendations, and cost estimation. The NNP concept is detailed in the regional Active Transportation Plan: Walk and Roll Truckee Meadows. The contract has a total not-to-exceed amount of $224,840.

Proposals were received in response to the Request for Proposals for the Project. The technical evaluation of the proposals was conducted by an Evaluation Committee, composed of four RTC staff including one representative from Engineering and one from Administration, and one representative from the City of Reno. All members of the Evaluation Committee evaluated and scored the technical proposals independently in accordance with the evaluation criteria set forth in the solicitation. Based on final scoring and discussion, the proposal from Parametrix, Inc., received the highest weighted score and is being recommended for award of the contract.

This item supports Strategic Roadmap Goal #2, "Promote Neighborhood Mobility" and FY2026 RTC Initiative: "Create Two Neighborhood Plans."

FISCAL IMPACT

Funding for this item has been budgeted for in the FY2026-FY2027 Unified Planning Work Program (UPWP).

PREVIOUS BOARD ACTION

9/20/2024 - Approved the Active Transportation Plan: Walk and Roll Truckee Meadows.

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 Parametrix, Inc. ("CONSULTANT").

WITNESSETH:

WHEREAS, RTC issued a Request for Proposals for interested persons and firms to perform services to complete the Neighborhood Network Plans 3 & 4 project; and

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

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

ARTICLE 1 – TERM AND ENGAGEMENT

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

1.2. CONSULTANT will perform the work using the project team identified in the Proposal. 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 amount: $224,840.

3.4. 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.

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

12.2. CONSULTANT's Project Manager is Amy Cummings 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
Marquis Williams
RTC Project Manager
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502
Email: mwilliams@rtcwashoe.com
Phone: (775) 332-0174

CONSULTANT:
Cole Mortensen
Nevada Region Manager
Amy Cummings
Nevada Planning Manager / Project Manager
Parametrix
9190 Double Diamond Parkway
Reno, NV 89521
Email: acummings@parametrix.com
Phone: 775-636-1153

ARTICLE 14 - DELAYS IN PERFORMANCE

14.1. TIME IS OF THE ESSENCE

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

14.2. UNAVOIDABLE DELAYS

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

14.3. NOTIFICATION OF DELAYS

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

14.4. REQUEST FOR EXTENSION

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

ARTICLE 15 - GENERAL PROVISIONS

15.1. SUCCESSORS AND ASSIGNS

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

it be construed as giving any rights or benefits hereunder to anyone other than RTC and CONSULTANT.

15.2. NON TRANSFERABILITY

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

15.3. SEVERABILITY

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

15.4. RELATIONSHIP OF PARTIES

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

15.5. WAIVER/BREACH

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

15.6. REGULATORY COMPLIANCE

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

B. CONSULTANT represents and warrants that none of the services to be rendered pursuant to this Agreement constitute the performance of public work, as that term is defined by Section 338.010(17) of the Nevada Revised Statutes. To the extent

CONSULTANT does engage in such public work, CONSULTANT shall be responsible for paying the prevailing wage as required by Chapter 338 of the Nevada Revised Statutes.

15.7. EXCLUSIVE AGREEMENT

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

15.8. AMENDMENTS

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

15.9. CONTINUING OBLIGATION

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

15.10. APPLICABLE LAW AND VENUE

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

15.11. ATTORNEYS' FEES

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

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

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

CONSULTANT is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.

ARTICLE 16 - FEDERAL FORMS AND CLAUSES

16.1. CONSULTANT has completed and signed the following: (1) Affidavit of Non-Collusion; (2) Certification Regarding Debarment, Suspension, Other Ineligibility and Voluntary Exclusion; (3) Certification Required by 31 U.S.C. § 1352, Restrictions on Lobbying Using Federal Appropriated Funds, and "Instructions for Completion of SF-LLL, Disclosure of Lobbying Activities". CONSULTANT affirms that such certifications remain valid and shall immediately notify RTC if circumstances change that affect the validity of these certifications.

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

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

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By: _____
Bill Thomas, AICP, Executive Director

PARAMETRIX, INC.

By: _____
Cole Mortensen, PE, Nevada Region Manager

Exhibit A

Scope of Services

Scope of Work

RTC Neighborhood Network Plans 3 & 4

Project Tasks

Task 1: Project Management

1.1 Project Administration - Prepare monthly invoices and progress reports, and maintain communication with RTC to support scheduling, logistics, and coordination.

1.2 Ongoing Coordination - Lead weekly (or biweekly, as directed) check-in meetings with RTC staff, and document key decisions, action items, and coordination milestones.

1.3 Management Plan - Provide a project schedule and task-level budget, and establish roles, responsibilities, and timelines for deliverables.

Deliverables:

- Monthly invoices and progress reports
- Meeting agendas and summaries
- Management Plan

Task 2: Community Engagement

2.1 Engagement Plan - Develop a tailored plan for each neighborhood that includes public workshops, community events, online tools, and coordination with local stakeholders.

2.2 Engagement Execution - Facilitate one RTC-hosted workshop along with two additional pop-up community events per plan (e.g., neighborhood gatherings, school or park tabling events), and coordinate with RTC Communications staff on public outreach content, including social media and website materials.

2.3 One-on-One Meetings – Facilitate up to two one-on-one meetings per plan with neighborhood stakeholder groups, such as improvement districts, business associations, community service organizations, etc.

2.4 Steering Committee Support - Help identify members and convene a neighborhood-specific steering committee, and facilitate two steering committee meetings per plan: one during the vision development phase to review existing conditions and shape priorities, and a second following the draft network vision to review and provide feedback on the full buildout map and recommended projects.

2.5 Outreach Summary - Prepare a summary of outreach methods, participation, feedback themes, and how public input informed the network vision and project recommendations.

Deliverables:

- Engagement plan
- Outreach materials and meeting content
- Outreach summary report

Task 3: Existing Conditions and Data Collection

3.1 Neighborhood Profile Development - Identify key destinations (schools, parks, & employment centers, community centers, etc.), demographics, barriers, and community characteristics using Census and other regional data.

3.2 Document Review and GIS Synthesis - Compile relevant planning documents, datasets, and infrastructure maps, and incorporate RTC Active Transportation Plan (ATP) tools such as the Bicycle Level of Traffic Stress (LTS), Pedestrian Experience Index (PEI), and Active Trip Potential.

3.3 Expanded Field-Based Data Collection - Collect or validate data on sidewalk coverage and conditions, crosswalk type and location, street lighting adequacy, street parking supply and observed demand, and vehicle speeds and volumes (if available or accessible).

3.4 Walk Audit - Conduct one walk audit per plan showcasing the different roadway contexts within the neighborhood and the various opportunities for improvement in collaboration with RTC and jurisdictional staff.

Deliverables:

- Neighborhood data snapshot and GIS map book
- Field data collection summary
- Walk audit documentation

Task 4: Neighborhood Network Vision and Implementation Strategy

4.1 Develop Full Neighborhood Vision – Develop a map of the fully built-out active transportation network of projects that addresses gaps and improves access and safety within the neighborhood. This vision should incorporate both pedestrian and bicycle facilities that support planned transportation improvements and advance community goals, regional connectivity, and industry best practices. It should remain

equitable, context-sensitive, and practical to implement. The vision must also reflect connections to multimodal projects included in the 2050 RTP 2025–2034 project list. Both quick-build and traditional infrastructure should be considered, with an emphasis on identifying approximately $2.5 million in quick-build projects.

4.2 Project Recommendations – Project recommendations should be informed by feedback from the steering committee and the general public, as well as data and the prioritization framework found in the RTC Active Transportation Plan. Project recommendations should be organized into one of four categories. (1) The "quick-build" category will have a total cost for all projects identified of approximately $2.5 million. Implementation of quick-build projects should be coordinated with existing or planned RTP projects. (2) Low-cost projects which will have a per project cost under $1 million, (3) Medium-cost projects which will range in cost from approximately $1-5 million per project, and (4) Higher-cost projects which will include visionary projects that cost approximately $5+ million per project.

4.3 Quick-Build Implementation Strategy – Develop a cutsheet for each quick-build corridor identified in Task 4.2. Each cutsheet should include: (1) a brief project description explaining the rationale for the corridor's inclusion and any design challenges, (2) recommended treatment types, (3) a sample cross-section, (4) a planning-level cost estimate, and (5) a map showing the specific locations of proposed improvements. All recommendations must be vetted for basic traffic and structural feasibility. Cutsheets should be designed for a broad audience, including RTC and jurisdictional staff responsible for implementation, as well as policymakers and members of the public.

4.4 Jurisdiction Coordination Milestones - Coordinate directly with jurisdictional staff to ensure proposed projects are compatible with ownership, maintenance, and operational needs, facilitate four key coordination meetings with jurisdictional staff throughout plan development (early goal alignment, vision feasibility review, implementation framework review, and final plan review), and provide clear and concise technical materials—such as draft maps, attribute tables, sample cross-section illustrations, and real-world examples—to support jurisdictional review and informed feedback. Most coordination with jurisdictional staff will require support from Consultant's transportation or traffic engineering team.

Deliverables:

- Full buildout network vision map

- Project matrix describing all projects shown on the network vision map to include scope and planning-level project cost estimates for traditional project recommendations (low, medium and high-cost projects)
- Quick-build project cutsheets for each recommended corridor
- Log and summary of project feedback from jurisdictional staff

Task 5: Final Plan Production

5.1 Draft Plan Development - Prepare a full draft of each plan, including maps, summaries, and implementation strategy.

5.2 Outreach Strategy - Support RTC Communications with public-facing materials to present the draft plan to the community.

5.3 Final Plan Preparation - Integrate final edits and stakeholder feedback, produce a formatted, final PDF plan document for each neighborhood, and provide RTC with clearly labeled and organized technical materials developed for these efforts such as: cross-section illustrations, treatment detail diagrams, and shapefiles.

Deliverables:

- Draft Neighborhood Network Plans
- Final Neighborhood Network Plans (PDF format)
- Outreach materials for community, advisory committees, and RTC Board presentations

Neighborhood Network Plans 3 and 4 Project Schedule

September 2025

- Project kick-off meeting with RTC Staff
- Early coordination meeting with relevant jurisdictions

October-November 2025

- Community outreach including survey, pop-up events, and development and convening of neighborhood steering committees
- Data collection and development of the neighborhood profile deliverable

December 2025

- Prepare outreach memo
- Meeting with jurisdictional staff to discuss outreach conclusions and next steps

January 2026

- Design neighborhood network vision and submit to RTC staff for review

February-March 2026

- Hold a coordination meeting with jurisdictional staff to share neighborhood network vision and discuss implementation strategy considerations
- Develop recommendations for lower-cost, medium cost, and higher cost improvements as detailed in the Scope of Work
- Begin drafting NNP document

April-May 2026

- Hold coordination meetings with internal and external staff to vet the implementation plan and ensure strategy aligns with other scheduled improvements including pavement preservation projects and jurisdiction-led projects.

June-July 2026

- Final coordination meeting with jurisdictional staff. Share the final implementation strategy
- Provide draft document

August- October 2026

- Support RTC staff with preparation for community, advisory committee, and RTC Board presentations and meetings.
- Make final edits to draft document based on community and staff comments
- Provide final document and all supporting materials

November 20, 2026

- Board presentation of draft plans

December 18, 2026

- Board adoption of final plans.

Exhibit B

Compensation

RTC of Washoe County
Neighbohrhood Network Plan 3 & 4

			Role	Project Manager	Sr. Consultant	Principal Consultant	Engineer III	Sr. Engineer	Planner IV	Planner III	Sr. Consultant	Sr. Planner	Sr. Planner Task Leader	Sr. Graphic Designer	Project Controls
			Fully Burdened Rate:	$349.12	$283.25	$399.85	$171.04	$193.56	$163.41	$143.54	$261.69	$235.80	$199.06	$154.72	$154.59
Task	**Description**	**Labor Dollars**	**Labor Hours**												
01	Project Management & Coordination	$16,640.04	64	24	12								12		16
1.1	Project Administration			8											16
1.2	Ongoing Coordination			12	12								12		
1.3	Management Plan			4											
02	Community Engagement	$57,361.28	244	36	40	8		16	16	24		40	40	24	
2.1	Engagement Plan			2						12					
2.2	Engagement Execution			16	24	4		16	8	10		20	20	24	
2.3	Steering Committee			16	16	4			4			16	10		
2.4	Outreach Summary			2					4	2		4	10		
03	Existing Conditions and Data Collection	$49,629.64	240	24	20	4	16	40	60	40	8	8	20		
3.1	Neighbohood Profile Development			8	10	4		8	10				10		
3.2	Document Review and GIS Synthesis			4			8	16	40	20					
3.3	Expanded Field-Based Data Collection				2		8	16	10	20			2		
3.4	Walk Audit			12	8						8	8	8		
04	Neighborhood Network Vision ad Implemention Strategy	$43,407.92	176	16	24	24	48	20	0			16	28		
4.1	Develop Full Neighborhood Vision			4	8							16	12		
4.2	Project Recommendations			2	8	12	24	10					8		
4.3	Quick-Build Implementation Strategy			2	4	12	24	10					4		
4.4	Jurisdiction Coordination Milestones			8	4								4		
05	Plan Production	$54,800.80	226	40	20				24	12	60	26	20	24	
5.1	Draft Plan Development			24	16				16	12	40	16	16	20	
5.2	Outreach Strategy			8	2				4		10	8	2	2	
5.3	Final Plan Preparation			8	2				4		10	2	2	2	
		Labor Hour Totals:	**950**	**140**	**116**	**36**	**64**	**76**	**100**	**76**	**68**	**90**	**120**	**48**	**16**
	Labor Dollar Totals:	**$221,839.68**		**$48,876.80**	**$32,857.00**	**$14,394.60**	**$10,946.56**	**$14,710.56**	**$16,341.00**	**$10,909.04**	**$17,794.92**	**$21,222.00**	**$23,887.20**	**$7,426.56**	**$2,473.44**
	Other Direct Expenses	**$3,000.00**													

Project Total **$ 224,840**

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, Washoe County, City of Reno and City of Sparks including their elected officials, officers, employees, and agents (hereafter, "Indemnitees") from and against any and all claims, proceedings, actions, liability and damages, including reasonable attorneys' fees and defense costs incurred in any action or proceeding (collectively "Damages") arising out of the:

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

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

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

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

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

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

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

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

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

3. GENERAL REQUIREMENTS

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

4. VERIFICATION OF COVERAGE

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

5. NOTICE OF CANCELLATION

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

6. SUBCONSULTANTS & SUBCONTRACTORS

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

7. DEDUCTIBLES AND SELF-INSURED RETENTIONS

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

8. ACCEPTABILITY OF INSURERS

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

EXHIBIT C

9. OTHER CONDITIONS

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

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

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

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

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

10. COMMERCIAL GENERAL LIABILITY

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

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

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

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

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

11. COMMERCIAL AUTOMOBILE LIABILITY

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

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

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

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

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

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

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

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

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

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

13. PROFESSIONAL ERRORS AND OMISSIONS LIABILITY

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

Exhibits D, E and F

Federally Required Clauses

Exhibit D

Federally Required Clauses

1. PROMPT PAYMENT PROVISION

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

2. NONDISCRIMINATION

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

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

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

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

D. Information and Reports. CONSULTANT must provide all information and reports required by the Regulations or directives issued pursuant thereto, and must permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by RTC to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information is required, or the information is in the exclusive possession of another who fails or refuses to furnish this information, CONSULTANT must so certify to RTC and

must set forth what efforts it has made to obtain the information.

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

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

3. AFFIRMATIVE ACTION IN EMPLOYMENT

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

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

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

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

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

E. CONSULTANT shall include the provisions of this clause in every subcontract or purchase order of $2,500 or more unless exempted by rules, regulations, or orders of the Secretary of Transportation issued pursuant to Section 503 of the Rehabilitation Act, so that such provisions will be binding upon each subconsultant or vendor. CONSULTANT will take such action with respect to any subcontract or purchase order as the director of the Office of Federal Contract Compliance Programs may direct to enforce such provisions, including action

for noncompliance (41 C.F.R. 60-741.4.4).

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

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

5. INTEREST OF PUBLIC OFFICIALS

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

6. CIVIL RIGHTS

The following requirements apply to the underlying Contract:

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

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

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

(2) Age. In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. 623 and Federal transit law at 49 U.S.C.

5332, CONSULTANT agrees to refrain from discrimination against present and prospective employees for reason of age.

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

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

7. INELIGIBLE CONSULTANTS

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

8. NOTICE OF FEDERAL REQUIREMENTS

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

9. THIRD-PARTY RIGHTS

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

10. RECORDS RETENTION; AUDIT AND INSPECTION OF RECORDS

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

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

$10,000 and (2) subcontracts or purchase orders for public utility services at rates established for uniform applicability to the general public.

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

11. NO FEDERAL GOVERNMENT OBLIGATION TO THIRD PARTIES

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

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

12. DEBARMENT, SUSPENSION, OTHER INELIGIBILITY AND VOLUNTARY EXCLUSION

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

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

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

13. COMPLIANCE WITH FEDERAL LOBBYING POLICY

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

any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement.

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

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

14. REPORTING REQUIREMENTS

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

Exhibit E

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

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

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

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

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

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

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

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

6. **Incorporation of Provisions:** The Consultant will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant

thereto. The Consultant will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Consultant becomes involved in, or is threatened with litigation by a subconsultant, or supplier because of such direction, the Consultant may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the Consultant may request the United States to enter into the litigation to protect the interests of the United States.

Exhibit F

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

Pertinent Non-Discrimination Authorities:

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

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

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

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

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

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

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

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

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

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against

minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;

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

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

REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 9/19/2025 **Agenda Item: 4.3.3**

To: Regional Transportation Commission

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

SUBJECT: Locust–Kirman–Wells–Taylor Corridor Study

RECOMMENDED ACTION

Approve a contract with Parametrix, for planning services to complete the Locust–Kirman–Wells–Taylor Corridor Study, in an amount not-to-exceed $199,706.

BACKGROUND AND DISCUSSION

This project is a traffic safety and circulation study for the Locust–Kirman–Wells–Taylor corridors in the city of Reno. The study will evaluate existing safety concerns, crash risk factors, and circulation issues. The goal is to develop recommendations for safety and operational improvements while considering multimodal needs in the study area using a data-driven and holistic approach. The study will also incorporate community input to recommend improvements and ensure compatibility with regional goals, including those outlined in the 2050 Regional Transportation Plan.

Proposals were received in response to the Request for Proposal of the Locust–Kirman–Wells–Taylor Corridor Study. The technical evaluation of the proposals was conducted by an Evaluation Committee, composed of individuals from the RTC and the City of Reno. All members of the Evaluation Committee evaluated and scored the technical proposals independently in accordance with the evaluation criteria. The Evaluation Committee held a consensus meeting and recommended awarding the PSA to Parametrix.

This item supports the FY2026 RTC Goal, "Initiate: Kirman/Locust/Wells/Taylor Corridor/Area Study".

FISCAL IMPACT

Funding for this item is included in the FY 2026 – FY 2027 Unified Planning Work Program (UPWP).

PREVIOUS BOARD ACTION

4/18/2025 - Approved the FY 2026– FY 2027 UPWP.

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 Parametrix, Inc. ("CONSULTANT").

WITNESSETH:

WHEREAS, RTC issued a Request for Proposals for interested persons and firms to perform services to complete the Locust-Taylor-Wells-Kirman Corridor Study; and

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

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

ARTICLE 1 – TERM AND ENGAGEMENT

1.1. The term of this Agreement shall be from the date first written above through March 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 Proposal. 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. ADDITIONAL SERVICES

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

2.4. 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.

2.5. 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.

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 amount: $199,706.00.

3.2. 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.

3.3. 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 Xuan Wang 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 Amy Cummings 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
Xuan Wang
RTC Project Manager
Regional Transportation Commission

1105 Terminal Way
Reno, Nevada 89502
Email: xwang@rtcwashoe.com
(775) 332-9521

CONSULTANT: Amy Cummings
Transit Director/Nevada Planning Manager
Parametrix
9190 Double Diamond Parkway
Reno, NV 89521
acummings@parametrix.com
775-636-1153

ARTICLE 14 - DELAYS IN PERFORMANCE

14.1. TIME IS OF THE ESSENCE

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

14.2. UNAVOIDABLE DELAYS

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

14.3. NOTIFICATION OF DELAYS

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

14.4. REQUEST FOR EXTENSION

Any request by CONSULTANT for an extension of time to complete the work under this Agreement shall be made in writing to RTC. CONSULTANT shall supply to RTC documentation to substantiate and justify the additional time needed to complete the work

and shall provide a revised schedule. RTC shall provide CONSULTANT with notice of its decision within a reasonable time after receipt of a request.

ARTICLE 15 - GENERAL PROVISIONS

15.1. SUCCESSORS AND ASSIGNS

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

15.2. NON TRANSFERABILITY

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

15.3. SEVERABILITY

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

15.4. RELATIONSHIP OF PARTIES

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

15.5. WAIVER/BREACH

Any waiver or breach of a provision in this Agreement shall not be deemed a waiver of any other provision in this Agreement and no waiver is valid unless in writing and executed by the waiving party. An extension of the time for performance of any obligation or act shall not be deemed an extension of time for the performance of any other obligation or act. This

Agreement inures to the benefit of and is binding upon the parties to this Agreement and their respective heirs, successors and assigns.

15.6. REGULATORY COMPLIANCE

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

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

15.7. EXCLUSIVE AGREEMENT

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

15.8. AMENDMENTS

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

15.9. CONTINUING OBLIGATION

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

15.10. APPLICABLE LAW AND VENUE

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

15.11. ATTORNEYS' FEES

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

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

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

ARTICLE 16 - FEDERAL FORMS AND CLAUSES

16.1. CONSULTANT has completed and signed the following: (1) Affidavit of Non-Collusion; (2) Certification Regarding Debarment, Suspension, Other Ineligibility and Voluntary Exclusion; (3) Certification Required by 31 U.S.C. § 1352, Restrictions on Lobbying Using Federal Appropriated Funds, and "Instructions for Completion of SF-LLL, Disclosure of Lobbying Activities". CONSULTANT affirms that such certifications remain valid and shall immediately notify RTC if circumstances change that affect the validity of these certifications.

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

/ / /

/ / /

/ / /

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

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By: _____
Bill Thomas, AICP, Executive Director

PARAMETRIX, INC.

By: _____
Cole Mortensen, Nevada Region Manager

Exhibit A

Scope of Services

Locust–Kirman–Wells–Taylor Corridor Study Scope of Work

Introduction:

This scope of work outlines a traffic safety and circulation study for the Locust–Kirman–Wells–Taylor corridors in the City of Reno. The study will evaluate existing safety concerns, crash risk factors, and circulation issues. The goal is to develop recommendations for safety and operational improvements while considering multimodal needs. As shown in Figure 1, the study area includes Locust Street, Kirman Avenue, Wells Avenue, and Taylor Street and is characterized by a mix of residential, commercial, institutional, and multifamily developments.

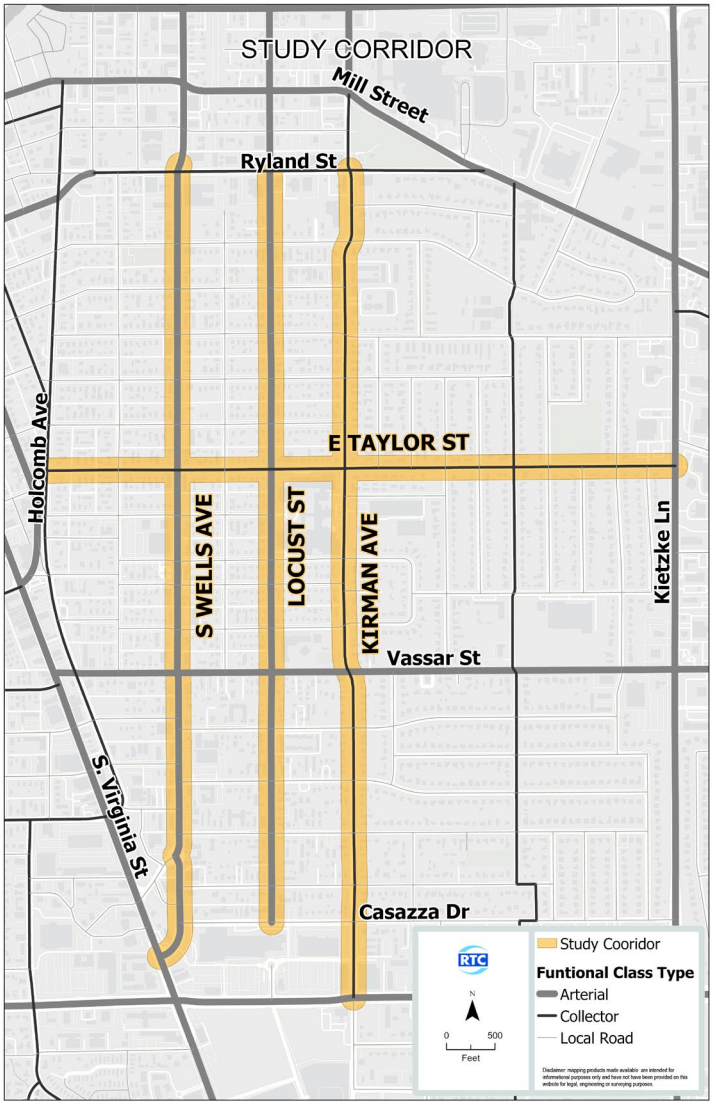


Figure 1 – Study Area

Objective:
Identify and evaluate traffic safety and circulation improvements in the study area using a data-driven and holistic approach. The study will also incorporate community input to recommend improvements and ensure compatibility with regional goals, including those outlined in the 2050 Regional Transportation Plan (RTP).

Task 1: Project Management

1.1 Management Plan – Prepare a project management plan, schedule, and budget. Identify key staff roles and outline deliverables for each task.

1.2 Invoicing and Progress Reports – Prepare monthly invoices and progress summaries.

1.3 Coordination – Conduct an initial kickoff meeting with RTC and City of Reno staff to confirm study objectives. Maintain regular communication with the project manager. It is anticipated that the consultant will agendize and document regularly scheduled meetings with the project management team, which may occur weekly. These meetings may be conducted virtually. This task will also involve maintenance of a joint access, web-based repository of project-related documents.

Task 1 Deliverables:

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

Task 2: Existing and Future Conditions Analysis

2.1 Land Use Review – Review current and planned land uses, focusing on changes in zoning and development patterns that can influence corridor operations.

2.2 Infrastructure Inventory – Document existing roadway conditions, including lane configurations, speed limits, intersection controls, on-street parking, striping, and curb use.

2.3 Crash and Traffic Data Review – Analyze recent crash records provided by the City of Reno and the Nevada Department of Transportation (NDOT), as well as traffic volumes and multimodal counts from various sources for trends and high-risk issues. Identify gaps in traffic data (such as traffic and turning movement counts) and collect additional traffic data to fill these gaps, as necessary. City of Reno data shows Locust Street to have the highest crash rate in the study area.

2.4 Safety Evaluation – Conduct safety analysis of the intersections and road segments to identify crash risk factors, including intersection controls and operations, sight distance issues, speed, signage, pavement condition, and the impact of on-street parking. Identify safety concerns specifically related to bicycle and pedestrian conflicts. Major intersections include Taylor at Kietzke; Wells at Vassar, Taylor, Stewart, Cheney, and Ryland; Locust at Broadway, Vassar, and Ryland; Kirman at Plumb and Ryland.

2.5 Circulation Analysis – Evaluate traffic flow, operations of the couplets, travel patterns, intersection operations at ten (10) intersections (to be determined by the project TAC), and multimodal circulation within the corridor for existing and future years.
2.6 Multimodal and Safety Improvement Needs Assessment – In coordination with the RTP and RTC Neighborhood Network Plan, identify existing and planned safety, pedestrian, and bicycle facilities, and assess network connectivity, ADA and safety gaps.

Task 2 Deliverables:

- Memo and map showing current and planned land uses and zoning changes
- Map of existing lane configurations, speed limits, striping, parking, and curb use.
- Summary of crash data analysis and traffic volumes; memo on data gaps and counts collected
- Traffic analysis report, memo, and analysis of intersection turning counts, intersection controls, crash history, and concerns
- List and map of safety concerns
- Summary of traffic flow and multimodal circulation issues
- Map and analysis of pedestrian, bike, and safety needs

Task 3: Public and Stakeholder Engagement

3.1 Engagement Strategy- Schedule and design the public and stakeholder engagement strategy to include project Technical Advisory Committee (TAC) meetings, public engagement, and stakeholder interviews, identifying feedback points for RTC TAC and CMAC, and creating presentations to gain engagement from those committees. Outreach materials will meet RTC accessibility standards.
3.2 Project TAC Meetings – Identify key team members from RTC and partner agencies and organize at least four (4) project TAC meetings to discuss and review findings and proposed projects. One of the TAC meetings will bean in-person workshop. Coordinate with parallel planning initiatives, including the RTC Neighborhood Network Plan.
3.3 Public Engagement – Conduct at least three (3) public outreach events using engagement methods suited to adjacent land use types. These may include pop-up events near commercial nodes (e.g., along Wells Avenue), door-to-door flyers for multifamily residences, and small group meetings with neighborhood associations in residential areas. Include virtual and multilingual options as appropriate.
3.4 Stakeholder Interviews – Meet with and interview at least five (5) key stakeholders in the study area, which may include Renown Health, VA Medical Center, Washoe County School District, Wells Avenue Merchants and Property Owners Association, Northern Nevada Center for Independent Living, Midtown Buseinss Partnership, and local business owners, to gather feedback.
3.5 Qualitative Data Analysis- Analysis of public and stakeholder comments and identification of themes to develop priorities that can be directly applied to project prioritization.

3.6 RTC Board and Committee Presentations – Prepare presentations for RTC staff to provide study updates to the RTC Board. Prepare and present at important feedback points to RTC's TAC and CMAC committees.

Task 3 Deliverables:

- Engagement strategy memo
- Public outreach materials such as presentations, maps, and flyers
- Interview questions and verbatim transcripts of interviews
- Qualitative data analysis summary
- Presentations for RTC Board, TAC and CMAC
- Stakeholder engagement summary that includes a discussion of how public and stakeholder feedback informed decision-making

Task 4: Develop and Evaluate Recommendations

4.1 Traffic and Safety Alternatives – Develop and evaluate improvements, such as:

- Intersection enhancements
- Traffic calming measures
- Lane reconfigurations
- Sight distance improvements
- Signage and striping modifications
- On-street parking and curb use adjustments

The need for and benefit of recommended changes will be clearly documented, including any proposed changes to parking, traffic, and circulation The analysis will include construction feasibility, incorporating fire code standards, costs, and available right-of-way as well as long term maintenance considerations.

Input from the City of Reno will be factored into the prioritization process.

4.2 Multimodal Enhancements – Propose pedestrian, bicycle, and transit improvements such as:

- Sidewalk and crossing upgrades
- Bike lanes and buffered treatments
- Pedestrian signals
- Improved bus stop amenities and accessibility

4.3 Implementation strategy – Develop an implementation strategy for recommended improvements to include:

- A list of recommended safety, circulation, and multimodal improvements
- Planning-level cost estimates for each recommendation
- A prioritization framework that considers factors such as public and stakeholder feedback, data that establishes project need, project cost, project impact and outcome, and feasibility of implementation. This framework will be illustrated using a decision matrix. Timeframes for project implementation will not be included, as this happens during the RTP process.

- Documentation of existing project implementation opportunities and funding sources (RTP, RTC TOMS program, pavement preservation program, active transportation program, potential local implementation programs). Specific funding sources are assigned during the RTP process.

Task 4 Deliverables:

- List and evaluation of potential improvements, with supporting maps or illustrations
- Planning-level cost estimates for recommended improvements
- Prioritization framework and decision matrix
- Summary of potential implementation avenues

Task 5: Plan Preparation

5.1 Draft Plan – Prepare a draft plan summarizing all findings, including maps, graphics, and planning-level recommendations.

5.2 Revised Plan – Revise draft based on comments from the RTC, City of Reno, stakeholders, and public.

5.3 Final Plan – Produce a final plan for approval. The final plan should be provided in an electronic format in two file sizes: print size and web publishing size. The plan will meet RTC accessibility standards.

Task 5 Deliverables:

- Draft Plan
- Final Plan with associated files, including all photos used in the plan
- Comment matrix with all comments received and responses (if provided)
- Final Plan

Project Milestones (12-month duration):

Work Plan	
MONTH	
October 2025	Internal and TAC Project Kickoff Meetings, develop PMP and engagement plan and analyze existing data
November 2025	Collect traffic data, conduct existing conditions analysis, synthesize previous public and agency input
December 2025	Develop needs assessment, hold TAC Meeting #1
January 2026	Public Meeting #1, develop concept alternatives
February 2026	TAC Meeting #2 alternatives workshop to screen and refine alternatives
March 2026	Public Meeting #2 community planning workshop
April 2026	TAC Meeting #3 to evaluate concepts
May 2026	Develop concept graphics and draft report, Public Meeting #3 to gather input on recommendations
June 2026	Refine report based on public and agency input
July 2026	TAC Meeting #4 final review of report
August 2026	RTC Board presentation of draft report
September 2026	RTC Board approval of report
December 2026	Project close out

Exhibit B

Compensation

Compensation

Task	Description	Labor Dollars	Labor Hours	Project Manager	Sr. Consultant	Principal Consultant	Engineer III	Sr. Engineer	Planner IV	Planner III	Sr. Consultant	Sr. Planner	Sr. Graphic Designer	Project Controls
	Role			Project Manager	Sr. Consultant	Principal Consultant	Engineer III	Sr. Engineer	Planner IV	Planner III	Sr. Consultant	Sr. Planner	Sr. Graphic Designer	Project Controls
	Fully Burdened Rate:			$349.12	$283.25	$399.85	$171.04	$193.56	$163.41	$143.54	$261.69	$235.80	$154.72	$154.59
01	Project Management	$9,890.60	38	18	4	0	0	0	0	0	0	0	0	16
1.1	Management Plan			2										
1.2	Invoicing and Progress Reports			4										16
1.3	Coordination			12	4									
02	Existing and Future Conditions Analysis	$17,122.00	100	4	0	0	0	24	24	24	0	0	24	0
2.1	Land Use Review								6	4				
2.2	Infrastructure Inventory									12				
2.3	Crash and Traffic Data Review							2	12					
2.4	Safety Evaluation							10	4					
2.5	Circulation Analysis									4				
2.6	Multimodal and Safety Improvement Needs			4				12	2	4			24	
03	Public and Stakeholder Engagement	$30,568.48	122	26	12	12	8	0	16	24	8	16	0	0
3.1	Engagement Strategy			4						8				
3.2	Project TAC Meetings			12	6				4					
3.3	Public Engagement			2		6	8		2	12	8	16		
3.4	Stakeholder Interviews			6	4	6								
3.5	Qualitative Data Analysis								8	4				
3.6	RTC Board and Committee Presentations			2	2				2					
04	Develop and Evaluate Recommendations	$23,458.20	96	12	16	12	40	16	0	0	0	0	0	0
4.1	Traffic and Safety Alternatives			2	2	2	12	4						
4.2	Multimodal Enhancements			2	2	8	12	4						
4.3	Implementation Strategy			8	12	2	16	8						
05	Plan Preparation	$35,166.56	144	16	20	0	0	0	16	0	60	8	24	0
5.1	Draft Plan			8	12				12		40	6	16	
5.2	Revised Plan			4	4				2		10		4	
5.3	Final Plan			4	4				2		10	2	4	
	GCW	$80,000.00												
	Labor Hour Totals:		**500**	**152**	**104**	**48**	**96**	**80**	**112**	**96**	**136**	**48**	**96**	**32**
	Labor Dollar Totals:	**$196,205.84**		**$53,066.24**	**$29,458.00**	**$19,192.80**	**$16,419.84**	**$15,484.80**	**$18,301.92**	**$13,779.84**	**$35,589.84**	**$11,318.40**	**$14,853.12**	**$4,946.88**
	Other Direct Expenses	**$3,500.00**												

Total **$ 199,706**

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, Washoe County, City of Reno and City of Sparks including their elected officials, officers, employees, and agents (hereafter, "Indemnitees") from and against any and all claims, proceedings, actions, liability and damages, including reasonable attorneys' fees and defense costs incurred in any action or proceeding (collectively "Damages") arising out of the:

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

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

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

The Damages shall include, but are not limited to, those resulting from personal injury to any person, including bodily injury, sickness, disease or death and injury to real property or personal

property, tangible or intangible, and the loss of use of any of that property, whether or not it is physically injured.

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

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

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

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

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

3. GENERAL REQUIREMENTS

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

4. VERIFICATION OF COVERAGE

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

cancellation provisions are required to be provided with any certificate(s) evidencing the required coverage.

5. NOTICE OF CANCELLATION

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

6. SUBCONSULTANTS & SUBCONTRACTORS

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

7. DEDUCTIBLES AND SELF-INSURED RETENTIONS

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

8. ACCEPTABILITY OF INSURERS

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

of Nevada or meet any applicable state and federal laws and regulations for non-admitted insurance placements.

9. OTHER CONDITIONS

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

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

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

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

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

10. COMMERCIAL GENERAL LIABILITY

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

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

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

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

11. COMMERCIAL AUTOMOBILE LIABILITY

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

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

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

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

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

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

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

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

CONSULTANT waives all rights against RTC, its elected officials, officers, employees and agents for recovery of damages to the extent these damages are covered by the workers compensation and employer's liability or commercial umbrella liability insurance obtained by Tenant pursuant to this agreement. CONSULTANT shall obtain an endorsement equivalent to WC 00 03 13 to affect this waiver.

13. PROFESSIONAL ERRORS AND OMISSIONS LIABILITY

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

14. 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.

15. CRIME INSURANCE

If CONSULTANT will have care, custody or control of RTC money, securities or other property, CONSULTANT shall maintain crime insurance including coverage for the loss of money, securities and other property by employees or other parties with a limit not less than **$1,000,000** per occurrence. Coverage shall be endorsed to include coverage for loss of RTC money, securities and other property in the care, custody or control of CONSULTANT.

Exhibits D, E and F

Federally Required Clauses

Exhibit D

Federally Required Clauses

1. PROMPT PAYMENT PROVISION

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

2. NONDISCRIMINATION

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

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

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

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

D. Information and Reports. CONSULTANT must provide all information and reports required by the Regulations or directives issued pursuant thereto, and must permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by RTC to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information is required, or the information is in the exclusive possession of another who fails or refuses to furnish this information, CONSULTANT must so certify to RTC and

must set forth what efforts it has made to obtain the information.

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

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

3. AFFIRMATIVE ACTION IN EMPLOYMENT

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

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

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

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

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

E. CONSULTANT shall include the provisions of this clause in every subcontract or purchase order of $2,500 or more unless exempted by rules, regulations, or orders of the Secretary of Transportation issued pursuant to Section 503 of the Rehabilitation Act, so that such provisions will be binding upon each subconsultant or vendor. CONSULTANT will take such action with respect to any subcontract or purchase order as the director of the Office of Federal Contract Compliance Programs may direct to enforce such provisions, including action

for noncompliance (41 C.F.R. 60-741.4.4).

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

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

5. INTEREST OF PUBLIC OFFICIALS

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

6. CIVIL RIGHTS

The following requirements apply to the underlying Contract:

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

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

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

(2) Age. In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. 623 and Federal transit law at 49 U.S.C.

5332, CONSULTANT agrees to refrain from discrimination against present and prospective employees for reason of age.

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

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

7. INELIGIBLE CONSULTANTS

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

8. NOTICE OF FEDERAL REQUIREMENTS

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

9. THIRD-PARTY RIGHTS

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

10. RECORDS RETENTION; AUDIT AND INSPECTION OF RECORDS

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

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

$10,000 and (2) subcontracts or purchase orders for public utility services at rates established for uniform applicability to the general public.

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

11. NO FEDERAL GOVERNMENT OBLIGATION TO THIRD PARTIES

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

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

12. DEBARMENT, SUSPENSION, OTHER INELIGIBILITY AND VOLUNTARY EXCLUSION

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

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

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

13. COMPLIANCE WITH FEDERAL LOBBYING POLICY

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

any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement.

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

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

14. REPORTING REQUIREMENTS

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

Exhibit E

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

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

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

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

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

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

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

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

6. **Incorporation of Provisions:** The Consultant will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant

thereto. The Consultant will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Consultant becomes involved in, or is threatened with litigation by a subconsultant, or supplier because of such direction, the Consultant may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the Consultant may request the United States to enter into the litigation to protect the interests of the United States.

Exhibit F

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

Pertinent Non-Discrimination Authorities:

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

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

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

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

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

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

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

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

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

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against

minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;

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

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

REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 9/19/2025 **Agenda Item: 4.3.4**

To: Regional Transportation Commission

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

SUBJECT: LiDAR-Based Multimodal Traffic Data Collection & Analytics Program

RECOMMENDED ACTION

Approve a contract with LiDAR Matrix, Inc., for data collection and analysis services on the LiDAR-Based Multimodal Traffic Data Collection & Analytics Program, in an amount not-to-exceed $400,000.

BACKGROUND AND DISCUSSION

The RTC is launching a 24-month program to improve the region's understanding of multimodal traffic patterns through advanced roadside LiDAR technology. The project involves collecting three days of continuous data at 67 designated sites, capturing detailed information on vehicles, pedestrians, and cyclists, including turning counts, speeds, trajectories, and conflict/near-miss interactions.

LiDAR Matrix, Inc., will manage deployment, data processing, and analytics, delivering site-specific reports, CSV datasets, and an ArcGIS web portal for easy access and visualization. This project is critical for data-driven transportation planning and safety improvements. The data supports before-and-after project evaluations, helping RTC measure the effectiveness of infrastructure investments and quick build implementations in the Neighborhood Network Plan. Using the same team that has collected LiDAR data for the past three years ensures methodological consistency, enabling accurate trend analysis over time. This effort will ultimately enhance public safety, multimodal mobility, and transparency, supporting informed decision-making and long-term regional planning.

This item supports Strategic Roadmap Goal #5, "Improve network safety".

FISCAL IMPACT

Funding for this item is included in the FY 2026 – FY 2027 Unified Planning Work Program (UPWP).

PREVIOUS BOARD ACTION

4/18/2025 - Approved the FY 2026 – FY 2027 UPWP.

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 LiDAR Matrix, Inc. ("CONSULTANT").

WITNESSETH:

WHEREAS, RTC has selected CONSULTANT to provide services and deliverables for a LiDAR-Based Multimodal Traffic Data Collection & Analytics project at up to 67 site locations selected by RTC.

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

ARTICLE 1 – TERM AND ENGAGEMENT

1.1. The term of this Agreement shall be from the date first written above through September 30, 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 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 and deliverables are 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. ADDITIONAL SERVICES

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

2.4. 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 a unit price of $5,970 upon the completion of the deliverables for each site, as explained in further detail in Exhibit A and reflected 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 the deliverables for each site is $5,970, and the total not-to-exceed amount of this Agreement is $400,000.

ARTICLE 4 - INVOICING

4.1. CONSULTANT shall submit invoices for deliverables completed within 30 days of completion.

4.2. CONSULTANT shall submit monthly invoices, in the format specified by RTC, indicating the date of deliverable completion and the site location. 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.

4.3. 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.

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

12.2. CONSULTANT's Project Manager is Trevor Whitley 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
Xuan Wang
RTC Project Manager
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502
Email: xwang@rtcwashoe.com
Phone: 775-332-9521

CONSULTANT: Dr. Hao Xu, PhD, PE
LiDAR Matrix, Inc.
Email: haoxu@lidarmatrix.com
Phone: 775-467-9866

ARTICLE 14 - DELAYS IN PERFORMANCE

14.1. TIME IS OF THE ESSENCE

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

14.2. UNAVOIDABLE DELAYS

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

14.3. NOTIFICATION OF DELAYS

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

14.4. REQUEST FOR EXTENSION

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

ARTICLE 15 - GENERAL PROVISIONS

15.1. SUCCESSORS AND ASSIGNS

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

15.2. NON TRANSFERABILITY

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

15.3. SEVERABILITY

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

15.4. RELATIONSHIP OF PARTIES

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

15.5. WAIVER/BREACH

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

15.6. REGULATORY COMPLIANCE

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

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

15.7. EXCLUSIVE AGREEMENT

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

15.8. AMENDMENTS

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

15.9. CONTINUING OBLIGATION

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

15.10. APPLICABLE LAW AND VENUE

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

15.11. ATTORNEYS' FEES

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

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

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

ARTICLE 16 - FEDERAL FORMS AND CLAUSES

16.1. CONSULTANT has completed and signed the following: (1) Affidavit of Non-Collusion; (2) Certification Regarding Debarment, Suspension, Other Ineligibility and Voluntary Exclusion; (3) Certification Required by 31 U.S.C. § 1352, Restrictions on Lobbying Using Federal Appropriated Funds, and "Instructions for Completion of SF-LLL, Disclosure of Lobbying Activities". CONSULTANT affirms that such certifications remain valid and shall immediately notify RTC if circumstances change that affect the validity of these certifications.

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

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

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By: _____
Bill Thomas, AICP, Executive Director

LiDAR MATRIX, INC

By: _____
Dr. Hao Xu, President and Co-founder

Exhibit A

Scope of Services

Scope of Services & Fee

LiDAR-Based Multimodal Traffic Data Collection & Analytics

Prepared for: Regional Transportation Commission of Washoe County, Nevada (RTC Washoe)
Prepared by: LiDAR Matrix, Inc. (LiDAR Matrix)
Date: August 14, 2025

1. Key Contacts

LiDAR Matrix

- **Project Manager:** Trevor Whitley, twhitley@lidarmatrix.com, 916-521-9643
- **Billing Contact:** Hao Xu, haoxu@lidarmatrix.com, 775-467-9866

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2. Summary of Services

Over a 24-month period, LiDAR Matrix will conduct three-day multimodal traffic data collection and analysis at 67 sites using roadside LiDAR. RTC Washoe will designate the sites and collection dates. For each site, LiDAR Matrix will deploy roadside LiDAR platforms, process and analyze the data, and deliver CSV files containing the standard data elements along with a site-specific report.

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3. Base Service

- **Deployment:** 3 days of LiDAR data collection under suitable conditions.
- **Data Processing:** Extract trajectories, clean data, and quality check.
- **Deliverables:** A report and data package for each site.

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4. Standard Data Elements

- Vehicle turning counts
- Vulnerable road user counts
- Vulnerable road user trajectory maps
- Vehicle speeds
- Conflict and near-miss interactions

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5. Deliverables

- **ArcGIS Web Map:** An interactive web portal displaying the locations where data was collected under this project, including download links for site-specific reports and data files.
- **Report:** PDF summarizing methods and findings (within 6 weeks after data collection).
- **Data Package:** CSV data files with all data elements.
- **Metadata:** Read-me file.

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6. Roles & Interfaces

LiDAR Matrix:

- Handle LiDAR sensor deployment, data collection, analysis, and quality checks.
- Obtain required site access permissions
- Keep data secure; only collect anonymous trajectory data.
- Provide status updates.

RTC Washoe:

- Provide the site list and priorities.
- Provide preferred data collection dates

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7. Fee Schedule & Commercial Terms

Unit Price: $5,970 per site
Program quantity: up to **67 sites** over 24 months
Total not-to-exceed (NTE): $400,000

Payment: Monthly invoices upon delivery; net 30 days.

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8. Assumptions & Exclusions

- Work scheduled during good weather, safe access conditions, and desired time periods (as specified by RTC Washoe)
- Mounting locations are available.
- Some data elements depend on site geometry.

Exhibit B

Compensation

EXHIBIT B

COMPENSATION

Unit Price: $5,970 per site

Program quantity: up to **67 sites** over 24 months

Total not-to-exceed (NTE): $400,000

Payment: Monthly invoices upon delivery; net 30 days.

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, Washoe County, City of Reno and City of Sparks including their elected officials, officers, employees, and agents (hereafter, "Indemnitees") from and against any and all claims, proceedings, actions, liability and damages, including reasonable attorneys' fees and defense costs incurred in any action or proceeding (collectively "Damages") arising out of the:

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

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

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

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

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

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

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

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

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

3. GENERAL REQUIREMENTS

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

4. VERIFICATION OF COVERAGE

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

5. NOTICE OF CANCELLATION

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

6. SUBCONSULTANTS & SUBCONTRACTORS

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

7. DEDUCTIBLES AND SELF-INSURED RETENTIONS

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

8. ACCEPTABILITY OF INSURERS

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

EXHIBIT C

9. OTHER CONDITIONS

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

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

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

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

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

10. COMMERCIAL GENERAL LIABILITY

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

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

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

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

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

11. COMMERCIAL AUTOMOBILE LIABILITY

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

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

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

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

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

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

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

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

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

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

13. PROFESSIONAL ERRORS AND OMISSIONS LIABILITY

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

Exhibits D, E and F

Federally Required Clauses

Exhibit D

Federally Required Clauses

1. PROMPT PAYMENT PROVISION

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

2. NONDISCRIMINATION

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

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

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

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

D. Information and Reports. CONSULTANT must provide all information and reports required by the Regulations or directives issued pursuant thereto, and must permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by RTC to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information is required, or the information is in the exclusive possession of another who fails or refuses to furnish this information, CONSULTANT must so certify to RTC and

must set forth what efforts it has made to obtain the information.

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

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

3. AFFIRMATIVE ACTION IN EMPLOYMENT

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

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

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

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

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

E. CONSULTANT shall include the provisions of this clause in every subcontract or purchase order of $2,500 or more unless exempted by rules, regulations, or orders of the Secretary of Transportation issued pursuant to Section 503 of the Rehabilitation Act, so that such provisions will be binding upon each subconsultant or vendor. CONSULTANT will take such action with respect to any subcontract or purchase order as the director of the Office of Federal Contract Compliance Programs may direct to enforce such provisions, including action

for noncompliance (41 C.F.R. 60-741.4.4).

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

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

5. INTEREST OF PUBLIC OFFICIALS

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

6. CIVIL RIGHTS

The following requirements apply to the underlying Contract:

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

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

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

(2) Age. In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. 623 and Federal transit law at 49 U.S.C.

5332, CONSULTANT agrees to refrain from discrimination against present and prospective employees for reason of age.

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

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

7. INELIGIBLE CONSULTANTS

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

8. NOTICE OF FEDERAL REQUIREMENTS

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

9. THIRD-PARTY RIGHTS

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

10. RECORDS RETENTION; AUDIT AND INSPECTION OF RECORDS

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

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

$10,000 and (2) subcontracts or purchase orders for public utility services at rates established for uniform applicability to the general public.

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

11. NO FEDERAL GOVERNMENT OBLIGATION TO THIRD PARTIES

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

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

12. DEBARMENT, SUSPENSION, OTHER INELIGIBILITY AND VOLUNTARY EXCLUSION

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

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

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

13. COMPLIANCE WITH FEDERAL LOBBYING POLICY

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

any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement.

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

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

14. REPORTING REQUIREMENTS

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

Exhibit E

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

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

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

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

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

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

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

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

6. **Incorporation of Provisions:** The Consultant will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant

thereto. The Consultant will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Consultant becomes involved in, or is threatened with litigation by a subconsultant, or supplier because of such direction, the Consultant may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the Consultant may request the United States to enter into the litigation to protect the interests of the United States.

Exhibit F

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

Pertinent Non-Discrimination Authorities:

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

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

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

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

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

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

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

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

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

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against

minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;

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

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

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

Meeting Date: 9/19/2025 **Agenda Item: 4.4.1**

To: Regional Transportation Commission

From: Sara Going, PE, Project Manager

SUBJECT: 2026 Active Transportation Program PSA

RECOMMENDED ACTION

Approve a contract with Parametrix, Inc., for design services related to the 2026 Active Transportation Program Project, in an amount not-to-exceed $1,139,839.

BACKGROUND AND DISCUSSION

This Professional Services Agreement (PSA) with Parametrix, Inc., is for professional design services, engineering analysis, and construction management services for the 2026 Active Transportation Program Project in the amount of $1,139,839. Project contingencies in the amount of $50,000 for design and $20,000 for construction management are also included in the agreement.

This project will further evaluate, design, and construct quick-build active transportation improvements identified in the Central Reno Neighborhood Network Plan and Central Sparks Neighborhood Network Plan. Anticipated improvements include construction of more than 25 miles of neighborhood byways, protected bike lanes, signage and wayfinding as identified in the neighborhood network plans. The consultant will also support outreach and education efforts related to the implementation of neighborhood networks in Central Reno and Central Sparks.

Parametrix was selected from the Traffic Engineering Design and Construction Management Services for the Streets & Highways Qualified List as a qualified firm to perform these design services. The complete scope of services is included in Exhibit A attached the Professional Services Agreement. Parametrix's scope, schedule, and fee indicate the amount for design services is within the appropriated budget.

The anticipated schedule for these services is as follows:

- NTP: September 2025
- Preliminary Design & Analysis: Fall 2025
- Final Design & Bidding: Winter 2025/Spring 2026
- Begin Construction: Summer 2026

The item supports the FY2026 RTC Goal for Engineering, "Begin Design: Active Transportation 26-01".

FISCAL IMPACT

Fuel Tax appropriations are included in the FY 2026 Budget for this project.

PREVIOUS BOARD ACTION

8/15/2025 - Approved the Central Reno/Midtown Neighborhood Network Plan.

AGREEMENT
FOR
PROFESSIONAL SERVICES

This agreement (this "Agreement") is dated and effective as of September 19, 2025, by and between the Regional Transportation Commission of Washoe County ("RTC") and Parametrix, Inc. ("CONSULTANT").

WITNESSETH:

WHEREAS, RTC has selected Parametrix, Inc. from the Traffic Engineering and Construction Management Qualified List to perform traffic analysis, design, and construction management in connection with the 2026 Active Transportation Program 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 B. 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 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	$852,479.00
Design Contingency	$50,000.00
Engineering During Construction Services	$217,360.00
Engineering During Construction Services Contingency	$20,000.00
Total Not-to-Exceed Amount	$1,139,839.00

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

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

ARTICLE 4 - INVOICING

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

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

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

ARTICLE 5 - ACCESS TO INFORMATION AND PROPERTY

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

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

ARTICLE 6 - OWNERSHIP OF WORK

6.1. Plans, reports, studies, tracings, maps, software, electronic files, licenses, programs, equipment manuals, and databases and other documents or instruments of service prepared or obtained by CONSULTANT in the course of performing work under this Agreement,

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

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

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

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

ARTICLE 7 - TERMINATION

7.1. CONTRACT TERMINATION FOR DEFAULT

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

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

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

7.2. CONTRACT TERMINATION FOR CONVENIENCE

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

ARTICLE 8 - INSURANCE

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

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

ARTICLE 9 - HOLD HARMLESS

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

ARTICLE 10 - EQUAL EMPLOYMENT OPPORTUNITY

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

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

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

ARTICLE 11 - RESOLUTION OF CLAIMS AND DISPUTES

11.1. NEGOTIATED RESOLUTION

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

11.2. MEDIATION

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

11.3. LITIGATION

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

11.4. CONTINUING CONTRACT PERFORMANCE

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

ARTICLE 12 – PROJECT MANAGERS

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

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

ARTICLE 13 - NOTICE

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

RTC:
Bill Thomas, AICP
Executive Director
Sara Going, PE
RTC Project Manager
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502
Email: sgoing@rtcwashoe.com
(775) 335-1897

CONSULTANT:
Ryan Whipple, PE, TE
Senior Consultant/ Project Manager
Parametrix, Inc.
9190 Double Diamond Parkway
Reno, Nevada 89521
Email: rwhipple@parametrix.com
(619) 658-5894

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

PARAMETRIX, INC.

By: _____
Cole Mortensen, PE, Principal-in-Charge

Exhibit A

Scope of Services

SCOPE OF WORK

2026 Active Transportation Program (ATP) Implementation Project

Introduction & Project Description

The Regional Transportation Commission (RTC) of Washoe County would like to appoint Parametrix, Inc. for Engineering and Construction Management services for the 2026 Active Transportation Program (ATP) Project. The primary intent of the project is to build upon and implement recommendations from the Central/Midtown Reno Neighborhood Network Plan (NNP) and the Central Sparks NNP. These two plans, currently being finalized for adoption, are intended to improve safety and connectivity for people walking, biking, and accessing transit within each respective neighborhood, as well as enhancing connections to nearby neighborhoods. RTC has allocated $5M for professional services (planning, design, outreach and construction management (CM)) and construction to implement these identified improvements. A team comprised of prime consultant Parametrix and subconsultants OrangePEN and DCS (collectively referred to as "Consultant") will support RTC throughout the project development and construction process as detailed in this Scope of Work.

The project is expected to be completed in ~16 months. The baseline budget in **Table 1** below assumes a duration of 16 months.

Table 1

Task	Budget
Task 1: Project Management	$71,609
Task 2: Existing Conditions & Conceptual Refinements	$296,005
Task 3: Stakeholder Coordination & Public Outreach	$58,310
Task 4: Plans, Specifications & Estimates (PS&E)	$398,075
Task 5: Bid Stage Services	$28,480
Task 6: Construction Management	$113,890
Task 7: Design Services During Construction	$103,470
Task 8: Design Contingency	$50,000
Task 9: Engineering During Construction Contingency	$20,000
Total Baseline Budget	**$1,139,839**

Task 1: Project Management

The Consultant shall work with RTC to initiate and oversee the project progression. This will include the following subtasks:

Task 1.1: Project Management Plan (PMP) & Staffing

The Consultant will develop a PMP that will be shared with the RTC documenting:

- Scope
- Key Milestones
- Schedule
- Deliverables Matrix
- Project Organization
- Communication Plans/Protocols
- Risk Management
- Change Management

The consultant will also prepare a Quality Management Plan (QMP), as a section within the PMP, and will be shared with the RTC documenting Quality Assurance (QA) / Quality Control (QC) responsibilities, the anticipated frequency and schedule of QC reviews, and transmittal requirements documenting QA. QA and QC will be exercised as part of every discipline subtask and will be recorded and monitored under each subtask. The Consultant PM and QA Engineer will ensure QC reviews are performed on all project deliverables and provide QA for all work products in this scope of work.

Due to the accelerated schedule of this project, the Consultant Project Manager (PM) will meet bi-weekly with the RTC PM to monitor the consultant team's performance. The bi-weekly meetings will begin with a Project Kick-Off Meeting that will go over all parts of the PMP and QMP. Adjustments identified during weekly meetings with the RTC PM may include alternative staff assignments to meet schedule or budget needs; or incorporating management-related feedback from the Client to the Consultant team. This task also accounts for providing, coordinating, and overseeing subconsultant staff assignments, as well as production of a Safety Plan.

Deliverables

- Kickoff meeting, including draft agenda and summary notes.
- Project Management Plan including Quality Management Plan.
- Team coordination meetings including summary notes (up to thirty-two (32) meetings).

Task 1.2: Design Cost Management

The Consultant will provide monthly invoicing and progress reporting to document the deliverables and level of effort of services reflected in each invoice. The Consultant will also manage the rate of expenditures to ensure work completion is within the agreed upon cost. The Consultant will also identify any new, optional scope, and/or out of scope requests or needs immediately to work with the RTC PM to determine appropriate level of effort and path to incorporate, if approved.

Deliverables

- Budget management, invoice packages, and progress reports (up to sixteen (16) months).

Task 1.3: Schedule

The Consultant will develop a detailed progress schedule, for RTC concurrence, and manage the design progress in accordance with the schedule. This will include monitoring the rate of design progress to ensure work completion per the agreed upon schedule and identify any schedule changes if issues or challenges are identified. The schedule will be updated throughout the duration of the project with regular updates provided at each bi-weekly progress meeting.

Deliverables

- Project Schedule including biweekly updates.

Task 2: Existing Conditions & Conceptual Refinements

The Consultant will guide conceptual refinements, building upon the work completed as part of both the Central Sparks and Central Reno NNP. The following subtasks provide for this process:

Task 2.1: Base Mapping

The Consultant will prepare base mapping scaled at 1" = 40' using digital aerial imagery to be provided by RTC with all curbs, curb ramps, driveways, and striping shown. In order to meet the aggressive schedule proposed by RTC, the Consultant intends to utilize as a vendor, Ecopia, an aerial mapping artificial intelligence company to provide initial base mapping files. These files will initially undergo a desktop review followed by field verification by two staff engineers to confirm curb-to-curb dimensions at improvement locations.

Scope Assumptions

- This scope of work assumes that there are 12.3 miles of proposed corridor improvements in Central Reno and 16.3 miles of proposed corridor improvements in Central Sparks. For additional services beyond the 28.6 corridor miles, see Optional Tasks in Task 8.

Expense Assumptions

- Ecopia Aerial Mapping: $11500
- Field Visit: $1800
  - $300 round trip flight for 2 staff ($600)
  - $200 lodging per night for 2 nights for 2 staff ($800)
  - $400 for rental car, airport transportation, meals & incidentals

Task 2.2: Existing Conditions Review of Network, Speeds, Volumes, Transit & Land Use

The Consultant will conduct an existing conditions review of corridor-based parameters that could affect the selection of improvement types and locations along each identified NNP corridor. The Consultant will primarily utilize data collected during both RTC's Regional Active Transportation Plan (ATP) as well as the neighborhood specific NNPs but will supplement with additional local, regional, and state resources as needed. More specifically, this analysis and review includes:

Network: The Consultant will review local and regional plans for the proposed NNP corridors against the base mapping prepared in Task 2.1 and confirm the available roadway capacity expected along

each corridor. The Consultant will also document designated truck corridors and emergency vehicle corridors.

Corridor Speeds: The Consultant will review available speed data and compare to the recommended concepts to ensure each concept meets AASHTO Bikeway Selection Criteria and/or determine if treatments may achieve the intended speed or to prioritize improvement locations. Corridor speeds will be mapped into GIS. The Consultant will primarily utilize data collected during both RTC's Regional Active Transportation Plan as well as the neighborhood specific NNPs but will supplement with additional local, regional, and state resources as needed.

Volumes: The Consultant will review previously collected Average Daily Traffic (ADT) and Turning Movement Counts (TMC) along each NNP corridor and assess the approximate demand along each corridor. The Consultant will also make recommendations for additional count requests, including the opportunity to leverage an existing contract with the University of Nevada, Reno (UNR) to collect volume data.

Transit: The Consultant will conduct a brief review of existing and planned bus routes and bus stops from data provided by RTC, and note any potential conflicts between transit stops and proposed improvements.

Land Use & Planned Projects: The Consultant will conduct a brief review of existing and proposed land use from data provided by RTC and note any potential effects on proposed improvements.

Scope Assumptions

- This scope of work assumes that there are 12.3 miles of proposed corridor improvements in Central Reno and 16.3 miles of proposed corridor improvements in Central Sparks. For additional services beyond the 28.6 corridor miles, see Optional Tasks in Task 8.
- This task assumes the RTC will provide all GIS shapefiles and traffic data collected from the ATP and NNP plans.
- This task assumes that RTC will collect any additional traffic data necessary for analysis including ADT Classification Counts, 4-Hour Turning Movement Counts, and Radar Speed Surveys. A few hours of effort are assumed by the Consultant to support identifying additional count needs. Additional Data Collection Expenses can be authorized as individual expenses as part of Optional Tasks in Task 8.

Deliverables

- GIS Shapefiles.
- Brief Technical Memorandum documenting materials reviewed and summary conclusions.

Task 2.3: Screening and Inventory of Proposed Improvements and Parametric Cost Modeling

The Consultant will review all improvement locations specified in the NNP to confirm all proposed improvements including specific location, description, and any potential feasibility issues or other considerations. The Consultant will prepare a brief memo documenting any feasibility concerns for further analysis during 15% channelization design.

The Consultant will also prepare a parametric cost model for the proposed improvements across all NNP corridors. The parametric cost model is based on the Project Management Body of Knowledge (PMBOK) and will incorporate typical unit costs for each type of proposed improvement with the latest contractor bid prices. The estimate will also assume typical percentages for Mobilization, Water Pollution Control, Traffic Control, Construction Staking (if needed), Contingency and

Construction Engineering. The Parametric Cost Model will be submitted with the Schematic Concept Layout to provide an assessment of the current design cost to be compared against available construction funds. The model will be a living cost model through 30% design to allow for value engineering throughout the early planning and engineering phase.

Assumptions

- This scope of work assumes that there are 12.3 miles of proposed corridor improvements in Central Reno and 16.3 miles of proposed corridor improvements in Central Sparks. For additional services beyond the 28.6 corridor miles, see Optional Tasks in Task 8.

Deliverables

- Brief Technical Memorandum listing all proposed improvements including specific location, description, and any potential feasibility issues or other considerations..
- Parametric Cost Model in Excel Format.

Task 2.4: 15% Conceptual Layout & Analysis Recommendations

The Consultant will develop linear channelization geometry for proposed improvements up to a 15% level of design. Design will be based on NNP recommendations and the feasibility screening and parametric cost model from Task 2.3. Design will be based on the AASHTO Bike Guide 2024, NACTO Urban Bikeway Design Guide 3rd Edition, and the FHWA Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition.

The Roadway and Intersection Design Elements and Street Typologies from Appendix C of the RTC Active Transportation Plan will provide a source for alternative treatments where the feasibility analysis or value engineering determine improvements aren't reasonable. The Consultant will make recommendations for alternative improvements or removal of treatments at locations along each NNP corridor and fold these recommendations into the channelization roll plot design. The Consultant will also provide recommendations to the RTC for improvement locations where additional feasibility analysis (Intersection Operations & Turning Geometry) and/or Signal or Pedestrian Hybrid Beacon warrant analysis should be considered.

Assumptions & Deliverables

- Design will be delivered on roll plots at a 1" =40' scale. Each corridor will be delivered as a roll plot. All sheets will include draft plots with (1) round of revision following RTC and City review that will be incorporated into the next phase of design (Task 2.6: 30%).
- Sheet assumptions are based on a maximum of 28.6 miles of improvements.
- For additional mileage for PS&E design and/or additional disciplines, see Optional Tasks in Task 8.
- Comment and Response Matrix for comments received from RTC and/or City Staff.

Deliverables

- Set of 20 Roll Plots (one for each corridor) at 1"=40' scale with proposed channelization striping and callouts for more complex or non-striping features.

Task 2.5: Preliminary Analyses of Proposed Improvements

The Consultant will perform operations (delay) analysis and design vehicle turning movement analysis based on a subset of the recommended locations identified in Task 2.4.

For operations delay analysis, the Consultant will develop Synchro traffic operations models for up to sixteen (16) intersection locations across both Central Sparks and Central Reno. The sixteen (16) locations will be selected in coordination with RTC with optional input from the local cities. The models will be prepared using existing (2025) weekday am and pm peak hours for baseline and build scenarios. The analysis will be used iteratively to determine lane configuration requirements and signal timing recommendations to minimize the effect of proposed improvements to vehicular operations, delay and queueing.

For design vehicle turning movement analysis, the Consultant will develop AutoTurn exhibits for right turns and left turns at up to forty (40) intersection locations across both Central Sparks and Central Reno. This will include up to eight (8) movements per intersection and up to three (3) design vehicles based on information collected in Task 2.2. The analysis will be used iteratively to determine required design radii for potential improvements.

The Consultant will also perform Pedestrian Hybrid Beacon (PHB) Warrant Analyses utilizing data sources identified and collected during Tasks 2.2 and 2.3. PHB and other uncontrolled crossing countermeasure warrants will be determined from the FHWA Step Process. The locations for warrant analysis will be selected in coordination with RTC with optional input from local cities and will be based on the recommendations provided in Task 2.4

Assumptions

- This task assumes operations delay analysis at up to sixteen (16) locations and turning movement analysis at up to forty (40) intersection locations. For additional services beyond the sixteen (16) and forty (40) intersections respectively, see Optional Tasks in Task 8.
- No microsimulation modeling (e.g., SimTraffic, VISSIM) will be conducted for traffic operations analysis.
- All traffic signal timing information will be provided by the City of Reno and City of Sparks to the Consultant.
- This task also assumes PHB Warrant Analysis at up to twelve (12) intersections/crossings. No traffic signal warrants are assumed. For additional warrant analysis beyond the twelve (12) PHB warrant locations, see Optional Tasks in Task 8.

Deliverables

- Brief Technical Traffic Operations Methodology and Results Memorandum including PHB Warrants and Synchro printouts as appendices.
- Packaged Final Synchro files.
- Compiled screenshots of AutoTURN results.

Task 2.6: 30% Conceptual Design Plans

The Consultant will advance the design of improvements up to a 30% level of design. This will include the geometric layout of striping design at intersections and guidance in how traffic signal operations will change based on the analysis conducted in Task 2.4. Design will be advanced from recommendation from Tasks 2.2 through 2.5 and will be based on the AASHTO Bike Guide 2024, NACTO Urban Bikeway Design Guide 3rd Edition, and the FHWA Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition. The Consultant will develop geometry for proposed improvements up to a 30% level of design and drawings will be limited to pavement delineation (striping) and schematic signal design (where applicable).

Assumptions & Deliverables

- Design will be delivered on roll plots at a 1” =40’ scale with the same roll plot layout from Task 2.4. Each corridor will be delivered as a roll plot.

- All sheets will include draft plots with (1) round of revision following RTC and City review that will be incorporated into the next phase of design (Task 4.1: 90%).
- Sheet assumptions are based on a maximum of 28.6 miles of improvements.
- Additional survey requirements will require additional services, see Optional Tasks in Task 8.
- For additional mileage for PS&E design and/or additional disciplines, see Optional Tasks in Task 8.
- Comment and Response Matrix for comments received from RTC and/or City Staff.

Task 3: Stakeholder Coordination & Public Outreach

The Consultant will lead Stakeholder Coordination with key stakeholders at the City of Reno, City of Sparks and Washoe County and provide Public Outreach services to inform the public of proposed improvements. The following outreach strategies are proposed in support of the RTC Washoe Neighborhood Network tasks. These strategies reflect a comprehensive approach to public engagement throughout the course of the project.

Rather than simply informing the public, this approach emphasizes connection over compliance — recognizing that effective engagement is the key to building trust, shaping outcomes, and transforming critics into co-collaborators. Each strategy is designed to foster meaningful dialogue, increase awareness, and support the development of safer, more accessible infrastructure for all users. The subtasks will include:

Task 3.1: Agency Coordination

The Consultant will facilitate up to five (5) virtual meetings with the City of Reno, City of Sparks and Washoe County. The meetings can be combined or separate based on project development through tasks. Meetings will be up to one (1) hour long and include up to four (4) hours of preparation time. To optimize project development time, the Consultant team recommends major agency coordination at the following project development points:

- Following the completion and refinement of Schematic Layouts and Conceptual Recommendations prior to the development of 30% Conceptual Design Plans.
- At approximately 65% completion of design plans to identify and resolve potential conflict or challenging design areas.
- Following completion of 90% plan development to outline next steps for implementation and construction.

An additional eight (8) hours of coordination time is included for additional emails, correspondences and coordination discussions.

Assumptions

- Up to five (5), one-hour meetings with any combination of City of Sparks, City of Reno, Washoe County and RTC, along with four (4) hours of preparation time per meeting.

Expense Assumptions

- Two In Person Meetings for PM: $1200
  - $300 round trip flight for 1 staff for two meetings ($600)
  - $200 lodging per night for 1 night for 1 staff ($400)
  - $200 for airport transportation, meals & incidentals

Deliverables

- Meeting Agendas and Meeting Minutes for each meeting.

Task 3.2: Targeted Door-to-Door Canvassing, Signage & Website Content with Design Support (OrangePEN with Parametrix)

Connecting with residents and businesses along the full 23-mile corridor would be both time-intensive and cost-prohibitive. However, a focused, direct outreach approach can still deliver meaningful engagement by narrowing the scope to residents directly impacted by changes such as parking removal or access modifications. Light Corridor Canvassing includes light engagement and flyer distribution to approximately 80 households per mile, with messaging tailored to specific corridor improvements, potential impacts (e.g., parking, access), and the project timeline. This option includes custom flyer content development, route planning, and summary delivery reporting.

Along with targeted canvassing, the team proposes a concurrent lawn sign strategy. This includes up to 100 customized lawn signs featuring concise, approachable messaging and QR codes that link directly to the project website or engagement opportunities. Lawn signs may be hosted by residents and businesses in high-impact areas to create a more personal, community-driven layer of communication. The fee includes message development (3–4 variations), sign design and branding coordination, print/vendor coordination, and distribution planning. Signs can be deployed as part of canvassing efforts or during outreach events.

A dedicated project landing page provides a central, accessible hub for updates, key information, and ongoing community engagement. This strategy supports the development of clear, user-friendly web content to expand and enhance an existing project page hosted by RTC Washoe. The goal is to ensure the website reflects the project's goals, timeline, and impact in a way that is transparent, approachable, and informative.

The landing page will also serve as the linked destination for QR codes featured on lawn signs, flyers, and other outreach materials—ensuring the public has direct access to accurate, real-time information through multiple touchpoints.

The Consultant will review the existing site or draft layout, clarification of goals and content needs, and development of web-ready copy with sections such as project overview, construction timeline, what to expect, community engagement, and FAQs. It also includes layout and design input, accessibility guidance, and up to two (2) rounds of review and coordination with the agency's web or communications team.

Assumptions

- Canvassing estimate based on an average of 20 blocks per mile and approximately 4 impacted households per block.
- The approximate cost for this level of canvassing is $450/mile. For additional canvassing beyond 23 miles or beyond the 80 households per mile assumption, see Optional Tasks in Task 8.

Deliverables

- Canvassing Flyers.
- Summary Canvassing Report.
- Lawn Signs.
- Website Content.

Task 3.3: Outreach Events (OrangePEN with Parametrix)

The Consultant proposes two (2) separate outreach events, one for each neighborhood. The recommended event is a Bike Rodeo. Bike rodeos serve as dynamic, community-led events that highlight improved access to schools and commercial areas. These family-friendly gatherings are designed to help students and caregivers build bike safety skills while engaging directly with the project's goals of safer school corridors and more connected neighborhoods. In partnership with state and local organizations, schools, or advocacy groups, the event blends fun, education, and real-time awareness of upcoming street improvements.

The Consultant will research and coordinate with local partners and schools; planning and preparation for a 2–3 hour event; sourcing of rodeo-specific materials (e.g., cones, helmets, signage); coordination of volunteers or RTC staff; event promotion and outreach; on-site setup, management, and teardown; and a summary report with photos and post-event recap.

Expense Assumptions

- Two In Person Meetings for one (1) Parametrix Staff: $1200
  - $300 round trip flight for 1 staff for two meetings ($600)
  - $200 lodging per night for 1 night for 1 staff ($400)
  - $200 for airport transportation, meals & incidentals

Deliverables

- Summary Report with Photos and Recap.

Task 4: Plans, Specifications and Estimate (PS&E) Design

The Consultant will lead the development of PS&E for all twenty (20) corridors and 23 miles of improvements per the 30% Conceptual Plans developed in Task 2.9. Due to the accelerated schedule, design will progress straight to 90% design with design feedback occurring during weekly meetings with the RTC. The subtasks are broken down into 90% and 100% submittals and described in detail below.

Task 4.1: 90% Design

The Consultant will build off comments and refinements from 30% design and advance plans to a 90% level. Pavement Delineation and Traffic Signal Plans will be developed in accordance with the FHWA MUTCD, NDOT and RTC Standards. Up to one (1) field visits (with one (1) staff per visit) will be conducted to verify existing striping and sign inventory only where improvements are proposed.

Expense Assumptions

- One In Person Meeting or Field Visit for one (1) Staff: $600
  - $300 round trip flight for 1 staff for two meetings
  - $200 lodging per night for 1 night for 1 staff
  - $100 for airport transportation, meals & incidentals

Assumptions & Deliverables

- All sheets will include draft and final sheets and up to one (1) round of revision (carried into 100% design) following RTC review.
- Sheet assumptions are based on 28.6 miles of improvements.
- Title: 1 Sheet.

- General Notes: 1 Sheet.
- Striping & Signing Plans: Up to 60 sheets (1" = 40' scale, double stacked).
- Pavement Delineation Details: Up to 3 sheets.
- Sign Details: Up to 3 sheets.
- Traffic Signal Plans: Up to 2 sheets (2 signals) (1" = 20' scale),
- Traffic signal mods are expected to be minor (new heads, up to one (1) new pole per location).
- For additional mileage for PS&E design and/or additional disciplines, see Optional Tasks in Task 8.
- Comment and Response Matrix for comments received from RTC and/or City Staff. Matrix will include Design, Specifications and Opinion of Probable Construction Cost.
- It is assumed that improvements will be signing/striping and traffic signal only. Paving design will be limited to what can be included within a signing/striping sheet (i.e. slurry seal limits, microsurfacing limits, etc). Paving design beyond this will be considered an additional discipline for design. No civil, drainage improvements are anticipated based on available construction budget. For additional disciplines, see Optional Tasks in Task 8.

Task 4.2: 90% Specifications

The Consultant will prepare 90% specifications based on the 30% set of design plans and will consist of 2018 Greenbook sections, NDOT, RTC Standard Specifications, City of Reno and City of Sparks Standard Specifications and supplemental special provisions.

Assumptions & Deliverables

- 90% Specifications.

Task 4.3: 90% Opinion of Probable Construction Cost

The Consultant will develop quantities for an opinion of probable construction cost based on the Parametrix scope of work outlined in Task 4.1.

Assumptions & Deliverables

- 90% Opinion of Probable Construction Cost.

Task 4.4: 100% Design

The Consultant will build off of comments and refinements from 90% design and advance plans to a 100% level. Pavement Delineation and Traffic Signal Plans will be developed in accordance with the FHWA MUTCD, NDOT and RTC Standards.

Assumptions & Deliverables

- All sheets will include draft and final sheets (as part of the Bid set) and up to one (1) round of revision following RTC review.
- Sheet assumptions are based on 28.6 miles of improvements.
- Title: 1 Sheet.
- General Notes: 1 Sheet.
- Striping & Signing Plans: Up to 60 sheets (1" = 40' scale, double stacked).
- Pavement Delineation Details: Up to 3 sheets.
- Sign Details: Up to 3 sheets.

- Traffic Signal Plans: Up to 2 sheets (2 signals) (1" = 20' scale),
- Traffic signal mods are expected to be minor (new heads, up to one (1) new pole per location).
- For additional mileage for PS&E design and/or additional disciplines, see Optional Tasks in Task 8.
- Comment and Response Matrix for comments received from RTC and/or City Staff. Matrix will include Design, Specifications and Opinion of Probable Construction Cost.
- It is assumed that improvements will be signing/striping and traffic signal only. Paving design will be limited to what can be included within a signing/striping sheet (i.e. slurry seal limits, microsurfacing limits, etc). Paving design beyond this will be considered an additional discipline for design. No civil, drainage improvements are anticipated based on available construction budget. For additional disciplines, see Optional Tasks in Task 8.

Expense Assumptions

- One In Person Meeting or Field Visit for one (1) Staff: $600
  - $300 round trip flight for 1 staff for two meetings
  - $200 lodging per night for 1 night for 1 staff
  - $100 for airport transportation, meals & incidentals

Task 4.5: 100% Specifications

The Consultant will prepare 100% specifications based on the 90% set of design plans and will consist of 2018 Greenbook sections, RTC Standard Specifications, City of Reno and City of Sparks Standard Specifications and supplemental special provisions.

Assumptions & Deliverables

- 100% Specifications for Signing/Striping and Traffic Signals (if applicable).

Task 4.6: 100% Opinion of Probable Construction Cost

The Consultant will develop quantities for an opinion of probable construction cost based on the Parametrix scope of work outlined in Task 4.4.

Assumptions & Deliverables

- 100% Opinion of Probable Construction Cost.

Task 5: Bid Stage Services

The Consultant will lead supporting RTC through Bid Stage Services.

Task 5.1: Bid Services

The Consultant will support RTC with responding to Bid Document questions for one (1) round of bidding. Consultant will prepare a final bid tabulation for bids received and provide an assessment memo evaluating any bid items deviating considerably from the engineer's estimate. Attend pre-bid conference.

Assumptions & Deliverables

- Final bid tabulation in Excel Format and Assessment Memo

Expense Assumptions

- One In Person Meeting or Field Visit for one (1) Staff: $600
  - $300 round trip flight for 1 staff for one meeting
  - $200 lodging per night for 1 night for 1 staff
  - $100 for airport transportation, meals & incidentals

Task 5.2: Invitation For Bid (IFB) Set

The Consultant will revise the 100% plan set to develop a conformed set incorporating bid responses. Consultant will prepare CAD file package that can be provided to bidders for information only (not as bid package).

Assumptions & Deliverables

- IFB Set
- CAD File Package

Task 6: Construction Management Services (DCS)

DCS will provide construction support services focused on on-site activities, contractor oversight, field documentation, bid item verification, and coordination of laboratory testing. These services are distinct from and complementary to PMX's design and office-based construction administration role. Subtasks are as follows:

Task 6.1: Construction Management & Inspection Services

The Consultant team will provide construction management and inspection services on an as-needed basis, not to exceed the total budget for this task which assumes 3 days for each of 20 corridors (60 days total). If further services are needed, Task 8.18 can be activated on a per-day basis. Construction management and inspection services may include some or all of the following:

- Construction Administration
- Field Inspection & Quality Assurance
- Traffic Control and Public Safety Oversight
- Communication and Coordination
- Project Closeout

The following second-tier subtasks provide additional specificity to these services:

Task 6.1.1: Field Inspection & Quality Assurance

- Perform daily on-site inspections to verify contractor compliance with project plans, specifications, and approved submittals.
- Observe and document workmanship, construction methods, and materials placement.
- Monitor adherence to approved traffic control plans and public safety requirements.

Task 6.1.2: Coordination

- Serve as the primary field liaison between the Contractor, homeowners/business owners, utility providers, and PMX's design/construction administration staff.
- Communicate field conditions, schedule impacts, and potential conflicts promptly to PMX for direction and resolution.

Task 6.1.3: As-Built Documentation

- Maintain detailed as-built records, including markups of construction drawings, field changes, and contractor-provided redlines.
- Provide final as-built submittals to PMX in both electronic (PDF) and hardcopy formats.

Task 6.1.4: Quantity & Bid Item Tracking

DCS will perform **comprehensive bid item verification** to support pay estimates and change management. Activities will include:

- Physical Measurement & Verification – Measure installed work using appropriate field methods (tape, wheel, GPS, total station, etc.) to verify pay quantities.
- Supporting Documentation Collection – Obtain and maintain:
  - **Bills of Lading (BOLs)** for delivered materials.
  - **Truck tickets** for asphalt, aggregate, concrete, and other bulk-delivered products.
  - **Batch tickets** for concrete and asphalt placement.
  - **Material certifications** for manufactured items (e.g., pipes, signs, traffic signal equipment, pre-cast elements).
- Daily Quantity Logs – Record quantities installed each day, noting location, conditions, and any deviations from plan.
- Reconciliation with Contractor Submittals – Compare DCS field-measured quantities with contractor pay requests, identify discrepancies, and report findings to PMX.
- Change Tracking – Document quantity overruns/underruns and provide supporting measurements and records to facilitate change order preparation by PMX.

Task 6.1.5: Materials Testing Coordination & Laboratory Testing

- Coordinate and oversee field sampling and third-party laboratory testing in accordance with project specifications and applicable standards.
- Testing may include, but is not limited to:
  - Concrete compressive strength testing of standard test cylinders.
  - Gradation analysis for aggregates used in concrete, asphalt, or base materials.
  - Oil content and property testing for slurry seal and related surface treatments.
- Engage and manage subcontracted, certified laboratories for required tests.
- Review and transmit test results to PMX and the Owner, noting any non-conforming results and recommended follow-up actions.

Task 6.1.6: Reporting & Project Closeout

- Prepare daily inspection reports summarizing:
  - Work performed and locations.
  - Crew/equipment on-site.
  - Weather conditions and delays.
  - Safety compliance observations.
  - Bid item quantities installed and supporting documents collected that day.
  - Testing performed and samples taken.
- Participate in punchlist inspections and verify completion of corrective work.
- Assemble and deliver a final closeout documentation package containing:
  - All daily inspection reports.

- As-built drawings.
- Quantity tracking logs.
- All BOLs, truck tickets, batch tickets, and material certifications.
- All laboratory test result reports.
- Punchlist verification reports.
- Final wet-stamped project report.

Assumptions

- DCS will not perform design, design review, contract drafting, or submittal/RFI review—these remain the responsibility of PMX.
- DCS will provide vehicles, PPE, safety equipment, cell phones, and tablets/computers as required for field work.
- Surveying services are excluded unless separately authorized.
- Laboratory testing will be performed by independent, certified laboratories under DCS coordination.
- Holidays, weather delays, special events and extra work will add additional time to the project.
- Rates include vehicle (w/safety equipment), PPE, cell phone and computers/iPads as needed.
- No allowance has been made for surveying or survey support for this project.

Deliverables

- Daily inspection reports (including bid item quantity and testing records).
- As-built drawings.
- Quantity tracking logs with full supporting documentation.
- All BOLs, truck tickets, batch tickets, and material certifications.
- All third-party laboratory test results (concrete strength, gradation, oil properties, etc.).
- Punchlist verification reports.
- Final closeout package.

Task 7: Design Services During Construction (DSDC)

During the construction support phase, the Consultant will provide limited construction administration services for the project. It is anticipated that construction will occur over approximately a five (5) month construction period. DSDC subtasks include:

Task 7.1: Submittal Reviews

The Consultant will review a maximum of two (2) submittals associated with the scope of work.

Assumptions & Deliverables

- Submittal Review Documentation and Responses.

Task 7.2: Request for Information (RFI) Responses

The Consultant will prepare a response to a maximum of ten (10) construction RFI's for clarification or additional information. Field or construction changes will be documented for future As-Built changes.

Assumptions & Deliverables

- Up to 10 RFI Responses.

Task 7.3: Field Visits

Up to two (2) team members from the Consultant team will attend field visits, as needed, to observe construction or field changes. The Consultant will attend a maximum of four (4) field visits during the construction support phase. Two (2) Consultant team members will attend and perform a final punchlist walk through for the project.

Assumptions & Deliverables

- Field notes for each visit.

Expense Assumptions

- Four (4) In Person Meeting or Field Visit for one (1) Staff: $2400
  - $300 round trip flight for 1 staff for four meetings ($1200)
  - $200 lodging per night for 1 nights for 1 staff for four trips ($800)
  - $100 for airport transportation, meals & incidentals for four trips ($400)

Task 7.4: As-Built Record Drawings

Consultant will compile field or construction changes that are documented and communicated by the contractor and incorporate them into the final plans as Final As-builts.

Assumptions

- Assumes no existing utility impact or relocations
- Assumes no new plan sets as a result of construction

Deliverables

- Final As-Built Record Drawings

Task 8: Design Contingency

This task captures additional contingency funds for design. The following optional tasks, categorized under design contingency, shall not be conducted unless specifically authorized via email or other written correspondence from the RTC's project manager or department director. These additional services are presented to the RTC as a menu of optional tasks on a per unit cost basis to assist in meeting the RTC's objectives.

The table below summarizes the per unit cost for each of these additional optional services to support implementation of each plan. These services, if needed, will be authorized on a time and materials basis when specifically authorized via email or other written correspondence from the RTC's project manager or department director.

Optional Task	Unit	Per Unit Cost
Task 8.1: Additional Base Mapping	Mileage	$1,000
Task 8.2: Additional Network Analysis	Corridor	$400
Task 8.3: Additional Volume (ADT) Analysis	Corridor	$400

Task 8.4: Additional Transit Network Analysis	Corridor	$400
Task 8.5: Additional Land Use Analysis	Corridor	$400
Task 8.6: Additional Corridor Speed Analysis	Mileage	$1,000
Task 8.7: Safety Analysis	Mileage	$800
Task 8.8: Parking Utilization Analysis	Mileage	$1,400
Task 8.9: Additional Improvement Screening & Parametric Cost Modeling	Corridor	$2,300
Task 8.10: Additional Delay (Synchro) Analysis	Intersection	$1,500
Task 8.11: Additional Turning Movement Analysis	Intersection	$1,500
Task 8.12: Signal Warrant Analysis	Intersection	$1,500
Task 8.13: PHB Warrant Analysis	Intersection	$500
Task 8.14: Additional Public Outreach Events	Event	Subtask Specific
Task 8.15: Supplemental Survey	Intersection	Provide Upon Request
Task 8.16.1: Additional Signing/Striping PS&E	½ Mile	$5,500
Task 8.16.2: Additional Traffic Signal / PHB PS&E	Intersection	$15,000
Task 8.16.3: Additional Traffic Signal / PHB PS&E	½ Mile	$7,500
Task 8.16.4: Additional Discipline Specifications	LS	$20,000
Task 8.16.5: Additional Opinion of Probable Cost for Civil Design	½ Mile	$500

Task 8.1: Additional Base Mapping

If additional corridor miles of base mapping is needed, the unit cost for additional scope consistent with Task 2.1 will be $1000/linear mile.

Task 8.2: Additional Network Analysis

If network analysis beyond 20 total corridors is needed, the unit cost for additional scope consistent with Task 2.2 will be $400/additional corridor.

Task 8.3: Additional Volume (ADT) Analysis

If volume (ADT) analysis beyond 20 total corridors is needed, the unit cost for additional scope consistent with Task 2.2 will be $400/additional corridor.

Task 8.4: Additional Transit Network Analysis

If transit network and bus stop analysis beyond 20 total corridors is needed, the unit cost for additional scope consistent with Task 2.2 will be $400/additional corridor.

Task 8.5: Additional Land Use Analysis

If land use analysis beyond 20 total corridors is needed, the unit cost for additional scope consistent with Task 2.2 will be $400/additional corridor.

Task 8.6: Additional Corridor Speed Analysis

If corridor speed analysis beyond 23 total corridor miles is needed, the unit cost for additional scope consistent with Task 2.3 will be $1000/additional mile.

Task 8.7: Safety Analysis

If safety and collision analysis is needed, the unit cost is $800/ mile. The Consultant will review previously collected collision data. Based on this review, RTC staff and Consultant shall collaborate to identify active transportation "hot spots" with the greatest safety concerns and map into GIS.

Deliverable

- Brief Technical Memorandum documenting materials reviewed and summary conclusions.

Task 8.8: Parking Utilization Analysis

If parking utilization analysis is needed, the unit cost is $1400/ mile. The Consultant will conduct a desktop review of whether parking is permitted or not, block by block for each side of the street and for each corridor. The Consultant will then perform a windshield drive by surveying parking utilization on a typical weekday (Tue-Thur) after 6 pm for all corridors. Parking utilization will be limited to five (5) different categories (0%, 25%, 50%, 75%, or 100% utilized) based on the windshield review.

Deliverable

- Brief Technical Memorandum documenting materials reviewed and summary conclusions.

Task 8.9: Additional Improvement Location Screening and Parametric Cost Modeling

If evaluation screening and parametric cost modeling beyond 20 total corridors is needed, the unit cost for additional scope consistent with Tasks 2.4, 2.5, and 2.6 will be $2300/additional corridor.

Task 8.10: Additional Delay (Synchro) Analysis

If delay (Synchro) analysis beyond 4 intersections is needed, the unit cost for additional scope consistent with Task 2.7 will be $1500/additional intersection.

Task 8.11: Additional Turning Movement Analysis

If design vehicle turning movement analysis beyond 13 intersections is needed, the unit cost for additional scope consistent with Task 2.7 will be $1500/additional intersection.

Task 8.12: Traffic Signal Warrant Analysis

If traffic signal warrant analysis is needed, the unit cost is $1500/ intersection. The Consultant will perform Traffic Signal Warrant Analyses utilizing data sources identified and collected during Tasks 2.2 and 2.3 and/or provided by RTC. Traffic Signal Warrant Analyses will be developed from Warrants as identified in the latest FHWA Manual on Uniform Traffic Control Devices (MUTCD).

Deliverables

- Brief Technical Traffic Signal Warrant Memorandum.

Task 8.13: PHB Warrant Analysis

If additional PHB warrant analysis is needed, the unit cost is $500/ intersection. The Consultant will perform Pedestrian Hybrid Beacon (PHB) Warrant Analyses utilizing data sources identified and collected during Tasks 2.2 and 2.3 and/or provided by RTC. PHB and other uncontrolled crossing countermeasure warrants will be determined from the FHWA STEP Process.

Deliverables

- Brief Technical PHB Warrant Memorandum.

Task 8.14: Additional Public Outreach Events

Public Outreach events in Task 3 present the Consultant team's recommended public outreach events. In addition to those events, the Consultant team has prepared additional outreach or alternate events for consideration. These specific scopes are detailed below and also provided with an additional unit cost for consideration.

Task 8.14.1: Enhanced Corridor Canvassing

Should the RTC prefer more substantial canvassing, this Task 8.increases the level of engagement during canvassing by prioritizing two-way conversation, gathering feedback, and tracking community input via short-form comment tools or onsite QR forms. Ideal for areas with anticipated concerns or where a deeper engagement presence is valuable. This task will be at a cost of $600/mile assuming 80 households per mile.

Task 8.14.2: RTC Bus Stop / Public Space Signage

If RTC prefers more signage, this task proposes public-facing signage at RTC bus stops or other community hubs can further extend project visibility, particularly near schools, parks, or commercial zones. This fee covers message development (3–4 messages), design formatting for transit-sized signage, and coordination with RTC or other local agencies for placement. All signage will follow established project branding guidelines. This task will be at a cost of $600 plus cost of printed materials or ad placements.

Task 8.14.3: Pop Up Events

Pop-up events hosted near schools, commerce centers, or high-traffic public spaces offer a valuable opportunity for on-the-ground visibility and interactive storytelling. These events help the public visualize proposed changes—such as striping, curb extensions, or new crossings—that might otherwise feel abstract or unexpected. Designed to be informal, welcoming, and educational, pop-ups allow community members to ask questions, view maps, and learn how the improvements will support walkability, safety, and access to local destinations. This fee will cost $2,500 per event.

This fee includes planning and coordination with host locations, event setup and staffing, and general engagement support. Optional add-ons include printed educational materials, corridor maps, branded table setup (canopy, tablecloth, signage), and post-event summaries.

Task 8.14.4: School Focused Family Outreach

Corridor improvements near schools require careful, proactive communication with families—particularly when construction may impact drop-off and pick-up routines. This strategy ensures that caregivers are informed, schools are supported, and messaging reflects a focus on student safety and day-to-day accessibility. This approach not only addresses immediate communication needs but also builds trust and lasting connections with school communities in support of long-term active transportation goals.

Light School Outreach of $1,200 per school: Includes coordination with school administrators or PTA representatives, development of a custom flyer or backpack-friendly handout, and tailored content for school newsletters, emails, or robocalls. Messaging reflects each school's proximity to the corridor and highlights anticipated construction impacts.

Premium School Outreach of $1,800 per school: In addition to the Light Package, this includes participation in a live or virtual PTA event, development of access maps or school-specific visuals, and expanded coordination with school staff. This is ideal for high-impact campuses or areas where more in-depth engagement is needed.

Task 8.15: Supplemental Survey

PS&E design outlined in Task 4 is based off of aerial base mapping. Should the nature of recommended improvements include hard civil improvements that require supplemental survey, Task 8.15 is available to provide additional survey services to support design. Costs for supplemental survey will be provided upon request and will be provided by Bowman as a subconsultant.

Task 8.16: Additional PS&E

All PS&E assumptions are based off of 23 miles of improvements and assumed to be limited to signing/striping, and minor traffic signal work. If additional design is required beyond 23 miles or includes other disciplines, additional subtasks are described below with unit costs per ½ mile of additional design.

Task 8.16.1: 30% through 100% Design for Signing/Striping

If signing/striping design beyond 23 corridor miles is needed, the unit cost for additional scope consistent with Tasks 2.9, 4.1 and 4.4 will be $5,500/additional ½ mile for signing and $5,500/additional ½ mile for striping.

Task 8.16.2: 30% through 100% Design for Traffic Signals

If traffic signal design beyond two (2) intersections is needed, the unit cost for additional scope consistent with Tasks 2.9, 4.1 and 4.4 for traffic signals will be $15,000/additional traffic signal.

Task 8.16.3: 30% through 100% Design for Civil Design

The Consultant will design curb and gutter surface and incorporate accessible sidewalks. There may be intersection improvements consisting of directional curb ramps and associated striping improvements. It is assumed that each ½ mile of corridor Civil Improvements may necessitate one (1) Demolition/Removal Sheet, one (1) Improvement Plan sheet, and/or one (1) Paving Plan sheet. The unit cost for this additional scope is $7,500/½ mile per sheet type and will be scoped separately to ensure only necessary sheets are accounted for.

Task 8.16.4: Specifications for Civil Design

If other disciplines are added, the Consultant will prepare specifications based on sections from the 2018 Greenbook, RTC Standard Specifications, and supplemental special provisions for a lump sum of $20,000 at 100%.

Task 8.16.5: Opinion of Probable Cost for Civil Design

The Consultant will develop quantities for an opinion of probable construction cost based on the scope of work outlined in Task 8.16.3 at $500/½ mile.

Task 9: Engineering During Construction Contingency

This task captures additional contingency funds for engineering during construction. The following optional tasks, shall not be conducted unless specifically authorized via email or other written correspondence from the RTC's project manager or department director.

These services, if needed, will be authorized on a time and materials basis when specifically authorized via email or other written correspondence from the RTC's project manager or department director.This task captures additional contingency funds for design and engineering during construction. Specific scope and fee will be defined if activated.

Task 9.1: Additional Construction Management & Inspection Services

If requested from RTC, Consultant will perform additional construction management and inspection services as described in Task 6. This work will be scoped separately depending on the specific nature of services needed, with the overall unit cost estimated at $1,800/day.

Task 9.2: Additional Design Services During Construction

If requested from RTC, Consultant will perform additional design services during construction services as described in Task 7. This work will be scoped separately depending on the specific nature of services needed.

Exhibit B

Compensation

2026 Active Transportation Program (ATP) Implementation Project

PROPOSED PROJECT FEE ESTIMATE
Central Reno & Central Sparks Neighborhood Network Plan

Task	Description	Total Fee	Expenses	Parametrix Labor Fee	Parametrix Labor Hours	Cole Mortensen	David Parisi	Ryan Whipple	Andrew Lee	Charles Allen	Pete Ruckti	Kai Tohinaka	Ghazal Hasani	Tyler Sepukeda	Sharanya Varma	Kirk Paulsen	Melanie Duenas	Andres Gonzalez	Maddie David	Bri Adams	Zachary Person	Venera Mandanas	Anh Do	Mariah McCreery	Lori Gilbertson	Diversified Consulting Services Labor Fee	Diversified Consulting Services Hours	Rick Bosch, PE	Gary Selmi, PE	Leah Atkinson	OrangePEN Communication Group, LLC Labor Fee	OrangePEN Communication Group, LLC Hours	Rebecca Qualls	TBD
	NAME					Cole Mortensen	David Parisi	Ryan Whipple	Andrew Lee	Charles Allen	Pete Ruckti	Kai Tohinaka	Ghazal Hasani	Tyler Sepukeda	Sharanya Varma	Kirk Paulsen	Melanie Duenas	Andres Gonzalez	Maddie David	Bri Adams	Zachary Person	Venera Mandanas	Anh Do	Mariah McCreery	Lori Gilbertson										
	CLASSIFICATION/ PROJECT ROLE					Principal Consultant / PIC	Principal Consultant / Strategic Advisor	Sr. Consultant (18) / Project Manager	Sr. Consultant (18) / QA Lead & QC Engineer Lead	Sr. Consultant (18) / QA/QC Operations Lead	Sr. Consultant (18) / QA/QC Planning Lead	Sr. Planner (17) / Planning Lead	Sr. Planner (15) / Data Scientist	Planner II	Planner I	Sr. Engineer (16) / Design Manager	Sr. Designer / Central Sparks Design Lead	Engineer IV / Central Reno Design Lead	Engineer III	Engineer III	Engineer II	Engineer I	Engineer I	Project Controls	Sr. Project Accountant			Principal Engineer	Project Inspector	Document Control Specialist			Outreach Specialist	Outreach Support
	Hourly Rate					$395.00	$395.00	$310.00	$310.00	$310.00	$310.00	$240.00	$210.00	$145.00	$135.00	$245.00	$220.00	$205.00	$180.00	$180.00	$155.00	$145.00	$145.00	$155.00	$145.00		Hourly Rate	$295.00	$205.00	$191.00		Hourly Rate	$150.00	$75.00
		Labor Fee	Labor Hours																							Labor Fee	Hours				Labor Fee	Hours		
1	**Project Management**	$ 71,609	$ -	$ 71,609	269	8	0	170	4	4	4	0	0	16	0	0	0	0	0	0	0	0	45	18		$ -	0	0	0	0	$ -	0	0	0
1.01	PMP & Staffing	$ 37,875		$ 37,875	133	8		88	4	4	4			16									9			$ -	0				$ -	0		
1.02	Design Cost Management (Invoices, Spending, Scope, Compliance)	$ 23,814		$ 23,814	104			50															36	18		$ -	0				$ -	0		
1.03	Schedule	$ 9,920		$ 9,920	32			32																		$ -	0				$ -	0		
2	**Existing Conditions & Conceptual Refinements**	$ 296,005	$ 13,300	$ 282,705	1,516	1	16	62	48	8	17	54	174	116	90	36	68	68	98	98	118	222	222	0	0	$ -	0	0	0	0	$ -	0	0	0
2.01	Base Mapping	$ 26,000	$ 13,300	$ 12,700	76			2			2	2	2						10	10		24	24			$ -	0				$ -	0		
2.02	Existing Conditions Review of Network, Speeds, Volumes, Transit & Land Use	$ 25,360		$ 25,360	158			4			6	16		60	72											$ -	0				$ -	0		
2.03	Screening and Inventory of Proposed Improvements & Parametric Cost Modeling	$ 24,310		$ 24,310	120		4	8			6	8		30		4	16	16	4	4		10	10			$ -	0				$ -	0		
2.04	15% Conceptual Layout & Analysis Recommendations	$ 68,630		$ 68,630	371		4	16	24		3	4		26	18	12	20	20	32	32	40	60	60			$ -	0				$ -	0		
2.05	Preliminary Analyses of Proposed Improvements	$ 84,760		$ 84,760	436		4	16		8		24	172			4	8	8	20	20	24	64	64			$ -	0				$ -	0		
2.06	30% Conceptual Design Plans	$ 66,945		$ 66,945	355	1	4	16	24							16	24	24	32	32	54	64	64			$ -	0				$ -	0		
3	**Stakeholder Coordination & Public Outreach**	$ 58,310	$ 2,400	$ 31,760	131	4	0	49	0	0	0	14	0	34	0	10	10	10	0	0	0	0	0	0		$ -	0	0	0	0	$ 24,150	176	146	30
3.01	Agency Coordination	$ 25,730	$ 1,200	$ 24,530	94	4		40				10		10		10	10	10								$ -	0				$ -	0		
3.02	Targeted Door-to-Door Canvassing, Signage & Website Content w/ Design	$ 16,760		$ 3,110	19			1				2		16												$ -	0				$ 13,650	100	82	18
3.03	Outreach Events	$ 15,820	$ 1,200	$ 4,120	18			8				2		8												$ -	0				$ 10,500	76	64	12
4	**PS&E Design**	$ 398,075	$ 1,200	$ 396,875	2,169	3	4	78	84	0	0	8	0	0	0	138	160	160	200	230	268	418	418	0	0	$ -	0	0	0	0	$ -	0	0	0
4.01	90% Design	$ 287,950	$ 600	$ 287,350	1,612	1	4	40	40			8				79	116	116	180	180	224	312	312			$ -	0				$ -	0		
4.02	90% Specifications	$ 21,045		$ 21,045	92			8	4							30	15	15		20						$ -	0				$ -	0		
4.03	90% Opinion of Probable Construction Cost	$ 19,250		$ 19,250	108			8	4							8	6	6				38	38			$ -	0				$ -	0		
4.04	100% Design	$ 49,425	$ 600	$ 48,825	258	1		8	32							7	15	15	20	20	44	48	48			$ -	0				$ -	0		
4.05	100% Specifications	$ 10,490		$ 10,490	43	1		10	2							10	5	5		10						$ -	0				$ -	0		
4.06	100% Opinion of Probable Construction Cost	$ 9,915		$ 9,915	56			4	2							4	3	3				20	20			$ -	0				$ -	0		
5	**Bid Stage Services**	$ 28,480	$ 600	$ 27,880	128	0	0	32	0	0	0	0	0	0	0	24	8	8	8	8	0	20	20	0	0	$ -	0	0	0	0	$ -	0	0	0
5.01	Bid Services	$ 18,480	$ 600	$ 17,880	84			24								12	4	4				20	20			$ -	0				$ -	0		
5.02	IFB Set	$ 10,000		$ 10,000	44			8								12	4	4	8	8						$ -	0				$ -	0		
6	**Construction Management**	$ 113,890	$ 10,000	$ -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$ 103,890	510	30	240	240	$ -	0	0	0
6.01	Construction Management & Inspection Services	$ 113,890	$ 10,000	$ -	0																					$ 103,890	510	30	240	240	$ -	0		
7	**Design Services During Construction**	$ 103,470	$ 2,400	$ 101,070	532	0	0	92	0	0	0	0	0	0	0	40	10	10	20	60	60	120	120	0	0	$ -	0	0	0	0	$ -	0	0	0
7.01	Submittal Reviews (Up to 2)	$ 9,920		$ 9,920	32			32																		$ -	0				$ -	0		
7.02	RFI's (Up to 10)	$ 37,250		$ 37,250	200			20								20	10	10	20	20	20	40	40			$ -	0				$ -	0		
7.03	Field Visits (Up to 4)	$ 9,840	$ 2,400	$ 7,440	24			24																		$ -	0				$ -	0		
7.04	As-Built Record Drawings	$ 46,460		$ 46,460	276			16								20				40	40	80	80			$ -	0				$ -	0		
8	**Design Contingency**	$ 50,000	$ -	$ 50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$ -	0	0	0	0	$ -	0	0	0
8.01	Additional Base Mapping	See Scope		$ -	0																					$ -	0				$ -	0		
8.02	Additional Network Analysis	See Scope		$ -	0																					$ -	0				$ -	0		
8.03	Additional Volume (ADT) Analysis	See Scope		$ -	0																					$ -	0				$ -	0		
8.04	Additional Transit Network Analysis	See Scope		$ -	0																					$ -	0				$ -	0		
8.05	Additional Land Use Analysis	See Scope		$ -	0																					$ -	0				$ -	0		
8.06	Additional Corridor Speed Analysis	See Scope		$ -	0																					$ -	0				$ -	0		
8.07	Safety Analysis	See Scope		$ -	0																					$ -	0				$ -	0		
8.08	Parking Utilization Analysis	See Scope		$ -	0																					$ -	0				$ -	0		
8.09	Additional Parametric Cost Modeling	See Scope		$ -	0																					$ -	0				$ -	0		
8.10	Additional Delay (Synchro) Analysis	See Scope		$ -	0																					$ -	0				$ -	0		
8.11	Additional Turning Movement Analysis	See Scope		$ -	0																					$ -	0				$ -	0		
8.12	Signal Warrant Analysis	See Scope		$ -	0																					$ -	0				$ -	0		
8.13	PHB Warrant Analysis	See Scope		$ -	0																					$ -	0				$ -	0		
8.14	Public Outreach Events	See Scope		$ -	0																					$ -	0				$ -	0		
8.15	Supplemental Survey	See Scope		$ -	0																					$ -	0				$ -	0		
8.16	Additional PS&E Design Disciplines and/or Beyond 23 miles	See Scope		$ -	0																					$ -	0				$ -	0		
9	**Engineering During Construction Contingency**	$ 20,000	$ -	$ 20,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	$ -	0	0	0	0	$ -	0	0	0
9.1	Additional Construction Management & Inspection Services	See Scope																																
9.2	Additional Design Services During Construction	See Scope																																
	Total Labor	$1,109,939		$981,899	4,745	16	20	483	136	12	21	76	174	166	90	248	256	256	326	396	447	780	780	45	18	$103,890	510	30	240	240	$24,150	176	146	30
	Total Reimburable Expenses	$29,900																																
	Total Fee Proposal	$ 1,139,839																																

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PROPOSED PROJECT DELIVERY SCHEDULE

Central Reno & Central Sparks Neighborhood Network Plan

TASK	DESCRIPTION	NTP	+2 wks	+4 wks	+6 wks	+8 wks	+10 wks	+12 wks	+14 wks	+16 wks	+18 wks	+20 wks	+22 wks	+24 wks	+26 wks	+28 wks	+30 wks	+32 wks	+34 wks	+36 wks	+38 wks	+40wks	+42 wks	+44 wks	+46 wks	+48wks	+50 wks	+52wks	+54wks	+56 wks	+34 wks	+36 wks	+38 wks	+40wks	+42 wks
	Week Beginning:	*22-Sep*	*6-Oct*	*20-Oct*	*3-Nov*	*17-Nov*	*1-Dec*	*15-Dec*	*29-Dec*	*12-Jan*	*26-Jan*	*9-Feb*	*23-Feb*	*9-Mar*	*23-Mar*	*6-Apr*	*20-Apr*	*4-May*	*18-May*	*1-Jun*	*15-Jun*	*29-Jun*	*13-Jul*	*27-Jul*	*10-Aug*	*24-Aug*	*7-Sep*	*21-Sep*	*5-Oct*	*19-Oct*	*2-Nov*	*16-Nov*	*30-Nov*	*14-Dec*	*28-Dec*
1	**Project Management**																																		
1.01	PMP & Staffing	★																																	
1.02	Design Cost Management (Invoices, Spending, Scope, Compliance)																																		
1.03	Schedule																																		
2	**Existing Conditions & Conceptual Refinements**																																		
2.01	Base Mapping																																		
2.02	Existing Conditions Review of Network, Speeds, Volumes, Transit & Land Use																																		
2.03	Screening and Inventory of Proposed Improvements & Parametric Cost Modeling																																		
2.04	15% Conceptual Layout & Analysis Recommendations																																		
2.05	Preliminary Analyses of Proposed Improvements																																		
2.06	30% Conceptual Design Plans																																		
3	**Stakeholder Coordination & Public Outreach**																																		
3.01	Agency Coordination																																		
3.02	Targeted Door-to-Door Canvassing, Signage & Website Content w/ Design Support																																		
3.03	Outreach Events																																		
4	**PS&E Design**																																		
4.01	90% Design																																		
4.02	90% Specifications																																		
4.03	90% Opinion of Probable Construction Cost																																		
4.04	100% Design																																		
4.05	100% Specifications																																		
4.06	100% Opinion of Probable Construction Cost																																		
5	**Bid Stage Services**																																		
5.01	Bid Services																																		
5.02	IFB Set																																		
6	**Construction Management**																																		
6.01	Construction Management & Inspection Services																																		
7	**Design Services During Construction**																																		
7.01	Submittal Reviews (Up to 2)																																		
7.02	RFI's (Up to 10)																																		
7.03	Field Visits (Up to 4)																																		
7.04	As-Built Record Drawings																																		

LEGEND

★ KICK OFF

RTC Washoe

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Exhibit C

Indemnification and Insurance Requirements

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

1. INTRODUCTION

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

2. INDEMNIFICATION

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

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

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

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

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

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

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

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

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

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

3. GENERAL REQUIREMENTS

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

4. VERIFICATION OF COVERAGE

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

5. NOTICE OF CANCELLATION

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

6. SUBCONSULTANTS & SUBCONTRACTORS

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

7. DEDUCTIBLES AND SELF-INSURED RETENTIONS

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

8. ACCEPTABILITY OF INSURERS

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

9. OTHER CONDITIONS

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

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

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

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

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

10. COMMERCIAL GENERAL LIABILITY

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

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

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

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

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

11. COMMERCIAL AUTOMOBILE LIABILITY

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

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

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

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

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

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

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

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

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

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

13. PROFESSIONAL ERRORS AND OMISSIONS LIABILITY

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

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

Meeting Date: 9/19/2025 **Agenda Item: 4.4.2**

To: Regional Transportation Commission

From: Jessica Dover, Project Manager

SUBJECT: Veterans Roundabout Modifications Project Amendment No. 3

RECOMMENDED ACTION

Approve Amendment No. 3 to the contract with Kimley-Horn and Associates, Inc., for additional engineering during construction services needed in connection with the Veterans Roundabout Modifications Project, in the amount of $190,955, for a new total not-to-exceed amount of $871,455.

BACKGROUND AND DISCUSSION

The RTC and Kimley-Horn and Associates, Inc., (KHA) entered into a Professional Services Agreement (PSA) on May 19, 2023, for engineering design and construction support on the Veterans Roundabout Modifications Project.

On January 31, 2025, the parties executed Amendment No. 1, a no-cost amendment that reallocated funds to support additional design elements and coordination with the Nevada Department of Transportation (NDOT).

On February 21, 2025, Amendment No. 2 added $351,135 for materials testing and inspection services associated with design improvements.

This Amendment No. 3, in the amount of $190,955, provides additional funding for engineering during construction services needed to support the contractual construction schedule. The original agreement and prior amendments assumed KHA would provide inspection and materials testing for 60 working days. Based on the final design, however, 130 working days were required, which is a 70-day increase.

Construction began in August 2025 and is anticipated to be completed by the end of the calendar year. This amendment ensures testing and inspection services are maintained through project completion.

All other provisions of the PSA as previously amended shall remain in full force and effect.

FISCAL IMPACT

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

PREVIOUS BOARD ACTION

2/21/2025 - Approved Amendment No. 2 to the contract with Kimley-Horn and Associates, Inc., for design services and engineering during construction services related to the Veterans Roundabout Modifications Project, located at the intersection of Geiger Grade Road and Veterans Parkway; total original contract, Amendment No. 1 and Amendment No. 2 amount not-to-exceed $680,500.

AMENDMENT NO. 3

The Regional Transportation Commission of Washoe County ("RTC") and Kimley-Horn and Associates, Inc. ("Consultant") entered into an agreement dated May 19, 2023, as previously amended by Amendment No. 1 dated January 31, 2025 and Amendment No. 2 dated February 21, 2025 (the "Agreement"). This Amendment No. 3 is dated and effective as of _____.

RECITALS

WHEREAS, RTC and CONSULTANT entered into the Agreement in order for CONSULTANT to provide design and optional engineering during construction services in connection with the Veterans Roundabout Modifications Project (the "Project");

WHEREAS, the term of the Agreement, as amended, is through December 31, 2025;

WHEREAS, the parties have determined that there is a need to amend the Agreement to extend the expiration date to April 30, 2026, due to the amount of work remaining;

WHEREAS, the CONSULTANT is providing design and engineering services to construct: an eastbound to southbound Geiger Grade Road right turn bypass lane adjacent to the existing roundabout; and, an additional westbound Geiger Grade Road to northbound S. Virginia Street right-turn lane, in conjunction with striping, signage, concrete, lighting and associated appurtenances as may be determined necessary to modify the roundabout at Geiger Grade Road and Veterans Parkway to improve operations of the intersection;

WHEREAS, on January 31, 2025, the parties entered into Amendment No. 1 to the Agreement to authorize use of, and reallocate fee amounts between: the existing Engineering During Construction (EDC), Design Contingency and the unused balance of Additional Optional Services task lines, to final design and engineering services to accommodate design scope changes not included in, but resulting from, analysis included in the original scope of the Agreement;

WHEREAS, on February 21, 2025, the parties entered into Amendment No. 2 to the Agreement to authorize an additional $190,955 of budget for EDC services, required to construct additional improvements not originally included in the Project scope;

WHEREAS, an Independent Schedule Analysis was performed for the Construction Phase of the Project, prior to opening bids but after RTC Board approval of Amendment No. 2. Upon RTC's review of the IPA results, analysis findings were utilized, and the total number of Working days allocated under the Contract for Construction increased from (60) to a total of (130) Working days; a (70) Working day increase;

WHEREAS, the parties have determined that there is a need to amend the Agreement in order to provide an additional $190,955 of budget for EDC services, to support additional materials testing and inspection services associated with the extended construction duration;

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

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

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

Design Services	$300,555.00
Optional Design Services	$2,680.00
Design Contingency	$0.00
EDC	$538,220.00
Optional EDC	$0.00
EDC Contingency	$30,000.00
Total Not-to-Exceed Amount	$871,455.00

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

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

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

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

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By:_____
Bill Thomas, AICP, Executive Director

KIMLEY-HORN AND ASSOCIATES, INC.

By: _____
Brian Smalkoski, AICP, P.E., PTOE
Vice President

EXHIBIT A-1 through A-2

EXHIBIT A-1: SCOPE OF SERVICES

EXHIBIT A-2: SCHEDULE OF SERVICES

EXHIBIT A-1

SCOPE OF SERVICES
FOR THE
VETERANS ROUNDABOUT MODIFICATIONS PROJECT –

This scope of services includes traffic analysis, existing roundabout analysis, permitting, design, and construction support services for the Veterans Roundabout Modifications Project. Additional analysis and schematic design of the westbound Geiger Grade Road to northbound Virginia Street intersection is also included.

The project is in the City of Reno and all anticipated review/improvements lie within NDOT jurisdiction and right-of-way. Procurement and construction will be provided by the selected contractor after the bid has been awarded for the bidding documents provided by Kimley-Horn and Associates (CONSULTANT).

The extent of planning scope and design scope services includes the following objectives at the following locations:

1. Veterans Roundabout –
    a. Traffic analysis including analysis of anticipated growth and the addition of a northbound leg from roundabout to Damonte Ranch Parkway.
    b. Roundabout operations analysis and recommended improvements.
    c. Design of roundabout modifications that are anticipated to consist of:
        1. An eastbound Geiger Grade Road to southbound Geiger Grade Road hot mix asphalt right turn bypass lane adjacent to existing roundabout with curb line and median.
        2. New sidewalk and grading outside of right turn bypass lane.
        3. Minor striping and signage modifications to existing roundabout limits.

Assumptions:

- *a. Only striping/signage modifications are anticipated for the existing roundabout limits that include the PCCP, curb lines, median islands, and central island.*
    - *a. Addendum 1 removes this assumption.*
- *b. The right turn bypass lane will be hot mix asphalt and no modifications to existing PCCP roundabout area are planned.*
    - *a. Addendum 1 modifies this assumption to include improvements to the existing PCCP roundabout area.*
- *c. No retaining walls or structural services are included in this scope.*
- *d. Minor utility revisions are anticipated to consist of:*
    - *a. Existing storm drainage will remain in place and only minor storm drain revisions are anticipated to accommodate drainage from the right turn bypass lane which will connect into the existing storm drain system.*
    - *b. Minor lighting revisions will be made to accommodate the right turn bypass lane.*
    - *c. No utility relocations are anticipated.*

e. *Only minor landscape revisions are assumed to accommodate relocation/replacement of landscape features disturbed by the project.*
f. *No permitting requirements are anticipated with the exception of those specifically identified in these services.*
g. *No encroachment outside of the public right of way is anticipated. No permanent easements or temporary construction easements are included.*
h. *No services are included that are not specifically identified in these services.*

2. Geiger Grade Road and Virginia Street –
    a. Traffic analysis including analysis of anticipated growth and the addition of a second lane connecting westbound Geiger Grade Road to northbound Virginia Street extending to I-580.
    a. Schematic design (15%) and opinion of probable construction cost for addition of second lane connecting westbound Geiger Grade Road to northbound Virginia Street extending to I-580.

Amendment 3 scope of services includes additional construction support services for the Veterans Roundabout Modifications Project based on an extended construction working duration. 60 working days were originally assumed for the Construction Phase of the Project, with inspection services averaging eight hours per working day. An Independent Schedule Analysis was performed for the Construction Phase of the Project, prior to opening bids but after approval of Amendment No. 2. Upon RTC's review of the IPA results, analysis findings were utilized, and the total number of Working days per the Contract were updated to 130; a seventy working day increase.

The following scope has been developed for these services:

A. Preliminary and General Items:

A.1. Kickoff Meeting/Project Introduction meeting with RTC, NDOT, and City of Reno
The CONSULTANT will conduct one agency stakeholder Project Kick-Off Meeting with RTC, NDOT, and City of Reno to inform these agencies of the project and confirm needs and available opportunities to complete project planning and design objectives. The RTC PM will determine appropriate contact personnel at each agency for coordination. An agenda and a meeting summary will be developed and provided for each meeting.

No change with Amendment 3.

A.2. Public Outreach Support
The CONSULTANT will support the RTC with public outreach by providing up to four exhibits/renderings for use during public engagement activities performed by RTC.

No change with Amendment 3.

A.3. Project Management
The CONSULTANT will provide general project management services involving regular coordination with the RTC Project Manager (PM), monthly invoicing, and regular work

planning to deliver the services identified in this scope. The CONSULTANT has budgeted 36 hours of project manager time (average 2 hours per month) and 18 hours of project accountant time (average one hour per month) for this task based on an assumed up to 18-month project duration.

No change with Amendment 3.

A.4. Amendment 1
Continuing 2 hrs (Senior Professional I) and 1 hrs (Support Staff) per month for 5 additional months associated with revised project scope planning/design services. Construction administration PM services are incorporated into Task F.

No change with Amendment 3.

B. Data Collection and Analysis

B.1. Topographic and Boundary Survey
Using a subconsultant, the CONSULTANT will obtain topographic survey for the project area which includes the roundabout and the Geiger Grade/Virginia Street intersection (approximately 25 acres). The topographic survey will include road cross-sections, median islands, existing striping, edge of pavement, curb/gutter, surface utility information including invert and rim elevations of sanitary and storm sewer manholes and catch basins and will be suitable for design services identified in this scope of work. Property corners and right of way monuments will be located to establish right of way and adjacent property limits.

No change with Amendment 3.

B.2. Geotechnical Evaluation
Using a subconsultant, CONSULTANT will conduct a geotechnical investigation of the roundabout right turn bypass lane project area. The geotechnical investigation will determine the soil conditions and make grading and pavement recommendations for the project.

Sampling will be performed to classify the encountered soils in accordance with the Unified Soil Classification System (USCS) and conduct laboratory testing on the samples collected.

Using a subconsultant, CONSULTANT will perform engineering analysis and calculations and develop a final Geotechnical Investigation Report that discusses the geologic settings, seismic considerations, exploration and site condition, field and laboratory test data, and conclusions and recommendations.

No change with Amendment 3.

B.3. Traffic Analysis and Memorandum
The CONSULTANT will coordinate with the RTC to have a model run completed of the Regional Travel Demand Model with the extension of the northbound leg of Veterans Roundabout connecting to the existing southern limit of Damonte Ranch Parkway. The RTC

will provide the CONSULTANT with updated TDM information necessary to reassign projected future volumes for the Veterans Roundabout.

Data Collection. The CONSULTANT will utilize traffic counts and turning movement counts provided by RTC with RTC provided adjustment factors.

Using the traffic counts and turning movement counts provided by RTC, the CONSULTANT will analyze traffic levels (existing, background, and background plus project) for the Veterans Roundabout. This effort will utilize Highway Capacity Manual, 6th Edition techniques for determining the LOS at the Veterans Roundabout. The CONSULTANT will analyze the following scenarios:

1. Existing Conditions
2. Existing Conditions (plus right-turn lane)
3. Future (2043) Background Conditions
4. Future (2043) Background Conditions (plus right-turn lane)
5. Future (2043) Background Conditions with Damonte Ranch Extension TDM Update
6. Future (2043) Background Conditions with Damonte Ranch Extension TDM Update (plus right-turn lane)

The CONSULTANT will prepare a Level of Service (LOS) analysis per the methodology defined by the Highway Capacity Manual, 6th Edition (HCM) using traffic analysis software Sidra for the Veterans Roundabout. A table will be prepared summarizing the LOS analysis.

Technical Memorandum. The CONSULTANT will prepare a Draft Technical Memorandum summarizing the data collection, analysis, lane configuration recommendations, and findings. The RTC will review the Draft Technical Memorandum and provide one round of comments. The CONSULTANT will prepare a comment/resolution form and perform one revision of the Technical Memorandum. The CONSULTANT will provide an electronic copy of the Final Technical Memorandum in PDF format to the RTC.

No change with Amendment 3.

B.4. Roundabout Analysis, Memorandum, and Geometric Design (30%) and Opinion of Probable Construction Cost (OPC)

Using the data collected and obtained in 2.3 and review of existing site conditions, the CONSULTANT will complete geometric and operational evaluations for the Veterans Roundabout intersection and prepare a memorandum documenting:

Observations related to the intersection's existing signing, striping, and geometric features.

Recommended remedial measures for modifications to existing signing/striping and geometric configurations that is anticipated to include a right turn bypass lane adjacent to the roundabout from eastbound to southbound Geiger Grade Road.

Roundabout Memorandum: The CONSULTANT will prepare a Draft Technical

Memorandum summarizing the analysis and findings. The RTC will review the Draft Technical Memorandum and provide written comments. The CONSULTANT will prepare a comment/resolution form and perform one revision of the Technical Memorandum. The CONSULTANT will provide an electronic copy of the Final Technical Memorandum in PDF format to the RTC.

30% Plans and Cost Estimate: CONSULTANT will prepare 30% design plans and an opinion of probable construction costs suitable for RTC, utility agency, and local government review. The 30% plans will contain proposed horizontal site layout design and no grading/drainage design will be performed with this task.

RTC Review Meeting: CONSULTANT will attend a preliminary design review meeting with the RTC and stakeholders to review preliminary design documents and comments received.

No change with Amendment 3.

B.5. Mt. Rose Highway to Virginia Street Lane Addition Schematic Design and OPC

CONSULTANT will prepare 15% level schematic design plans and an opinion of probable construction costs for the addition of a second lane from westbound Geiger Grade Road to northbound Virginia Street. The schematic plans will contain approximate proposed horizontal site layout utilizing topographic survey and publicly available aerial imagery.

CONSULTANT will submit draft schematic design plans and an OPC to the RTC for review.

CONSULTANT will attend a review meeting with the RTC to review comments received and develop final schematic level plans and OPC for the additional lane.

No change with Amendment 3.

B.6. Utility Coordination and Mapping

CONSULTANT will investigate and locate identified subsurface utilities within the design project area in accordance with the American Society of Civil Engineers standard guidelines for the Collection and Depiction of Existing Subsurface Utility Data, Quality Level C. CONSULTANT will coordinate with Utility Owners to remove any lids of surface features and document depth of utility or invert of pipe.

No change with Amendment 3.

B.7. Amendment 1

B.7.1. Develop WB Geiger Grade Rd to NB S Virginia St lane addition from previously scoped 15% schematic exhibit to 30% plans with channeling island replacement, signal modification, and striping revisions.

B.7.2. Incorporating Countermeasure 2 items from Roundabout Study:

B.7.2.1. Median geometric changes (x3 medians within the roundabout)

B.7.2.2. Truck apron geometric change

B.7.2.3. PCCP replacement
B.7.2.4. Complete striping changes for entire project area including Virginia Street
B.7.2.5. Addition of RRFBs
B.7.2.6. Slurry and/or mill and overlay to revise striping within revised project limits

B.7.3. Addition of initial RTC submittal, response matrix, and revisions before scoped 30% submittal.

No change with Amendment 3.

C. Roundabout Modifications

C.1. 60% Plans, Technical Specifications, and OPC

CONSULTANT will address comments received from the 30% design documents and progress the preliminary plans and a preliminary opinion of probable construction costs to a 60% level suitable for RTC, utility agency, and local government review. 60% plans will include vertical grading and drainage design. CONSULTANT will prepare draft technical specifications utilizing the RTC's template documents.

RTC Review Meeting: CONSULTANT will attend a 60% design review meeting with the RTC and stakeholders to review preliminary design documents and comments received.

No change with Amendment 3.

C.2. 90% Plans, Technical Specifications, and OPC

CONSULTANT will address comments received from the 60% design documents and progress the plans, technical specifications, and opinion of probable construction costs to a 90% level. The 90% plans will contain sufficient design information to initiate the permitting task. CONSULTANT will prepare draft contract documents utilizing RTC template documents.

RTC Review Meeting: CONSULTANT will attend a 90% design review meeting with the RTC and stakeholders to review design documents and comments received. Stakeholders will be notified that this is the final review deliverable prior to the Issued for Bids deliverable.

No change with Amendment 3.

C.3. Issued for Bids Plans, Contract Documents, and OPC

CONSULTANT will address comments received from the 90% project documents and prepare issued for bids (IFB) contract documents. The IFB plans and technical specifications will be stamped and signed by a licensed Nevada Professional Engineer.

The final construction plans will be on 22" x 34" size sheets and will show all elements of the project construction, including plan view, right-of-way lines, cross-sections and construction/slope limits. The final plan set is anticipated to consist of up to 17 sheets:

Cover Sheet (1 sheet)

Notes, Legend, and Abbreviations Sheet (1 sheet)
Demolition Plan (1 sheet, 1" = 60' scale)
Civil Plan (7 sheets):
- Plan and Profile (3 sheets, 1" = 20' scale)
- Storm Drainage Sheets (3 sheets, 1" = 20' scale)
- Striping and Signage Plan (1 sheet, 1" = 60' scale)

Lighting Revision Plan (1 sheet)
Landscape Architecture Plan (1 sheet)
Details (5 sheets)

The Contract Documents and Technical Specifications will reference the latest edition of Standard Specifications for Public Works Construction (Orange Book) and/or NDOT Standard Specifications for Road and Bridge Construction (Silver 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. Plans and specifications will be submitted electronically to the RTC, NDOT, City of Reno, affected utility agencies, and other affected parties for review at the 30%, 60%, and 90% stages of completion.

No change with Amendment 3.

C.4. Amendment 1
Additional 60% Design Services

C.4.1. Continuation of plan development based on Countermeasure 2 items
C.4.2. Storm drain revisions with new median geometry
C.4.3. Grading for PCCP, truck apron, median replacement, channeling islands
C.4.4. PCCP jointing plan
C.4.5. Coordination with NV Energy and NDOT on RRFBs and intersection lighting
C.4.6. Cost estimate for additional items from Countermeasure 2
C.4.7. Specifications for additional items from Countermeasure 2
C.4.8. Addition of initial RTC submittal, response matrix, and revisions before scoped 60% submittal

Additional 90% Design Services

C.4.9. Continuation of plan development based on additional items from Countermeasure 2
C.4.10. Drainage calculations and draft memo for storm drain revisions for additional items from Countermeasure 2
C.4.11. Lighting/electrical coordination with NDOT and NV Energy. Electrical design to convert existing flat rate system to NDOT owned/metered system
C.4.12. Continuation of cost estimate based for additional items from Countermeasure 2
C.4.13. Continuation of specifications based for additional items from Countermeasure 2

C.4.14. Additional Level of Service calculation to be provided to RTC via email for 2023, 2033, and 2043 years using RTC provided turning movements and growth factors from separate project.

Additional 100% Design Services

C.4.15. Additional deliverable as required per the NDOT/RTC Interlocal Cooperative Agreement (ICA)

Additional IFB Design Services

C.4.16. Continuation of plan development based for additional items from Countermeasure 2
C.4.17. Continuation of cost estimate based for additional items from Countermeasure 2
C.4.18. Continuation of specifications based for additional items from Countermeasure 2
C.4.19. Final memo for storm drain revisions for additional items from Countermeasure 2

No change with Amendment 3.

D. Permitting

D.1. NDOT Permit

CONSULTANT will prepare and process an encroachment permit package through the NDOT District 2. One permit will be processed as part of the scope of this work for the roundabout modifications.

The CONSULTANT will submit the completed application and submit the color-coded plans at the 60% submittal. One set of review comments will be collected from NDOT and processed by the CONSULTANT. The final submittal will be at the 90% submittal. The City of Reno will be the applicant on the permit and will provide all applicant fees, signatures, and submittal documentation needed by the CONSULTANT to process the permit. Permit Terms and Conditions will be incorporated into the project specifications.

No change with Amendment 3.

D.2. Amendment #1

Preliminary email coordination with NDEP and USACE was completed as part of this task.

Per NDOT's direction, a Standard Occupancy Permit will not be required to complete improvements within the NDOT Right of Way for this Project; and will instead be completed through administration of the ICA. This created a budget savings this Task and remaining balance was reallocated to additional design services described per Tasks A.4 and B.7, above.

No change with Amendment 3.

E. Bidding Services for Roundabout Modifications

E.1. Bidding Services

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.

CONSULTANT will respond to reasonable and appropriate bidder requests for information and issue necessary clarifications and interpretations of the Contract Documents to RTC as appropriate to the orderly completion of bidding. Preparation and issuance of up to one addendum is included with this task. Any orders authorizing variations from the Contract Documents will be made by RTC.

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.

No change with Amendment 3.

F. Engineering During Construction

F.1. Construction Administration

CONSULTANT to provide construction administration services as follows:

Preconstruction meeting: CONSULTANT will coordinate and lead a preconstruction meeting prior to commencement of work and will prepare and issue via PDF an agenda and meeting summary from the meeting. Up to twelve meetings have been assumed for this task.

No Change with Amendment 3

Construction management: CONSULTANT will provide construction management services that include regular coordination with the RTC project manager, the City of Reno, NDOT, affected utility agencies, and the Contractor. CONSULTANT will review and provide recommendations on contractor's construction schedule, work progress, and any required change orders. CONSULTANT will review and provide recommendations on contractor's traffic control plans.

Amendment 3 accounts for up to 14 additional weeks of construction management time.

Submittal review: CONSULTANT will review and approve or take other appropriate action in respect to Shop Drawings and Samples and other data which Contractor is required to submit, but only for conformance with the information given in the Contract Documents. Such review and approvals or other action will not extend to means, methods,

techniques, equipment choice and usage, sequences, schedules, or procedures of construction or to related safety precautions and programs.

No Change with Amendment 3.

Weekly construction meetings: CONSULTANT will coordinate and lead weekly (or less often, as appropriate) construction meetings at the project site. Consultant will prepare and issue via PDF an agenda and meeting summary for each weekly meeting. Up to twelve meetings have been assumed for this task.

Amendment 3 accounts for up to 14 additional meetings (26 total).

Requests for Information (RFI): CONSULTANT will respond to reasonable and appropriate Contractor requests for information and issue necessary clarifications and interpretations of the Contract Documents to RTC as appropriate to the orderly completion of Contractor's work. Preparation and issuance of up to two addenda are included with this task. Any orders authorizing variations from the Contract Documents will be made by RTC.

No Change with Amendment 3.

Pay Applications: Based on its observations and on review of applications for payment and accompanying supporting documentation, CONSULTANT will determine the amounts that CONSULTANT recommends Contractor be paid each monthly pay period. Such recommendations of payment will be in writing and will constitute CONSULTANT's representation to RTC, based on such observations and review, that, to the best of CONSULTANT's knowledge, information and belief, Contractor's work has progressed to the point indicated and that such work-in-progress is generally in accordance with the Contract Documents subject to any qualifications stated in the recommendation. In the case of unit price work, CONSULTANT's recommendations of payment will include determinations of quantities and classifications of Contractor's work, based on observations and measurements of quantities provided with pay requests.

Amendment 3 accounts for up to 4 additional pay application reviews.

Substantial Completion Walk: CONSULTANT will, promptly after notice from Contractor that it considers the entire Work ready for its intended use, in company with RTC and Contractor, conduct a site visit to determine if the Work is substantially complete. Work will be considered substantially complete following satisfactory completion of all items with the exception of those identified on a final punch list. If after considering any objections of RTC, CONSULTANT considers the Work substantially complete, CONSULTANT will notify RTC and Contractor.

No Change with Amendment 3.

Punch List Review and Project Closeout: CONSULTANT will conduct a final site visit to

determine if the completed Work of Contractor is generally in accordance with the Contract Documents and the final punch list so that CONSULTANT may recommend, in writing, final payment to Contractor. Accompanying the recommendation for final payment, CONSULTANT shall also provide a notice that the Work is generally in accordance with the Contract Documents to the best of CONSULTANT's knowledge, information, and belief based on the extent of its services and based upon information provided to CONSULTANT upon which it is entitled to rely.

No Change with Amendment 3.

F.2. Inspection

Using a subconsultant, CONSULTANT will perform full time inspection services as described in the attached "Inspection and Materials Testing Services Proposal" prepared by CME and dated January 15, 2025. Qualified field personnel will be provided to observe the construction work performed by the Contractor and document if that work is in substantial compliance with the plans and specifications. Field personnel will prepare daily inspection reports documenting the work activities observed.

60 working days are assumed for the construction period and an average of eight hours per working day have been assumed for inspection services. CONSULTANT has assumed up to 480 hours of onsite inspection services for this task. An additional 120 hours has been included in this task for potential overtime needs. The following tasks summarize the major elements of Inspection anticipated with this project.

Monitor the work performed by the Contractor to ascertain whether the work is in substantial 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. The daily inspection will contain materials delivered to the site, excavation and earthwork, preparation of sub grades, placement of aggregate base material, asphaltic concrete, and placement of portland cement concrete.

Provide verification of the distribution of public relation notices required to be delivered by the Contractor.

Provide materials quantity reports and assist in reviewing and analyzing contractor's monthly progress payments.

Assist in preparation of the Punch List.

Maintain a field redline set of drawings to incorporate into record drawings.

Amendment 3 accounts for up to 14 additional weeks of inspection services with an

assumed average of 10 working hours per day.

F.3. Construction Survey

Using a subconsultant, CONSULTANT will provide construction surveying services as described in the attached proposal prepared by MAPCA and dated January 9, 2025. for the proposed improvements as follows:

Recover survey control
Delineate saw-cut lines for pavement demolition
Offset stakes to face of curb, sidewalk, points of curvature, and grade breaks with cut/fill to finished grade elevation.

No Change with Amendment 3.

F.4. Material Testing

Using a subconsultant, CONSULTANT will perform materials testing services as described in the attached "Inspection and Materials Testing Services Proposal" prepared by CME and dated January 15, 2025. The following tasks summarize the major elements of testing anticipated with this project.

Provide material testing for compliance with the project specifications testing requirements. Materials/work to be tested is anticipated to include utility trenching, earthwork, aggregate base, Portland cement concrete (PCC), asphalt concrete, and Portland Cement Concrete Pavement. Test reports, accompanied with CONSULTANT's recommendation regarding acceptance/mitigation of materials, will be submitted to the RTC.
Subconsultant will perform up to nine site visits for compaction tests on utility trenches.
Subconsultant will perform up to twelve site visits for compaction test on subgrade and aggregate base.
Subconsultant will perform up to thirty-one site visits for testing associated with PCC and PCCP.
Subconsultant will perform up to four site visits for testing associated with asphalt pavement and up to three additional site visits for asphalt coring.

Amendment 3 accounts for the following additional testing services:

- More frequent and shorter duration PCC sampling and testing.
- More frequent and shorter duration asphalt concrete sampling and testing.
- 1 asphalt ignition over correction
- 7 cylinders

F.5. As-Built Drawings and Project Closeout

CONSULTANT will provide as-built drawings for the completed project. A single file PDF format will be provided to RTC for its files and distribution. The as-built drawings will include addenda issued during construction as well as redline revisions to the plans provided to CONSULTANT by the CONTRACTOR and the CONSULTANT'S onsite inspector.

CONSULTANT will prepare a project closeout package with signed/sealed cover

sheet/summary letter for the RTC that includes as-built drawings along with compiled testing and inspection reports, meeting summaries, substantial completion recommendation and final acceptance and relief of maintenance recommendation.

No Change with Amendment 3.

F.6. Amendment #1
Budget originally allocated to Engineering During Construction (EDC) Services was reallocated to Tasks B.7 and C.4 during the Final Design phase of the Project to accommodate required additional design services.

Amendment No. 2 Augments Task F to provide a comprehensive scope of additional construction engineering services, required to facilitate construction of additional improvements developed during the preliminary and final design tasks.

No Change with Amendment 3

F.7. Contingency
This is a contingency for miscellaneous increases within the scope of this contract. CONSULTANT shall provide a written request 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.

No Change with Amendment 3

G. Additional Optional Services

G.1.Traffic Counts Data Collection
If the traffic counts that are provided by RTC are not suitable for the traffic analysis task, the CONSULTANT will utilize video cameras to collect 24-hour turning movement counts for the Veterans Roundabout. Based on the 24-hour traffic counts, the peak AM and PM peak hour periods will be determined. Turning movement counts will be summarized for the AM and PM peak hours and will include vehicle. Traffic counts will not be collected on holiday, weekends, or during abnormal weather conditions.

No change with Amendment 3.

G.2.Permit Analysis and Memorandum
Based on a preliminary desktop review, it is understood that the proposed project has the potential to impact both State and Federal jurisdictional resources. As such, the CONSULTANT will perform a desktop-level analysis of potential jurisdictional resources and prepare a jurisdictional resources memorandum.

The CONSULTANT will conduct a review of relevant information to support the identification of jurisdictional resources within the project site. The literature review helps to preliminarily

identify areas that may fall under the jurisdiction of the regulatory agencies. Sources reviewed are anticipated to include topographic maps, soil surveys, historic/current aerial photographs, flood maps, hydrology/climate information, and watershed data. Once the literature review is complete, the CONSULTANT will perform a desktop-level analysis of potential jurisdictional resources under the authority of the U.S. Army Corps of Engineers and Nevada Division of Environmental Protection located within the project site.

A jurisdictional resources memorandum will be prepared summarizing the literature review information and results of the desktop analysis of potential jurisdictional resources located within the project site. The memorandum will include a regulatory approval process of the anticipated regulatory approvals required for the project and recommendations. This task includes GIS analysis to support the preparation of a jurisdictional impact figure.

Drainage and/or wetland features will be overlaid on an aerial photograph and the extent (acreage and linear feet) of each agency's jurisdiction will be identified and temporary and permanent impacts will be calculated.

The CONSULTANT will submit an electronic copy of the Permit Summary Memorandum to the Client.

No change with Amendment 3.

G.3.401/404 Permits

If an Army Corps of Engineers permit is determined to be required, the CONSULTANT will prepare a Pre-Construction Notification Package (permit application) for a Corps permit to satisfy the requirements of Section 404 of the Clean Water Act. Based on a review of the conceptual site plan prepared for the project, it is anticipated project related impacts would be less than ½ acre. Therefore, it is assumed under this task that authorization to proceed from the Corps can be achieved via Nationwide Permit (NWP) 14 – Linear Transportation Projects. The submittal package will include the following items:

Pre-Construction Notification Form: The most recent Corps standard form will be utilized. An attachment may be provided so that the complete project description and necessary detail is included. A detailed project description for improvements within jurisdictional areas will also be provided.

Project Figures: Figures will illustrate key project features. Anticipated figures include: Regional Vicinity Map, Site Vicinity Map, Site Photographs, Jurisdictional Map, and Project Site Plans.

Environmental Documentation: The environmental documentation section of the application package will include the Aquatic Resources Delineation Report, Biological Resources Report, and additional documentation, as available.

Assumptions: This task assumes two rounds of response to comments on the draft Section 404 Pre-Construction Notification package from the Client prior to acceptance as final.

Deliverables: The CONSULTANT will submit the final application package as a PDF to the Corps and to the Client for file.

NDEP SECTION 401 WATER QUALITY CERTIFICATION APPLICATION

Since the proposed project will require Section 404 authorization from the Corps, Section 401 authorization is required from the Nevada Division of Environmental Protection (NDEP). Therefore, the CONSULTANT will prepare an application package to the NDEP for coverage under the existing statewide requirements of Section 401 of the Clean Water Act. The certification package is required to ensure state water quality standards have been met. The submittal package will include:

Section 401 Water Quality Certification Application Form: The most recent application form will be utilized. An attachment may be provided so that the complete project description and necessary detail is included. A detailed project description for improvements within jurisdictional areas will be included.

Best Management Practices (BMP)/Water Quality Design: The project's BMPs will be described to verify that no water quality impacts will occur.

Project Figures: Figures will illustrate key project features and help clarify written text. Anticipated figures include: Regional Vicinity Map, Site Vicinity Map, Site Photographs, Jurisdictional Map, and Project Site Plans.

Environmental Documentation: The CONSULTANT will include copies of the Biological Resources Assessment Reports, Aquatic Resources Delineation Report, and other relevant technical documents, as available

Certification application fee (provided by the Client).

Assumptions: This task assumes two rounds of response to comments on the draft Section 401 application package from the Client prior to acceptance as final.

Deliverables: The Consultant will submit a final application package as a PDF to the NDEP and the Client for file.

REGULATORY APPROVAL PROCESSING

The CONSULTANT will provide regulatory services to support processing of the Section 404 NWP application through the Corps, and Section 401 application through the NDEP. Processing will include correspondence or telephone calls with reviewing agency staff related to the permit applications or points of clarification, if necessary. Typically, agency comments are responded to via email and telephone; however, this task includes two rounds of formal (written submittal) response to comments per each application package.

Deliverables: One copy Approved Jurisdictional Permits & correspondences in PDF to the Client for file.

No change with Amendment 3.

G.4.Amendment #1

Tasks G.2 and G.3 were not required as part of this Project. As a result, the remaining balance for these subtasks were reallocated to additional design services described per Task C.4, above.

No change with Amendment 3.

H. Contingency

This is a contingency for miscellaneous increases within the scope of this contract. CONSULTANT shall provide a written request 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.

No change with Amendment 3.

H.2.Amendment #1

The full balance of Task H was reallocated to Task C.4 to assist in augmenting the budget required to complete additional design services.

No change with Amendment 3.

RTC Veterans Roundabout Modifications Project - with proposed countermeasure 2 improvements

Project NTP: **06/02/23**

Updated: **09/08/25**

Exhibit A-2

Task A: Preliminary and General		6/2/23	2/18/25	627
				0
				627
				627
				329
				90
				329
				329
				238
				75
				60
				190
				138
Geometric Design 30% Plans and Estimate Review	100%	8/12/24	9/12/24	31
Geometric Design 30% Plans and Estimate Review Meetings	100%	9/12/24	9/12/24	0
60% PS&E for RTC	100%	9/15/24	9/29/24	14
60% PS&E RTC Internal Review	100%	9/30/24	10/7/24	7
60% PS&E for Stakeholders	100%	10/8/24	10/18/24	10
60% PS&E Stakeholder Review	100%	10/21/24	11/13/24	23
60% PS&E Review Meetings	100%	11/13/24	11/18/24	5
90% PS&E for Stakeholders	100%	11/18/24	12/2/24	14
90% PS&E Stakeholder Review	100%	12/2/24	12/13/24	11
90% PS&E Review Meetings	100%	12/16/24	12/20/24	4
100% PS&E	100%	12/23/24	1/17/25	25
100% PS&E Review	100%	1/20/25	1/31/25	11
Issued for Bids PS&E	0%	2/3/25	2/18/25	15
Task D: Permitting		12/2/24	1/31/25	60
ACOE and NDEP Permitting Coordination	100%	12/2/24	1/31/25	60
Task E: Bidding services for Roundabout modifications		2/24/25	4/2/25	37
RTC Procurement Prep for Advertisement	100%	2/24/25	3/4/25	8
Advertise for Bids (4 week bid period assumed)	100%	3/5/25	4/2/25	28
Pre-Bid Meeting	100%	3/19/25	3/19/25	0
RFI Responses/Addendum	100%	3/19/25	3/25/25	6
Bid opening and Bid Tabs	100%	4/2/25	4/2/25	0
Task F: Engineering During Construction		7/7/25	1/26/26	203
Construction Administration (26 week construction period)	28%	7/7/25	1/9/26	186
Inspection	28%	7/7/25	1/9/26	186
Construction Survey	28%	7/7/25	1/9/26	186
Material Testing	28%	7/7/25	1/9/26	186
AS-Built Drawings	0%	1/12/26	1/26/26	14
Task G: Additional Optional Services		8/29/23	1/17/25	507
Traffic Counts Data Collection	100%	8/29/23	9/1/23	3
Army Corp/NDEP Permit Analysis and Memorandum	100%	9/16/24	1/17/25	123

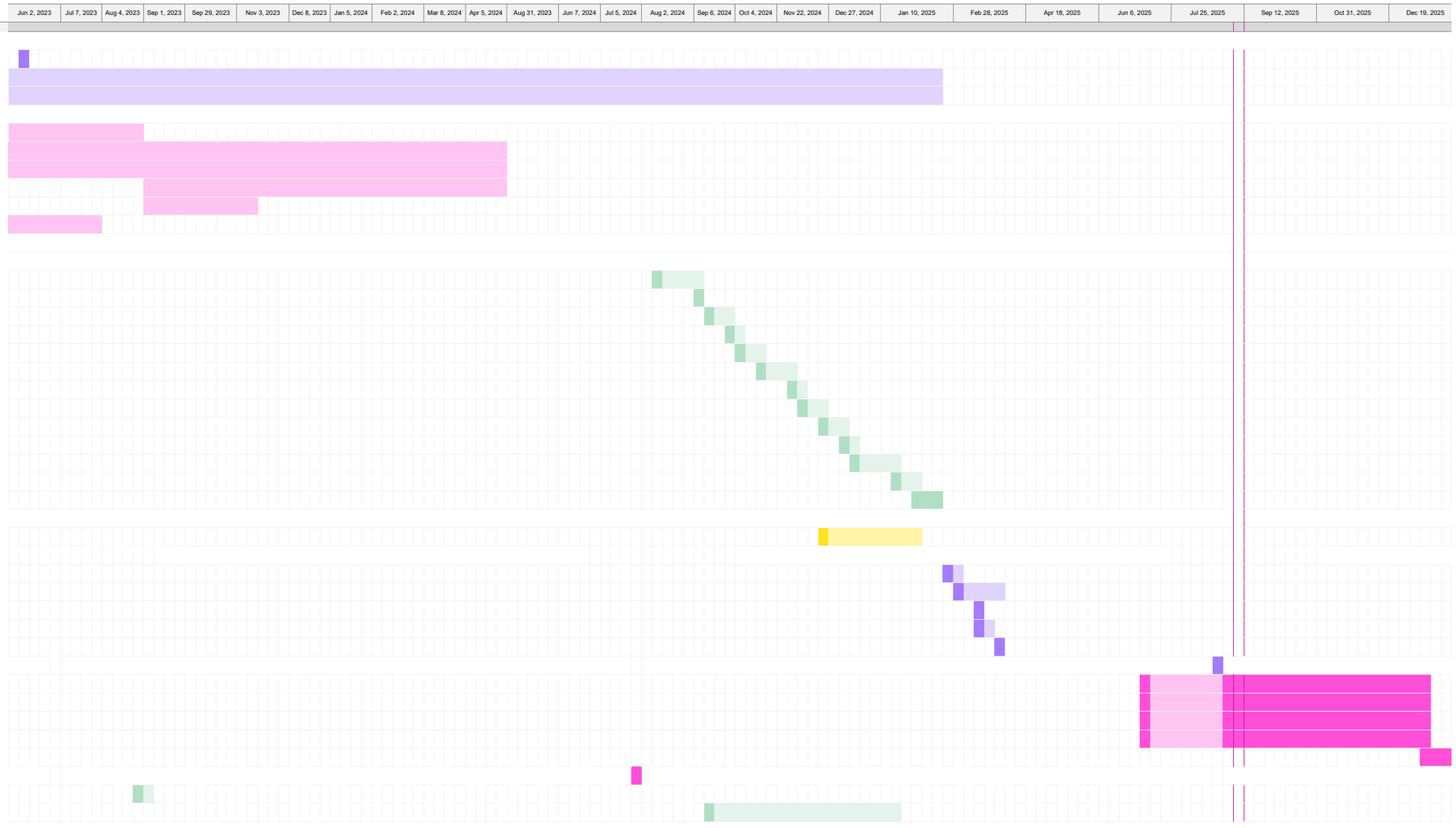


EXHIBIT B

COMPENSATION

Exhibit "B"

Exhibit B - Schedule of Services AMENDMENT 3
Veterans Roundabout Modifications

TASK	DESCRIPTION	TASK TOTALS
A	Preliminary and General Items	$ 21,765.00
B	Data Collection and Analysis	$ 119,280.00
C	Roundabout Modifications	$ 153,820.00
D	Permitting	$ 2,200.00
E	Bidding Services for Roundabout Modifications	$ 3,490.00
	Total Design Services (Task A-E)	**$300,555.00**
F	Engineering During Construction	$ 568,220.00
G	Additional Optional Services	$ 2,680.00
H	Contingency	$ -
	Total Not-to-Exceed Amount	**$871,455.00**

Exhibit "B"

Kimley»Horn

Exhibit B - Schedule of Services - AMENDMENT 3

Veterans Roundabout Modifications

Prepared by Kimley-Horn | CNH | 9/8/2025 | v04

TASK	DESCRIPTION	ITS Sys. Manager/ Prof. II	Senior Prof. I	Prof.	Analyst II	Analyst I	Technical Support	Support Staff	CME Senior Project Manager	CME Assistant Project	CME Inspector	CME Inspector OT	CME Techinician	CME Technician OT	Hours Subtotal	Expenses	Subconsultant MAPCA	Expense Description	Task Amounts
		$320	$275	$225	$180	$145	$120	$115	$200	$170	$145	$189	$125	$163					
A	**Preliminary and General Items**																		
	Kickoff Meeting/Project Introduction Meeting with RTC, NDOT, and City of Reno	2	4	2		6									**14**				$3,060.00
	Public Outreach Support	1	2			8		12							**23**				$3,410.00
	Project Management		36					18							**54**				$11,970.00
	Amendment 1		10					5							**15**				$3,325.00
	Subtotal Hours	**3**	**52**	**2**	**0**	**14**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**91**				
	Subtotal Fee	**$960.00**	**$14,300.00**	**$450.00**	**$0.00**	**$2,030.00**	**$0.00**	**$4,025.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**		**$0**	**$0**		**$21,765.00**
B	**Data Collection and Analysis**																		
	Topographic and Boundary Survey			2		4	4								**10**		$21,350	MAPCA	$22,860.00
	Geotechnical Evaluation		2			4									**6**	$9,000		GES	$10,130.00
	Traffic Analysis and Memorandum	4	2	20		40	10	2							**78**				$13,560.00
	Roundabout Analysis, Memorandum, and Geometric Design (30%) with OPC	16	10	20	30	40	16	2							**134**				$25,720.00
	Mt. Rose to Virginia Lane Addition Schematic Design (15%) with OPC		4	4	8	20	12								**48**				$7,780.00
	Utility Coordination and Mapping			2		2	10								**14**				$1,940.00
	Amendment 1	16	24	20	30	80	32	2							**204**				$37,290.00
	Subtotal Hours	**36**	**42**	**68**	**68**	**190**	**84**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**290**				
	Subtotal Fee	**$11,520.00**	**$11,550.00**	**$15,300.00**	**$12,240.00**	**$27,550.00**	**$10,080.00**	**$690.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**		**$9,000**	**$21,350**		**$119,280.00**
C	**Roundabout Modifications**																		
	60% Plans, Technical Specifications, and OPC	4	16	16	24	60	24	2							**146**				$25,410.00
	90% PS&E with Draft Contract Documents	2	16	4	30	60	30	2							**144**				$23,870.00
	Issued for Bids PS&E	1	8	2	20	40	20	2							**93**				$15,000.00
	Amendment 1	10	89	31	64	210	100	8							**512**				$89,540.00
	Subtotal Hours	**17**	**129**	**53**	**138**	**370**	**174**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**383**				
	Subtotal Fee	**$5,440.00**	**$35,475.00**	**$11,925.00**	**$24,840.00**	**$53,650.00**	**$20,880.00**	**$1,610.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**		**$0**	**$0**		**$153,820.00**
D	**Permitting**																		
	NDOT Permit		8	20	16	16	10								**70**				$13,100.00
	Amendment 1			(20)	(16)	(16)	(10)								**(62)**				-$10,900.00
	Subtotal Hours	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**				
	Subtotal Fee	**$0.00**	**$2,200.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**		**$0**	**$0**		**$2,200.00**
E	**Bidding Services for Roundabout Modifications**																		
	Bidding Services		2		4	12	4								**22**				$3,490.00
	Subtotal Hours	**0**	**2**	**0**	**4**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**				
	Subtotal Fee	**$0.00**	**$550.00**	**$0.00**	**$720.00**	**$1,740.00**	**$480.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**		**$0**	**$0**		**$3,490.00**

Exhibit "B"

TASK	DESCRIPTION	ITS Sys. Manager/ Prof. II	Senior Prof. I	Prof.	Analyst II	Analyst I	Technical Support	Support Staff	CME Senior Project Manager	CME Assistant Project	CME Inspector	CME Inspector OT	CME Techinician	CME Technician OT	Hours Subtotal	Expenses	Subconsultant MAPCA	Expense Description	Task Amounts
F	**Engineering During Construction**																		
	130 Working Days																		
	Construction Administration	2	30		12		40								**84**				$15,850
		(2)	137	129	246		224	22	72	24					**852**	$360		CME PM Vehicle/Mileage	$158,590
			92			64		8	84	28						$420		CME PM Vehicle/Mileage	$57,480
	Inspection				120										**120**	$1,500			$23,100
					(120)						480	120			**480**	$7,500		CME Inspector Vehicle/Mileage	$78,180
											560	140				$10,500		CME PM Vehicle/Mileage	$118,160
	Construction Survey		2				4								**6**		$9,000		$10,030
			(2)				(4)								**(6)**		$21,500	MAPCA Construction Staking	$20,470
	Material Testing		2				4								**6**	$8,000			$9,030
													233		**233**	$13,320		CME Material Tests	$42,445
													102			$2,565		CME Material Tests	$15,315
	As-Built Drawings		2		4		12								**18**				$2,710
			6	20	36		28	4							**94**		$5,000	MAPCA As-Built Staking	$21,450
	Amendment 1	0	(41)	(5)	(122)		0	(2)							**(170)**	$0			-$34,590
	EDC Contingency (OPTIONAL)															$30,000		EDC Contingency	$30,000
	Subtotal Hours	**0**	**228**	**144**	**176**	**64**	**308**	**32**	**156**	**52**	**1,040**	**260**	**335**	**0**	**1,717**				
	Subtotal Fee	**$0.00**	**$62,700.00**	**$32,400.00**	**$31,680.00**	**$9,280.00**	**$36,960.00**	**$3,680.00**	**$31,200.00**	**$8,840.00**	**$150,800.00**	**$49,140.00**	**$41,875.00**	**$0.00**		**$74,165**	**$35,500**		**$568,220.00**
G	**Additional Optional Services**																		
	Traffic Counts Data Collection			2				2							**4**	$2,000		Traffic Counts	$2,680
	Army Corp./NDEP Permit Analysis and Memorandum		6	30		4		2							**42**				$9,210
	401/404 Permits		4	141			20	2							**167**	$20,000		Potential Environmental Studies	$55,455
	Amendment 1		(10)	(171)		(4)	(20)	(4)								-$20,000			-$64,665
	Subtotal Hours	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4**				
	Subtotal Fee	**$0.00**	**$0.00**	**$450.00**	**$0.00**	**$0.00**	**$0.00**	**$230.00**								**$2,000**				**$2,680.00**
H	**Contingency**															$20,000		8% of Design	**$20,000.00**
	Amendment 1															-$20,000			-$20,000.00
	Total Services Hours	**56**	**461**	**269**	**386**	**650**	**570**	**89**	**156**	**52**	**1,040**	**260**	**335**	**0**	**2,515**				
	Total Services Fee	**$17,920.00**	**$126,775.00**	**$60,525.00**	**$69,480.00**	**$94,250.00**	**$68,400.00**	**$10,235.00**	**$31,200.00**	**$8,840.00**	**$150,800.00**	**$49,140.00**	**$41,875.00**	**$0.00**		**$85,165**	**$56,850**			**$871,455.00**

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

Meeting Date: 9/19/2025 **Agenda Item: 4.4.3**

To: Regional Transportation Commission

From: Ashley Hurlbut, Project Manager

SUBJECT: Wedekind Road Pedestrian Improvement Project

RECOMMENDED ACTION

Approve a contract with AtkinsRéalis USA to provide design and engineering during construction services in connection to the Wedekind Road Pedestrian Improvement Project, in an amount not-to-exceed $575,790.

BACKGROUND AND DISCUSSION

This Professional Services Agreement (PSA) with AtkinsRéalis USA is for professional design services and optional engineering during construction services for the Wedekind Road Pedestrian Improvement Project in the amount of $575,790.

The project scope includes constructing approximately a half mile of sidewalk on the north side of Wedekind Road from Lund Lane to Sullivan Lane and approximately 500 feet of sidewalk on the east side of Sullivan Lane from Wedekind Road to existing sidewalk near Sparks Middle School. Additional improvements include crack sealing and microsurfacing the roadway, drainage modifications associated with construction of new curb and gutter, and ADA improvements including pedestrian ramps and upgrade of one bus stop to ADA compliance.

AtkinsRéalis USA was selected from the Street and Highway Program 2025 Qualified List as a qualified firm to perform engineering services. The complete scope of services is included as Exhibit A to the attached PSA. AtkinsRéalis USA's scope, schedule, and fee indicated the amount for design and engineering during construction services is within the appropriated annual budget. The targeted schedule for these services are as follows:

Notice to Proceed: September 2025
Preliminary Design: December 2025
Final Design: December 2026
Invitation to Bid: March 2027
Construction: Summer 2027

This item supports the FY2026 RTC Goal, "Begin Design: Wedekind Road Sidewalk and Safety".

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 AtkinsRéalis USA ("CONSULTANT").

WITNESSETH:

WHEREAS, RTC has selected AtkinsRéalis USA from the Civil Engineering Design and Construction Management Services qualified list to perform engineering design and construction management services in connection with the Wedekind Road Pedestrian Improvement Project.

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

ARTICLE 1 – TERM AND ENGAGEMENT

1.1. The term of this Agreement shall be from the date first written above through December 31, 2028, 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 B3. 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	$339,790
Design Contingency	$25,000
Optional Engineering During Construction Services	$186,000
Engineering During Construction Services Contingency	$25,000
Total Not-to-Exceed Amount	$575,790

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 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 Brian Janes 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:
Brian Janes
Sr. Project Director
AtkinsRéalis USA
10509 Professional Circle, Suite 103
Reno, Nevada 89521
Email: Brian.Janes@atkinsrealis.com
(775) 789-9831

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

ATKINSREALIS USA

By: _____
Scott Richrath, Vice President

Exhibit A

Scope of Services

EXHIBIT A

SCOPE OF SERVICES

INTRODUCTION

CONSULTANT will provide engineering services for the Wedekind Road Pedestrian Improvements Project No. 0245012.

The project limits include Wedekind Road from Lund Lane to Sullivan Lane and approximately 500 feet south on the east side of Sullivan Lane, approximately 0.5 mile. The project may include some intersection improvements for pedestrians but is not anticipated to impact the traffic signals.

Anticipated improvements include adding a 6-foot sidewalk to the north side of Wedekind Road and east side of Sullivan Lane, improvements to the Lund/Wedekind bus stop, ADA improvements, drainage modifications, and crack sealing and/or micro-surfacing of the existing roadway.

Wedekind Road within the project limits is generally bounded by the City of Reno (west of Lund Lane), the City of Sparks (south of Wedekind Road), and Washoe County (north of Wedekind Road). It is anticipated that coordination with all three entities will be necessary.

Preliminary design is expected to occur in 2025, with final design in 2026 and an anticipated construction in the spring or summer of 2027.

Assumptions:

- Project does not include traffic analysis or access management review.
- Project does not include signal or ITS design, analysis, or modification.
- Lighting and electrical design or analysis will not be required.
- Detailed landscape and aesthetics design will not be required.
- Public outreach will not be required.
- Project will be funded by local funds and therefore not require environmental analysis.
- A noise analysis will not be required.
- Recurring utility meetings will not be required.

The scope of services will generally consist of the following tasks:

1. PROJECT MANAGEMENT

CONSULTANT will provide project management services for the duration of the Project including closeout activities; assumed to be seventeen (17) months total, August 2025 through the bidding process in March 2027. Once the project proceeds to construction, project management will be performed under a Design Services During Construction task.

1.1. Team Coordination, Meetings and Project Management

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 will hold design coordination meetings with CONSULTANT design staff and subconsultants as appropriate to ensure cross-discipline coordination with design, identify issues, develop action items and discuss schedule. A total of up to fourteen (14) meetings are anticipated, to be attended on average by four (4) CONSULTANT staff.

CONSULTANT will prepare and maintain a project schedule and distribute updates on an as needed basis. The schedule will be reviewed with the RTC at monthly Project Management meetings, with a focus on the upcoming 4-week look ahead, critical path activities, and schedule threats.

CONSULTANT Project Manager will serve as the RTC's single point of contact and will have primary responsibility for coordinating the efforts of the project team and subconsultants.

Deliverables – Monthly Invoicing, Progress Reports, Schedule (Initial and Updates as needed)

1.2. Project Management 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 and state 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 informal briefings via email or phone calls. Project Manager meetings between the CONSULTANT and RTC Project Manger are expected to occur biweekly (every other week) to monthly. Meetings will discuss the design progress; upcoming milestones; schedule; risk status; key technical issues by discipline; and make informed decisions. A total of up to seventeen (17) meetings are anticipated, to be attended by up to two (2) CONSULTANT staff.

1.3. Miscellaneous Coordination Meetings

CONSULTANT will prepare for and attend a kickoff meeting and miscellaneous coordination meetings with RTC, Washoe County, City of Sparks, City of Reno or utility owners as requested by and at the RTC’s discretion. A total of up to four (4) meetings are anticipated over the duration of the project, to be attended on average by three (3) CONSULTANT staff.

Deliverables - Meeting Invitation, Materials, Exhibits and Meeting Agenda and Notes

1.4. Project Management Plan and Quality Management Plan (PMP/QMP)

CONSULTANT will prepare a combined Project Management Plan (PMP) and Quality Management Plan (QMP) that will include: Project Instructions, Risk Management Plan, Communications Protocols; Project Directory, Scope, Schedule, and Budget, File and Information Sharing and Storage Protocols, Safety Plan, and quality control procedures. The PMP/QMP will be distributed to the CONSULTANT team, including Subconsultants, and will be updated as needed throughout the project duration.

Deliverables – Draft and Final PMP/QMP

2. INVESTIGATION OF EXISTING CONDITIONS

2.1. Data Collection

CONSULTANT will obtain as-built data (hard copy, .pdf, and electronic CADD files) for the Project limits from the RTC, City of Sparks, City of Reno, and Washoe County if available.

CONSULTANT will qualitatively evaluate pavement condition, roadside areas, as well as utilities and other obstructions that may affect the design development.

CONSULTANT will perform up to two (2) field visits throughout the design effort to determine and/or confirm design decisions. A total of two (2) CONSULTANT staff are anticipated to attend per visit.

2.2. Topographic Survey and Aerial Mapping

CONSULTANT's survey and mapping subconsultant will provide design-level topographic surveying and aerial mapping services for the site to support civil engineering design (1-foot contour interval). Survey control will be set utilizing the City of Sparks benchmarks and the Northern Nevada Cooperative Real Time Network to facilitate this survey task. Overall survey limits are shown in the following exhibit.



Within the project limits, conventional survey methodology and UAV imagery will be used to map the areas outlined in the attached exhibit and will include 10' beyond roadway ROW, existing sidewalk on the north side of Wedekind Road, all ADA ped ramps at intersections, drainage facilities, visible evidence of utilities (manholes, valves, pull boxes, catch basins, water services, sewer lateral locations, etc.) and other pertinent features such as but not limited to fences, posts, bollards, fixed landscape features, signs, etc. Cross sections will be taken along the edge of pavement along the north side of the roadway at a maximum 50-foot interval and additional details will be collected at any grade breaks, points of curvature and curb returns. Any centerline or boundary monuments observed during the field survey will be located so they may be restored after construction. Invert elevations of storm drain manholes and storm facilities and top of nuts on gas and water valves will be measured.

Exclusions:

Restoration of survey monuments.
Traffic control or coordination with Nevada Department of Transportation.
Additional fees for utility information.

If any of these exclusions become necessary to complete the scope of work, it is assumed that the design contingency will be used for the added effort.

2.3. Subsurface Utilities

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

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

Based on field investigation, CONSULTANT will provide the RTC a list of utility companies whose utilities are likely to be within the project limits or reasonably affected by the project. CONSULTANT will gather available utility information. CONSULTANT will 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 plan and profile, evaluate potential conflicts through field investigation, investigate conflict resolution strategies.

Any design and technical specifications required to relocate impacted facilities are assumed to be provided by the utility owners or their representatives. CONSULTANT will include the approved utility design(s) and unique technical provision requirements for each utility in the contract documents if provided by the affected utility agency in a timely manner that meets the CONSULTANT design schedule.

CONSULTANT will 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 and incorporate updates into subsequent plan submittals.

This scope of work includes up to eight (8) locations for utility potholing/subsurface utility exploration. Test holes will be completed via vacuum excavation methods. This effort includes the following services:

- Produce and obtain necessary public right-of-way encroachment permits from local jurisdiction(s) to perform the work within right-of-way.
- Coordinate with a local traffic control provider to produce traffic control plans and secure approved traffic control permits from local jurisdiction(s) when applicable.
- Notify USA North 811 Dig Alert service 48 hours before any excavation.
- Layout test hole locations in the field using various pieces of geophysical locating equipment and processes, i.e. electromagnetic, ground penetrating radar, as-built plans, etc.
- Coordinate the set-up and breakdown of traffic control devices at test hole locations where applicable.
- Removal of pavement and concrete surfaces will be accomplished by use of a 10" diameter core drilling process where applicable.
- Use air vacuum excavation methods to excavate and expose targeted utility.
- Record utility data: type, depth, size and material as readily obtainable. If the utility is a duct bank or encased, KCI will attempt to record top, bottom, width and configuration.
- Backfill test hole with native material excavated from the hole and compacted pneumatically in one-foot lifts - non paved surface areas.
- Backfill test hole with CLSM (slurry) where required by permitting agency.

CONSULTANT's SUE subconsultant will perform that work in a single mobilization.

No upgrading or expanding of utility facilities is included in this scope of work.

Regularly recurring utility coordination meetings will NOT be held with the RTC and affected utility companies.

Deliverables – Test hole data report

2.4. Preliminary Geotechnical Investigation

CONSULTANT's geotechnical subconsultant will review available literature, including any previously performed geotechnical evaluations provided by the RTC, or through a records request to the agencies. CONSULTANT's geotechnical subconsultant will perform a limited site reconnaissance to observe the improvements area and identify damage to any existing improvements, previous development, and other factors that would affect the performance of the sidewalk. CONSULTANT's geotechnical subconsultant will provide a report with a summary of our findings and recommendations.

Deliverables – Geotechnical Investigation Report

2.5. Geotechnical Evaluation (Optional)

If approved by the RTC, CONSULTANT's geotechnical subconsultant will perform a geotechnical evaluation, including hand excavation for soil sampling at depths of approximately 3 to 5 feet, depending on the results of Task 2.4. The frequency of the soil sampling will be based on those results. CONSULTANT's geotechnical subconsultant assumes that sampling will occur at each location, or at 500-foot spacing. Additional explorations, as authorized by the RTC, may be provided for using the design contingency task. CONSULTANT's geotechnical subconsultant will perform laboratory testing on select soil samples obtained from the explorations. CONSULTANT's geotechnical subconsultant will provide a report with engineering analysis and recommendations for earthwork, including excavation, fill placement, and structural fill suitability, concrete flatwork, and corrosion potential. Recommendations will be based on the most up to date version of the Standard Specifications and the 2018 International Building Code (IBC) and local amendments where applicable.

3. PRELIMINARY DESIGN

Design Assumptions:

Proposed roadway section will not require design.
Retaining walls will not be required for this project.
Sound walls will not be required for this project.
Structural design will not be required for this project
Submittals will be in electronic PDF format (no hard copies)

3.1. 60 Percent Design

The 60% level of design will identify sidewalk location on the north side of the road, Lund/Wedekind bus stop improvements, ADA improvements for pedestrian ramps, drainage improvements, and roadway micro-surfacing required. Roadway plans will be designed in accordance with design criteria developed which will include a list of the exceptions (if any) identifying station limits, standards, and potential mitigations.

Plan sheets will be drafted and produced electronically in .pdf format at full size at either:

1 " = 25' scale, on 22" x 34" size paper, but printed half size on 11" x 17" sized paper.
Or 1" = 100' scale, on 11" x 17" size paper.

The following is a listing of plan sheets (and level of detail) anticipated for the 60% design submittal:

Title Sheet (1)

Index of Sheets, General Notes, Legend, Abbreviations, Key Maps (3)

Geometric Control Plan Sheets (1)

Roadway alignment curve and tangent data
Schedule of coordinates, basis of bearing, stationing and offsets, the control coordinates, and datum statement

Typical Section Sheets (1)

As-constructed and proposed improvement typical sections

Removal Plans (4)

Roadway Plan Sheets (4)

Horizontal curve data, bearings, distances and station and offsets for angle points, tapers, and curves
Preliminary locations for curbs, gutters, and sidewalk
Preliminary road widths
Preliminary cut and fill slope limits

Geometric Control Sheets (3)

Geometric control plan information for ADA ramps, driveways, and any other feature needing geometry/grading defined for construction

Drainage Plan and Profile Sheets (7)

Utility Sheets (4)

Signing and Striping Sheets (4)

Detail Sheets (10)

Up to 42 Sheets Total.

Exclusions from the 60% Design:

Grading Plan 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
Cross sections will not be prepared

Deliverables - 60% Design Plans

3.1.1. Drainage Analysis

A preliminary drainage memorandum will be prepared for the preliminary design summarizing

the analysis parameters, criteria used, design requirements, and findings. This is not intended to be a full Truckee Meadows Regional Drainage Manual (TMRDM) formatted report.

Deliverables – Preliminary Drainage Tech Memo

3.1.2. Draft Technical Drainage Report

A Draft Technical Drainage Report will be prepared to summarize the results of the analysis performed for the 60 Percent Design. The report will summarize the criteria and guidelines used in the analyses, the anticipated performance of the drainage facilities within the project design, conformance with criteria, and any noted design criteria exception areas.

Deliverables - Draft Technical Drainage Report

3.1.3. 60 Percent Cost Estimate and Technical Specification Outline

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.

The RTC will provide CONSULTANT the most recent RTC Technical Specifications templates. Technical provisions will utilize RTC standard specifications. Technical provisions will be prepared for changes to the standards or unique site conditions not adequately covered.

CONSULTANT will prepare 60% design technical provisions which will include a detailed outline of the technical provisions for those items not identified as part of the Standard Specifications.

Deliverables - Cost Estimate, Technical Specifications Outline

3.1.4. 60 Percent Design Submittal and Comment Resolution

CONSULTANT will submit the 60% design as summarized:

RTC:

11" x 17" design plans
Design Exception Summary (if necessary)
Draft Technical Drainage Report
Engineer's opinion of probable construction cost estimate
Technical Specifications outline
60% Submittal Review Comment Form

City of Sparks, City of Reno, and Washoe County:

11" x 17" design plans

Design Exception Summary (if necessary)
Draft Technical Drainage Report
60% Submittal Review Comment Form

Utility Agencies:

11" x 17" design plans
60% Submittal Review Comment Form

After a defined submittal review period, CONSULTANT will prepare for and attend one (1) in-person meeting with the RTC and all other reviewers to discuss the 60% Design. Preliminary responses will be identified for all comments. CONSULTANT will consolidate and provide final responses to the comments and submit to the reviewers.

3.2. Right-of-Way Engineering Services

It is estimated up to six (6) parcels may require permanent and/or temporary easements and/or potentially partial fee takes to construct the planned improvements. CONSULTANT understands that improvements are to be constructed within ROW. However, several parcels appear to overlap or encompass the existing roadway. These parcels are anticipated to require title reports to check for easements and may require additional easements or acquisitions.

Upon completion of the 60 Percent Design CONSULTANT will present the proposed right-of-way needs to the RTC for concurrence. CONSULTANT will perform boundary surveying including preparation of full Metes and Bounds descriptions of affected parcels noted previously. This will include property record research, drafting of property boundaries from record descriptions, calculation of search coordinates for field 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. CONSULTANT will obtain Title Reports and updates as required and will invoice the RTC for these items as reimbursable expenses.

CONSULTANT will prepare for and attend a Right-of-Way setting meeting and prepare a Right-of-Way setting memo based on the meeting outcome.

Right-of-Way Appraisal, Property Owner Negotiations, Escrow Coordination and Title Clearance is not included within this task.

Deliverables –Legal Descriptions with Exhibit Maps, Right-of-Way setting memo

4. FINAL DESIGN

4.1. 90 Percent Design

Incorporating agency comments from the 60% design review, CONSULTANT will advance the design and prepare design plans, cost estimate, and technical specifications for the 90% design.

Plan sheets included in the 60% design submittal will be advanced to the 90% design level of detail.

CONSULTANT will prepare for and attend one in-person meeting to discuss the 90% design.

Deliverables - 90% Design Plans, Final Technical Drainage Report, Cost Estimate, Technical Specifications Outline, Design Review Comment and Response Summary, working day estimate summary

4.1.1. Drainage Analysis

CONSULTANT will advance the drainage analysis design in conjunction with other disciplines and incorporating input from the RTC, Washoe County, City of Sparks and City of Reno as applicable.

4.1.2. Final Technical Drainage Report

The Draft Technical Drainage Report will be updated as the design progresses. Review comments received from the 60 Percent Design will be incorporated and a Final Technical Drainage Report will be prepared for the 90 Percent Design submittal.

4.1.3. 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 for the outline created in the previous submittal, and any additional items as determined during the 90% design. Technical provisions will utilize RTC standard specifications. Technical provisions will be prepared for changes to the standards or unique site conditions not adequately covered.

CONSULTANT will develop a working day estimate through development of a construction duration schedule. A draft estimate will be prepared and reviewed with the RTC. One round of comments will be incorporated, and a meeting will be held with reviewers to discuss the results. At the conclusion of the meeting, CONSULTANT will distribute meeting notes to attendees.

4.1.4. 90 Percent Design Submittal and Comment Resolution

CONSULTANT will submit the 90% design as summarized:

RTC:

11" x 17" design plans
Design Exception Summary (if necessary)
Final Technical Drainage Report
Engineer's opinion of probable construction cost estimate
Technical Specifications
Submittal Review Comment Form

Washoe County, City of Sparks, City of Reno:

11" x 17" design plans
Design Exception Summary (if necessary)
Final Technical Drainage Report
Submittal Review Comment Form

Utility Agencies:

11" x 17" design plans
Technical Specifications outline
Submittal Review Comment Form

After a defined submittal review period, CONSULTANT will prepare for and attend one (1) in-person meeting with RTC and all other reviewers to discuss the 90% Design. Preliminary responses will be identified for all comments. CONSULTANT will consolidate and provide final responses to the comments with the 100% design deliverables.

4.2. 100 Percent Design

Incorporating agency comments from the 90% design review, CONSULTANT will advance the design and prepare a completed package of design plans, cost estimate, and technical specifications.

The 100 Percent Design assumes no sheets will be added from the 90 Percent Design.

Deliverables - 100% Design Plans, Cost Estimate, Technical Specifications, Design Review Comment and Response Summary

4.2.1. 100 Percent Cost Estimate and Technical Specifications

CONSULTANT will advance and prepare a completed engineer's estimate of probable construction cost and technical specifications.

4.2.2. 100 Percent Design Submittal and Comment Resolution

CONSULTANT will submit the 100% design as summarized:

RTC:

11" x 17" design plans
Design Exception Summary (if necessary)
Engineer's opinion of probable construction cost estimate
Technical Specifications
Submittal Review Comment Form

Washoe County, City of Sparks, City of Reno:

11" x 17" design plans
Design Exception Summary (if necessary)
Submittal Review Comment Form

Utility Agencies:

11" x 17" design plans
Submittal Review Comment Form

CONSULTANT will prepare for and attend one (1) in-person meeting with RTC and all other reviewers to discuss the 100% Design. Attendees will verify that all past comments have been addressed and that no outstanding comments remain.

4.3. Final Design

Once the agencies verify that all review comments have been addressed and no additional changes are required, CONSULTANT will sign and seal the design plans and technical specifications for use as an advertised project.

The Final Design assumes no sheets will be added from the 100 Percent Design.

Deliverables - Final Design Plans, Cost Estimate, Technical Specifications, Design Review Comment and Response Summary

5. BIDDING SERVICES

CONSULTANT will prepare bid documents for advertisement, 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 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.

6. DESIGN CONTINGENCY

This is a contingency for miscellaneous increases within the scope of this contract in performance of other tasks or added scope. If CONSULTANT determines that it is necessary to perform work outside of the base scope, 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.

7. ENGINEERING DURING CONSTRUCTION & CONSTRUCTION MANAGEMENT (OPTIONAL)

CONSULTANT will provide engineering services during construction for the project. This will include project management, attendance at weekly contractor meetings, responding to contractor RFIs, review and approval of contractor submittals, development and distribution of field adjustments or addendums, and development of record drawings based on contractor redlines.

The RTC and CONSULTANT shall review Optional Construction Management services following the completion of final design and confirm a project specific scope and fee for this work if authorized.

Construction Management Assumptions:

Stakeholder meetings will not be required.
Public outreach will not be required.

At this time, the following assumptions are made for this scoping effort:

CONSULTANT will provide one part-time inspector for the project duration which is assumed to be up to eighty (80) working days that may include some full-time inspection days. CONSULTANT will also provide:

Project engineer and inspector will attend a pre-construction meeting led by the RTC.
Project engineer will be the prime point of contract for the RTC, will prepare agendas and run weekly meetings, resolve issues, and track overall budget.

Project engineer and office administrator will facilitate stakeholder meetings to discuss design modifications during construction.
Project engineer will coordinate responses to construction RFIs.
Review and provide recommendations on contractor's traffic control plans
Review and stamp contractor's submittal for conformance to the contract documents.
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.

CONSULTANT's construction surveying subconsultant will provide construction staking for Wedekind Road and Sullivan Lane 500' +/-. Construction staking includes; the proposed curb and sidewalk improvements along the north side of Wedekind Road from Lund Lane to Sullivan Lane, staking for curb and ramps at the intersections of Wedekind Road and El Rancho, Wedekind Road and Sullivan Lane, and staking for approximately 600' curb and sidewalk improvements along the east side of Sullivan Lane from Wedekind Road to the existing curb and sidewalk at the north side of Sparks Middle School.

CONSULTANT's materials testing subconsultant will perform special inspection services for the proposed sidewalk improvements at multiple locations consisting of compaction testing and concrete observation and testing. Observations and probes of the sidewalk subgrade and testing of the Type II aggregate base material with a nuclear gage will be performed. Daily field reports and lab results will be provided along with a final summary report.

8. CONSTRUCTION CONTINGENCY

This is a contingency for miscellaneous increases within the scope of this contract in the performance of services under Tasks 7 and 8. If CONSULTANT determines that it is necessary to perform work outside of the scope, CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's written approval.

PROJECT TEAM

Our anticipated key personnel for this project are as follows:

Project Manager – Brian Janes
Sr. Design/Management Support – Matt Nussbaumer
Roadway Design Lead – Sam Schnorbus
Drainage Design Lead – Bradley Miller

SCHEDULE

The anticipated schedule is as follows:

No.	Task	Start	End
1	Project Management	Aug 2025	Mar 2027
2	Investigation of Existing Conditions	Aug 2025	Oct 2025
3	Preliminary Design	Sep 2025	Dec 2025
	ROW Engineering	Jan 2026	Dec 2026
4	Final Design	Jan 2026	Dec 2026
5	Bidding Services	Jan 2027	Mar 2027
7	Design Services During Construction (Optional)	Apr 2027	TBD
8	Construction Management (Optional)	Apr 2027	TBD

Exhibit B

Compensation

EXHIBIT B-1

WEDEKIND ROAD PEDESTRIAL IMPROVEMENTS PROJECT
HOURLY RATE FEE SCHEDULE

PERSONNEL	2025/2026	2027
Project Principal, Design Manager/Sr. Project Director	$280.00/hr.	$280.00/hr
Project Controls Manger	$270.00/hr.	$270.00/hr
Technical Director/Manager	$265.00/hr.	$270.00/hr
ITS/Traffic Technical Manager	$250.00/hr.	$255.00/hr
Senior Roadway Engineer	$260.00/hr.	$260.00/hr
Professional Land Surveyor	$245.00/hr.	$250.00/hr
Senior Engineer IV	$240.00/hr.	$240.00/hr
Asst. Project Manager	$200.00/hr.	$200.00/hr
Senior Planner IV	$225.00/hr.	$230.00/hr
Scheduler/Estimator	$220.00/hr.	$225.00/hr
Senior Designer III/Engineer III	$220.00/hr.	$225.00/hr
Public Information Lead	$205.00/hr.	$210.00/hr
Senior Engineer II	$200.00/hr.	$205.00/hr
Senior Surveyor III	$200.00/hr.	$205.00/hr
Senior Landscape Architect III	$200.00/hr.	$205.00/hr
Senior Structural Engineer II	$200.00/hr.	$205.00/hr
Lead ROW Agent	$185.00/hr.	$190.00/hr
Senior Landscape Architect II	$185.00/hr.	$190.00/hr
Senior ITS/Traffic Analyst II	$185.00/hr.	$190.00/hr
Senior Scientist III	$185.00/hr.	$190.00/hr
Senior Inspector	$180.00/hr.	$185.00/hr
Senior ROW Agent	$170.00/hr.	$175.00/hr
Senior Planner III	$170.00/hr.	$175.00/hr
Senior Planner I	$165.00/hr.	$170.00/hr
Senior Engineer I	$160.00/hr.	$165.00/hr
Planner II	$155.00/hr.	$160.00/hr
Engineer II	$150.00/hr.	$155.00/hr
Office Administrator/Document Control	$150.00/hr.	$155.00/hr
Senior Public Information Specialist	$145.00/hr.	$150.00/hr
Senior Technical Coordinator I	$140.00/hr.	$145.00/hr
Engineer I	$140.00/hr.	$145.00/hr
ROW Agent	$135.00/hr.	$140.00/hr
Landscape Architect II	$135.00/hr.	$140.00/hr
Senior Designer	$135.00/hr.	$140.00/hr
Scientist II	$130.00/hr.	$135.00/hr
GIS Analyst II	$130.00/hr.	$135.00/hr
ITS/Traffic Engineer I	$120.00/hr.	$125.00/hr
Survey Tech. II	$115.00/hr.	$120.00/hr
Designer	$115.00/hr.	$120.00/hr
Technical Writer/Editor	$105.00/hr.	$110.00/hr
Public Information O Specialist	$100.00/hr.	$105.00/hr
CAD Tech III	$95.00/hr.	$100.00/hr
Intern	$90.00/hr.	$95.00/hr

EXPENSES	
Travel and associated expenses	As incurred
Direct expenses (e.g. title reports)	As incurred
Mileage	GSA rate
Construction Management Vehicle	$60/day

Exhibit B-2 Fee Summary - Wedekind Road Pedestrian Improvements Project No. 0245012

			Summary								
Task No.	Item No.	Task	Atkins Hours	Atkins Labor	Atkins Expense	Atkins	GES	KCI	Bowman	Total Subs	Total Price
1		**Project Management**	122	$24,800	$100	$24,900	$0	$0	$0	$0	$24,900
	1.1	Team Coordination, Meetings and Project Management	56	$10,920	$0	$10,920					$10,920
	1.2	Project Management Coordination and Meetings	34	$7,480	$0	$7,480					$7,480
	1.3	Miscellaneous Coordination Meetings	22	$4,240	$100	$4,340					$4,340
	1.4	Project Management Plan and Quality Management Plan (PMP/QMP)	10	$2,160	$0	$2,160					$2,160
2		**Investigation of Existing Conditions**	98	$15,060	$100	$15,160	$10,600	$29,220	$20,100	$59,920	$75,080
	2.1	Data Collection and Condition Survey	24	$3,680	$100	$3,780					$3,780
	2.2	Topographic Survey and Aerial Mapping	0	$0	$0	$0			$20,100	$20,100	$20,100
	2.3	Subsurface Utilities	74	$11,380	$0	$11,380		$29,220		$29,220	$40,600
	2.4	Preliminary Geotechnical Investigation	0	$0	$0	$0	$4,000			$4,000	$4,000
	2.5	Geotechnical Evaluation (Optional)	0	$0	$0	$0	$6,600			$6,600	$6,600
3		**Preliminary Design**	756	$125,950	$6,100	$132,050	$0	$0	$0	$0	$132,050
	3.1	60 Percent Design	410	$66,720	$100	$66,820					$66,820
	3.1.1	Drainage Analysis	124	$20,400	$0	$20,400					$20,400
	3.1.2	Draft Technical Drainage Report	68	$11,520	$0	$11,520					$11,520
	3.1.3	60 Percent Cost Estimate and Technical Specification Outline	38	$6,720	$0	$6,720					$6,720
	3.1.4	60 Percent Design Submittal and Comment Resolution	28	$4,640	$0	$4,640					$4,640
	3.2	Right-of-Way Engineering Services	88	$15,950	$6,000	$21,950					$21,950
4		**Final Design**	574	$100,680	$200	$100,880	$0	$0	$0	$0	$100,880
	4.1	90 Percent Design	196	$33,560	$200	$33,760					$33,760
	4.1.1	Drainage Analysis	60	$10,320	$0	$10,320					$10,320
	4.1.2	Final Technical Drainage Report	40	$6,800	$0	$6,800					$6,800
	4.1.3	90 Percent Cost Estimate and Technical Specifications	38	$6,720	$0	$6,720					$6,720
	4.1.4	90 Percent Design Submittal and Comment Resolution	28	$4,640	$0	$4,640					$4,640
	4.2	100 Percent Design	132	$23,840	$0	$23,840					$23,840
	4.2.1	100 Percent Cost Estimate and Technical Specifications	22	$4,000	$0	$4,000					$4,000
	4.2.2	100 Percent Design Submittal and Comment Resolution	10	$1,680	$0	$1,680					$1,680
	4.3	Final Design	48	$9,120	$0	$9,120					$9,120
5		**Bidding Services**	36	$6,680	$200	$6,880	$0	$0	$0	$0	$6,880
	5	Bidding Services	36	$6,680	$200	$6,880					$6,880
6		**Design Contingency**	0	$0	$0	$0	$0	$0	$0	$0	$25,000
	6	Design Contingency									$25,000
7		**Engineering During Construction & Construction Mgmt. (Optional)**	828	$151,100	$4,800	$155,900	$16,900	$0	$13,200	$30,100	$186,000
	7	Design Services During Construction	828	$151,100	$4,800	$155,900	$16,900		$13,200	$30,100	$186,000
8		**Construction Contingency**	0	$0	$0	$0	$0	$0	$0	$0	$25,000
	9	Construction Contingency									$25,000
		Totals	**2,414**	**$424,270**	**$11,500**	**$435,770**	**$ 27,500**	**$ 29,220**	**$33,300**	**$90,020**	**$575,790**

Purchase Order Summary	Amount
Design Services	$339,790
Optional Design Services	$0
Design Contingency	$25,000
Engineering During Construction (EDC)	$0
Optional EDC	$186,000
EDC Contingency	$25,000
Total	**$575,790**

Exhibit B-3 Fee Summary Detail - Wedekind Road Pedestrian Improvement Project No. 0245012

															Construction				Summary						
Task No.	Item No.	Task	Design Manager/ Sr. Project Director	Sr. Engineer IV	Asst. Project Manager	Sr. Roadway Engineer	Sr. Engineer II	Sr. Engineer I	Engineer II	Engineer I	Lead ROW Agent	Sr. ROW Agent	ROW Agent	Professional Land Surveyor (PLS)	Sr. Engineer I	Scheduler/Estimator	Sr. Inspector	Office Administrator/ Document Control	Atkins Hours	Atkins Labor	Atkins Expense	Atkins	GES	KCI	Bowman	Total Subs	Total Price
		Staff	Brian Janes	Matt Nussbaumer	Karin Peternel	James Marrs	Bradley Miller	Sam Schnorbus	Rene Alfaro Rob Whelan	Kashif Farman Eden Ansell	Hugh Hadsock	Ray Luciani	Blake Walshaw	Brett Jefferson	Sam Schnorbus	Beth Sprague	Adam Hurst	TBD									
		Bill Rates (2025/2026)	$280.00	$240.00	$200.00	$260.00	$200.00	$160.00	$150.00	$140.00	$185.00	$170.00	$135.00	$245.00	$160.00	$220.00	$180.00	$150.00									
		Bill Rates (2027)	$280.00	$240.00	$200.00	$260.00	$205.00	$165.00	$155.00	$145.00	$190.00	$175.00	$140.00	$250.00	$165.00	$225.00	$185.00	$155.00									
1		**Project Management**	39	0	8	0	18	35	0	22	0	0	0	0	0	0	0	0	122	$24,800	$100	$24,900	$0	$0	$0	$0	$24,900
	1.1	Team Coordination, Meetings and Project Management	14				14	14		14									56	$10,920		$10,920				$0	$10,920
	1.2	Project Management Coordination and Meetings	17					17											34	$7,480		$7,480				$0	$7,480
	1.3	Miscellaneous Coordination Meetings	6				4	4		8									22	$4,240	$100	$4,340				$0	$4,340
	1.4	Project Management Plan and Quality Management Plan (PMP/QMP)	2		8														10	$2,160		$2,160				$0	$2,160
2		**Investigation of Existing Conditions**	0	0	0	0	21	4	0	73	0	0	0	0	0	0	0	0	98	$15,060	$100	$15,160	$10,600	$29,220	$20,100	$59,920	$75,080
	2.1	Data Collection and Condition Survey					4	4		16									24	$3,680	$100	$3,780				$0	$3,780
	2.2	Topographic Survey and Aerial Mapping																	0	$0		$0			$20,100	$20,100	$20,100
	2.3	Subsurface Utilities					17			57									74	$11,380		$11,380		$29,220		$29,220	$40,600
	2.4	Preliminary Geotechnical Investigation																	0	$0		$0	$4,000			$4,000	$4,000
	2.5	Geotechnical Evaluation (Optional)																	0	$0		$0	$6,600			$6,600	$6,600
3		**Preliminary Design**	4	24	26	16	102	134	124	238	16	18	30	24	0	0	0	0	756	$125,950	$6,100	$132,050	$0	$0	$0	$0	$132,050
	3.1	60 Percent Design		16		16	40	128	84	126									410	$66,720	$100	$66,820				$0	$66,820
	3.1.1	Drainage Analysis		4			40		24	56									124	$20,400		$20,400				$0	$20,400
	3.1.2	Draft Technical Drainage Report		4	8		16		16	24									68	$11,520		$11,520				$0	$11,520
	3.1.3	60 Percent Cost Estimate and Technical Specification Outline	2		16		2	2		16									38	$6,720		$6,720				$0	$6,720
	3.1.4	60 Percent Design Submittal and Comment Resolution	2		2		4	4		16									28	$4,640		$4,640				$0	$4,640
	3.2	Right-of-Way Engineering Services									16	18	30	24					88	$15,950	$6,000	$21,950				$0	$21,950
4		**Final Design**	6	48	32	40	90	78	100	180	0	0	0	0	0	0	0	0	574	$100,680	$200	$100,880	$0	$0	$0	$0	$100,880
	4.1	90 Percent Design		16		16	24	32	52	56									196	$33,560	$200	$33,760				$0	$33,760
	4.1.1	Drainage Analysis		4			24		8	24									60	$10,320		$10,320				$0	$10,320
	4.1.2	Final Technical Drainage Report		4	4		8		8	16									40	$6,800		$6,800				$0	$6,800
	4.1.3	90 Percent Cost Estimate and Technical Specifications	2		16		2	2		16									38	$6,720		$6,720				$0	$6,720
	4.1.4	90 Percent Design Submittal and Comment Resolution	2		2		4	4		16									28	$4,640		$4,640				$0	$4,640
	4.2	100 Percent Design		16		16	16	28	32	24									132	$23,840		$23,840				$0	$23,840
	4.2.1	100 Percent Cost Estimate and Technical Specifications	2		8		2	2		8									22	$4,000		$4,000				$0	$4,000
	4.2.2	100 Percent Design Submittal and Comment Resolution			2		2	2		4									10	$1,680		$1,680				$0	$1,680
	4.3	Final Design		8		8	8	8		16									48	$9,120		$9,120				$0	$9,120
5		**Bidding Services**	7	4	0	0	0	13	0	12	0	0	0	0	0	0	0	0	36	$6,680	$200	$6,880	$0	$0	$0	$0	$6,880
	5	Bidding Services	7	4				13		12									36	$6,680	$200	$6,880				$0	$6,880
6		**Design Contingency**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$25,000
	6	Design Contingency																									$25,000
7		**Engineering During Construction & Construction Mgmt. (Optional)**	48	16	0	0	16	64	0	64	0	0	0	0	112	4	440	64	828	$151,100	$4,800	$155,900	$16,900	$0	$13,200	$30,100	$186,000
	7	Design Services During Construction	48	16			16	64		64					112	4	440	64	828	$151,100	$4,800	$155,900	$16,900		$13,200	$30,100	$186,000
8		**Construction Contingency**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$25,000
	9	Construction Contingency																									$25,000
		Total Hours	104	92	66	56	247	328	224	589	16	18	30	24	112	4	440	64									
		Total Cost	$29,120	$22,080	$13,200	$14,560	$49,400	$52,480	$33,600	$82,460	$2,960	$3,060	$4,050	$5,880	$18,480	$900	$81,400	$9,920	2,414	$424,270	$11,500	$435,770	$27,500	$29,220	$33,300	$90,020	$575,790

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, 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

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

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: 9/19/2025 **Agenda Item: 4.5.1**

To: Regional Transportation Commission

From: Christian Schonlau, Director of Finance, CFO

SUBJECT: Travel Policy Update

RECOMMENDED ACTION

Approve modifications to RTC Management Policy P-21, Travel. (For Possible Action)

BACKGROUND AND DISCUSSION

RTC Management Policy P-21 governs travel procedures and reimbursement guidelines for agency employees.

The proposed changes clarify several items related to reimbursement qualifying events and payment amounts. Language has been updated to specify that travel status times used to determine per diem eligibility are based on the traveler's departure time zone, ensuring consistency and reducing confusion when crossing time zones. Additionally, the policy now clarifies that the federal GSA per diem reduction for the first and last day of travel does not apply to RTC travelers. RTC reimburses per diem based on actual travel status times, not flat-rate adjustments.

Additional changes to formatting and language have been made to improve clarity and consistency without altering the substance of the policy. These updates are intended to enhance the clarity and usability of the policy while maintaining alignment with best practices and internal procedures.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

4/21/2023 - Approve modifications to RTC Management Policy P-21, Travel (allowed for the Executive Director to designate an alternate approver for training and travel requests, while leaving the Executive Director as the approval authority).

RTC Management Policy P-21

Date Approved:	12/09/1982
Date Revised:	07/22/1993
	03/23/1995
	03/15/1996
	07/18/2008
	08/21/2015
Approved	07/17/2020
	01/20/2023
	04/21/2023
	09/19/2025

MANAGEMENT POLICY

SUBJECT: TRAVEL

I. PURPOSE

It is the policy of the Regional Transportation Commission (RTC) to provide uniform guidelines and procedures for requesting, authorizing, and reimbursing reasonable and customary expenses associated with RTC employee or Commissioner travel for Agency business.

II. SCOPE

Public
X Board Members
X RTC Officers
X RTC Employees
Other: _____

III. DEFINITIONS

A. Travelers – The RTC Board of Commissioners (Commissioners) or RTC employees.

IV. POLICY

A. Board Travel

1. RTC will allow travel when a valid business purpose and all other available options have been evaluated. The Board Chair approves travel for the Commissioners and the Board Vice Chair approves travel for the Board Chair. Accordingly, where this policy requires approval or review by the Executive Director, this policy shall be read to require review or approval of the Board Chair or Vice Chair with regard to Commissioner travel, as appropriate to implement this policy.

2. Commissioner travel can be reimbursed by applicable discretionary funds, if budgeted funding is unavailable or has been expended.

3. When Commissioner travel is requested, it will be standard practice for an RTC employee to travel with them.

4. Travel arrangements will be made for Commissioner travel by the Board Clerk to ensure that all policies and procedures are followed.

B. Employee Travel

1. The Executive Director, or designee, is responsible for approving employee travel. The Executive Director or department directors are responsible for ensuring the necessity and appropriateness of travel for a seminar, conference, or other meeting and determining whom should attend.

2. Travelers are required to know and follow this policy prior to travel and to follow the procedures as set forth in this policy for requesting, approving, monitoring, and reporting all travel and associated per diem expenses.

3. Employee failure to follow this policy, including falsification of travel expense reports, may result in disciplinary action, up to and including termination of employment.

4. Request for Permission to Travel: The Executive Director, or designee, who are authorized by RTC to approve or deny such requests, shall approve all requests for employee travel and the resulting expenditures in advance. The Executive Director's requests for travel over $1,000 shall be approved by the Board Chair.

5. Travel arrangements will be made for employees by Agency Services to ensure that all policies and procedures are followed. Exceptions for self-purchase and reimbursement require written pre-approval by the Executive Director, or designee.

6. Reimbursement of Travel Expenses

   a. Except as otherwise provided by law, when any traveler is entitled to receive expenses in the transaction of public business outside Washoe County and more than 50 miles outside of the cities of Reno or Sparks, the traveler shall be paid necessary and reasonable travel expenses.

   b. Any personal travel or additional expenses incurred by a guest accompanying a traveler on RTC business, shall not be an RTC expense.

C. Travel Expenses

1. Travel should be by the least expensive method reasonably available when such factors as total travel time, traveler salary, RTC-owned automobile availability, and transportation costs are considered.

2. Advanced planning for travel is required in order to obtain significantly reduced rates.

3. Air Travel

a. Air travel shall be coach class. Exceptions due to seat availability or physical limitations require written pre- approval by the Department Director or Executive Director.

b. Airfare will be paid directly to the airline, preferably by use of an RTC procurement card. If it is not possible to arrange direct payment, reimbursement will be made at the conclusion of the travel only upon the submission of original receipts detailing traveler's name, travel destination, and method of payment.

c. Reimbursement will not be given for meals or checked baggage fees included in the cost of airfare. Checked baggage fees to and from travel destination will be reimbursed for the first checked bag. Additional fees beyond the first checked bag or an overweight bag needed for a business use will not be reimbursed without prior written approval of the Department or Executive Director.

d. Airline preferred seating or boarding fees are not reimbursable.

e. Airline Wi-Fi fees are not reimbursable.

f. Traveler parking a personal vehicle at the airport must use the least expensive available parking lot.

g. Unless approved by the Executive Director, the costs of air travel cancellation or flight change fees will be the traveler's responsibility. Any air travel refunds or credits issued to traveler must be used for future RTC business travel.

4. Use of RTC or Private Vehicles

a. If travel by RTC-owned automobile or public conveyance is not the most economical means of transportation, or is otherwise impractical, use of a private vehicle may be permitted and will be reimbursed at the current standard mileage rate for actual business mileage as established by the United States Internal Revenue Service.

b. In the event a traveler does not report to their assigned business office before going directly to an authorized travel destination, reimbursable roundtrip mileage will be calculated from/to the traveler's RTC business address.

c. If a private vehicle is used for reasons of personal convenience in the transaction of RTC business and is not the most economical or practical means of transportation, reimbursement will be at the Executive Director's discretion. Prior written approval is required. Where use of a personal vehicle is approved, reimbursement will be at the current standard mileage rate for actual business mileage as established by the United States Internal Revenue Service, but will not exceed the equivalent amount of the least expensive mode of travel.

d. No mileage reimbursement of any kind will be allowed for employees who receive a vehicle allowance.

e. Only RTC employees are authorized to drive RTC-owned vehicles and only persons in the custody or care of RTC employees in the course of official RTC business are authorized to ride in RTC-owned vehicles.

f. It is a violation of this policy to use an RTC vehicle for anything other than official purposes.

5. Rental Vehicle

a. Written justification for the use of a rental vehicle must be included on the Training/Travel Request Form and authorized in advance by the Executive Director, or designee. Reimbursement for a rental car generally will not be allowed when the traveler is staying at the conference hotel/event site. Exceptions may be made for geographical isolation or for personal safety reasons.

b. When authorized to use a rental vehicle, the traveler must reserve and pay for vehicle by means of RTC's established account with a preferred rental agency.

6. Lodging

a. Traveler will be selective and prudent in choosing lodging. Every effort should be made to find the most economical rates possible.

b. Discounted conference rates or governmental rates should be used when available.

c. Use of an RTC procurement card or traveler's personal credit card is the required method of payment for all approved lodging expenses. If an RTC procurement card is used as method of payment, additional charges (e.g., room service, bar charges, restaurant charges, movies) are not reimbursable. Travelers should make arrangements to have such charges or fees paid by traveler's personal credit card, or other means.

d. With prior written approval from the Executive Director, or designee, lodging Wi-Fi fees used for business purposes are reimbursable.

e. Prior written approval is required and proper documentation of hotel rates must be submitted with the Training/Travel Request Form. Unapproved lodging expenditures will not be reimbursed.

f. No reimbursement for lodging will be made without receipts.

7. Registration: Approved registration or conference fees will be paid directly to the organization sponsoring the event. Payment will be made by either an RTC procurement card or check. If it is not possible to arrange direct payment, reimbursement will be made at the conclusion of the travel only upon the submission of original receipts detailing traveler's name and method of payment.

8. Meals and Incidental Expenditures

a. A traveler who is in travel status is eligible for meal reimbursement at the GSA per diem rate as published for the travel time, excluding GSA first and last date travel reduction. Per diem rates include taxes and tips, so traveler will not be reimbursed separately for these items.

b. Traveler is not required to submit receipts for reimbursement of meal per diems.

c. Traveler is considered to be in travel status and may claim meal per diem reimbursements during the timeframes as follows: Timeframes listed below reflect departure time zone.

Meal	Timeframe
Breakfast	Traveler departs before 9:00 a.m. or returns after 10:00 a.m.
Lunch	Traveler departs before 11:00 a.m. and returns after 1:00 p.m.
Dinner	Traveler returns after 7:00 p.m.

d. Travel more than 8 hours in one day following an overnight stay shall qualify the traveler for full GSA rates for all meals and incidentals regardless of departure or return times.

e. When registration or conference fees provide for meals, traveler will deduct such furnished meals from the meal per diem reimbursement. Continental breakfasts are not considered a furnished meal.

f. Meals shall not be charged to RTC procurement cards unless approved in advance on the Training/Travel Request Form. If traveler is approved to charge meals to an RTC procurement card, traveler is responsible for meal charges in excess of GSA rates.

g. All other reasonable and necessary travel expenses such as taxis, shuttles, limousine fares, parking fees, rental car fuel, or any other incidental expenses will be reimbursed. Receipts must be obtained wherever feasible, and all receipts and actual travel expenses should be itemized and attached to Training/Travel Expense Form. Expenses not accompanied by a receipt will be tested for reasonableness and may not be reimbursed. Expenses for the personal enjoyment or convenience only of traveler are not reimbursable.

h. When in travel status, traveler shall not be reimbursed for the cost of alcohol or personal telephone calls incurred in the course of such person's travel.

i. Generally, employees classified as non-exempt under the Fair Labor Standards Act (FLSA) should not travel overnight due to overtime considerations. When approved to travel, FLSA travel work time regulations will be used for compensating non-exempt employees during their travel status.

D. Requests for Approval of Training or Travel

1. Traveler must complete a Travel/Training Request Form and submit it in advance to the assigned supervisor or department director. The Executive Director, or designee, has final approval authority of all request for employee travel. In the case of Commissioner travel, the Board Chair approves travel for Commissioners and the Vice Chair approves travel for the Board Chair.

2. Traveler must attach a copy of the registration form, brochure, and agenda for the requested event to Travel/Training Request Form. If there are no such documents, the traveler must attach a memorandum to the Form describing the event, sponsor name, sponsor address, event dates, cost, location, and purpose.

3. A copy of the approved Travel/Training Request Form shall be attached as authorization for any travel expenses charged to RTC procurement cards.

4. The Travel/Training Request Form can be found on the RTC SharePoint. The form will be maintained by the Finance Department.

E. Travel Advances: No advances will be made for any authorized travel expenditure. In lieu of an advance, per diem meals may be charged to an RTC procurement card with prior approval by the Executive Director on the Travel/Training Request Form. If approved, the traveler will be responsible for meal charges in excess of GSA rates.

F. Travel/Training Expense Reimbursement

1. An approved Travel/Training Expense Form, along with any required receipts and a copy of previously approved Travel/Training Request Form, must be submitted to the Finance Department within 14 days after travel is completed. RTC may refuse payment of claims submitted more than 45 days after completion of travel, and expenses that do not conform to this policy.

2. Approved Travel/Training Expense Forms submitted to the Finance Department will be paid within five business days of receipt.

3. When RTC procurement cards are used for travel expenses, travelers must attach a copy of the approved Travel/Training Request Form and all accompanying receipts to the monthly procurement card statement and follow the standard procurement card statement processing procedures.

4. The Travel/Training Expense Form can be found on RTC SharePoint. The form will be maintained by the Finance Department.

G. Payment of Travel Claims Presumed Full Compensation: Any Travel/Training Expense Form filed and paid in accordance with this policy shall be considered full compensation for all travel and living expenses, including transportation, meals, lodging, and other incidental expenses associated with the submission as authorized in accordance with the provisions of this policy.

H. The Executive Director may make procedural changes as necessary to respond to changing conditions while remaining consistent with the intent of the policy.

- END -

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

Meeting Date: 9/19/2025 **Agenda Item: 5.1.**

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: FY 2026-2030 Move More with RTC Plan (formerly Transit Optimization Plan Strategies (TOPS) short-range transit plan)

RECOMMENDED ACTION

Receive an update on the development of the FY 2026-2030 Move More with RTC Plan, and provide feedback and direction to staff.

BACKGROUND AND DISCUSSION

The FY 2026-2030 Move More with RTC plan is the new update of RTC's previous Transit Optimization Plan Strategies (TOPS) short-range transit plan. This document is the operating and capital business plan to guide transit service delivery over the next five years. The RTC typically updates the TOPS every three to five years. The last TOPS was approved by the Board in July 2022.

On February 21, 2025, the Board approved staff recommendations for the Executive Director to enter into a contract with Transportation Management & Design (TMD) to perform the TOPS update. A project kick-off meeting was held on April 17, 2025. The current project schedule is:

- September – Board Presentation on Project Overview and Current Conditions
- September/October – Initial Public Outreach & Public Survey
- February – Public Review of Draft TOPS Recommendations
- March – Board Consideration of Final TOPS Recommendation
- April –Final TOPS Document

TMD is presenting its project overview including planning activities to date, the state of RTC's current public transportation services, and a discussion regarding public outreach activities. TMD is also seeking feedback from the public and the Board.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

2/21/2025 - Approved an agreement with Transportation Management & Design Inc., (TMD) for the Transit Optimization Plan Strategies (TOPS) study in an amount not-to-exceed $355,053.95.

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

Meeting Date: 9/19/2025 **Agenda Item: 5.2.**

To: Regional Transportation Commission

From: Marquis Williams, Senior Transportation Planner

SUBJECT: Draft Central Sparks Neighborhood Network Plan

RECOMMENDED ACTION

Receive a presentation on the Draft Central Sparks Neighborhood Network Plan.

BACKGROUND AND DISCUSSION

The Central Sparks 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 Sparks 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 Sparks NNP recommends 10 corridors for quick-build style transportation improvements. In total, 16.3 miles of roadways are recommended for improvements across the neighborhood, including 12.4 miles of neighborhood byways, 2.2 miles of protected bike lanes, and over 25 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 Central Sparks NNP is currently available for public review and comment at rtcwashoe.com/neighborhood.

This item supports Strategic Roadmap Goal #2, "Promote Neighborhood Mobility" and FY2026 RTC Initiative: "Complete: Neighborhood Network Plans #1 and #2".

FISCAL IMPACT

Funding for this item has been budgeted for in the FY2026-FY2027 Unified Planning Work Program (UPWP).

PREVIOUS BOARD ACTION

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



Central Sparks

DRAFT Neighborhood Network Plan

September 2025

RTC

Acknowledgments

The Central Sparks 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 Sparks
- Washoe County School District
- RTC Washoe

Each organization above was represented by one or more staff members during Steering Committee meetings. The Steering Committee also included three members of the public from the Central Sparks 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

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Chapter 1: Introduction

The purpose of this Neighborhood Network Plan (NNP) is to improve the pedestrian and bicycling experience in the Central Sparks neighborhood through the implementation of quick-build style infrastructure. The primary objective of this plan is to make improvements within the Central Sparks neighborhood which encourage more trips to be made by walking, biking, or taking transit. This NNP applies the regional vision, goals, and priorities from the regional RTC Washoe Active Transportation Plan (ATP) and identifies improvements that can be rapidly implemented across the neighborhood to help provide increased connectivity and comfort to people walking and biking. The RTC developed this plan using in-depth data analysis combined with partner agency collaboration and direct engagement with members of the public.

Neighborhood Description

The Central Sparks neighborhood, generally bordered by I-80, the Truckee River, McCarran Blvd, Oddie Blvd, Prater Wy, and Sparks Blvd, offers a variety of destinations (Figure 1). It features over 28 schools, parks with playgrounds, sports courts, and trails, including the Sparks Marina Park. Entertainment is centered around the I-80 corridor, with venues like casinos, theaters, water parks, and museums. Employment hubs include the Northern Nevada Medical Center, Nugget Casino Resort, Outlets at Legends, as well as industrial areas south of the I-80 corridor. The neighborhood also offers community spaces like churches, libraries, and local markets like the El Rancho Farmers Market.



Visitors to the Sparks Marina enjoying the shared use path.

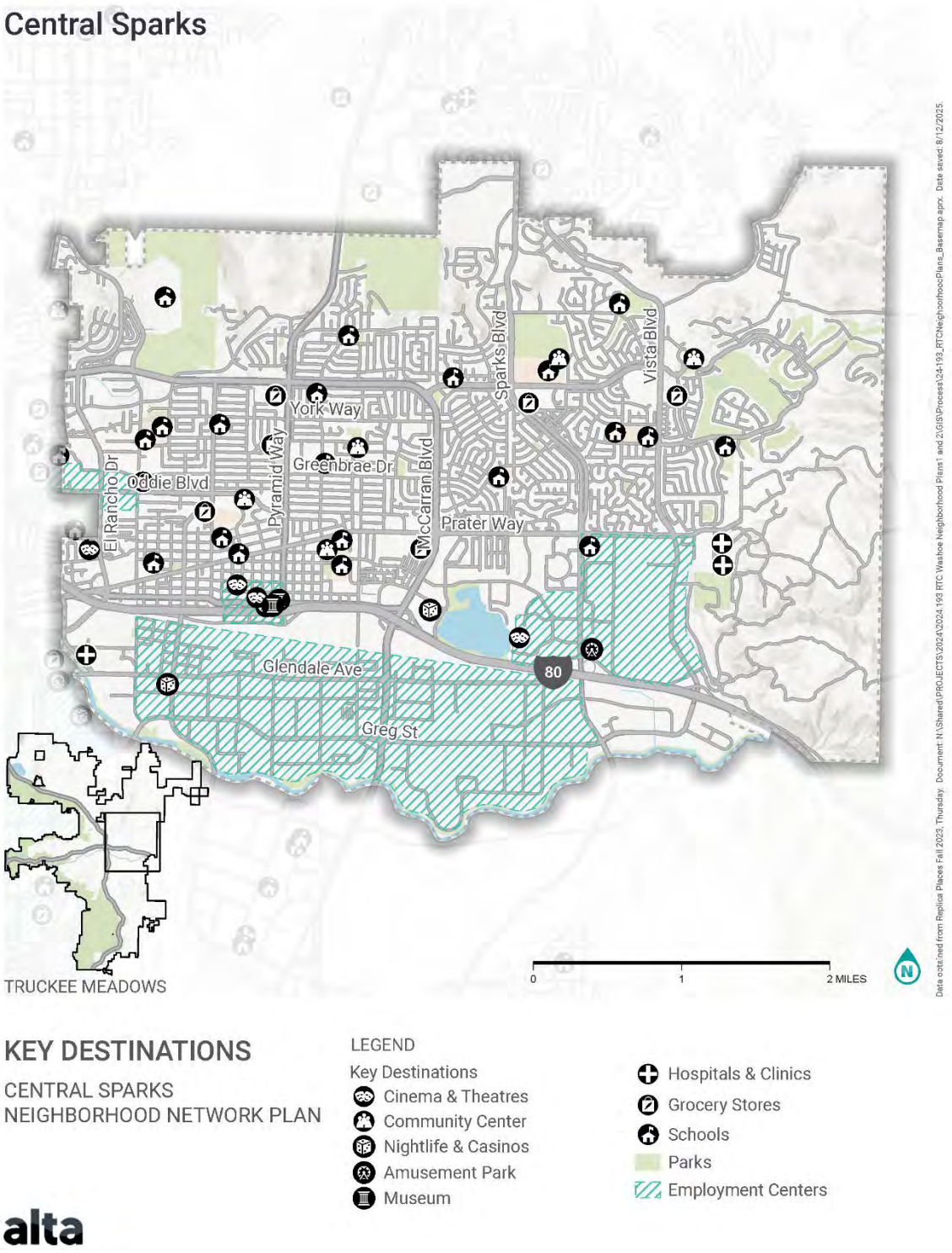


Figure 1. Central Sparks Neighborhood Area

Connections with Other Plans

This NNP recommends projects for quick-build implementation through RTC's Active Transportation Program. Improvements identified in this plan 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 ATP and applies a regional vision, goals, and analysis to the Central Sparks 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 highlights areas of need.
- Chapter 3 – Biking and Walking in Central Sparks Today
    - This chapter presents key findings from community engagement and data analysis, offering a snapshot of current walking and biking conditions in the Central Sparks neighborhood.
- Chapter 4 – Addressing Central Sparks Needs
    - This chapter provides an overview of quick-build style improvements and identifies recommended quick-build improvements throughout the neighborhood.

Chapter 2: Neighborhood Profile

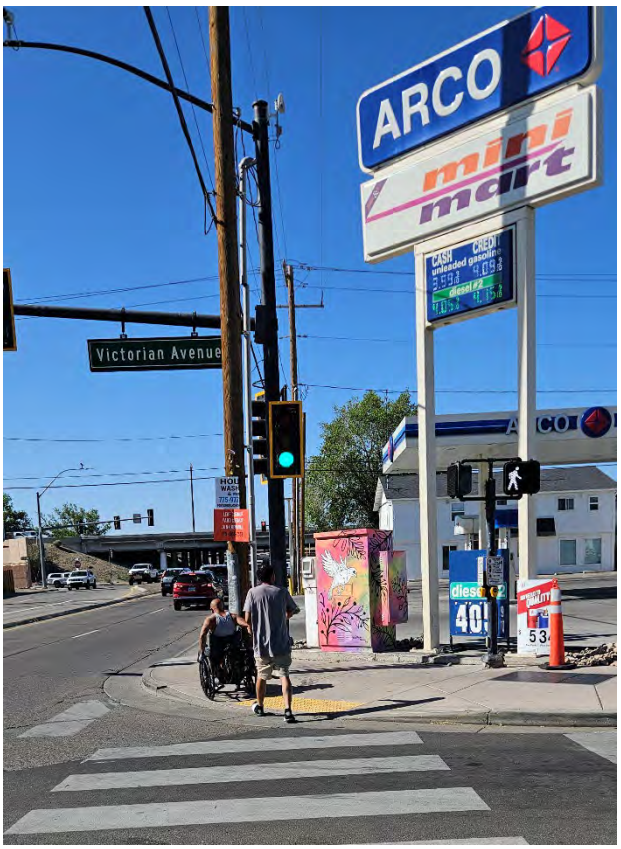
To better understand the context and needs of the neighborhood, the RTC reviewed various datasets to compare the Central Sparks neighborhood with the broader Reno/Sparks area—also known as the greater Truckee Meadows region—to identify focused needs within the neighborhood. This section includes a summary 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 Sparks 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 under 5 to age 34 and fewer people over 55. The neighborhood also has a larger percentage of Hispanic/Latino residents, and a smaller percentage of White Alone residents compared to the Reno/Sparks area.

Population density in Central Sparks is approximately 20 times higher than the regional average, with the densest areas between McCarran Blvd, Oddie Blvd, Prater Wy, and Sparks Blvd. The Central Sparks neighborhood exhibits a wide range of household incomes, with areas like the northeast (Vista Blvd, Sparks Blvd, and Baring Blvd) having a median income of $133,500, while other areas, such as between Oddie Blvd, Prater Wy, and El Rancho Dr, have a median income of $30,000 (as seen in Figure 2). Overall, the neighborhood's median household income of $75,848 is slightly below the Reno/Sparks median of $85,969.

In Central Sparks, 7% of households lack access to a vehicle, matching the regional average. Certain areas south of Prater Wy and along the I-80 corridor have higher rates, reaching up to 15%. Furthermore, the neighborhood faces housing affordability challenges, with an average of 32% of households being cost-burdened, paying over 30% of their income on housing. However, some areas south of Prater Wy contain census tracts with 55% of households that are cost-burdened, which is higher than the regional rate of 31% of households being cost-burdened.



A person walking and a person using a wheelchair to cross Victorian Avenue at Rock Boulevard.

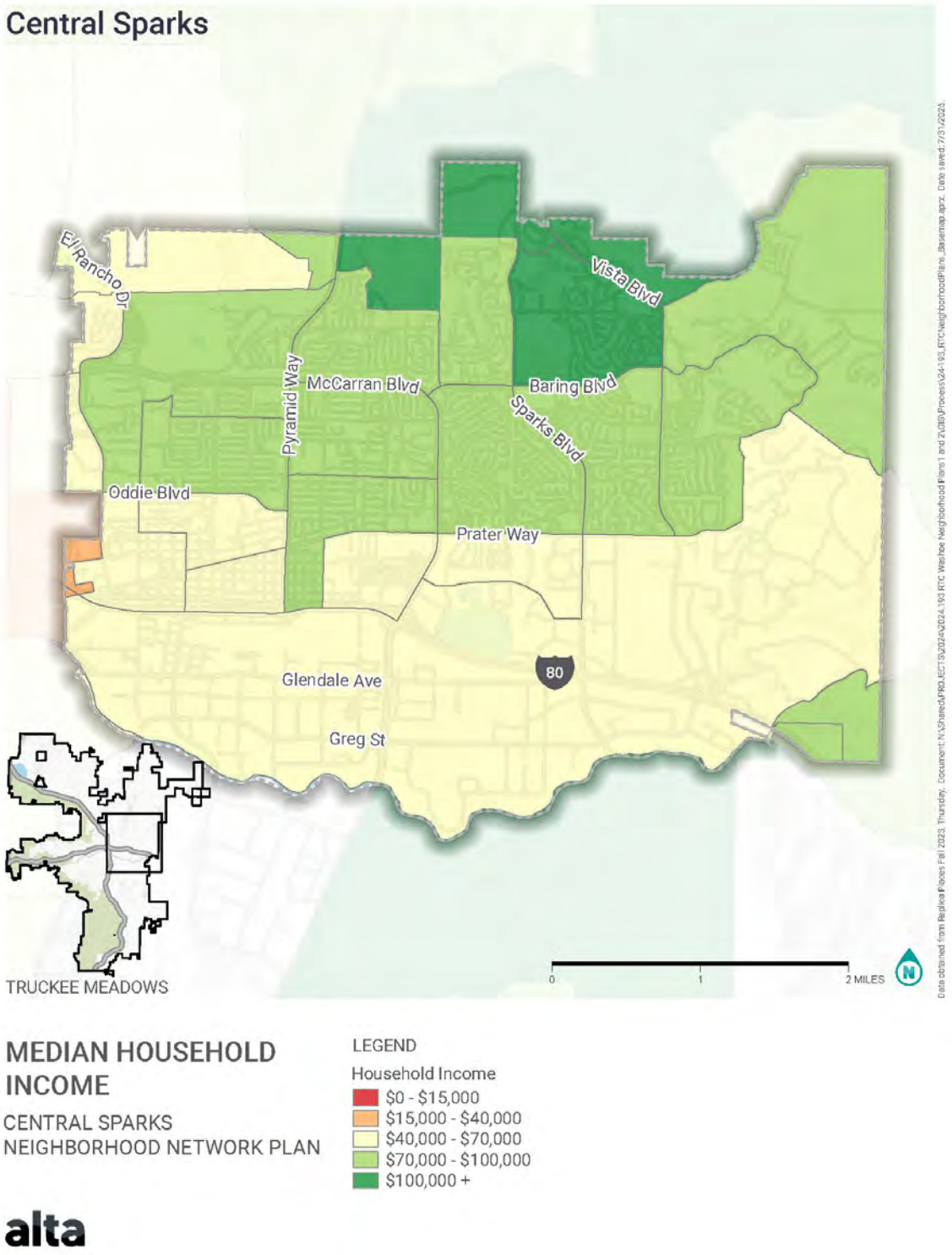


Figure 2. Median Household Income in Central Sparks

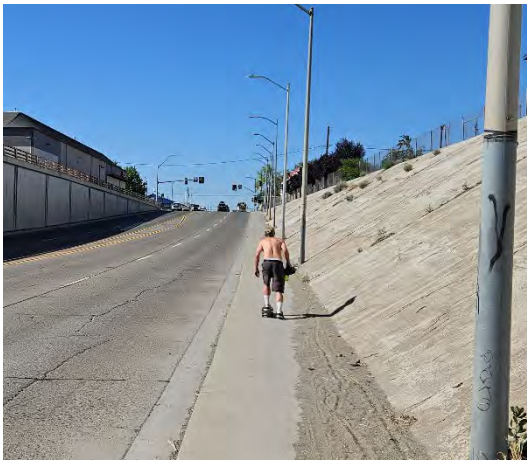
Existing Neighborhood Network

Pedestrian Facilities

The pedestrian network includes sidewalks and crossing features like painted crosswalks and rectangular rapid flashing beacons (RRFBs). The RTC assessed sidewalk availability on arterials and collectors, scoring them from zero (no sidewalks) to two (sidewalks on both sides). In Central Sparks, arterials scored an average of 1.34, and collectors scored 1.52, showing that over half of all collectors and arterials[1] have sidewalks on both sides of the street (see Figure 3). However, gaps and a lack of sidewalk buffers along major roadways like McCarran Blvd and Greg St are safety concerns for residents, especially where missing facilities cause pedestrians to walk within the roadway. Refer to **Appendix A** for more details.



Pedestrians crossing McCarran Blvd at Prater Way in the crosswalk (above). Sidewalk lacking sidewalk buffer and regular maintenance on Rock Blvd (bottom left). The Rock Blvd bridge (bottom right) currently lacks sidewalks and acts as a barrier for people walking trying to cross the Truckee River.





[1] **Arterials** provide longer through travel between major trip generators while **collectors** "collect" traffic from the local roads and connect to larger roadways. For more information on roadway classifications, visit https://www.dot.nv.gov/home/showdocument?id=6654.

Bicycle Facilities

The Central Sparks area has 37.2 miles of bike facilities as shown in **Table 1**. Of these, 22.1 miles (nearly 60%) 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 69% of the 53.7 miles of arterials and collectors (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 provide connectivity but remain difficult routes. Additionally, the existing bike network in the neighborhood includes multiple gaps such as along Greg St, Glendale Ave, and Vista Blvd, or along McCarran Blvd between Prater Wy and I-80, where the region's only separated bike lane passes through. There are many opportunities to expand and improve the bike network in the area. Refer to **Appendix A** for more details.

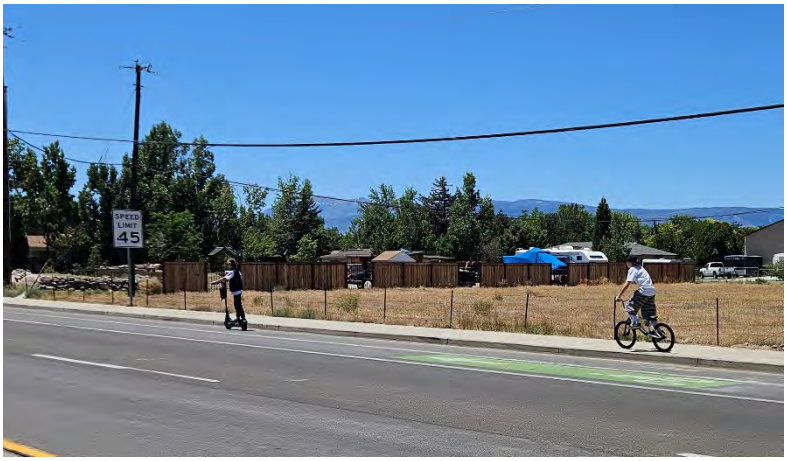


Table 1. Bicycle Facilities in Central Sparks by Mileage (Sept. 2024)

Protection	Facility Type	Mileage
Unprotected	Bike Lanes	21.3
	Shared Lane Facilities	0.8
Protected	Shared-Use Paths	12.6
	Separated Bike Lanes	2.5
	Total	37.2

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 (example: bike lane on McCarran Blvd above).

Protected facilities – Facilities that are separate from vehicle traffic by a physical barrier or are in a separate right-of-way from vehicle traffic (example: Truckee River Path at Rock Park below)



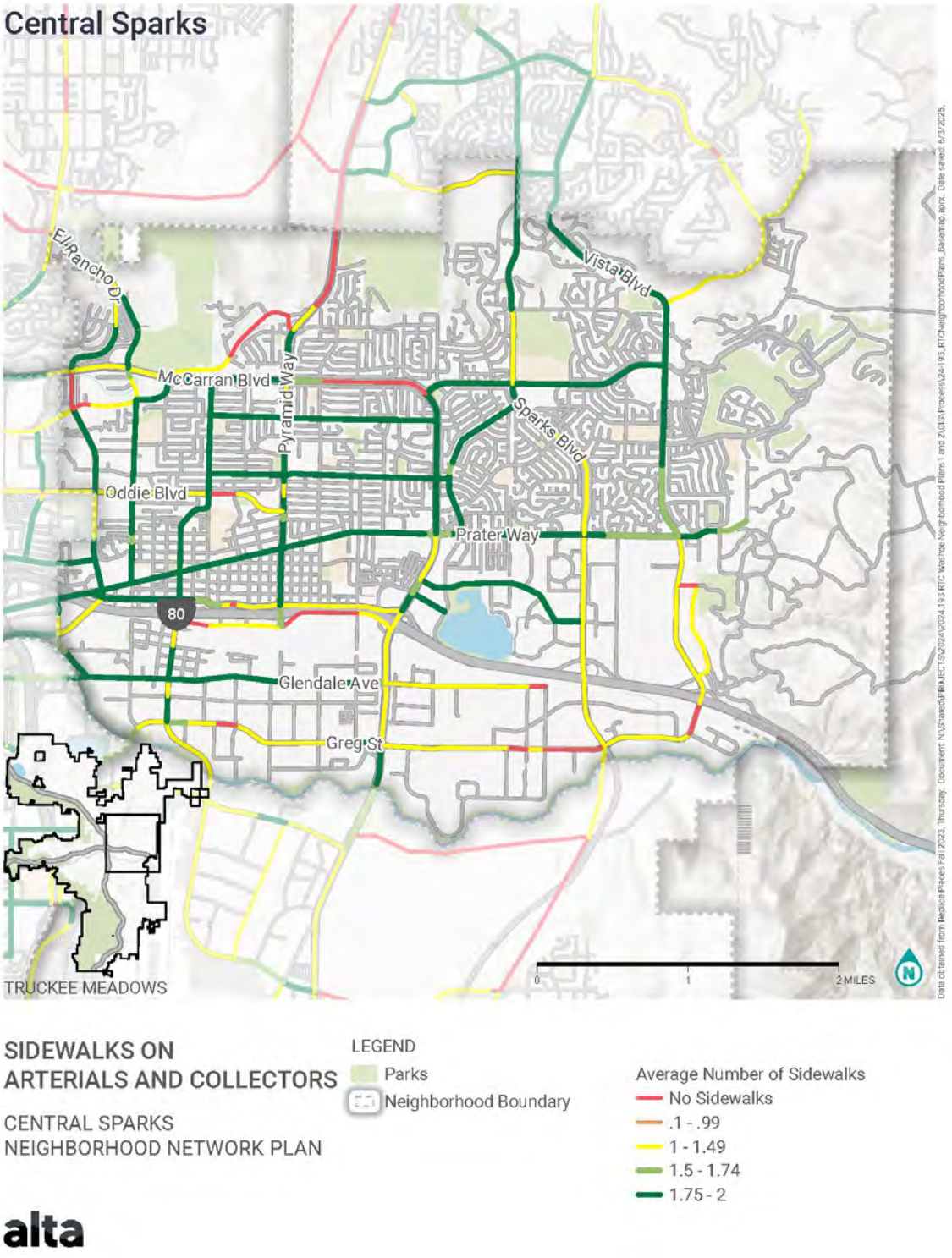


Figure 3. Sidewalks on Arterial and Collector Roads in Central Sparks

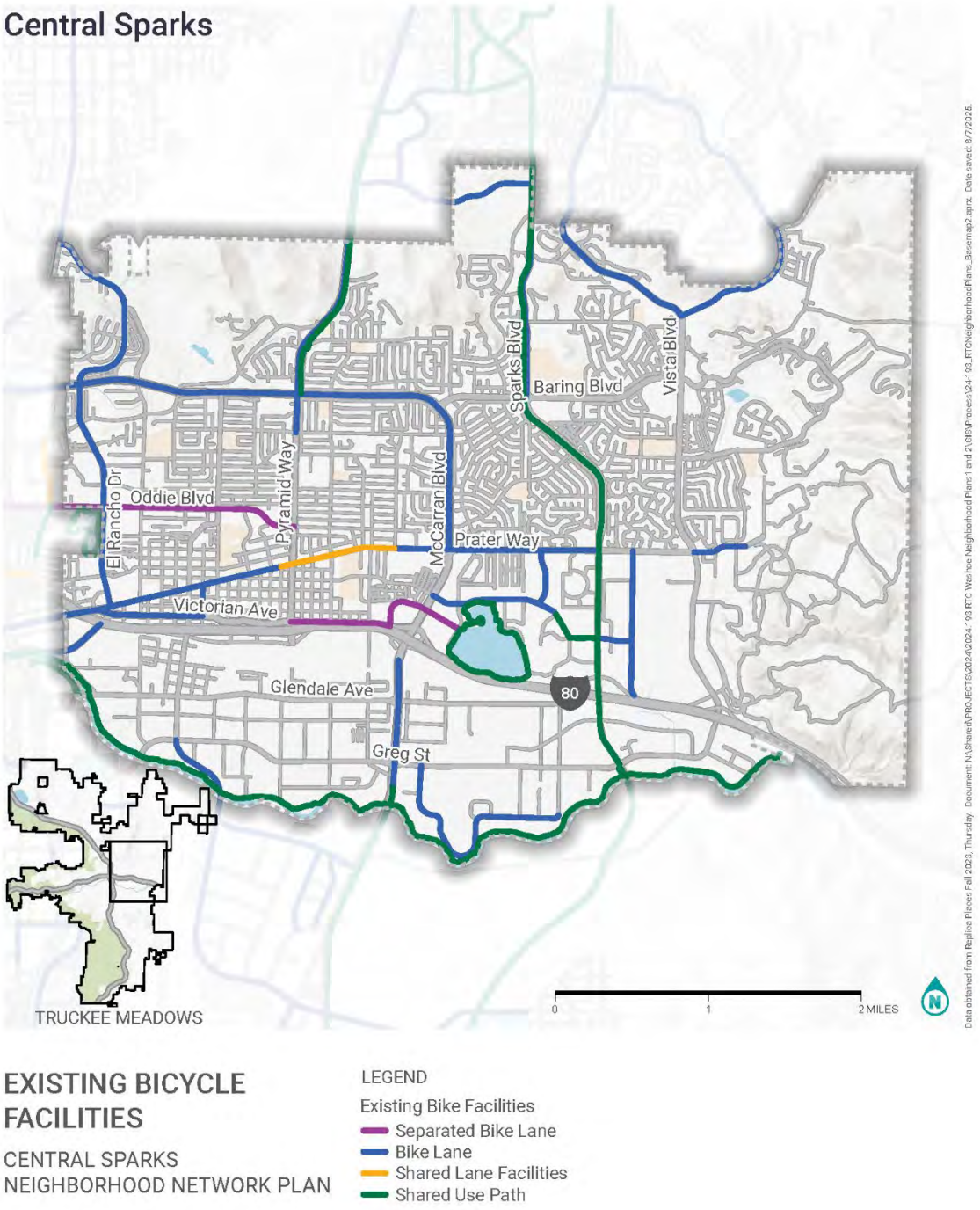


Figure 4. Existing Bicycle Facilities in Central Sparks

Chapter 3: Biking and Walking in Central Sparks Today

Community Engagement

The RTC engaged with residents and stakeholders within the Central Sparks neighborhood throughout the development of this 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 Sparks NNP process. For greater detail about specific meetings, please refer to **Appendix B**.

Phase 1

Community Workshops & Pop-Ups

The RTC engaged with the community through a community workshop and two pop-up events that were attended by over 60 people during the first phase of engagement. The community engagement workshop for the Central Sparks NNP took place at Sparks High School on January 29th, 2025. The first pop-up event took place at the Sparks Marina near Lighthouse Coffee on February 22nd, 2025. The second pop-up event was at the West Wind El Rancho Swap Meet at 555 El Rancho Dr on March 9th, 2025. 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 Sparks 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.



Community Workshop at Sparks High School



Pop-Up event at the West Wind El Rancho Swap Meet

Interactive Map

The interactive map allowed community members to identify areas of concern and provide comments on the existing network. Over 280 comments and over 650 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:

- **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 the Sparks Marina, Victorian Square, and the Industrial Area to access job centers.
- **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.
- **Lack of High-Quality 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., McCarran Blvd, Prater Way, Greg St, and Rock Blvd).
- **High Vehicle Speeds**: Community members expressed concerns over high vehicle speeds on major roadways and on wide roadways within residential areas. Comments highlighted a desire for lower vehicle speeds at intersections and along roadways through the use of traffic calming measures such as speed humps, roundabouts, or road redesigns to make streets safer for pedestrians.
- **Lighting Issues**: Poor street lighting, particularly in high-traffic areas or near bus stops, is a recurring concern for pedestrian and bicyclist safety.

Additionally, community members frequently identified specific streets and intersections as barriers for walking and biking including McCarran Blvd, Rock Blvd, and Pyramid Way. Community members noted concerns about interactions with high-speed vehicles and a lack of separation on these streets generally.

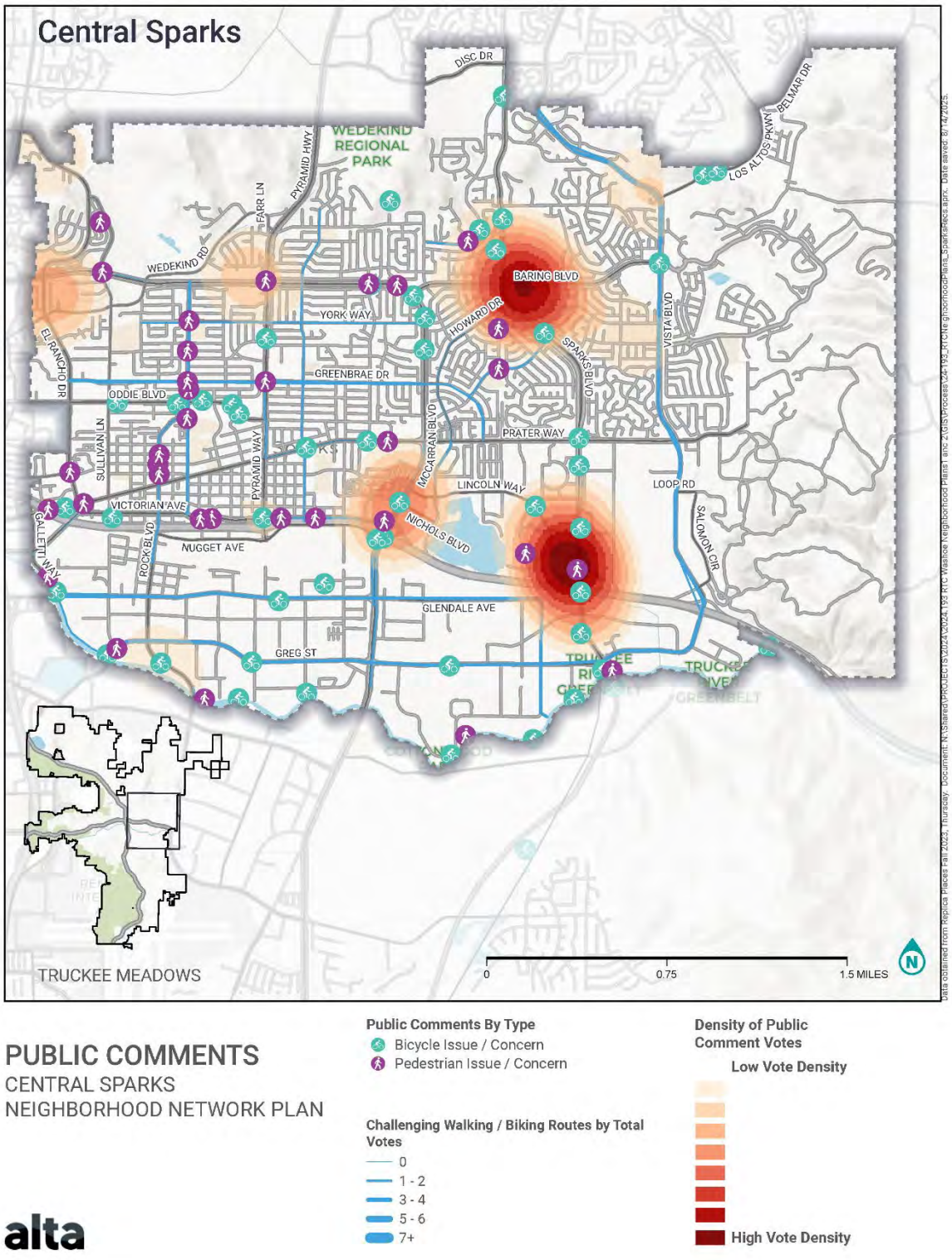


Figure 5. Interactive Map Comments

Steering Committee

The Steering Committee was composed of community members and representatives from the City of Sparks, Washoe County School District, three members of the public, and RTC Washoe. 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



Members of the Steering Committee documenting existing conditions on the neighborhood map

Resulting input map from Steering Committee #1 which helped identify existing issues within the neighborhood.



Walk Audit

On April 8th, 2025, the Steering Committee conducted a walk audit within the Central Sparks neighborhood. A Walk Audit is an on-the-ground assessment in which participants walk along specific corridors and intersections to evaluate infrastructure, accessibility, and overall safety for people walking and biking. During the half-day effort participants observed 6 corridors 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 discussing the intersection of 4th Street and Prater Way.





Members of the Steering Committee observing the intersection of Lincoln Way and Howard Drive.

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 recommendations 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.

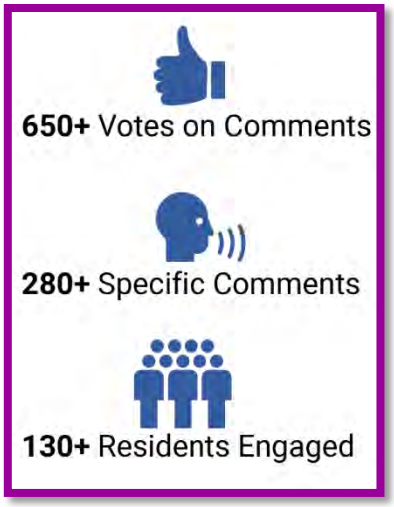


Members of the Steering Committee reviewing draft recommendations during Steering Committee meeting #2.

Active Transportation Plan (ATP) Process

During the development of the ATP (from 2023 to 2024), the RTC received 63 comments specific to the Central Sparks 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 Sparks NNP engagement process. A full summary of the ATP comments is provided in **Appendix A**.

What We Heard from the Community



Over the course of the project, we engaged directly with over 130 community members and received over 650 interactions including comments and votes through the interactive map. Comments gathered during the project touched on 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 from community members for this project, four key themes emerged as leading issues for people walking and biking in the neighborhood:

Connectivity

- Many participants highlighted gaps in sidewalks and the lack of a continuous, connected bike network as major barriers to choosing walking or biking for daily travel. Community members noted instances where abrupt or unclear transitions in infrastructure make it inconvenient and, at times, unsafe for users to reach their destinations.

Traffic Calming

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

Lighting

- Community members also noted that poor lighting in key areas, such as along paths, intersections, and around parks, reduces the sense of safety—especially during early morning or evening hours. Improved lighting is seen as essential for both real and perceived safety for people walking or biking.

Crossing Safety

- Community members expressed safety concerns related to crossing roadways with high speeds and high volumes that do not have signalized intersections. Crossings that provide access to schools and parks were of particular concern, as parents voiced worries about their children having to cross these streets alone.

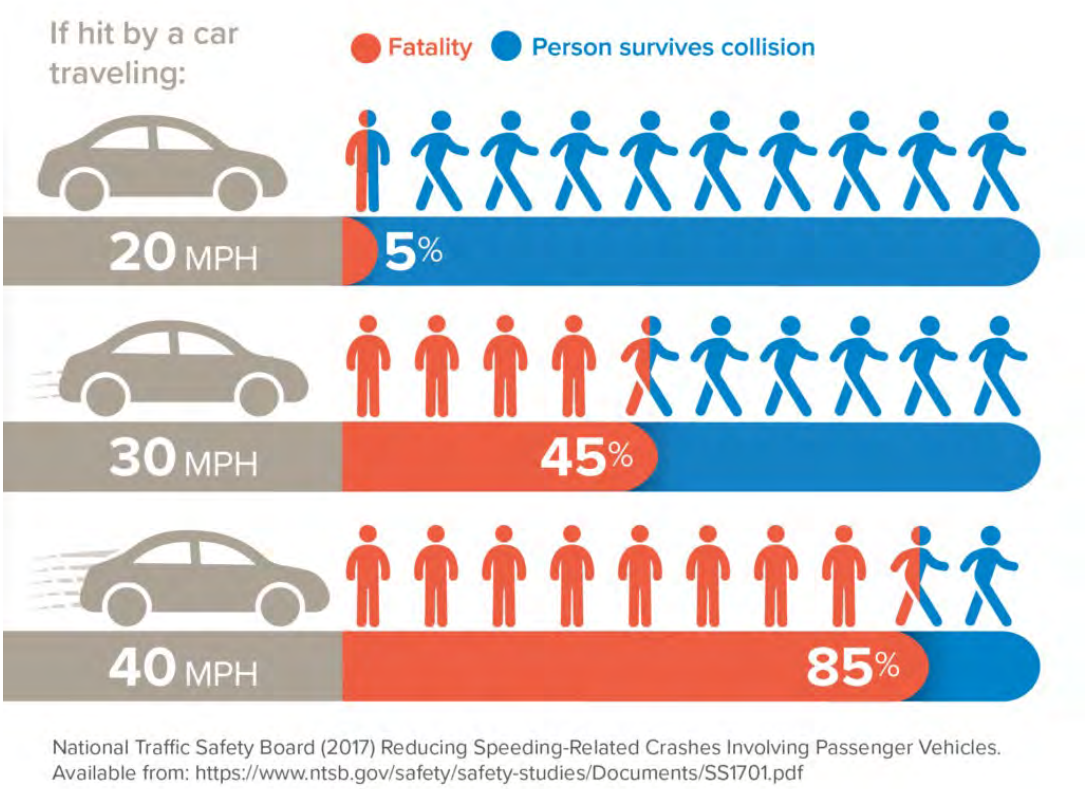
The themes identified through community input, combined with data analysis, played a central role in shaping the recommendation scenarios and determining which projects to move forward. Each recommendation was developed to respond directly to these priorities while remaining feasible within the neighborhood's 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 Sparks 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 Sparks neighborhood, roads with high-speed limits include McCarran Blvd, Sparks Blvd, Pyramid Wy, and Vista Blvd (**Figure 7**). 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 (pages 24 – 27).



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 Death for People Walking Based on Vehicle Speeds (NTSB, Smart Growth America)

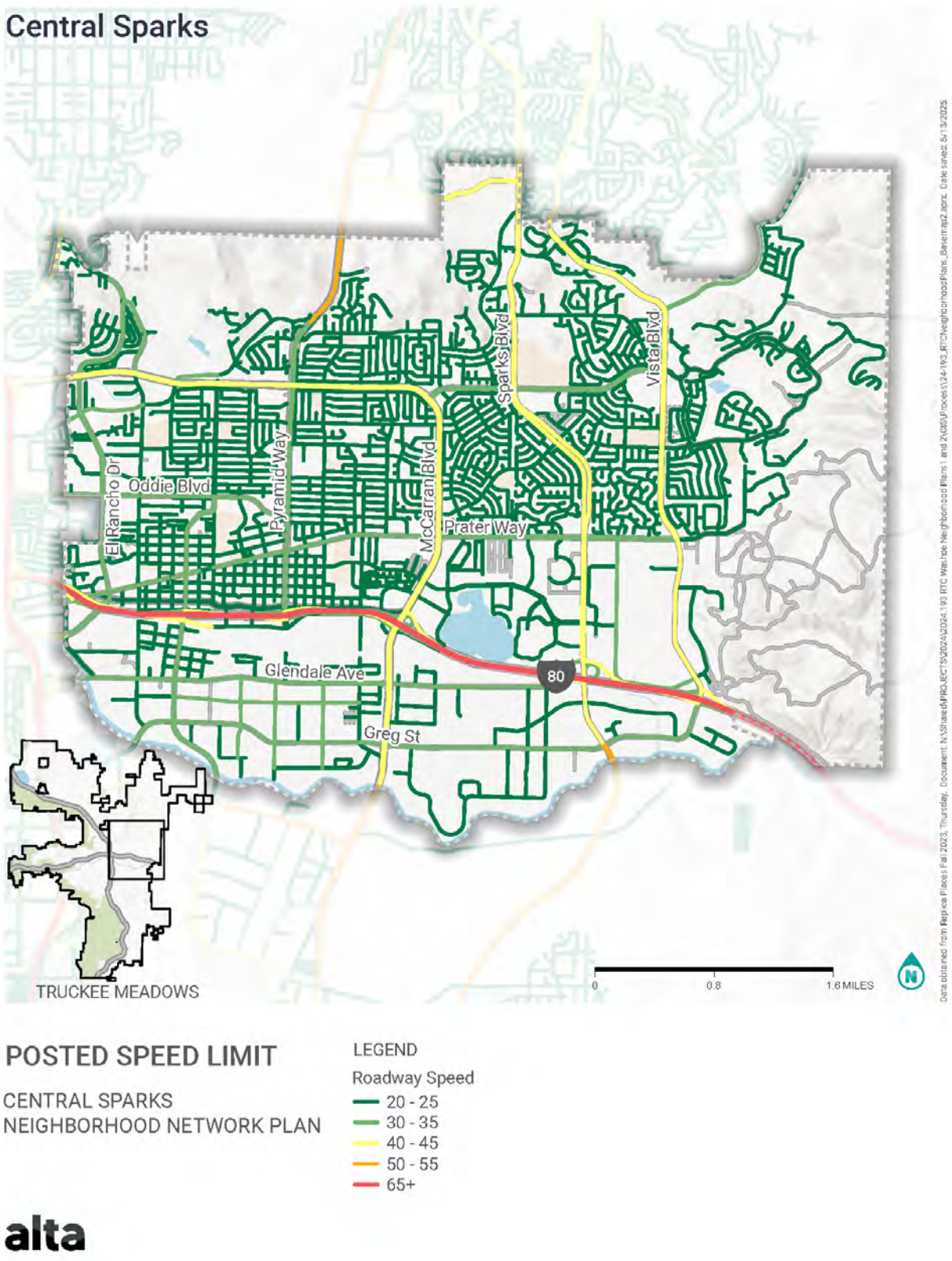


Figure 7. Posted Speed Limits in Central Sparks

Safety

The RTC conducted an analysis of the arterial and collector 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. The Central Sparks area contains 16 HIN corridors and 26 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 – 2023[2]) highlights an on-going need for safety improvements with a total of 202 crashes, including 8 fatalities and 184 injuries involving a person walking or biking (**Table 2**). Of these, the majority (132) involved pedestrians, while 70 were related to cyclists.

Table 2. Total Crashes By Mode

Total Crashes by Mode			
Crash Severity	**Pedestrians**	**Bicyclists**	**Total**
Fatal	4	4	8
Injury	118	66	184
Property	10	0	10
Grand Total	132	70	202



McCarran Boulevard at Wedekind Road looking east (above). This section of road from Wedekind Road to Rock Boulevard is on the High-Injury Network and currently lacks sidewalks and a comfortable bicycle facility.

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

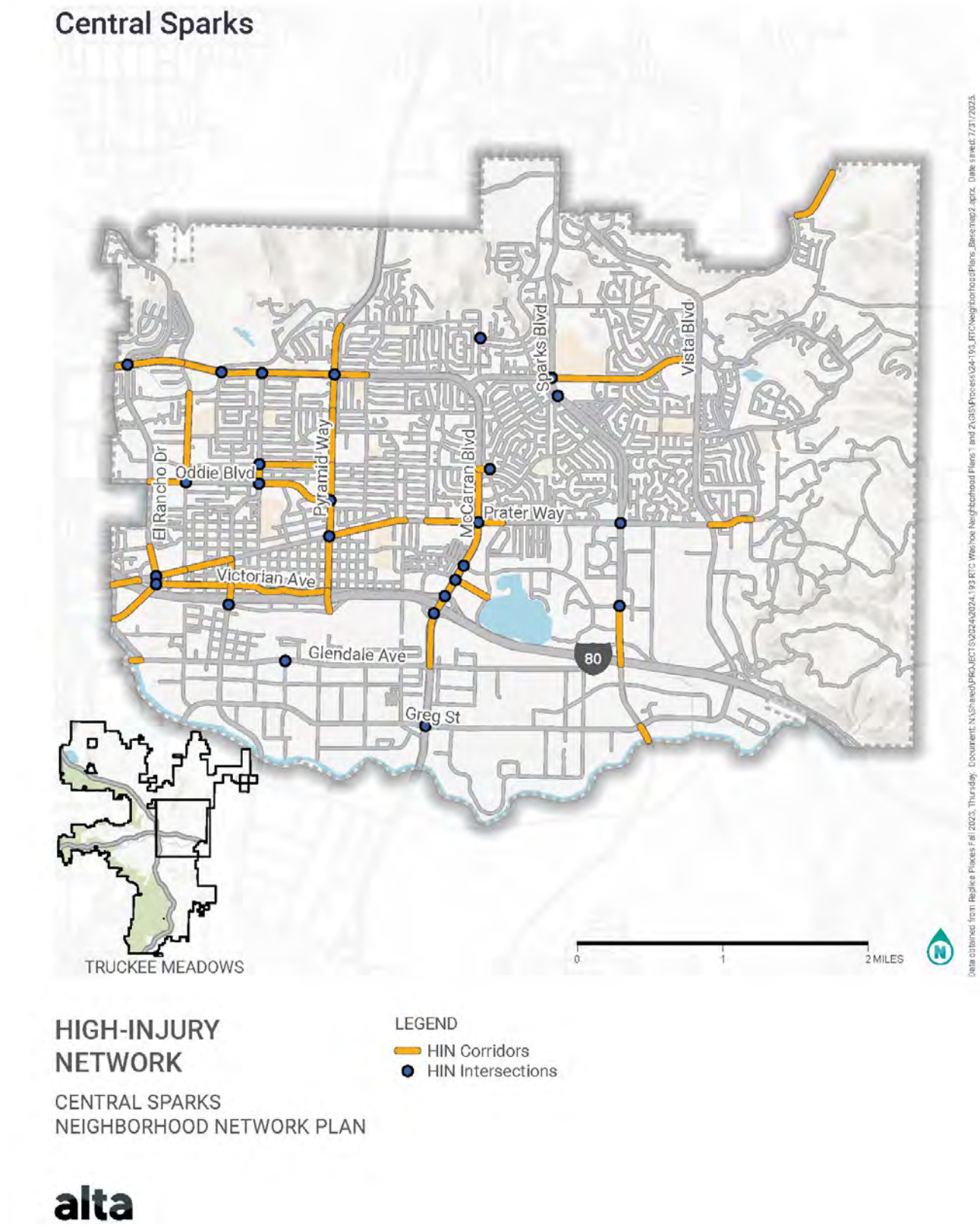


Figure 8. High-Injury Network in Central Sparks

Intersections vs. Segments

Crashes occurred nearly equally at intersections and roadway segments. However, crashes at intersections accounted for two-thirds (63 percent) of fatalities for people walking and biking. Notably, Prater Wy stands out among the top 15 corridors with three fatal crashes and twenty-five injuries as well as the highest rate of crashes per mile (**Table 3**).

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

Rank	Street Name	Pedestrian Crashes		Bicycle Crashes		Total	Mileage	Crashes Per Mile
		Fatal	*Injury*	*Fatal*	*Injury*			
1	Prater Wy	1	17	2	8	28	4.6	6.0
2	Pyramid Wy	0	7	0	6	13	2.7	4.8
3	El Rancho Dr	0	9	0	2	11	2.9	3.9
4	Rock Blvd	0	5	1	4	10	2.9	3.5
5	Victorian Ave	0	9	0	1	10	2.1	4.8
6	Glendale Ave	0	4	0	4	8	3.1	2.6
7	McCarran Blvd	0	6	0	3	8	5.2	1.5
8	Lincoln Wy	0	3	0	4	7	1.2	5.8
9	Sparks Blvd	0	3	1	3	7	4.2	1.7
10	Vista Blvd	0	4	0	2	6	3.7	1.6
11	Greg St	0	3	0	2	5	4.1	1.2
12	Baring Blvd	0	1	0	3	4	1.6	2.4
13	Greenbrae Dr	0	4	0	0	4	1.6	2.5
14	Howard Dr	0	4	0	0	4	1.1	3.6
15	Sullivan Ln	0	2	0	2	4	2.0	2.0

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 Sparks neighborhood, many of the census tracts ranked in the top 20% for equity, indicating higher needs for active transportation improvements (**Figure 9**). Based on this analysis, the census tracts with the lowest need are along Vista Blvd in the northeast portion 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.

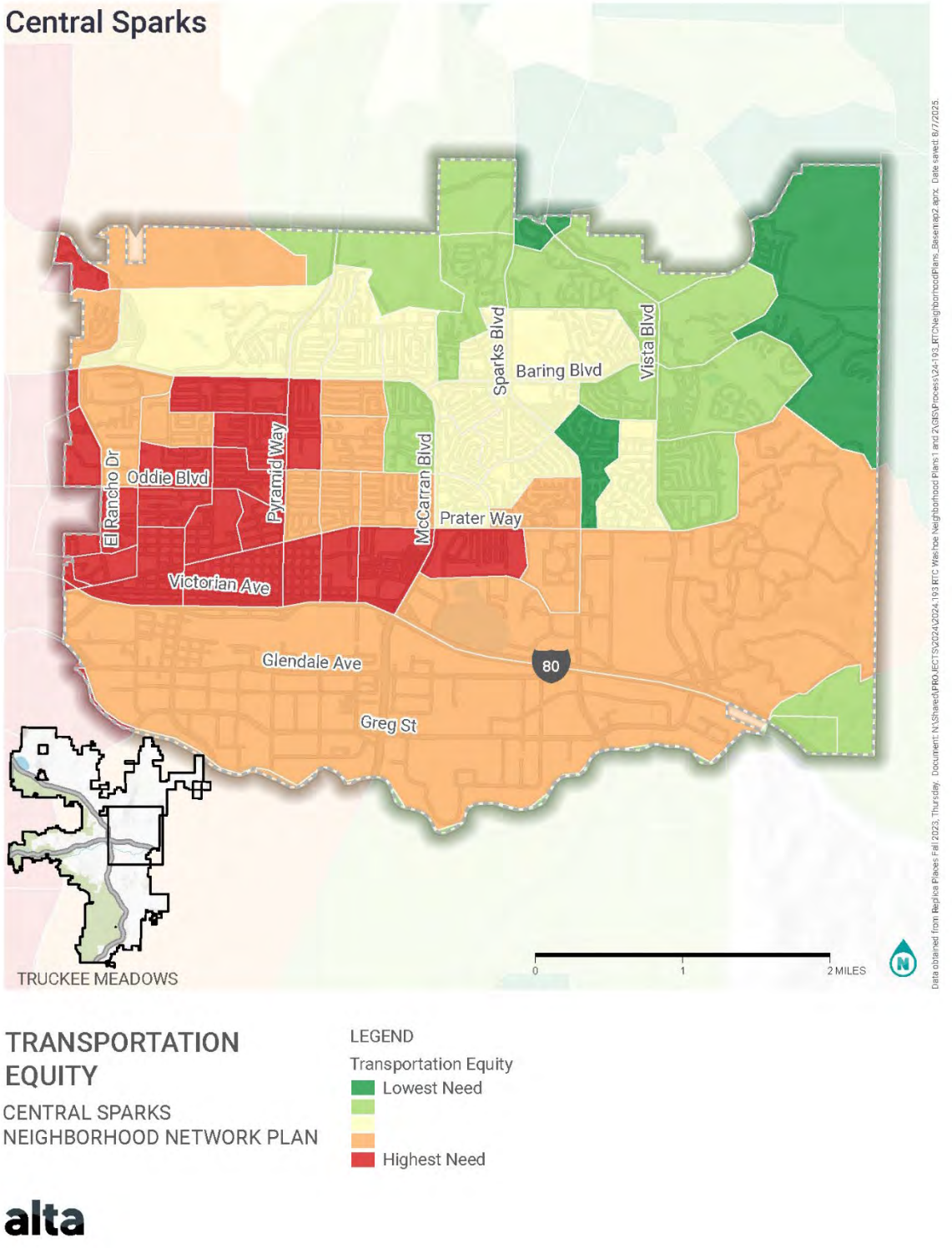


Figure 9. Transportation Equity in Central Sparks

Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (BLTS) measures how comfortable bicyclists feel on a roadway, considering factors like speed, number of lanes, and bike lane presence. 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 cyclists). In the Central Sparks neighborhood, many roadways rank as BLTS 3 or 4, including Greg St, Vista Blvd, Rock Blvd, McCarran Blvd, and Pyramid Wy (**Figure 10**). These roads present challenging conditions for bicyclists due to high vehicle speeds, heavy traffic, and a lack of adequate bike infrastructure, creating a stressful and discouraging environment for biking.



Unprotected bike lanes on high speed and high-volume roadways such as the bike lane on McCarran Blvd (shown above) can be uncomfortable for most bicyclists, which can increase levels of sidewalk riding and discourage future bicycling trips.

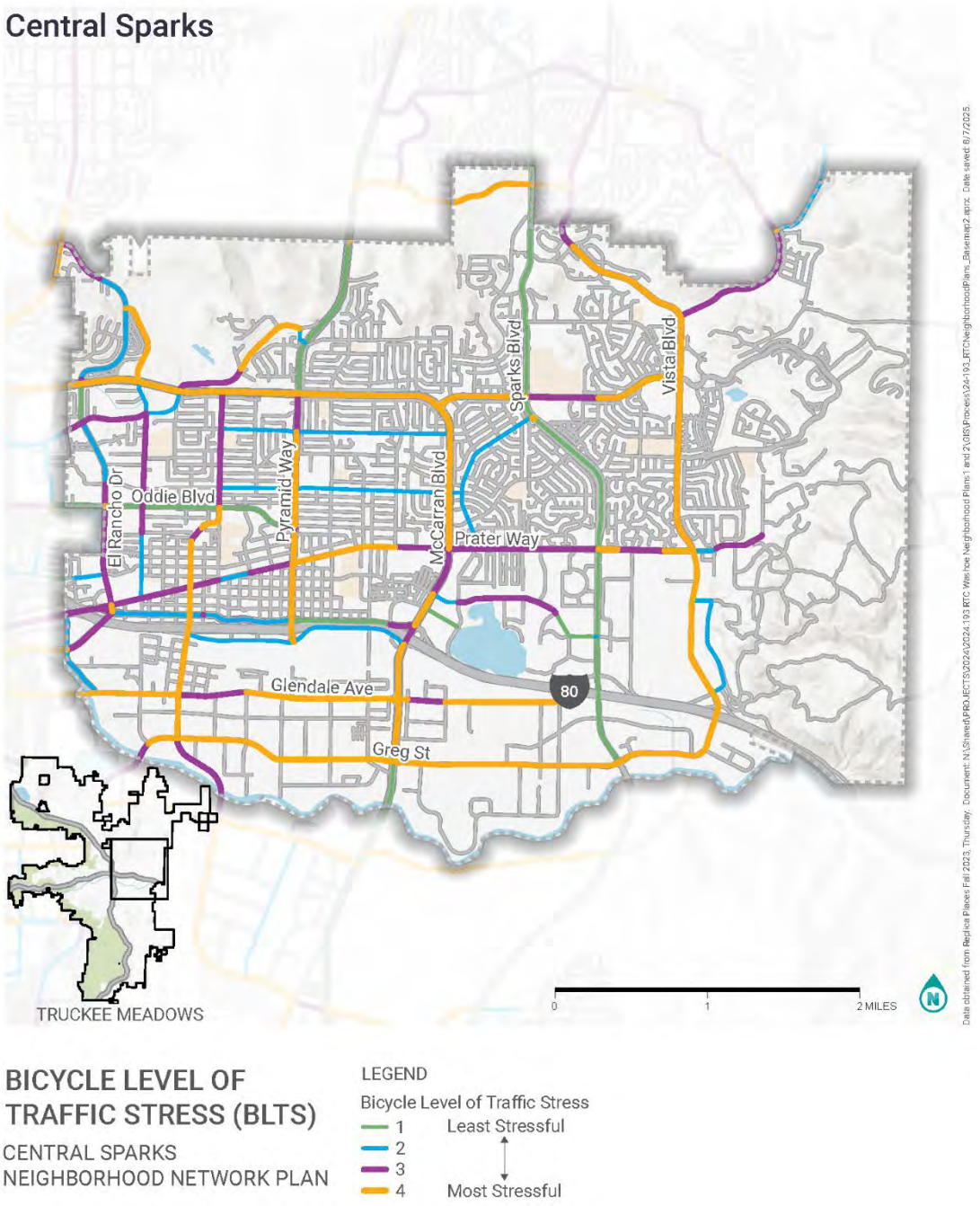


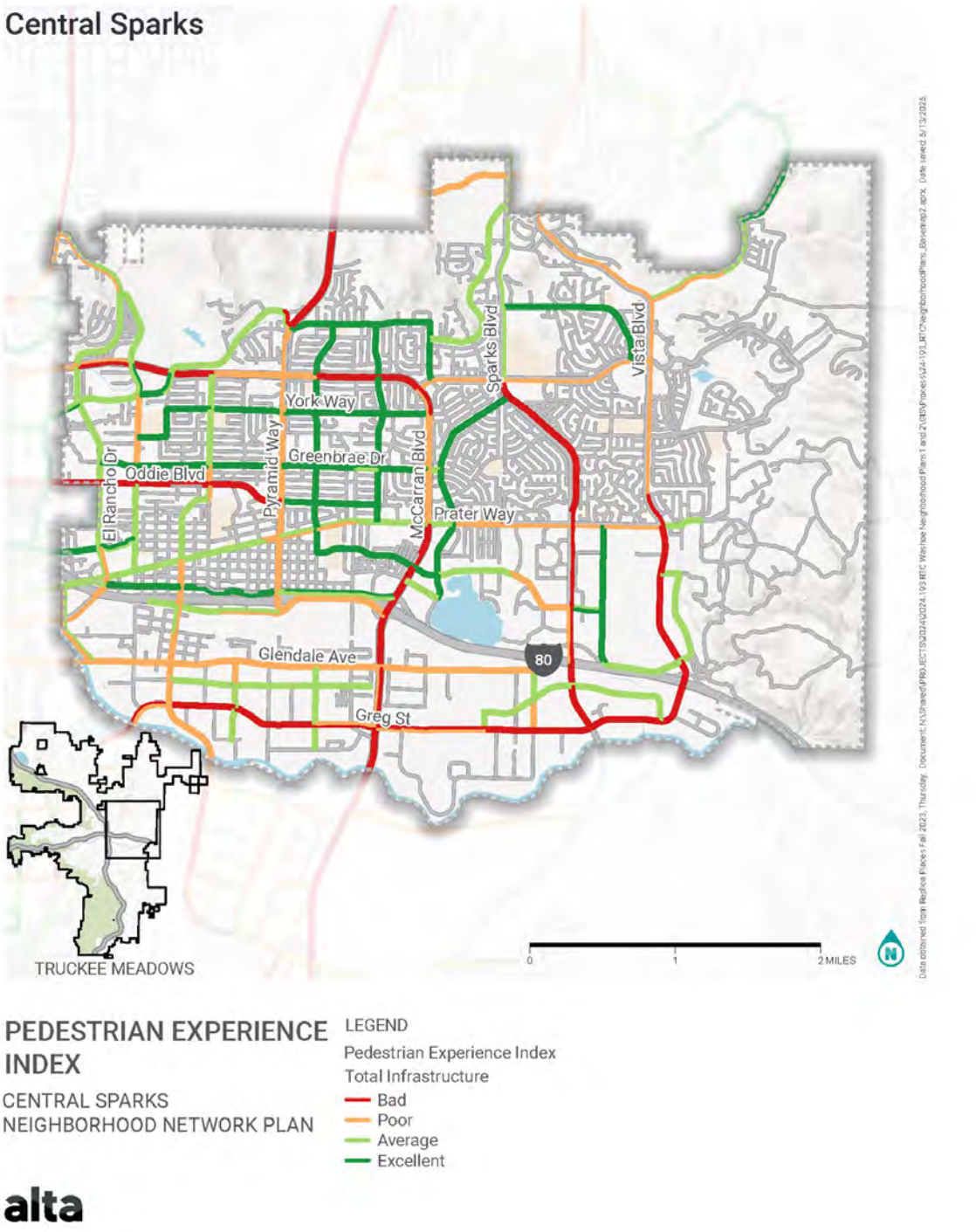
Figure 10. Bicycle Level of Traffic Stress in Central Sparks

Pedestrian Experience Index

A pedestrian-focused quantitative analysis conducted by researchers at UNR assessed the pedestrian experience along roadways in the Central Sparks neighborhood. 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 Sparks was 45.76, indicating that most sidewalks are five to six feet wide and are present on one or both sides, though buffer space is intermittent, and some areas have higher vehicle speeds and lane numbers (see **Figure 11**). While many roadways scored relatively high, segments like McCarran Blvd, Oddie Blvd, Vista Blvd, and Greg St are made up of segments that earn some of the lowest scores in the network. However, the area has numerous roads that earned high pedestrian experience scores, including roads like Greenbrae Dr, Probasco Wy, and York Wy. Compared to the broader Reno/Sparks area, the Central Sparks network had a higher average pedestrian experience score, particularly for major and minor arterial roads.



The pedestrian experience is heavily influenced by sidewalk obstructions, roadway debris, poor sidewalk quality, a lack of sidewalks, and being too close to high traffic speeds and volumes as shown in the examples above from McCarran Boulevard (left) and Sparks Boulevard (right).



Pedestrian Experience Index conducted by UNR (2022)

Figure 11. Pedestrian Experience Index in Central Sparks

Active Trip Potential

In addition to identifying current active transportation routes, it is 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, those 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. These trips are categorized by distance, which helps determine the potential for mode shifts. Within the Central Sparks neighborhood, there are a number of areas that see a high percentage of vehicle trips that are less than or equal to six miles, which have the potential to be converted to other modes (**Figure 12**).

Within the Central Sparks neighborhood, there are several areas that see a high percentage of short vehicle trips that have the potential to be converted to other modes. Central Sparks sees ten percent more vehicle trips under three miles than the Reno/Sparks area, highlighting the significant potential for mode shift in the neighborhood. For additional description of these findings, please refer to **Appendix A**.

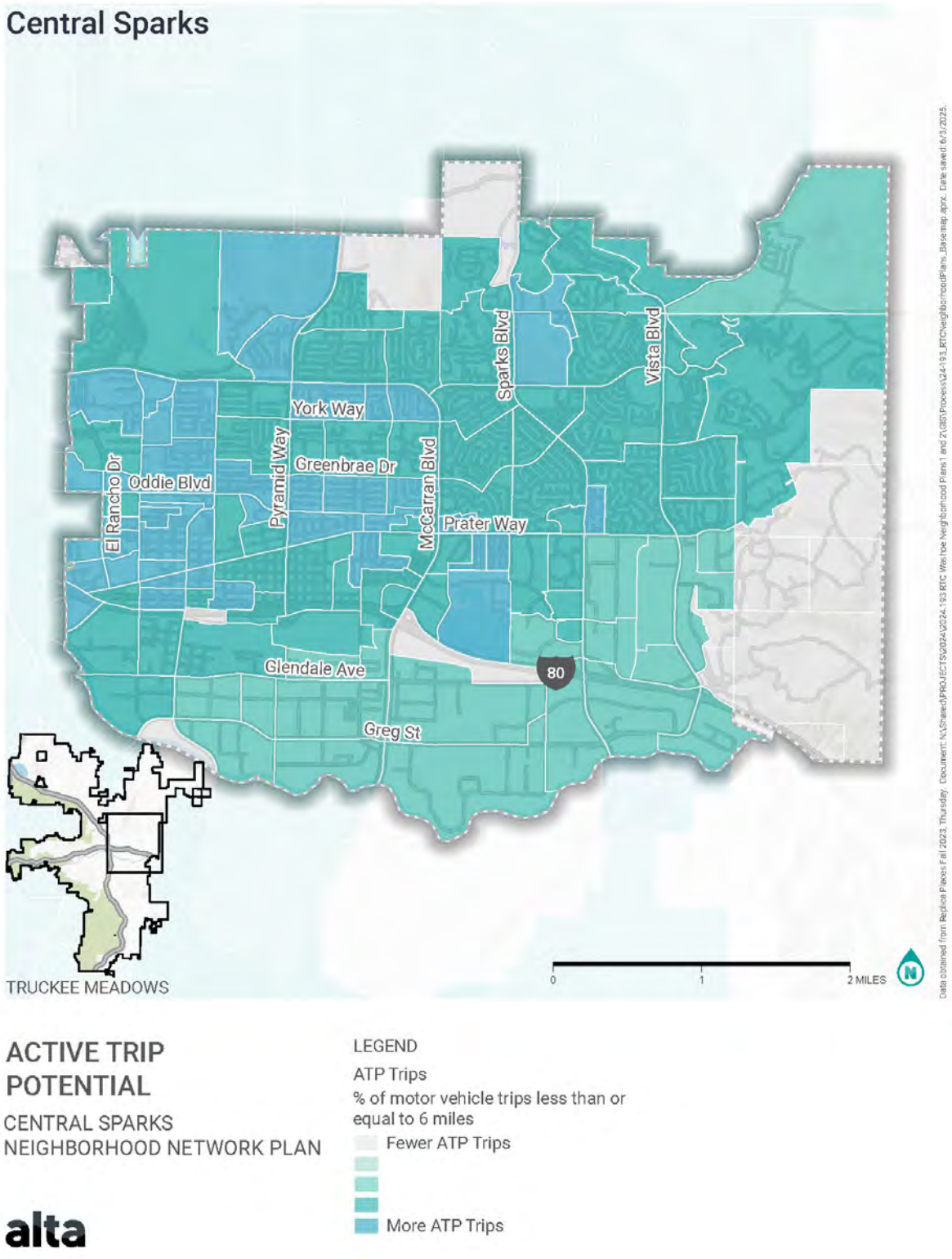


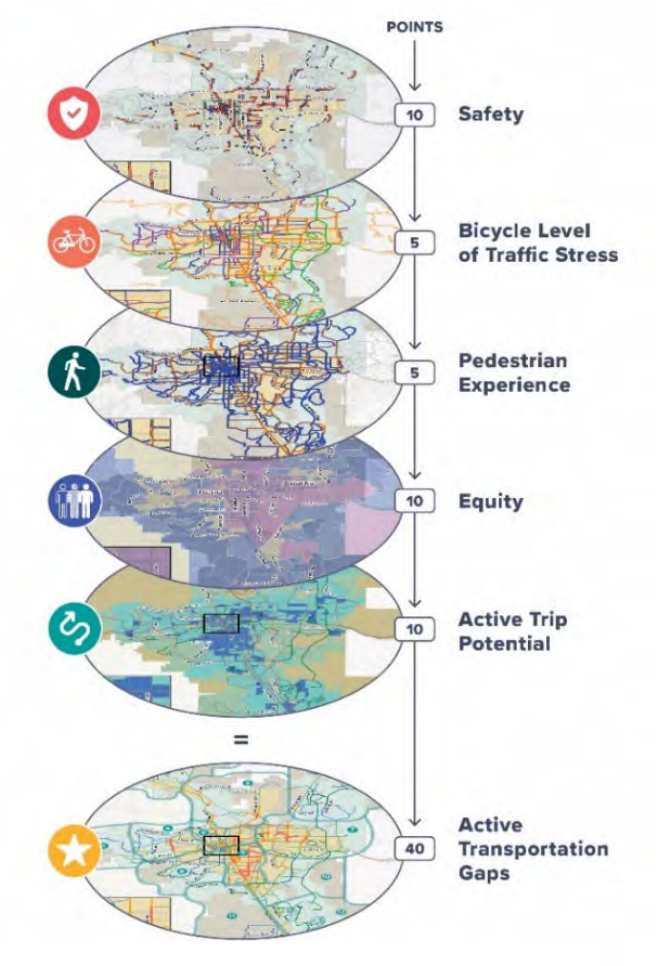
Figure 12. Active Trip Potential in Central Sparks

Gaps Analysis

The Active Transportation Gap[3] 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, BLTS, PEI, Equity, and the Active Trip Potential. Each roadway segment was assigned a score between 0 and 40, with higher scores indicating more significant gaps in active transportation infrastructure. The Central Sparks area had an average score of 22.4, with most streets falling between 12 and 29.

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

- Pyramid Wy
- Oddie Blvd
- McCarran Blvd
- Kietzke Ln
- Nichols Blvd
- Prater Wy
- Rock Blvd
- Wedekind Rd
- Victorian Ave
- El Rancho Dr



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

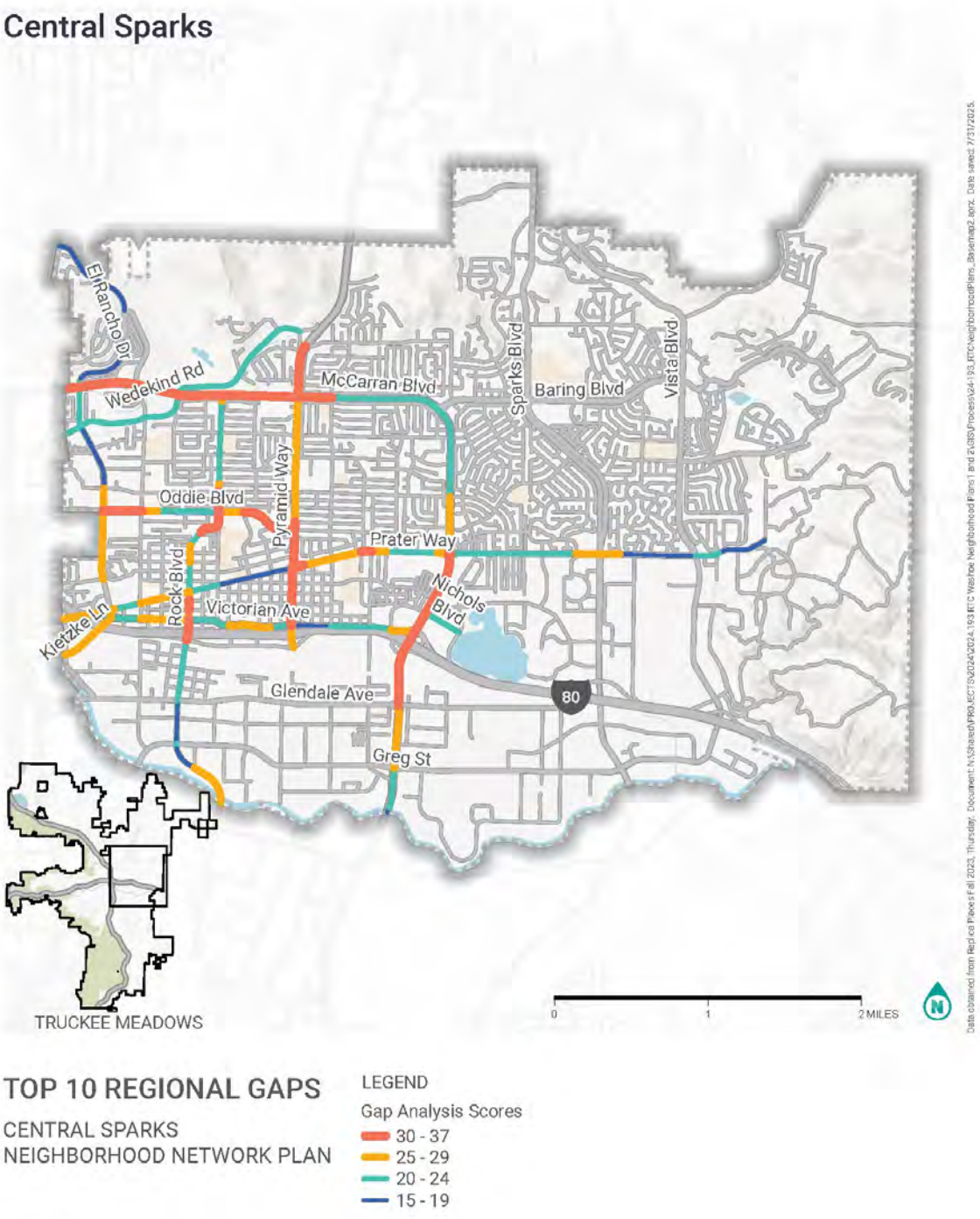


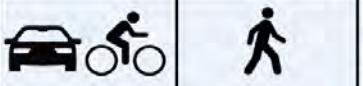
Figure 14. Top 10 highest scoring corridors in Central Sparks

Chapter 4: Addressing Central Sparks Needs

The NNP is a short-term plan that identifies roadway improvements, 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 Neighborhood Network improvements within the Central Sparks neighborhood.

Neighborhood Network Plan Implementation Strategy

This NNP's recommendations are focused on short-term improvements to quickly address 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 projects that holistically address the various transportation challenges for each unique corridor.

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, please visit: 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 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 related to walking and biking safety and promotion.	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
	walkers. These classes could be held in	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
		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 an 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 Sparks / Reno / 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 Sparks / Reno / 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 Sparks / Reno / 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 Reno, Sparks, and 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 Reno, Sparks, and 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 TMRPA	♦	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. Additional RTC planning studies in the neighborhood including the Rock Boulevard Corridor Study, 4th Street Corridor Study, Prater Way Multimodal Project, and 9th Street Multimodal Project may identify other improvements along these roadways that will further enhance the Central Sparks network (**Figure 15**).

Existing RTP Projects

Table 12 provides a breakdown of planned improvements to the Neighborhood Network from the RTP (2025 – 2034), 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 improvements (Active Transportation Program projects and RTP projects) in the Central Sparks neighborhood are shown in **Figure 15**.

Table 12. RTP Projects within Central Sparks Neighborhood (2025–2034)

Corridor	Extent	Project Type
Vista Boulevard	I-80 to E Prater Way	Capacity
Sparks Boulevard	Disc Drive to I-80	Capacity
Prater Way	Pete's Way to Pyramid Way	Multimodal
4th Street	Penny Way to I-80	Multimodal
9th Street / G Street	El Rancho Drive to W Cygnet Circle	Multimodal

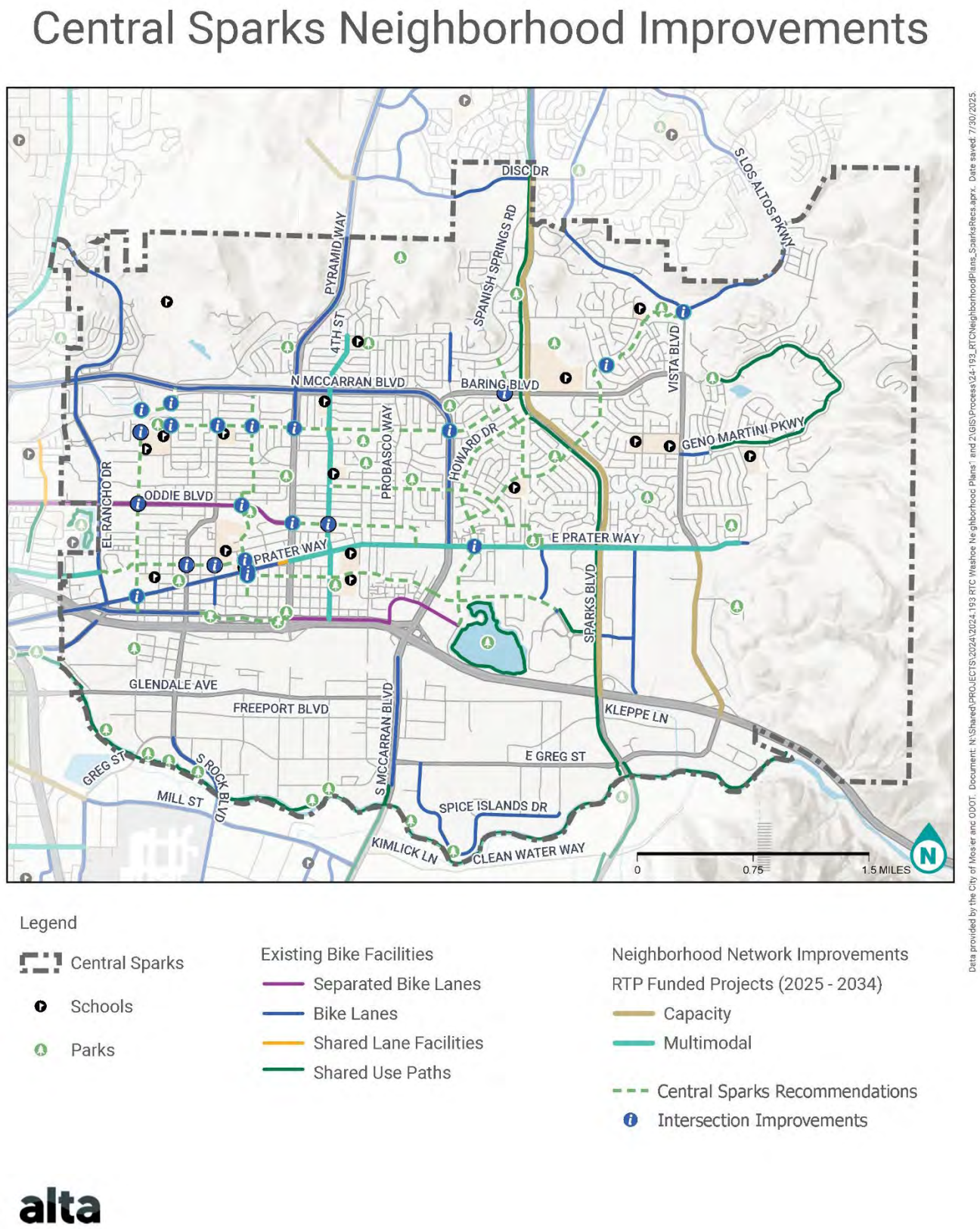


Figure 15. Central Sparks Neighborhood Network Improvements

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 creating external connections, connecting to schools and parks, and establishing a bicycle network grid. To compare between scenarios, the project team evaluated each scenario based on elements of three key metrics:

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

Table 13. Project Evaluation Metrics

Evaluation Metric	Element
ATP 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 implemented as quick-build style projects using funds from the AT Program. In total, the Plan recommends improvements on 16.3 miles of roadways across the neighborhood to enhance walking and biking (**Table 14**). This includes 12.6 miles of new neighborhood byways, 1.9 miles of new protected bike lanes, and focused enhancements at over 20 intersections along these corridors. These projects are highlighted in **Table 15** and shown in **Figure 16** with each project further described in a standalone project cutsheet provided in **Appendix E**. The letter in the left column of **Table 15** corresponds with the letter in the top right corner of the project cutsheets. 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 Sparks Active Transportation Improvements by Facility Type

Facility Type	Total Mileage	Total Estimated Cost
Neighborhood Byway	12.4	$ 3,166,578
Protected Bike Lanes	1.9	$ 1,194,262
Buffered Bike Lanes	0.3	$ 86,943
Wayfinding Connection	0.9	$ 68,506
Bike Route	0.6	$ 31,224
Conflict Striping	0.2	$ 24,300
Total	16.3	$ 4,586,813

Table 15. Central Sparks Active Transportation Improvements

#	Roadway	Extent	Improvement Type	Mileage	Cost
A	Sullivan Lane	Prater Way to Victorian Avenue	Neighborhood Byway	0.1	**$**
	Sullivan Lane	Prater Way to Wedekind Road	Protected Bike Lane	1.2	**$$$$**
B	18th Street	Wedekind Street to York Way	Neighborhood Byway	0.1	**$**
	Wedekind Road	McCarran Boulevard to Wedekind Road	Neighborhood Byway	0.3	**$**
	York Way	Goldy Way To 18th Street	Neighborhood Byway	2.2	**$$$**
C	11th Street	Prospect Avenue to York Way	Neighborhood Byway	0.6	**$$**
	11th Street	York Way to Gault Way	Wayfinding Connection	0.2	**$**
	12th Street	Prospect Avenue to Victorian Plaza Circle	Neighborhood Byway	0.7	**$$**
	Prospect Avenue	12th Street to 11th Street	Neighborhood Byway	0.1	**$**
D	I Street	Pyramid Way to Prater Way	Neighborhood Byway	0.9	**$$**
E	F Street	12th Street to McCarran Boulevard	Neighborhood Byway	1.2	**$$$**
	G Street	El Rancho Drive to 12th Street	Neighborhood Byway	1.0	**$$**
F	Greenbrae Drive	San Miguel Way To 4th Street	Neighborhood Byway	1.3	**$$$**
	Pullman Drive	Station Drive to Robbie Way	Neighborhood Byway	0.1	**$**
	Robbie Way	Pullman Drive to La Via Way	Neighborhood Byway	0.1	**$**
	Station Drive	Pullman Drive to Prater Way	Neighborhood Byway	0.1	**$**
G	Goldy Way	Baring Boulevard to Spanish Springs Road	Buffered Bike Lanes	0.3	**$**
	Goldy Way	Howard Drive to Baring Boulevard	Neighborhood Byway	0.2	**$**
	Howard Drive	Sparks Boulevard to Nichols Boulevard	Neighborhood Byway	1.6	**$$**
H	Existing Path	Lida Lane to Vista Boulevard	Wayfinding Connection	0.7	**$$**
	O'Callaghan Drive	Howard Drive to Sparks Boulevard	Neighborhood Byway	0.8	**$**
	Rosemary Drive	O'Callaghan Drive to Howard Drive	Neighborhood Byway	0.4	**$**
	Springland Drive	Lida Lane to Sparks Boulevard	Neighborhood Byway	0.6	**$$**
I	Lincoln Way	Howard Drive to McCarran Boulevard	Conflict Striping	0.2	**$**
	Lincoln Way	Howard Drive to Legends Bay Drive	Protected Bike Lanes	0.7	**$$$**
J	Victorian Avenue	Pyramid Way to 16th Street	Bike Route	0.6	**$**
	$ = Less than $100,000, **$$** = $101K–$250K, **$$$** = $251K–$500K, **$$$$** = $501K–$1M				

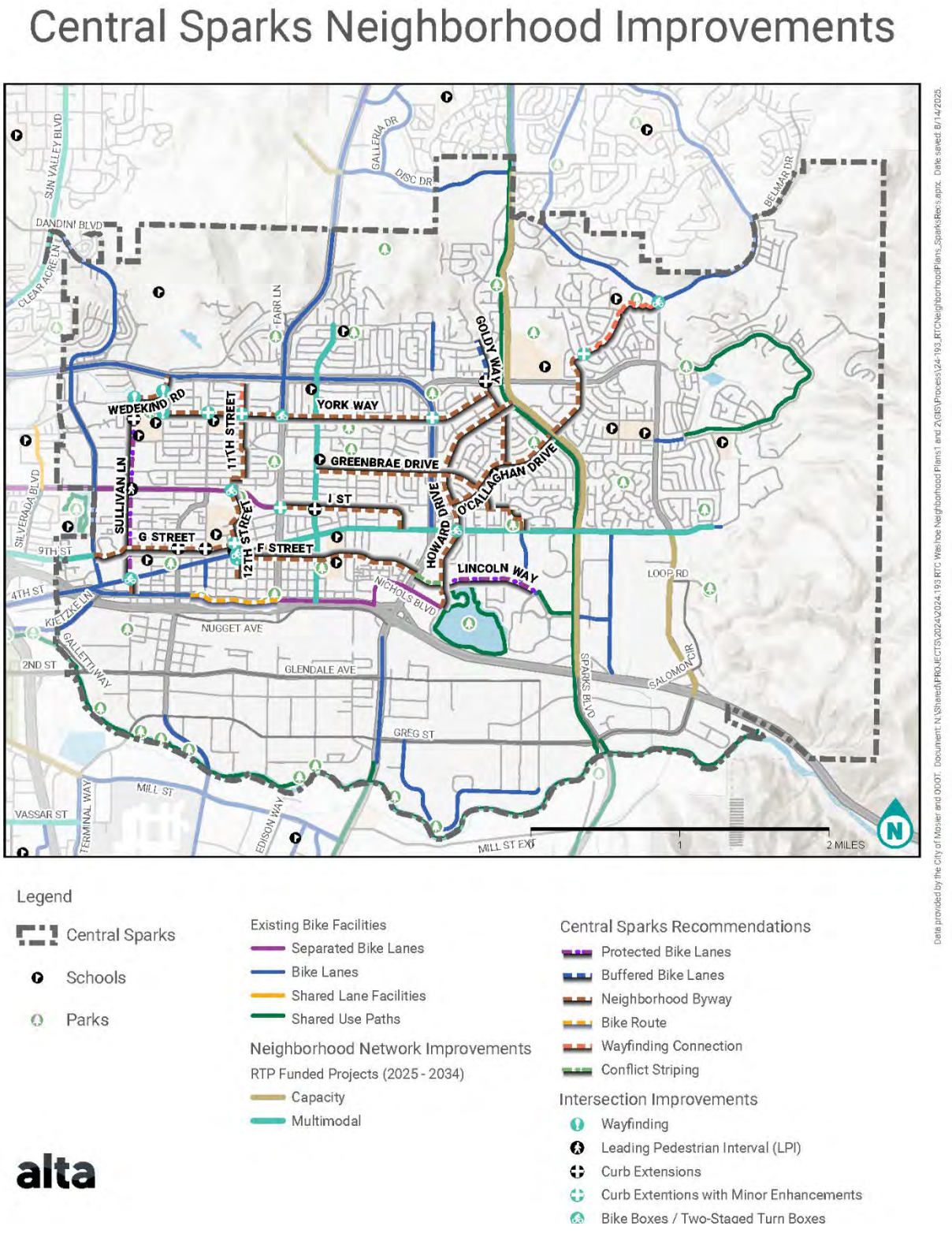


Figure 16. Central Sparks Active Transportation Program Projects

Long-Term Needs

While quick-build style improvements provide a fast response to addressing community needs more complex roadways 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 ATP. These larger-scale transportation improvements may be considered during future planning efforts or implementation programs.

Table 16. Central Sparks Long-Term Needs

Corridor	Extent	Typology	Preferred Facility Type(s)
Baring Boulevard	McCarran Boulevard to Vista Boulevard	Urban Arterial Major / Suburban Arterial Minor	One-Way or Two-Way Cycle Track with a 8' - 12' Sidewalk w/ 5' - 7' Buffer / Shared-Use Path
El Rancho Drive	Greenbrae Drive to Victorian Avenue	Urban Arterial Minor	One-Way or Two-Way Cycle Track with a 6' - 8' Sidewalk w/ 5'-7' Buffer
Greg Street	Mill Street to Vista Boulevard	Urban Arterial Major	One-Way or Two-Way Cycle Track with a 8' - 12' Sidewalk w/ 5' - 7' Buffer
Kietzke Lane / Battle Born Way	2nd Street to Victorian Avenue	Urban Arterial Major	One-Way or Two-Way Cycle Track with a 8' - 12' Sidewalk w/ 5' - 7' Buffer
McCarran Boulevard	US-395 to Truckee River Path	Urban Arterial Major	Shared Use Path* with a 8' - 12' Sidewalk w/ 5' - 7' Buffer
Prater Way	Pyramid Way to Vista Boulevard	Urban Arterial Major / Urban Arterial Minor	One-Way or Two-Way Cycle Track with a 6' - 12' Sidewalk w/ 5' - 7' Buffer
Pyramid Way	Queen Way to Victorian Avenue	Urban Arterial Major / Suburban Arterial Major	One-Way or Two-Way Cycle Track with a 8' - 12' Sidewalk w/ 5' - 7' Buffer
Rock Boulevard	Greenbrae Drive to I-80	Urban Arterial Major / Urban Arterial Minor	One-Way or Two-Way Cycle Track with a 6' - 12' Sidewalk w/ 5' - 7' Buffer
Vista Boulevard	Los Altos Parkway to I-80	Urban Arterial Major / Suburban Arterial Major	One-Way or Two-Way Cycle Track with a 8' - 12' Sidewalk w/ 5' - 7' Buffer / Shared-Use Path
Sullivan Lane	Wedekind Road to McCarran Boulevard	Urban Collector Commercial	One-Way or Two-Way Cycle Track with a 6' - 10' Sidewalk w/ 5' - 7' Buffer
Wedekind Road	McCarran Boulevard to El Rancho Drive	Urban Collector Residential	One-Way or Two-Way Cycle Track with a 6' - 8' Sidewalk w/ 5'-7' Buffer
**Recommended as part of the McCarran Blvd Study*			

Implementation

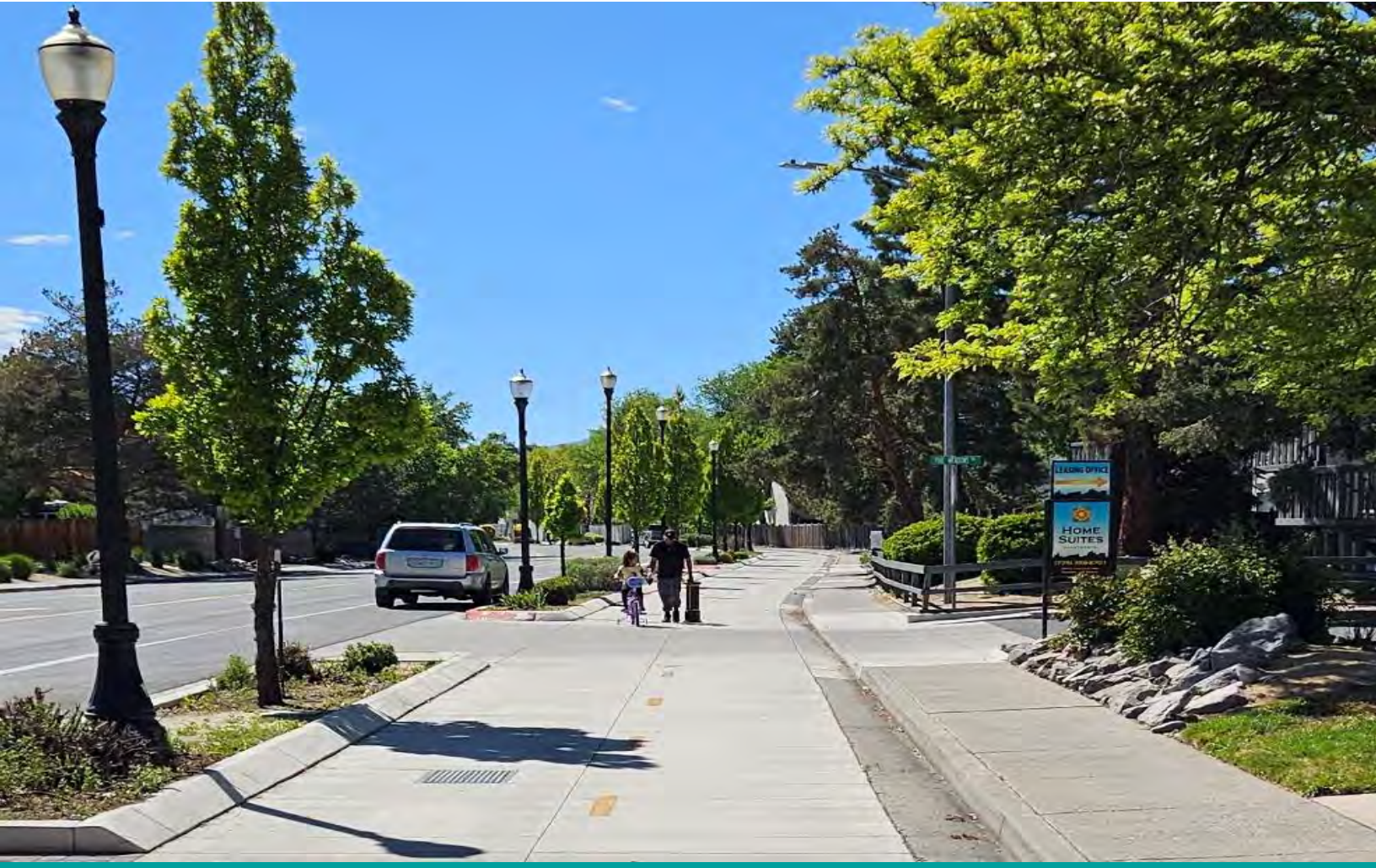
The AT Program projects recommended by this plan will be considered for implementation using AT Program funds and are intended to be implemented quickly across the neighborhood. The RTC will begin project design for identified quick-build improvements in 2025, with a goal to begin construction in Summer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

Neighborhood Profile

Neighborhood Network Plan

December 2024

alta

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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 the 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 identify their specific needs and desired solutions. Central Sparks 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 needs in the region, with prominent levels of pedestrian stress, low scores for pedestrian experience, and elevated levels of injuries on the network. This Neighborhood Network Plan will provide an in-depth look into 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

Ignite Sparks is the City of Sparks' Comprehensive Plan which guides development through the year 2030. Adopted in 2016, 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 Sparks Neighborhood Network Plan. While the plan is comprehensive, it contains goals and associated policies that support expanding and enhancing bicycle and pedestrian connections throughout the city.

Chapter Four – Goal 1: Connectivity

This goal from *Ignite Sparks* emphasizes the need for a transportation system that supports the movement of residents and visitors of all ages to access employment, housing, services, and recreation throughout urban Washoe County. This plan emphasizes that the Connectivity goals and policies are intended to assure that all users of streets are considered in the planning and design of new transportation routes or the reconstruction of previously established roads. To foster the development of walkable communities with multimodal transportation options, the plan set policies such as ensuring streets with multiple modes of transportation remain multimodal (Policy C3), requiring sidewalks for pedestrians on all street networks within the city and in previously developed areas, supporting pedestrian access with sidewalks on both sides of the street or a multi-use path on one side of the street (Policy C4), promoting infill development, and creating pedestrian-friendly environments that facilitate walkability and transit ridership in the Sparks Mixed-Use District (Policy C7). To ensure bicycle connectivity, the plan set policies such as converting 4th St into a bike boulevard (Policy C5), enhancing Victorian Ave with bicycle facilities from Rock Blvd to Pyramid Wy that supports east-west connectivity from Victorian Ave to Nichols Blvd and Lincoln Wy (Policy C6).

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 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 neighborhood network profile will also include an overview of some important data relevant to the neighborhood context and a comparison of the neighborhoods to the Reno/Sparks area.

Demographics

The Central Sparks neighborhood is slightly younger than the overall Reno/Sparks area. As shown in **Figure 1**, the Central Sparks area shows a higher proportion of individuals under the age of 24, particularly in the 5 to 9 and 15 to 19 age groups, as well as a higher percentage in the 30 to 34 age group compared to the Reno/ Sparks area. The Reno/Sparks area has a larger percentage of older adults, especially those between 55 and 85 years of age compared to Central Sparks.

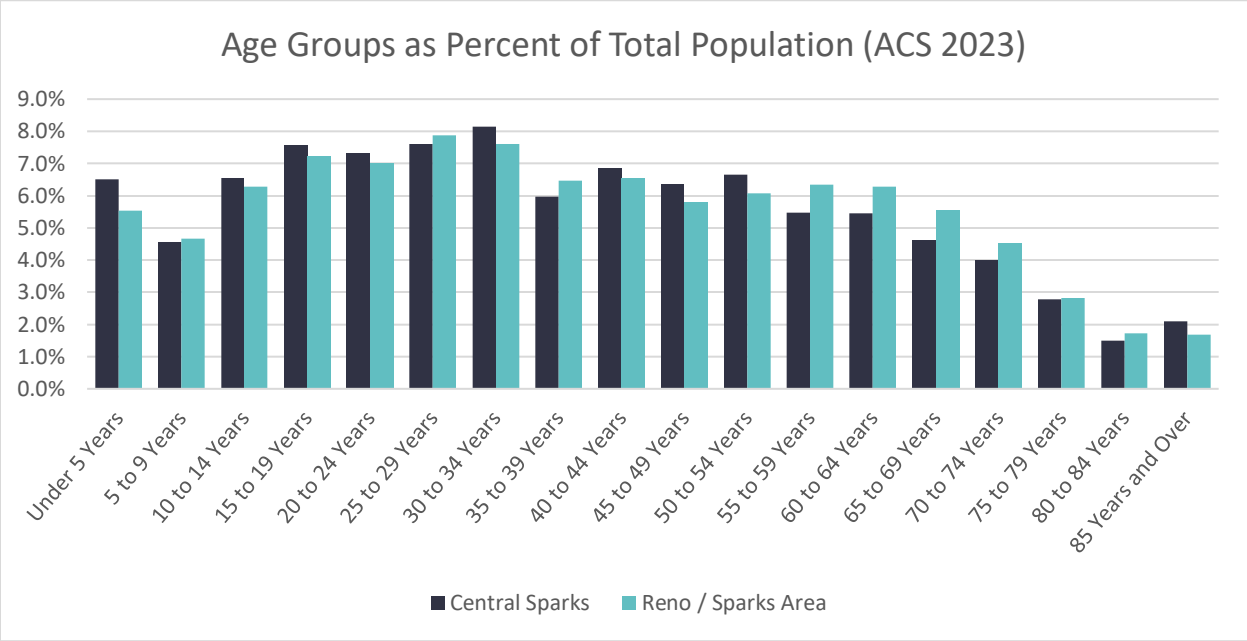


Figure 1 Age groups as percent of total population in Central Sparks

The Central Sparks neighborhood has a larger percentage of Hispanic/Latino residents, and a smaller percentage of White Alone residents compared to the Reno/Sparks area. The neighborhood has a similar population of Native American and Native Hawaiian residents. However, the Reno/Sparks area has a slightly higher population of Black/African American and Asian residents as shown in **Figure 2**.

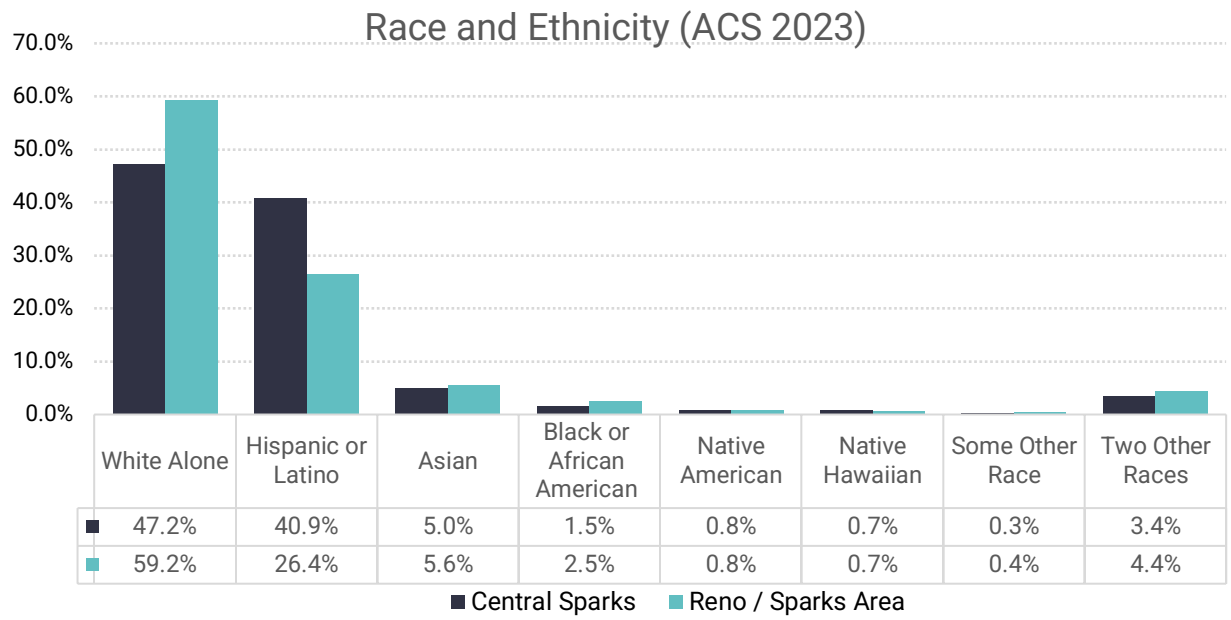


Figure 2 Race and ethnicity in Central Sparks

Population Density

The Central Sparks neighborhood has a population density that is approximately 20 times higher than the regional average, with about 5,907 people per square mile compared to just 300 people per square mile in the Reno/Sparks region. Within the neighborhood, the highest population density area is concentrated between McCarran Blvd, Oddie Blvd, Prater Wy, and Sparks Blvd as shown in **Figure 3**. Areas with population density near zero, marked in the lightest shade, are primarily located along the outer edges of the map, particularly near Greg St, Glendale Ave, and along the I-80 corridor. These regions may represent industrial zones, undeveloped areas, or spaces designated for non-residential purposes.

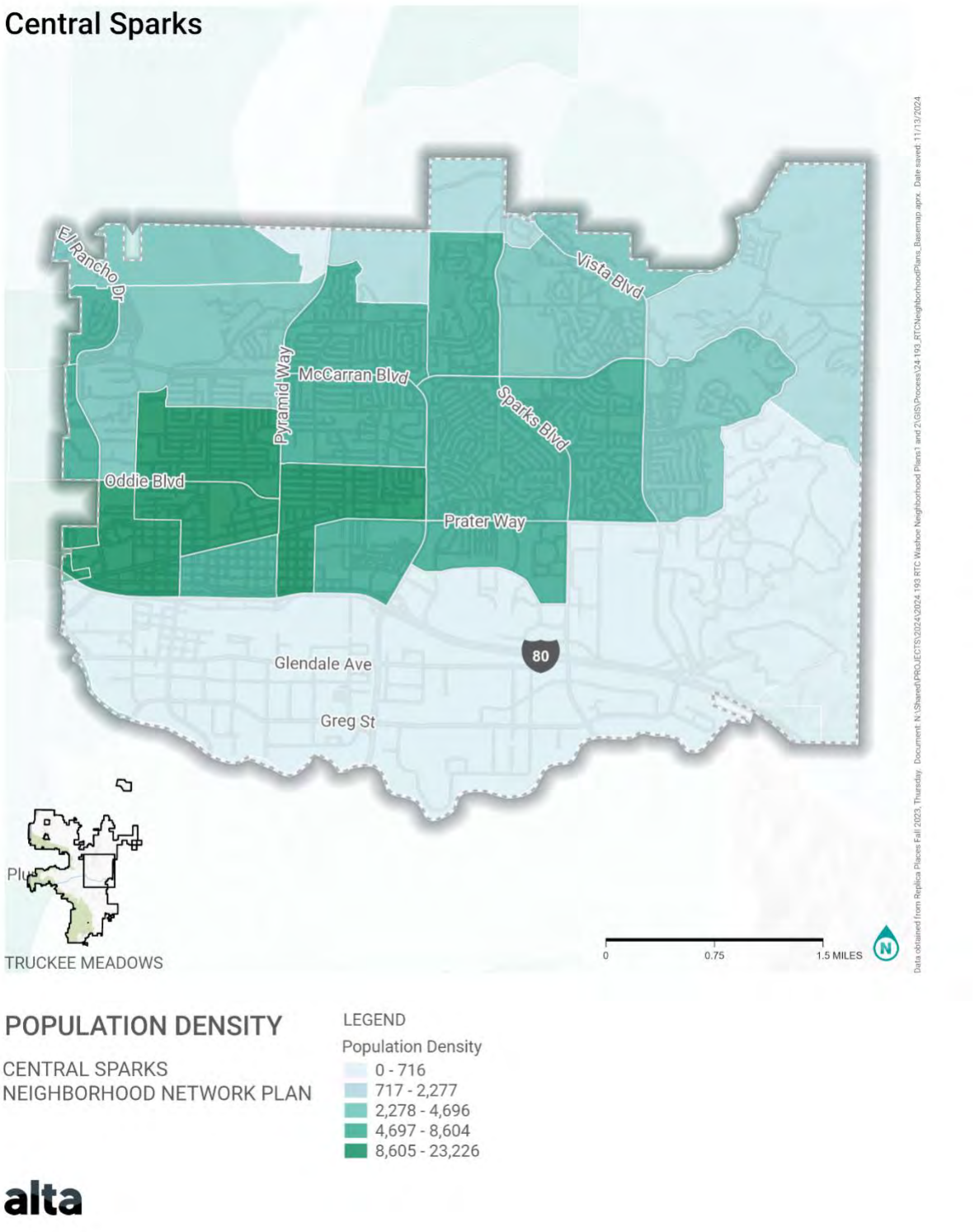


Figure 3 Population density in Central Sparks

Median Household Income

The Central Sparks neighborhood has a large array of household incomes as shown in **Figure 4**. There is a significant difference in household incomes across the neighborhood from the northeast between Vista Blvd, Sparks Blvd, and Baring Blvd which has a median household income of $133,500, compared to other areas such as between Oddie Blvd, Prater Wy, and El Rancho Dr (highlighted orange in Figure 4) which has a median household income of $30,000. On average the median household income in the neighborhood ($75,848) is below the Reno/Sparks median household income ($85,969) by just over $10,000.

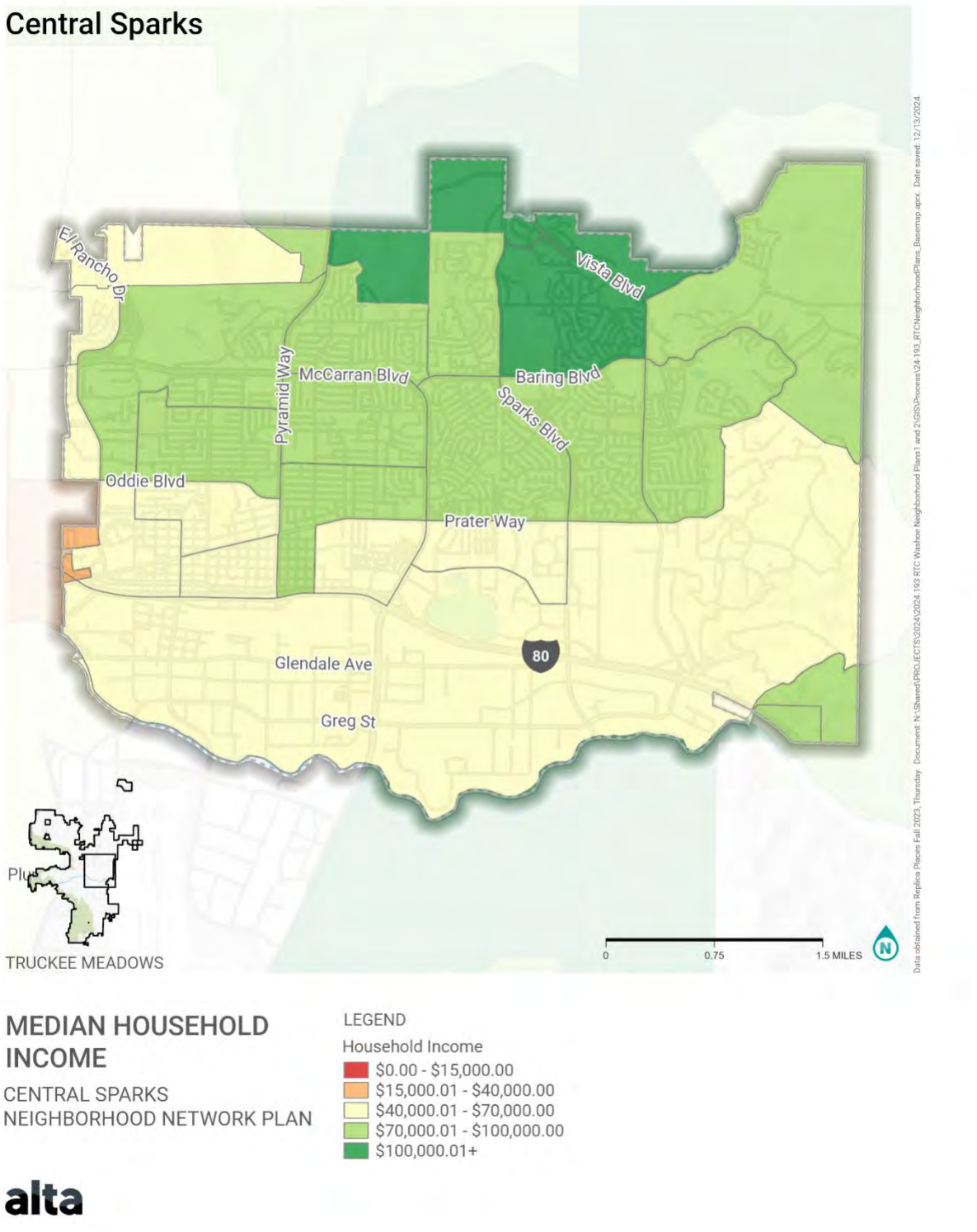


Figure 4 Median household income in Central Sparks

People without Access to a Vehicle

Vehicle access often determines an individual's ability to reach essential services such as employment, healthcare, education, and grocery stores. Identifying areas where people lack access to a vehicle is crucial for ensuring equitable transportation and infrastructure development. For areas with low vehicle ownership, planners can prioritize investments in public transit, pedestrian infrastructure, and bike networks to enhance mobility systems to improve the overall quality of life and economic opportunities for residents. **Figure 5** below shows the distribution of households in Central Sparks without access to a vehicle. A total of 1,815 households lack vehicle access, which is 7 percent of all households in the neighborhood. This matches the overall rate for the Reno/Sparks area, which is 7 percent of households in the region. There are areas within the neighborhood which have a higher proportion of residents who lack access to a vehicle, especially areas south of Prater Wy where as high as 15 percent of the population lack access to a vehicle. The area with the highest lack of vehicle access is between Prater Wy and along the I-80 corridor, with three census tracts containing 13 to 15 percent of households having no access to a vehicle.

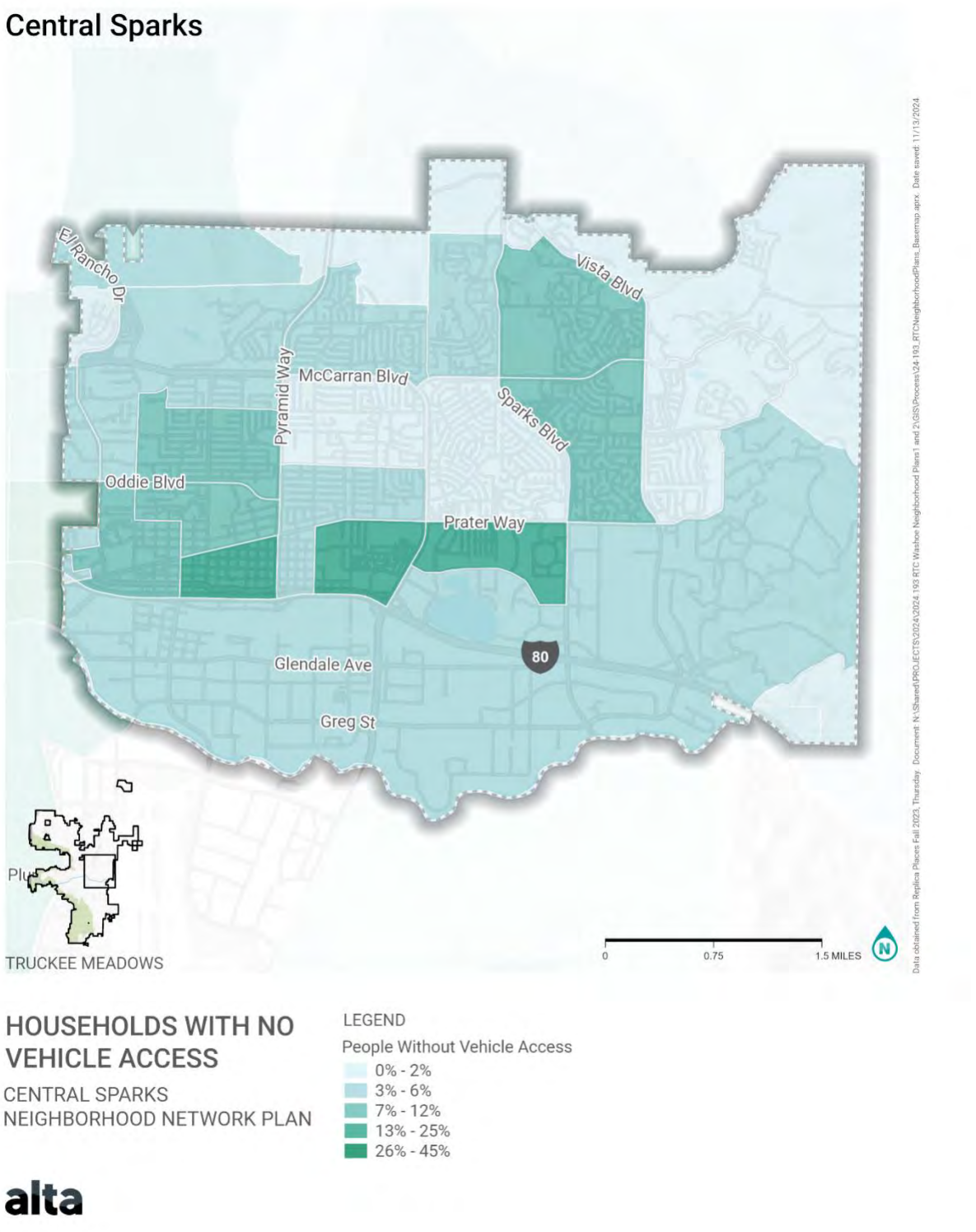


Figure 5 Percent of households without access to a vehicle in Central Sparks

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 Sparks area. Many of the census tracts throughout the neighborhood contain high rates of households that are cost burdened. The area south of Prater Wy contains a tract with 55 percent of households that are cost-burdened, and 43 percent of households in the tract adjacent to Oddie Blvd are housing cost-burdened. Approximately 32 percent of all households in the Central Sparks neighborhood are cost-burdened, which is similar to the Reno/Sparks area, which has 31 percent of cost-burdened households in the region. The southern area located in **Figure 6** may be influenced by its predominately industrial land use and smaller population, which can skew housing cost burden data.

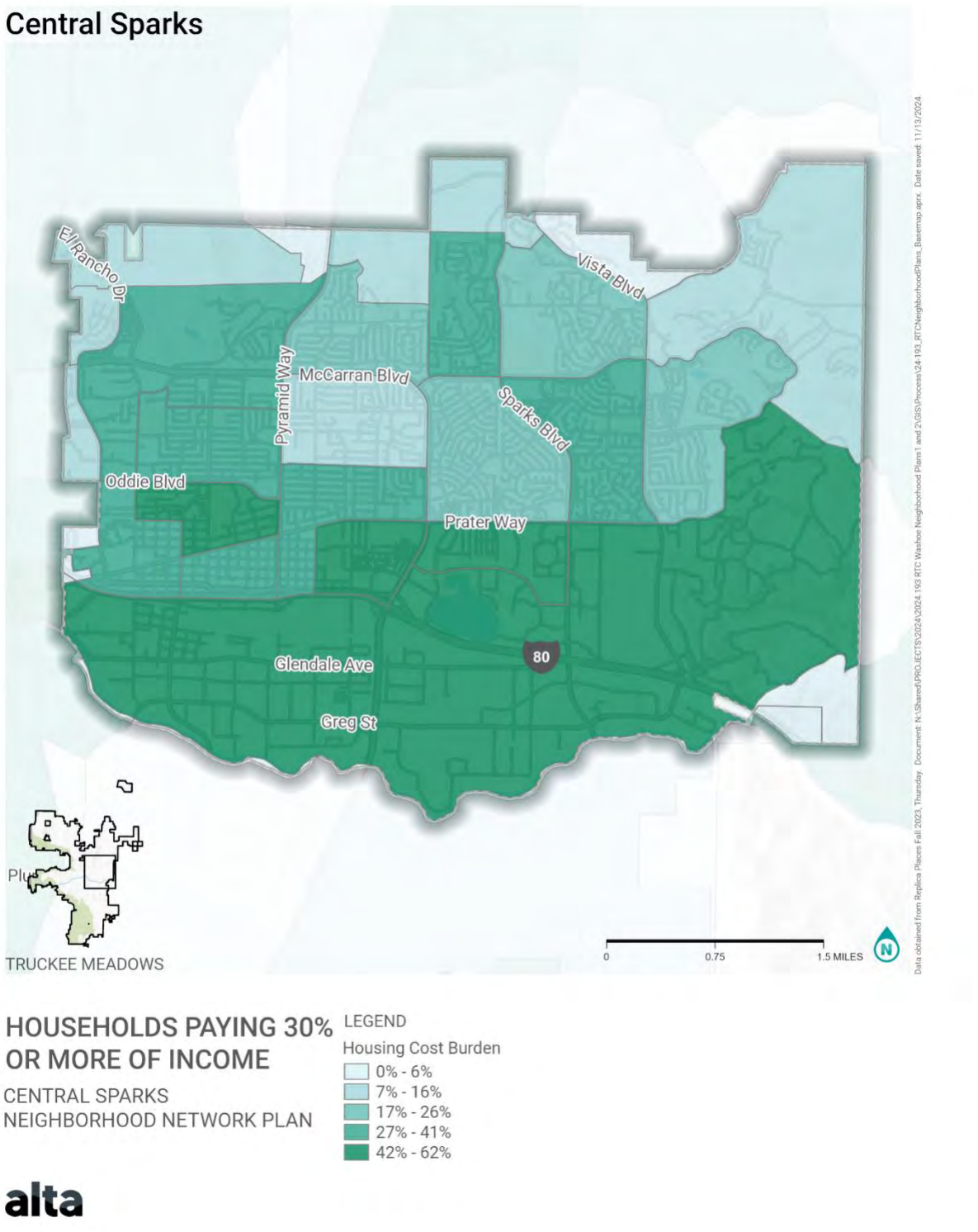


Figure 6 Percent of households who are paying 30 percent or more of their income for housing costs

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, and environmental impact. The variables were assigned a percentile rank and combined into a final composite index for the entire study area[1]. **Figure 7** displays the methodology of the regional analysis within the Central Sparks neighborhood. As shown below, many census tracts in the western portion of the neighborhood are ranked with the highest need and fall within the Justice 40 initiative boundary. Justice 40 is 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[2]. Two census tracts that fall outside of the Justice 40 initiative boundary are still ranked with the highest transportation equity. One census tract is located towards the middle of the neighborhood and borders McCarran Blvd and Pyramid Wy. The other census tract is located south of Prater Wy, east of the McCarran Blvd loop, south of Prater Wy. Many of the census tracts that are ranked in the lowest need fall along Vista Blvd in the northeast portion of the neighborhood. **Figure 8** highlights the significant differences across the neighborhood and the stark contrast between the west side and east side of the neighborhood.

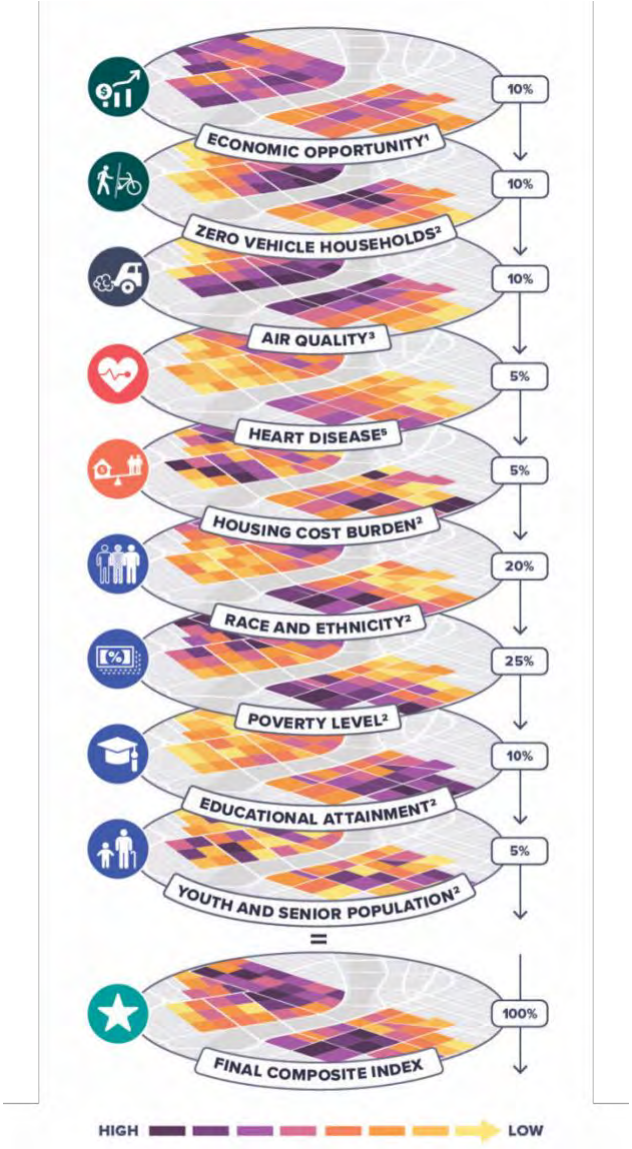


Figure 7 Equity Analysis Variables

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

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

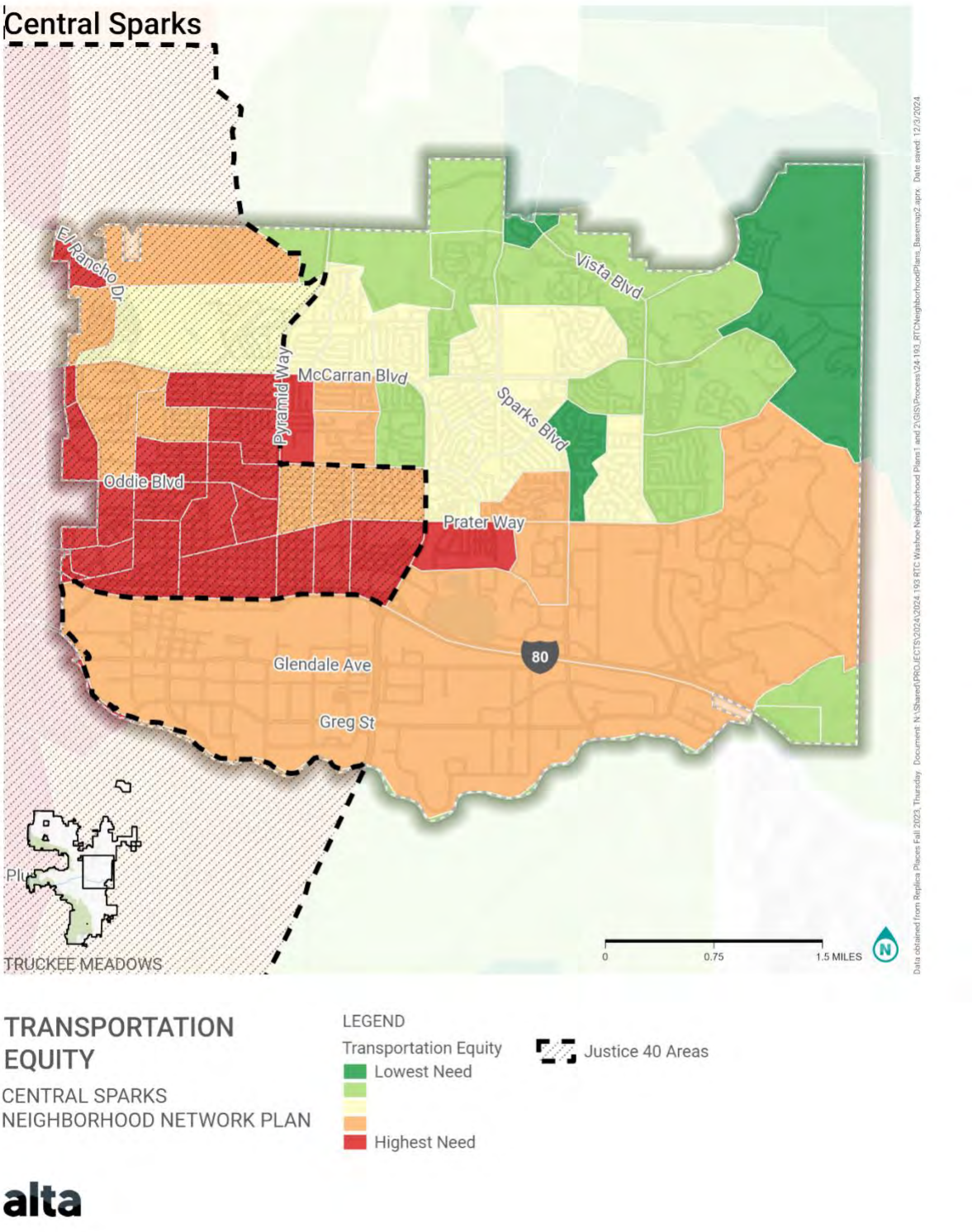


Figure 8 Transportation equity index and Justice 40 areas in Central Sparks

Key Neighborhood Destinations

Central Sparks 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. **Figure 9** below is a map of some of the key destinations throughout the neighborhood area, while the rest of this section details some of the other relevant destinations located in the community, including schools, parks, and entertainment, employment, and community centers.

Schools

There are several schools in the area, providing schooling for preschoolers all the way up to 12th grade.

*Table 1 Schools that service Central Sparks *this list is not exhaustive*

School Level	School Name
Early Education	• A Child's World • Little Feathers Learning Center • McCarran KinderCare • Early Learning Center 2 • Itsy Bitsy Learning Center • The Early Years Academy • Treasure Chest Learning Center
Elementary and Middle Schools	• Marvin Moss • Diedrichsen • Katherine Dunn • Jerry Whitehead • Lena Juniper • Drake • Greenbrae • Lincoln Park • Mitchell • Kate Smith • Risley • Maxwell • Alpine Academy • Sparks Middle • Mendive Middle • Dilworth Middle • Mater Academy of Northern Nevada • High Desert Montessori
High Schools	• Procter R Hug • Edward C Reed • Sparks

Parks

Parks play a key 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. Central Sparks is dotted with numerous parks providing residents with opportunities to partake in a variety of outdoor activities and experience several types of natural environments. Pagni Ranch, Pah Rah, Aimone, Rock, Woodtrail, Shelly, Van Meter, and Church Park provide smaller, accessible community spaces with minimal amenities like children's playgrounds and walking paths. Wedekind Regional Park, Poulakidas, Willowcreek, Deer, Maldonado and Shadow Mountain Park provide amenities like sports courts and fields, swimming pools, trails, and skateparks. The Truckee River Path is located at the south end of the neighborhood and is a paved walkway along the Truckee River that can connect residents to several parks, restaurants, and commercial destinations in downtown Reno. Off I-80, between N McCarran Blvd and Sparks Blvd, is the Sparks Marina Park which provides playgrounds, a dog park, a walking path that wraps around the lake, 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 Sparks' entertainment occurs around or along the I-80 corridor, including the Legends IMAX and Victorian, Sparks Galaxy Theatres, Sparks Heritage Museum, Waterpark and Coconut Bowl at Wild Island, iSMASH, Fly High Trampoline Park, DEFY Sparks, Legends Bay, Western Village, Sierra Sid's, Baldini's, Rail City and the Nugget Casino Resort. Across I-80 and north of the Nugget, there are several events held at Victorian Square, including the Rib Cook Off, Sparks Art Walk, Star Spangled Sparks, Hot August Nights, the Sparks Hometown Christmas Parade & Tree Lighting, and many more.

Employment Centers

Employment centers have a high density of commercial, retail, and healthcare spaces, providing communities with ample employment opportunities and places to shop, eat, and socialize. There are several areas that comprise employment centers in the Central Sparks neighborhood, including Manpower of Northern Nevada, Northern Nevada Medical Center, Sierra Nevada Construction, Nugget Casino Resort, Outlets and Legends, and Western Village.

Community Destinations

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

*Table 2 Community destinations in Central Reno / Midtown *this list is not exhaustive*

Community Destination Type	Location
Churches	• Immaculate Conception • Sparks Seventh-day Adventist • Bethel AME • Korean Presbyterian • Our Savior Lutheran • Faith Community • First International Christian Fellowship • Reno Blessed • Horizon • Church of Jesus Christ Spirit Filled • Sparks Christian Fellowship • Risen King Community • Warehouse Christian Ministries • The Potter's House Christian Fellowship • Perfect Peace Community • Souls Harbor Apostolic Pentecostal • First Christian Church • Victory Outreach Reno • Sparks United Methodist • University Family Fellowship • Reno Young Nak Presbyterian
Community Centers	• Northern Nevada Muslim Community Center • Alf Sorensen Community Center • City of Sparks Recreation Center
Other Frequented Destinations	• Sparks Library • Sparks United Methodist Church Farmers Market

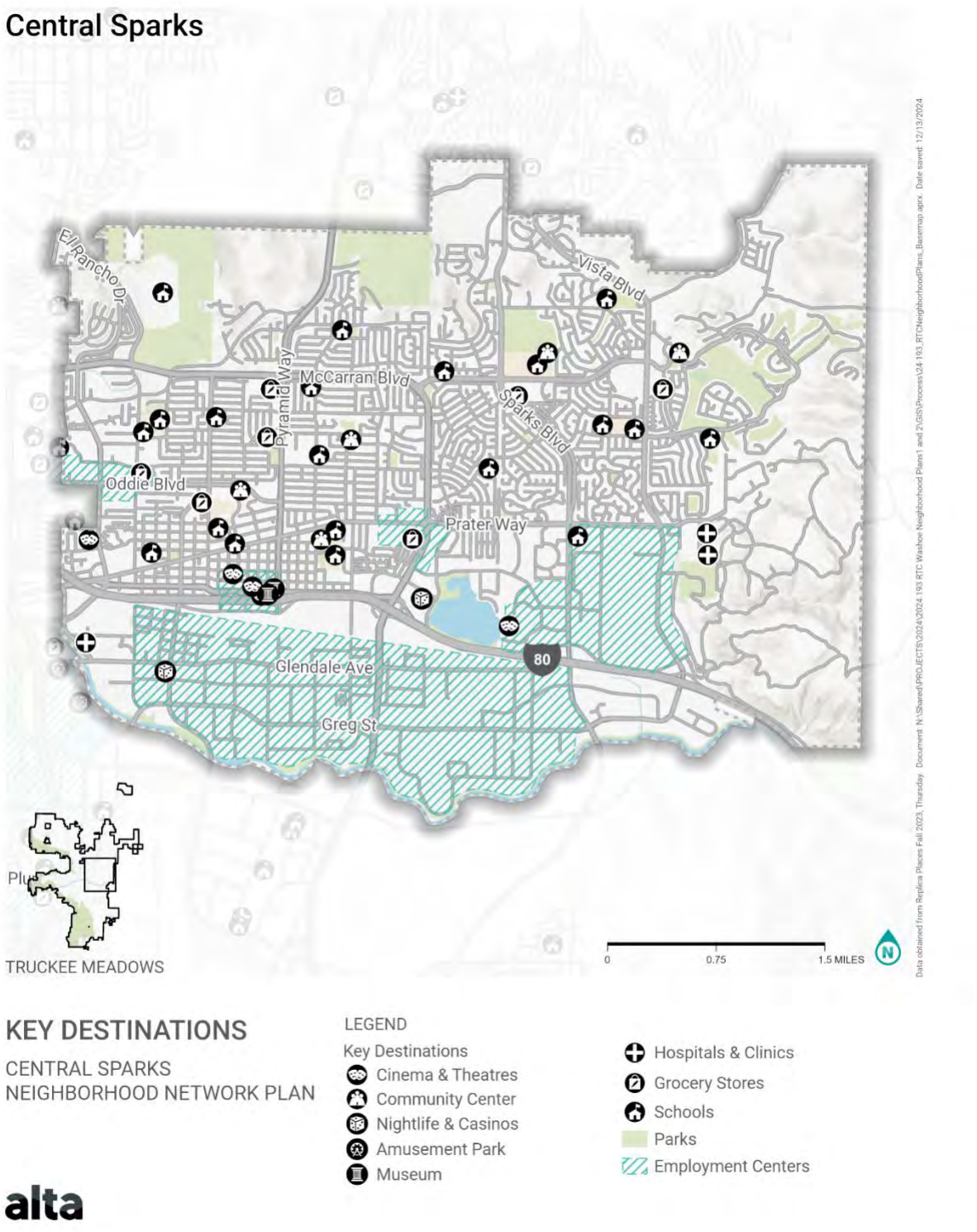


Figure 9 Key destinations in Central Sparks

Existing Neighborhood Network

Pedestrian Facilities

The pedestrian network is primarily made up of sidewalks, with their presence providing safety and accessibility benefits for pedestrians and those using mobility scooters or devices. The RTC recently collected sidewalk data to assess the current availability of sidewalks on regional roadways. The analysis assigns 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 Sparks, the arterial street network earned an average score of 1.34, indicating that a little over half of the roadways in the area have sidewalks on both sides of the street. The collectors earned an average score of 1.52, indicating that more collectors in the area have sidewalks on both sides of the street. Arterials and collectors within the Reno/Sparks area earned average scores of 1.25 and 1.39, respectively. The scores in Central Sparks point to a roadway network that has sidewalks on many of its streets but may contain notable gaps in the network as well. Gaps such as N McCarran Blvd between 4th St and Baring Blvd, or along large portions of Greg St and Glendale Ave, where almost no sidewalks are present, can 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 Sparks area, there are a variety of facility types, with most miles provided as bike lanes. The area provides 1.28 miles of shared lane facilities, 1.27 miles of cycle tracks, 21.26 miles of bike lanes, and 12.62 miles of paths 1.28shared lane facilities for a total of 36.43 miles of bicycle facilities. This accounts for 68 percent of the area's 53.72 miles of regional roadway network. A substantial amount of this mileage comes in the form of unprotected and unbuffered bike lanes along higher speed arterials such as McCarran Blvd, Pyramid Wy, and Prater Wy. There is also a large portion of shared-use paths throughout the area. The Sparks shared-use path and Truckee River path allow cyclists to access jobs, education, healthcare, grocery stores, as well as nature. Sparks also has one of the first separated bike lanes in the Reno/Sparks area along Victorian Ave. However, many gaps still exist within the area's bicycle network, including along Greg St, Glendale Ave, and Vista Blvd, or along McCarran Blvd between Prater Wy and I-80, where the region's only separated bike lane passes through. Overall, Central Sparks provides some of the region's best bicycling infrastructure, including the Sparks Blvd shared-use path, Truckee River Path and the Victorian Ave Cycle Track. However, many gaps remain, providing ample opportunities to enhance and expand the network (**Figure 10**). These areas include, but are not limited to, continuing the connection of facilities on Pyramid Wy, Prater Wy, Vista Blvd, Victorian Ave, and Oddie Blvd. Adding bicycle infrastructure along Baring Blvd would serve as another east to west connector to bridge the gap between Vista Blvd and McCarran Blvd.



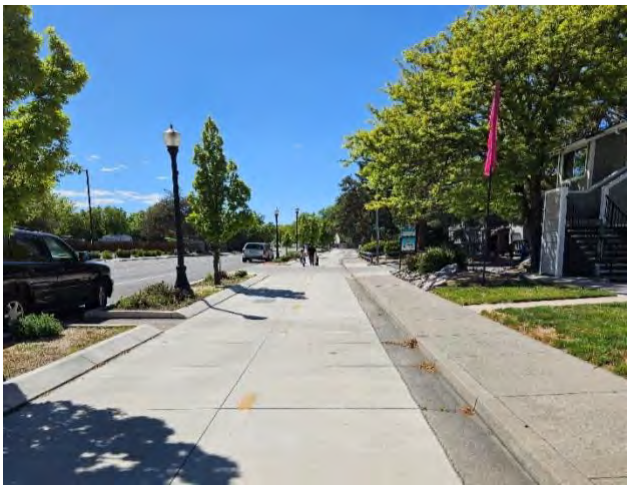
Picture 1 Shared-Use Path example

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.
- **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 Sparks by mileage

Facility Type	Mileage
Separated Bike Lane	1.26
Bike Lane	21.26
Shared-Use Path	12.62
Shared Lane Facilities	1.28



Picture 2 Separated bike lane example



Picture 3 Bike lane example



Picture 4 Shared lane facility example

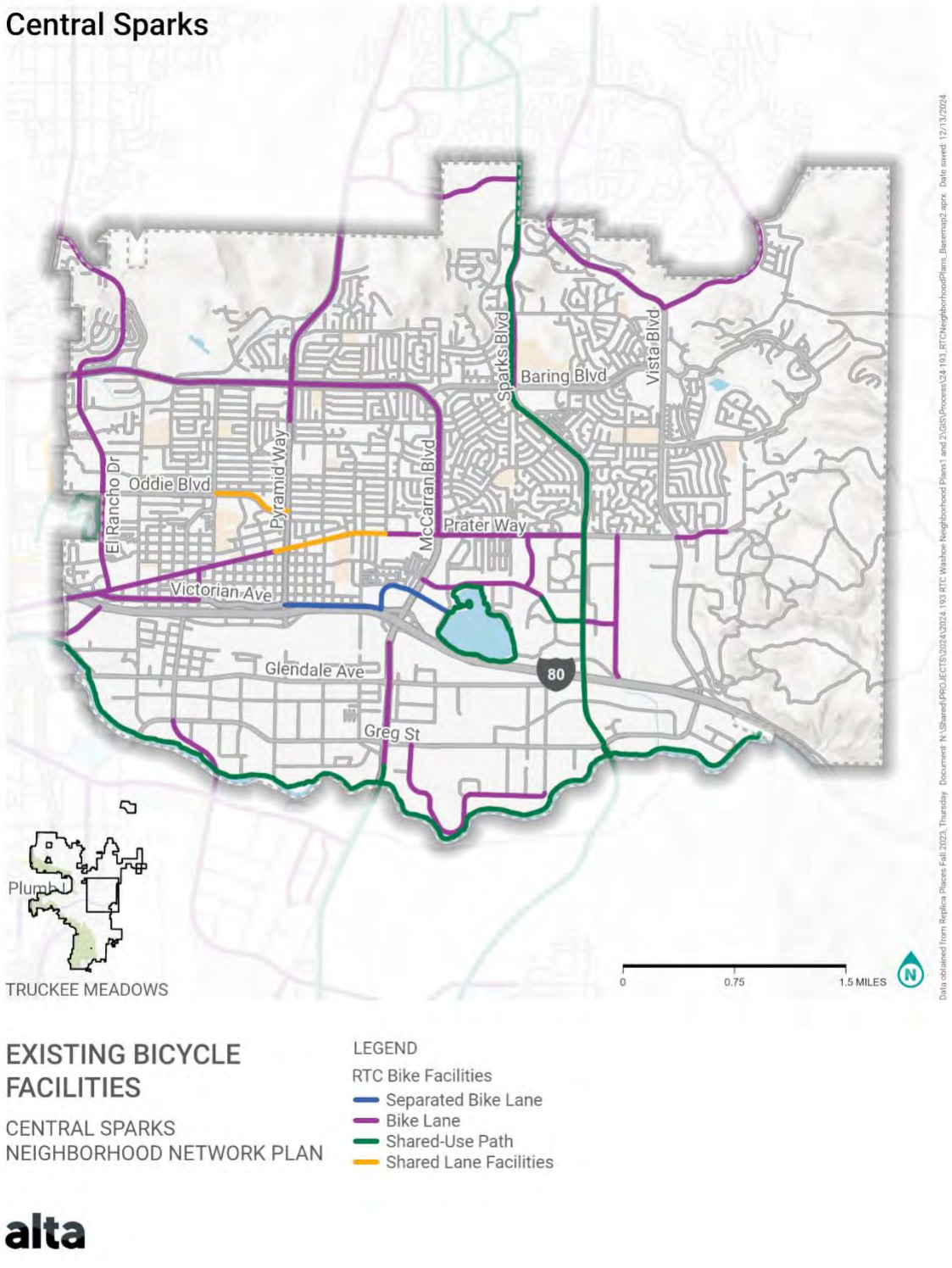


Figure 1010 Existing bicycle facilities in Central Sparks

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 12** showcases the existing speed limits for roadways in the neighborhood. 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.

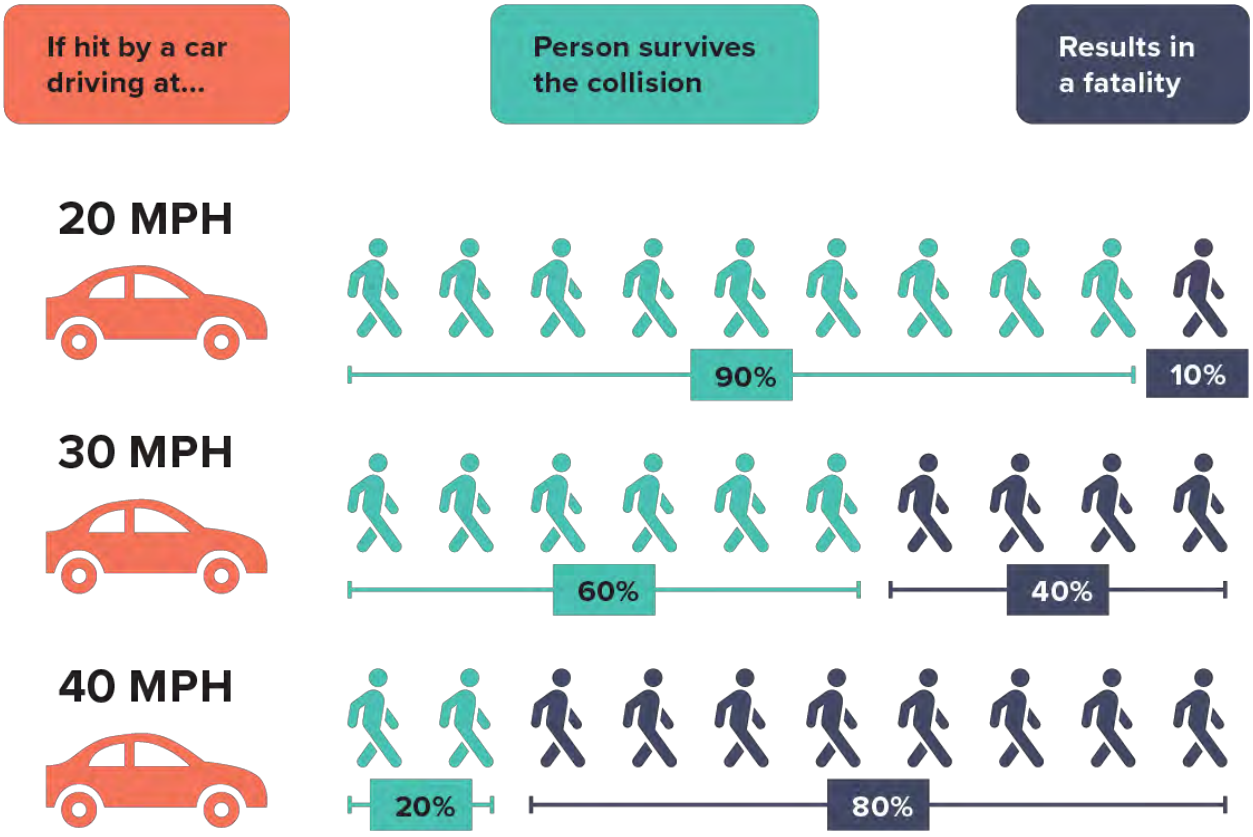


Figure 11 Risk of injury for people walking based on vehicle speeds

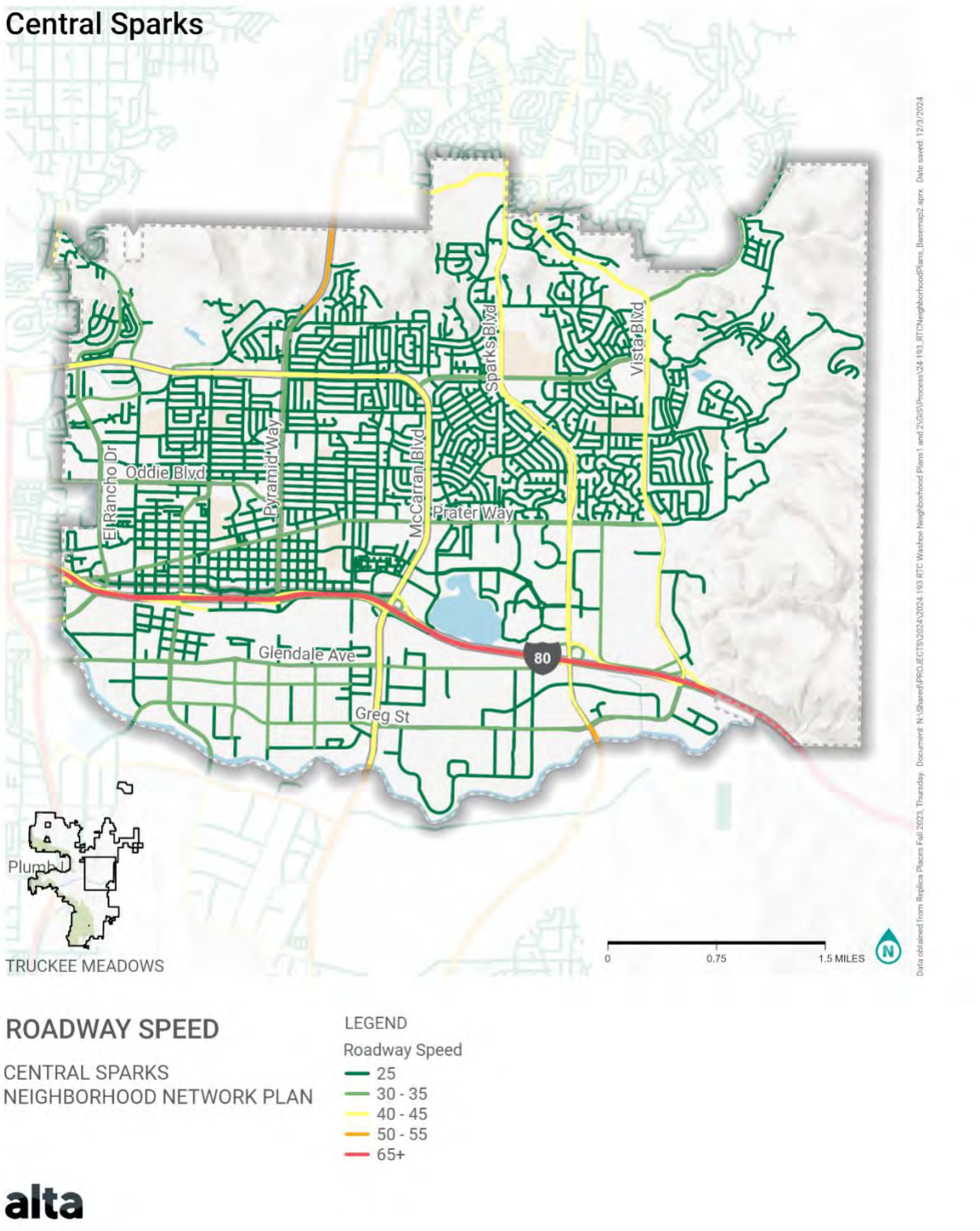


Figure 1212 Existing speed limits on roadway network

Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress estimates the level of comfort that bicyclists experience on a given roadway segment and provides a measure of how likely different types of riders are to use the facility. It takes into consideration things such as posted speed, number of travel lanes, and the presence and type of bike lanes, and can help identify gaps in a bike network. 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.

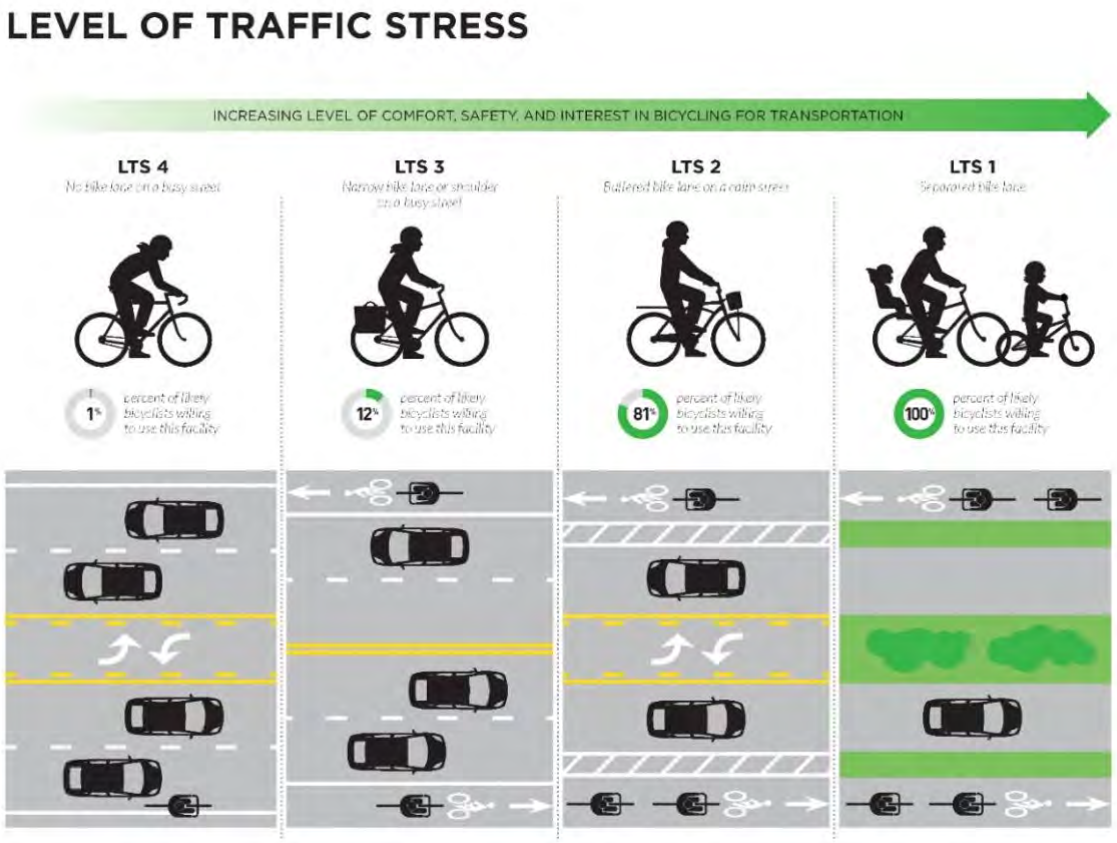


Figure 13 Diagram showing the four levels of bicycle level of traffic stress

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, there are many roadways which rank as BLTS 3 or 4 across the neighborhood including Greg St, Vista Blvd, McCarran Blvd, Glendale Ave, Pyramid Wy, and Oddie Blvd. When roadways with higher vehicle speeds and traffic volumes (e.g. arterials) lack adequate bicycles facilities or sufficient separation between drivers and cyclists, it can result in uncomfortable conditions for biking. These factors create a highly stressful experience for cyclists and act as significant barriers to bicycle travel. Within the eastern region of the neighborhood, the Sparks Blvd shared-use path serves as a good example of sufficient separation along a high-speed arterial roadway. This path allows cyclists and pedestrians to safely access jobs, schools, parks, grocery stores and medical facilities along Sparks Blvd. The shared use path has undergone construction since 2022 and will continue to improve safety and mobility for all modes as the second phase of the project is implemented.

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

Classifications	Central Sparks	Reno/Sparks Area
Arterials	3.18	3.06
Collectors	2.42	2.32
Average Total	3.04	2.91

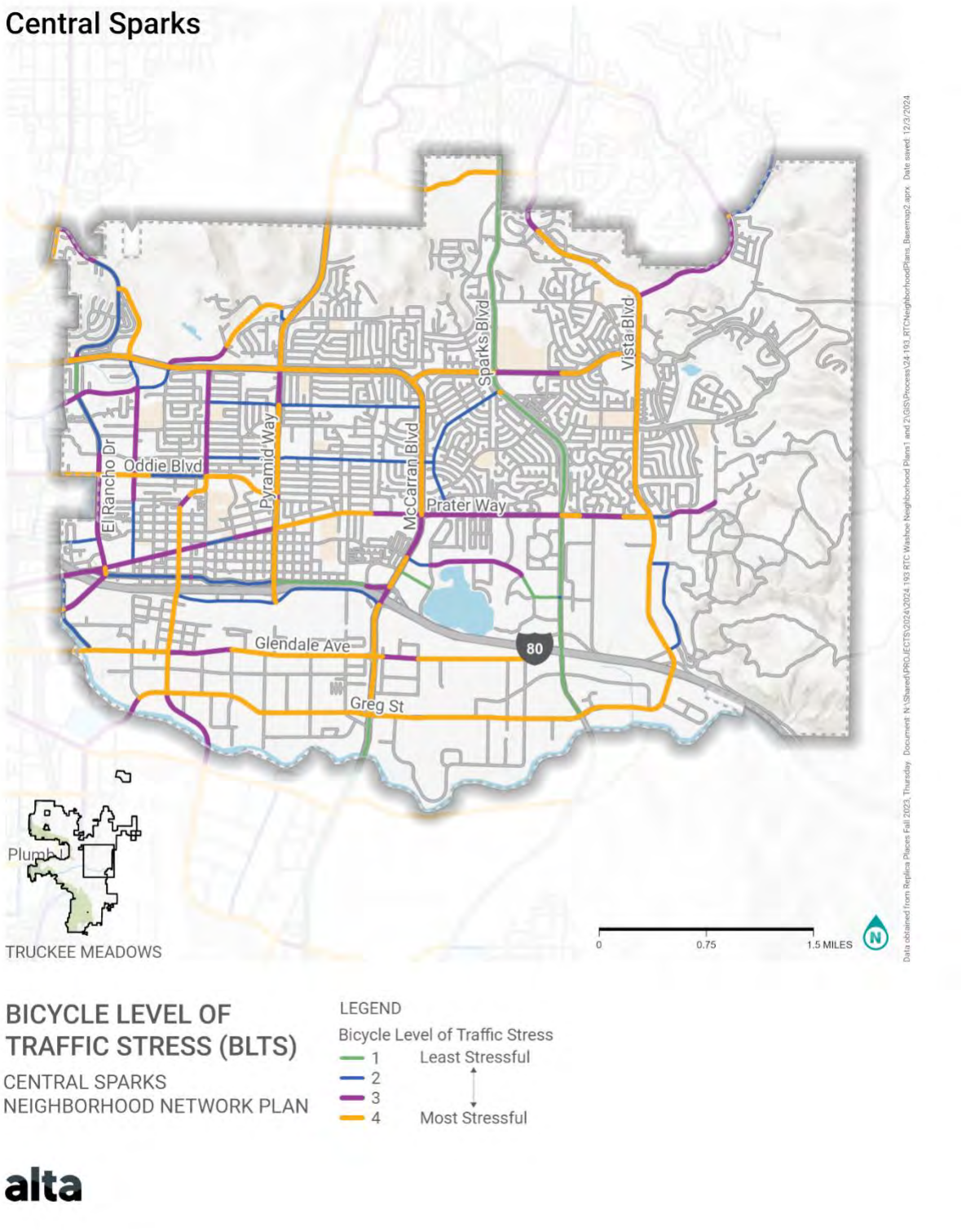


Figure 1414 Bicycle Level of Traffic Stress scores for the streets in the regional roadway network

Pedestrian Experience Index

The ATP leverages a comprehensive analysis of the pedestrian experience throughout the Reno/Sparks area from researchers at the University of Nevada Reno (UNR). This analysis is meant to provide a planning level of understanding of the pedestrian experience along roadways, and 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. A 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.

Central Sparks earned an average score of 45.76 for the pedestrian experience across all its regional roadways, but does not include the shared-use path along Sparks Blvd. A score of 46 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. Although a score of 46 is not in the bottom half of scores possible for the pedestrian experience index, it is very close. This can be seen in **Figure 15**, as there are several roadways with low to moderate scores. Streets such as McCarran Blvd, Oddie Blvd, Vista Blvd, and Greg St are made up of segments that earn some of the lowest scores in the network. These low scores are largely due to lack of sidewalks and/or sidewalk buffers between people walking and people driving. However, as 46 is the average for the Central Sparks area, there area numerous roads that earn high pedestrian experience scores, including roads like Greenbrae Dr, Probasco Wy, and York Wy.

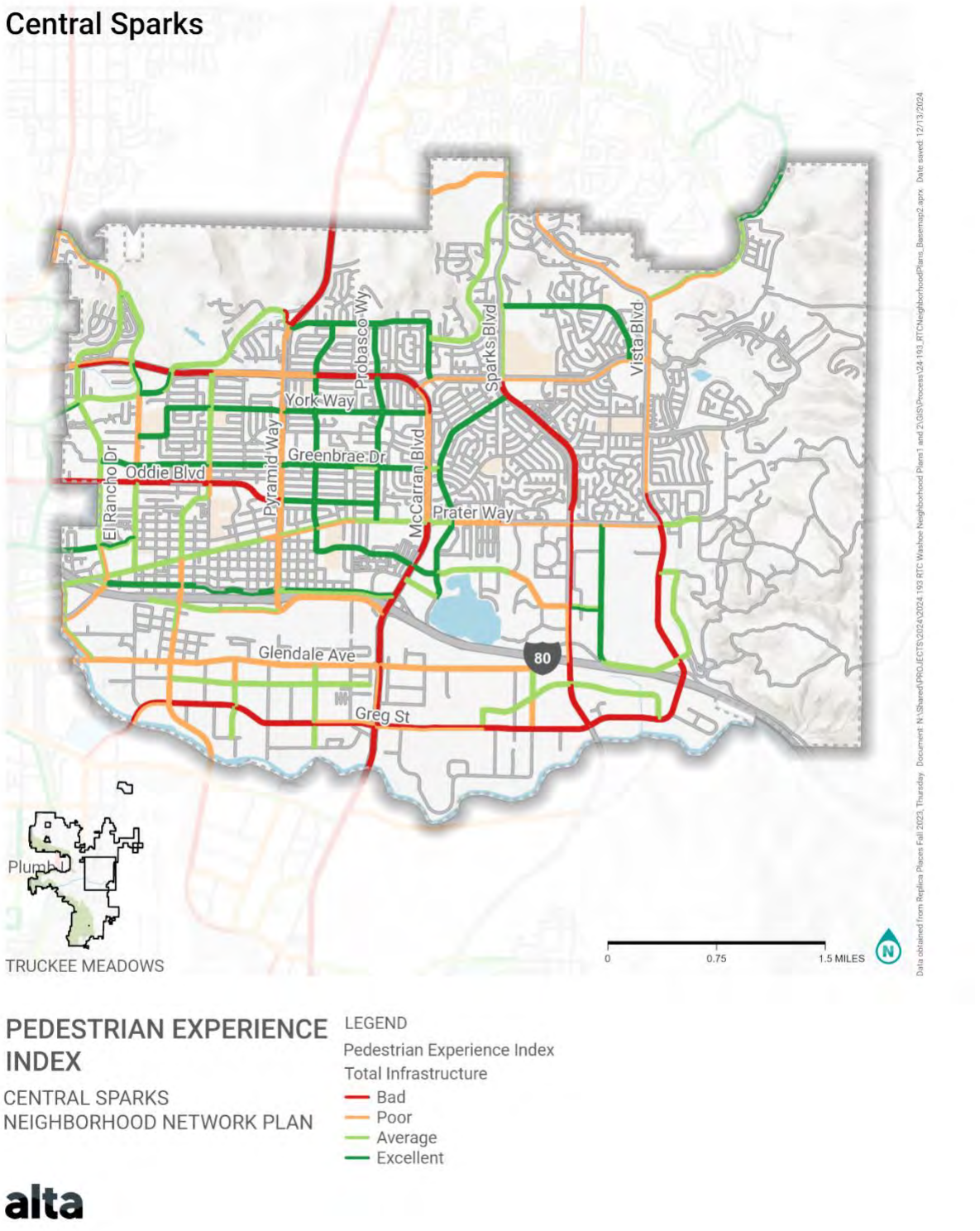


Figure 15 Pedestrian Experience Index scores for the sidewalks in the regional roadway network

Traffic Safety

Crash Data

The project team reviewed the most recent five years of available crash data which covers 2019 - 2023[3]. Over this period, there were 202 crashes involving someone walking or biking within the Central Sparks neighborhood, with eight fatal crashes and 184 crashes causing injury. Many of these crashes involved a person walking, with 132 total pedestrian crashes, and 70 crashes involving someone biking.

Table 5 Total crashes by mode

Total Crashes by Mode			
Crash Severity	**Pedestrians**	**Bicyclists**	**Total**
Fatal	4	4	8
Injury	118	66	184
Property Damage Only (PDO)	10	0	10
Grand Total	132	70	202

Intersections vs. Segments

There is roughly an even split of crashes between intersections and roadway segments (the area between intersections) for people walking and biking. However, **crashes in intersections accounted for two-thirds (63 percent)** of fatalities for people walking and biking. Additionally, 52 percent of crashes which resulted in an injury and 60 percent of crashes involving a person walking or biking which only resulted in property damage occurred at an intersection. This highlights the critical role that safety considerations play in designing intersections that safely serve all road users.

Table 6 Crash severity at intersections and on roads

Crash Severity	Pedestrians		Bicyclists		All Active Transportation	
	Intersections	**Segment**	**Intersection**	**Segments**	**Intersections**	**Segments**
Fatal	50%	50%	75%	25%	63%	38%
Injury	51%	49%	55%	45%	52%	48%
Property	60%	40%	-	-	60%	40%
All Crashes	52%	48%	56%	44%	53%	47%

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

Top Crash Corridors

Crash history helps highlight specific corridors that account for a majority of the crashes in the neighborhood. Out of a total of 35 corridors, the following 15 corridors accounted for a total of **129 injury crashes (71 percent of the total)** and **five fatal crashes (71 percent of the total)** involving a person walking or biking in the Central Sparks area. ***Prater Wy stands out among the top 15 corridors in terms of fatalities and injuries, with a total of three fatalities and 25 injuries,*** which is nearly double the number of injuries that any other road has experienced. Prater Wy is the only corridor in Central Sparks with more than one fatal crash in the last five years. Additionally, Pyramid Wy, El Rancho Dr, Rock Blvd, and Victorian Ave have all experienced double-digit totals for injuries and fatalities.

Table 7 Crash history on corridors with high crash rates

Rank	Street Name	Pedestrian Crashes		Bicycle Crashes		Total
		Fatal	*Injury*	*Fatal*	*Injury*	
1	Prater Wy	1	17	2	8	28
2	Pyramid Wy		7		6	13
3	El Rancho Dr		9		2	11
4	Rock Blvd		5	1	4	10
5	Victorian Ave		9		1	10
6	Glendale Ave		4		4	8
7	McCarran Blvd		6		3	8
8	Lincoln Wy		3		4	7
9	Sparks Blvd		3	1	3	7
10	Vista Blvd		4		2	6
11	Greg St		3		2	5
12	Baring Blvd		1		3	4
13	Greenbrae Dr		4			4
14	Howard Dr		4			4
15	Sullivan Ln		2		2	4

High Injury Network

The RTC has conducted substantial analysis of the regional roadway network to identify roads and intersections with the greatest safety needs. This research contributed to the development of 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[4]. Central Sparks contains 16 HIN corridors and 26 HIN intersections. The corridors account for 13.57 miles or nearly 16 percent of the region's HIN network, and almost 19 percent of the region's HIN intersections. **Figure 16** highlights the streets and intersections that comprise the high-injury network in Central Sparks. Corridors such as McCarran Blvd, Prater Wy, Pyramid Wy, and Victorian Ave make up some of the more dangerous portions of the area's roadway network.

[4] *It is important to note that the RTC HIN was developed based on all crashes and is not specific to crashes for people walking and biking.*

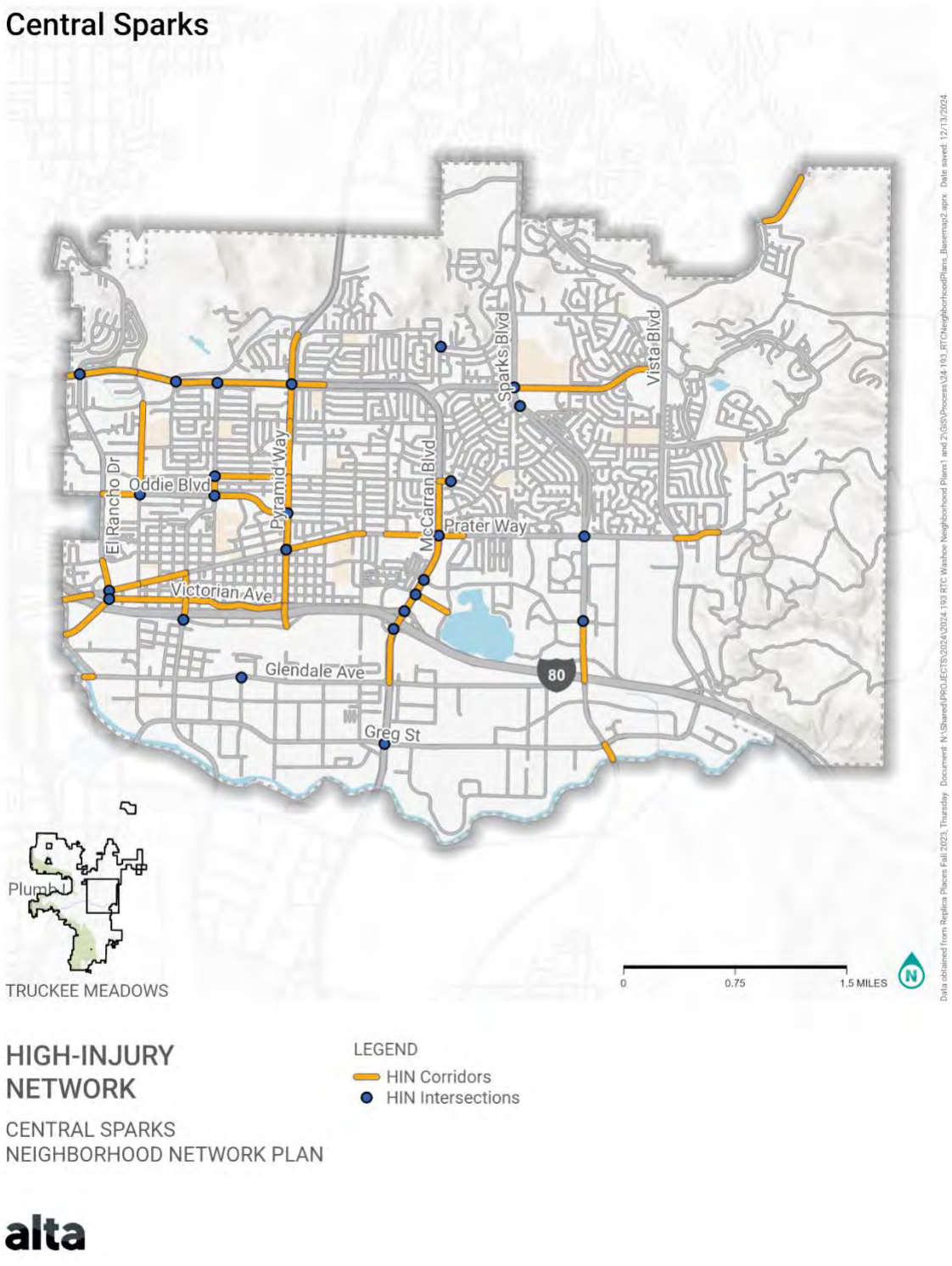


Figure 1615 High-Injury Network in Central Sparks

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 63 comments for the Central Sparks area. Residents identified 28 bicycle-related issues, 28 pedestrian-related issues, four network gap issues, and three issues related to other mobility deficiencies. Bicycle issues included poor wayfinding and signage, inadequate facilities and poor-quality infrastructure, poor visibility, challenging transitions, and gaps in the bicycle network, among others. Pedestrian issues included sidewalk gaps, inadequate and infrequent crossings, dangerous roadway conditions, especially for children and students, and poor intersection designs, among others. Other mobility issues and network gaps included issues such as the need for improved transit and lagging service for street cleaning. Additionally, across almost all types of issues, numerous respondents identified dangerous drivers and driving habits as a major concern. Several streets were identified as having multiple issues within the neighborhood, including McCarran Blvd, Baring Blvd, El Rancho Dr, Sparks Blvd, Vista Blvd, Wedekind Rd, Whitewood Dr, and Prater Wy. In addition to those corridors, three intersections along Sparks Blvd received multiple comments: Shadow Ln, Baring Blvd, and Lincoln Wy.

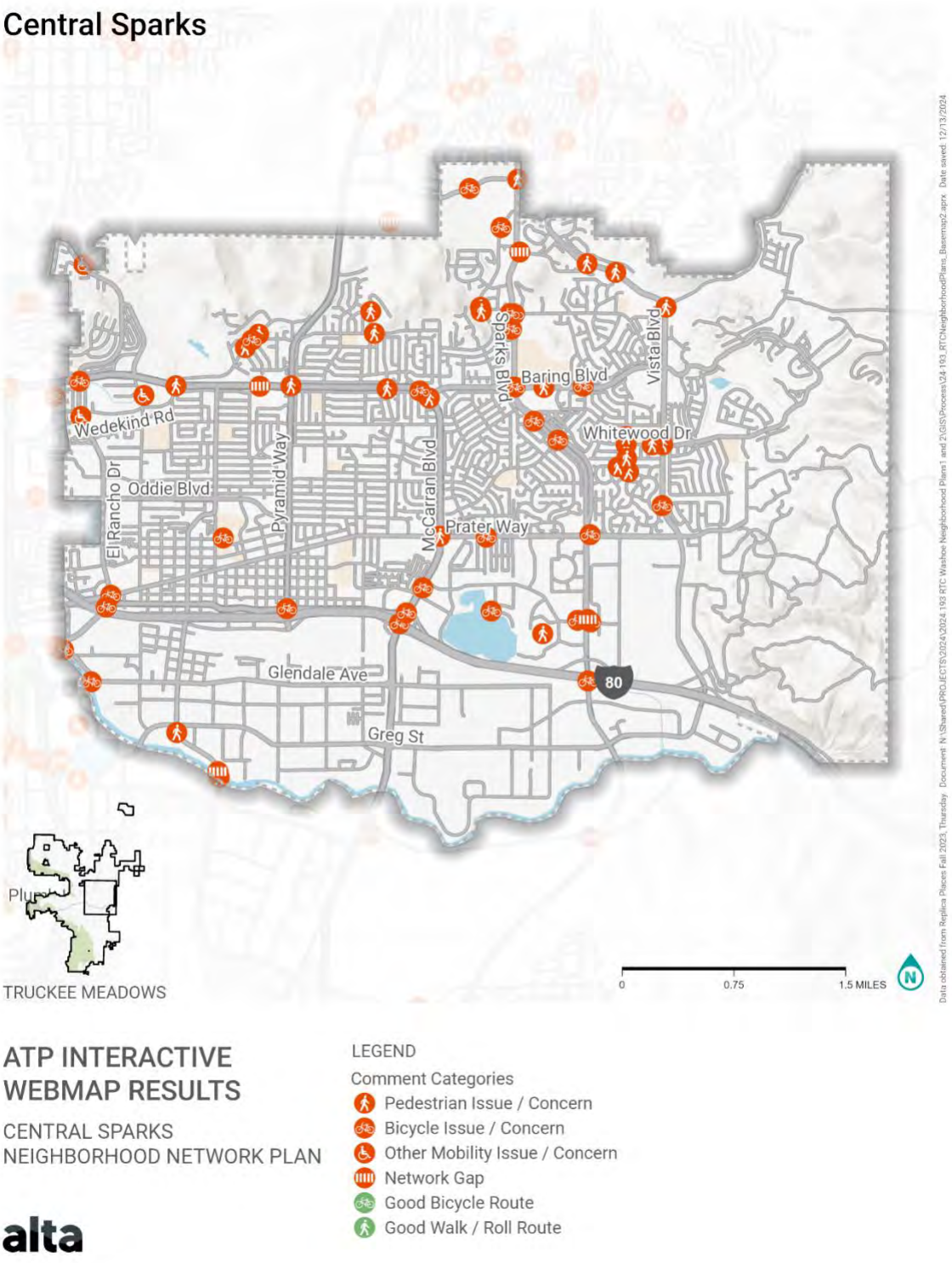


Figure 1716 ATP Interactive Map Interface

Traffic Calming

The City of Sparks operates a traffic calming program that allows residents to request infrastructure improvements designed to promote safe driving behaviors. The City is actively addressing these requests by implementing measures that reduce vehicle speeds, lower traffic volumes, discourage cut-through traffic on local streets, minimize conflicts between street users, enhance the surrounding environment, and create safer neighborhoods.

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[5]. Based on this data, there are an estimated total of 29,058 daily walking trips (1,448 trips per square mile) and 2,578 daily biking trips (128 trips per square mile) in the Central Sparks 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. Although Central Sparks does not have as many trips per square mile as the Reno/Sparks area, its comparatively high density of existing active transportation trips in the neighborhood indicates a higher overall demand for walking and biking trips and infrastructure than average in the region.

Table 8 Estimated Biking and Walking Trips

Mode	Central Sparks		Reno/Sparks Area
	Total	*Percent of Reno/Sparks Total*	
Bicycling Trips	2,578	15.1%	17,035
Bicycling Trip Density (per square mile)	128	N/A	55
Walking Trips	29,058	16%	181,779
Walking Trip Density (per square mile)	1,448	N/A	586

[5] 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.

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. 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.

Within the Central Sparks neighborhood, there are several areas that see a high percentage of vehicle trips that are less than or equal to six miles, which have the potential to be converted to other modes. Numerous census tracts in the northwest corner of the neighborhood, bounded by Prater Wy, McCarran Blvd, and the western border of the neighborhood, have a high percentage of trips that fall under three miles, and even more under six. The neighborhoods surrounding the Sparks Marina Park also see a large majority of their trips falling within six miles. **Table 9** below shows the estimated total number of trips and approximate lengths for the Central Sparks and Reno/Sparks areas. Central Sparks sees 10 percent more trips under three miles than the Reno/Sparks area, highlighting the higher-than-average potential for mode shift in the neighborhood.

Table 9 Percent of daily vehicle trips (Replica Data)

Trip Distance	Central Sparks		TMSA	
	Estimate	*Percentage*	*Estimate*	*Percentage*
Less than 1 mile	7,664	13.2%	259,087	10.4%
1 to 3 miles	19,649	36.0%	717,325	28.8%
3 to 6 miles	19,769	27.4%	695,067	27.9%
over 6 Miles	18,676	28.4%	820,599	32.9%
Total	86,728		2,492,078	

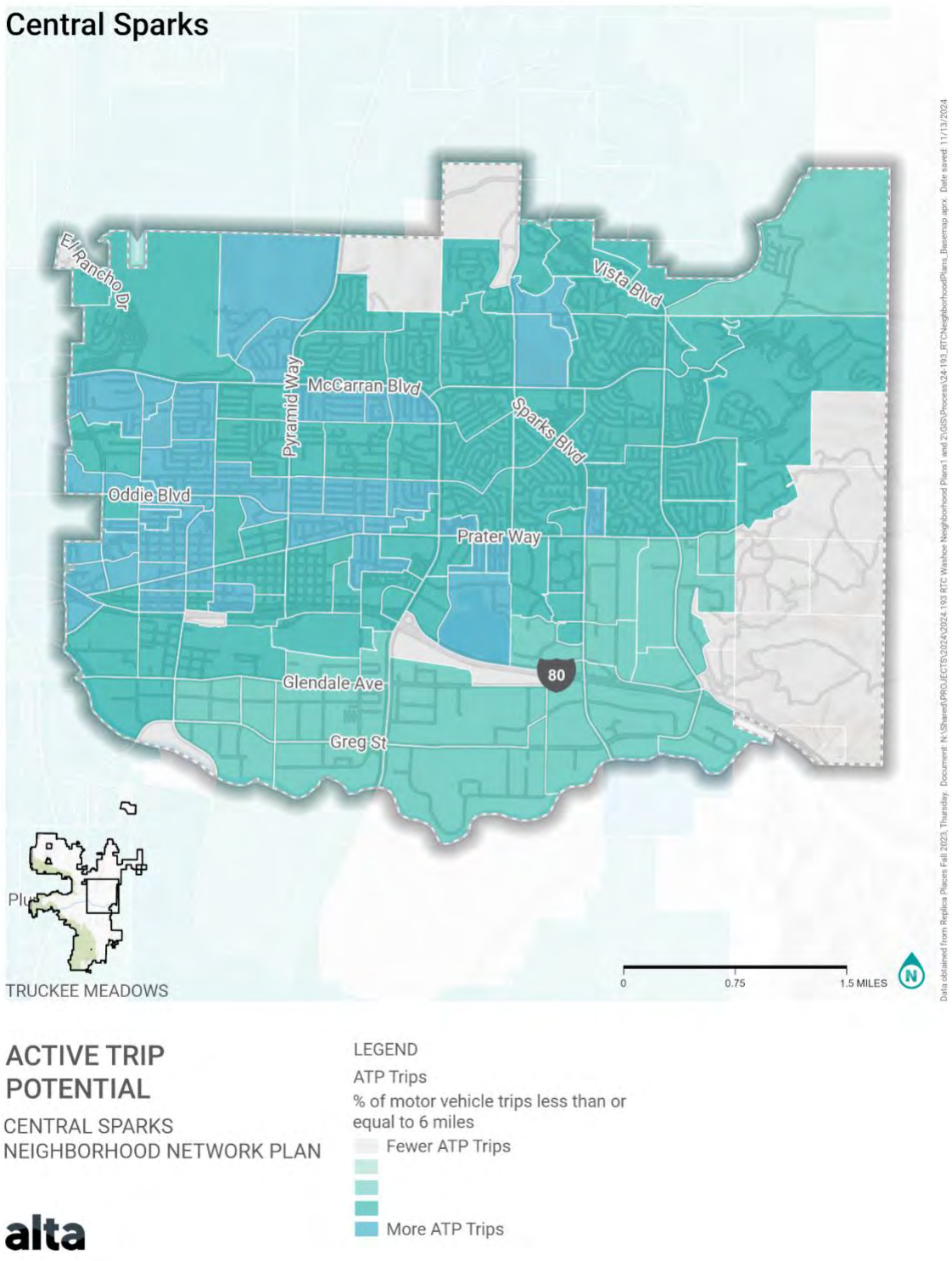


Figure 1817 Active trip potential in Central Sparks

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[6]. 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 Sparks earned an average overall gap analysis score of 22.4, with streets scoring as high as 29.3 and as low as 12.4. Nearly 57 percent of the streets earned a score over 20, with the following top 10 streets earning the highest average gap analysis scores (Figure 20).

Top Ten Active Transportation Network gaps:

1. Pyramid Wy (29.3)
2. Oddie Blvd (29.1)
3. McCarran Blvd (28.7)
4. Kietzke Ln (27.0)
5. Nichols Blvd (27.0)
6. Prater Wy (24.2)
7. Rock Blvd (24.2)
8. Wedekind Rd (23.7)
9. Victorian Ave (23.3)
10. El Rancho Dr (22.6)

While the gap analysis identified a few of the same corridors that respondents did during the ATP Interactive Webmap survey, there were several additional streets and areas that respondents identified as presenting major challenges for pedestrians and bicyclists. El Rancho Dr, Baring Blvd, Wedekind Rd, and the streets surrounding Mendive Middle School each received several comments related to inadequate bicycle and pedestrian infrastructure and connections, as well as unsafe driving behaviors. Sparks Blvd, which includes one of the region's few multi-use paths, also received a large number of comments, many of which pertained to challenging street crossings and poorly maintained bike facilities. This highlights the importance of maintaining existing active transportation facilities to ensure they don't create additional barriers for users.

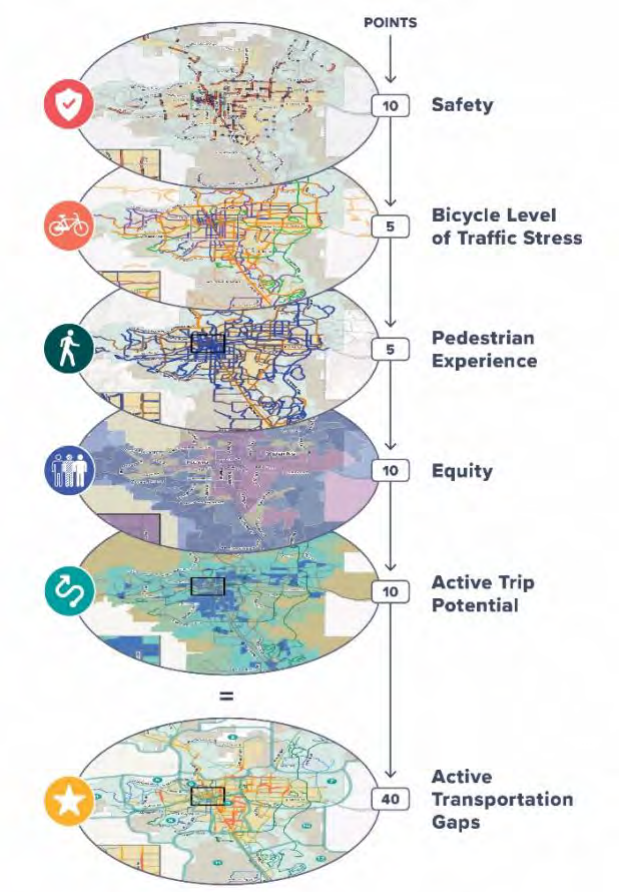


Figure 1918 Active Transportation Gap Variables

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

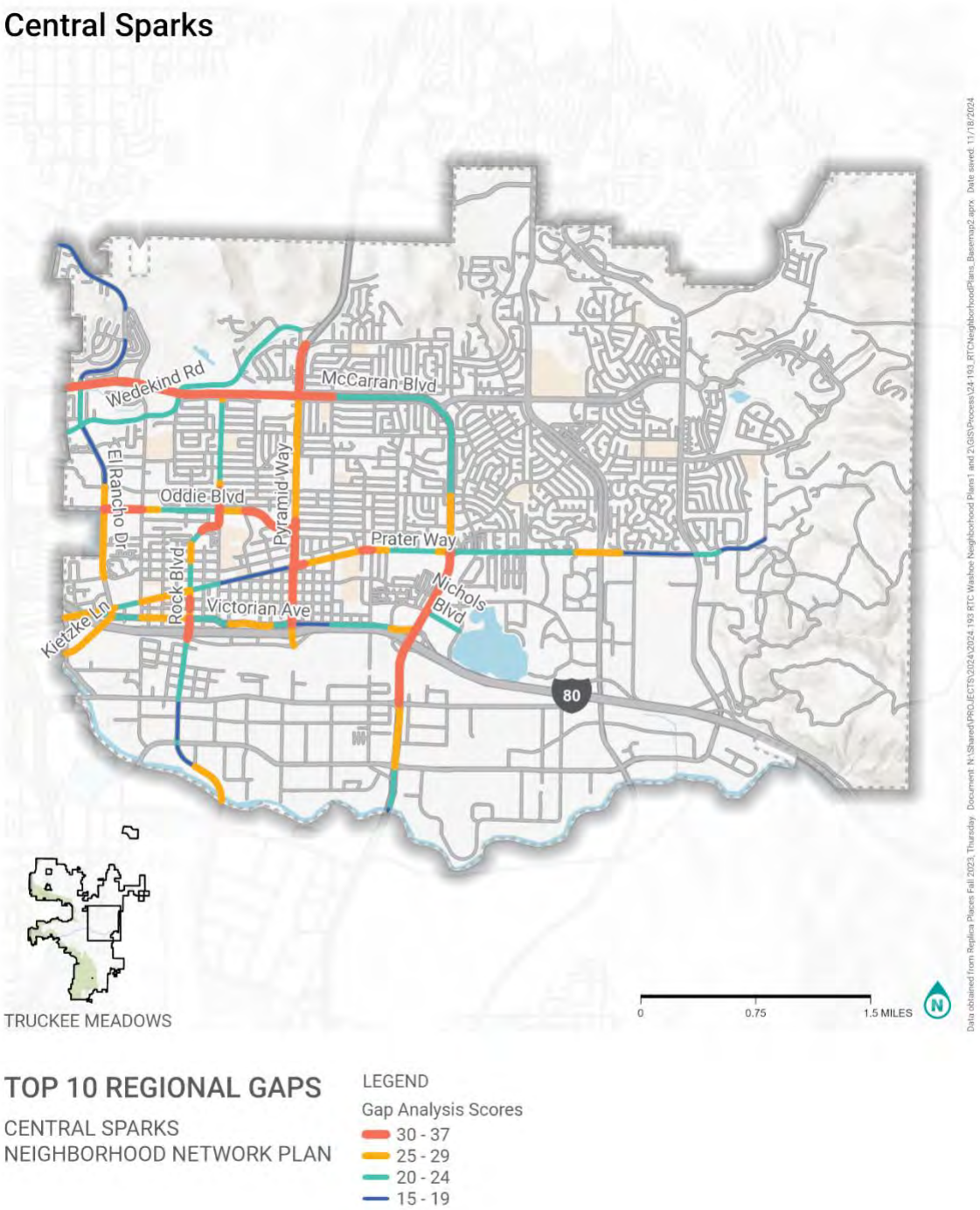


Figure 2019 Top 10 highest scoring corridors in Central Sparks

Neighborhood Profile Summary

Central Sparks is young, dense, and significantly more diverse than the rest of the Reno/Sparks area, with a large Hispanic population. As a whole, the neighborhood has a slightly lower household income than the region with similar rates of housing cost burden and lack of access to a vehicle. However, the neighborhood contains several communities in the western and southern portions of the area between McCarran Blvd, I-80, and the Reno/Sparks border which are denser and have significantly lower average incomes, lower levels of vehicle access, and higher rates of housing cost burden. These areas stand to benefit the most from investments in active transportation.

40.9%
Hispanic (26.4% region avg.)

20x
Regional housing density

10%
More trips under three miles vs region

-$10K
Household Income below Region Average

Central Sparks provides its residents a range of walking and biking facilities, from the high-quality shared use paths on Sparks Blvd and along the Truckee River to areas like McCarran Blvd between I-80 and Lincoln Way, which lack sidewalks, sidewalk buffers, and bicycle facilities. Major arterials, such as Pyramid Way, which contains numerous segments and intersections within the High-Injury Network, could provide needed connections within the community but currently act as major barriers to pedestrians and bicyclists.

The analyses in this report identified several gaps in the active transportation network, especially along major arterial roadways. These gaps present opportunities to create a safer and more connected active transportation network and further the goals of the ATP. With relatively strong demand for active transportation in the area, and the potential for many of the neighborhood's trips to be switched from vehicles to active modes, Central Sparks is well positioned to become one of the most enjoyable places for pedestrians and bicyclists in the region with focused improvements. Addressing issues identified along the top 10 corridors could greatly enhance the quality of life, health, and safety to create a more vibrant and well-connected Central Sparks neighborhood.

B

Appendix B: Community Engagement Summaries

Pop-Up Information Event Summary
RTC Neighborhood Network Plans
Central Sparks Plan

Pop-Up Event Date: February 22, 2025
Location: Lighthouse Coffee, 325 Harbour Cove Dr. #121, Sparks, NV 89434

Team Members in Attendance: RTC Planner Marquis Williams, RTC Planning Manager Graham Dollarhide, RTC Public Information Officer Josh MacEachern, Alta Planning + Design Planning Associate II Cole Peiffer, RTC Planner Shay League, and MJT Consulting Public Information Officer Lauren Ball

Topic: RTC Neighborhood Network Plans – Central Sparks Plan

Approximate number of attendees: 45

Notifications: The community was notified of the pop-up event via RTC social media posts, an email blast to stakeholders, and a press release to inform local media.

About the Project:
The RTC is proposing improvements to help make walking and biking safer and more comfortable in 12 Reno/Sparks neighborhoods over the coming years, starting with plans to improve the Central Reno/MidTown neighborhood and the Central Sparks neighborhood. This pop-up focused on the Central Sparks neighborhood. The Central Sparks neighborhood is the diverse core of Sparks, approximately defined by Baring Boulevard to the north, the Reno-Tahoe International Airport to the south, Teglia's Paradise Park to the west, and Vista Boulevard to the west.

Pop-Up Event Summary:
Public input and feedback about potential neighborhood improvements are critical to the project's planning process. The project team created public information pop-up events as a way to have personal, one-on-one conversations with community members to provide them with project information and ask for feedback to address concerns in their neighborhood. The project team wanted to meet the community where they are for quick and meaningful conversations.





The project team selected the patio area of Lighthouse Coffee near the Sparks Marina as the pop-up information event location. The event was held on Saturday, February 22, 2025, from 9 a.m. to noon, to coincide with the anticipated influx of customers to the local coffee shop on a Saturday morning, along with people who might be using the Sparks Marina for weekend outdoor recreation. The weather was anticipated to be warmer than usual for February, which also meant an increase in foot traffic near the coffee shop on the way to the Marina path.

The pop-up event included one table with two large printed maps of the Central Sparks neighborhood, project flyers, and coloring sheets for children. Along with the map, there were post-its and markers available for people to leave comments. Additionally, understanding that not everyone can attend in-person events, all pop-up materials were also made available on the project landing page on the RTC's website.

People who came to the pop-up event and provided comments were offered a coupon for a complimentary large coffee, coffee cake, or cookie from Lighthouse Coffee as an incentive. While approximately 30 people took the coupon, only 15 coupons were redeemed.

Throughout the course of the three-hour pop-up event, approximately 45 people stopped by the information tables to talk with staff, or received a flyer with more information about the project.

Of the people who stopped by the pop-up table to talk to the team, most had come to visit Lighthouse Coffee, or were heading to the Marina for recreation. A handful of people saw the event being advertised and came specifically to learn more about the project.

The pop-up event was attended by Ward 1 Sparks City Councilmember Donald Abbott, Ward 3 Sparks City Councilmember Paul Anderson, and Sparks Citizens Advisory Committee Ward 1 member David Morlet. They rode bicycles to the pop-up event and provided personal insights and anecdotes from their constituents and committee members about areas in the Central Sparks neighborhood that needed improvements.

One person who stopped by mentioned that lighting could be improved throughout the Central Sparks neighborhood to encourage more people to use alternate modes of travel.

Another person mentioned they had wanted to ride their bike to the Marina to provide feedback at the pop-up event, but wasn't able to find any nearby bike racks. They commented that there should be bike racks added to the Marina area.

A couple of other people pointed out breaks in connections throughout the neighborhood, including from Baring to Oddie and the path along Sparks Boulevard.

Another person suggested adding a bridge from the Lighthouse Coffee/Sparks Water Bar area to the other side of the Marina for a tourist attraction.

Because it was a sunny February day, some passersby were visiting the Marina from other areas of Sparks and Reno, and had ideas for their own neighborhoods. Staff let them know that the region had been divided into 12 neighborhoods and that future plans would focus on other areas of our community.

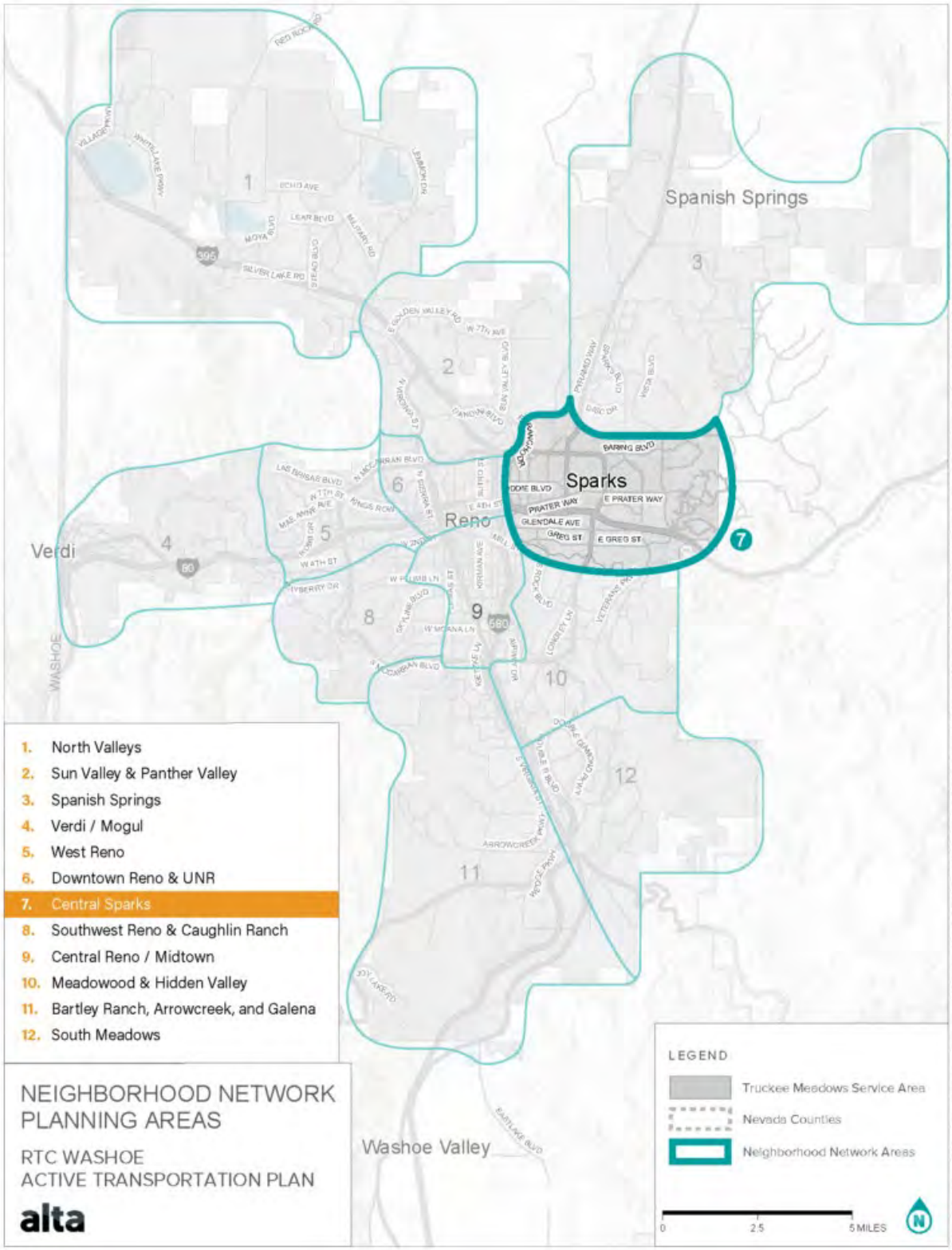
Overall, people expressed gratitude and excitement that the RTC was embarking on the Neighborhood Network Plans and many had ideas for the Central Sparks neighborhood and beyond.

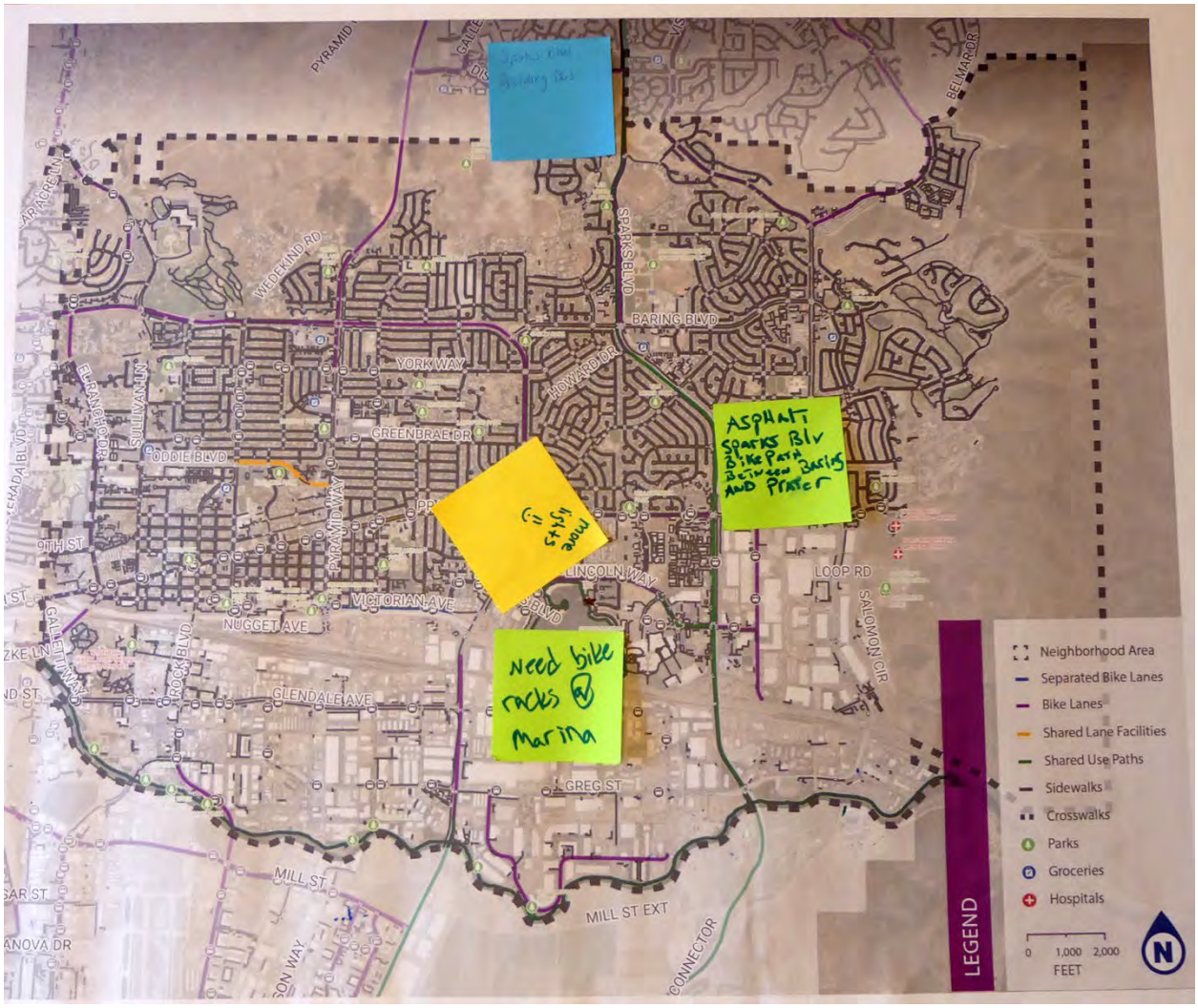
A full list of the written comments received are listed below and photos of the comments are included on the following pages.

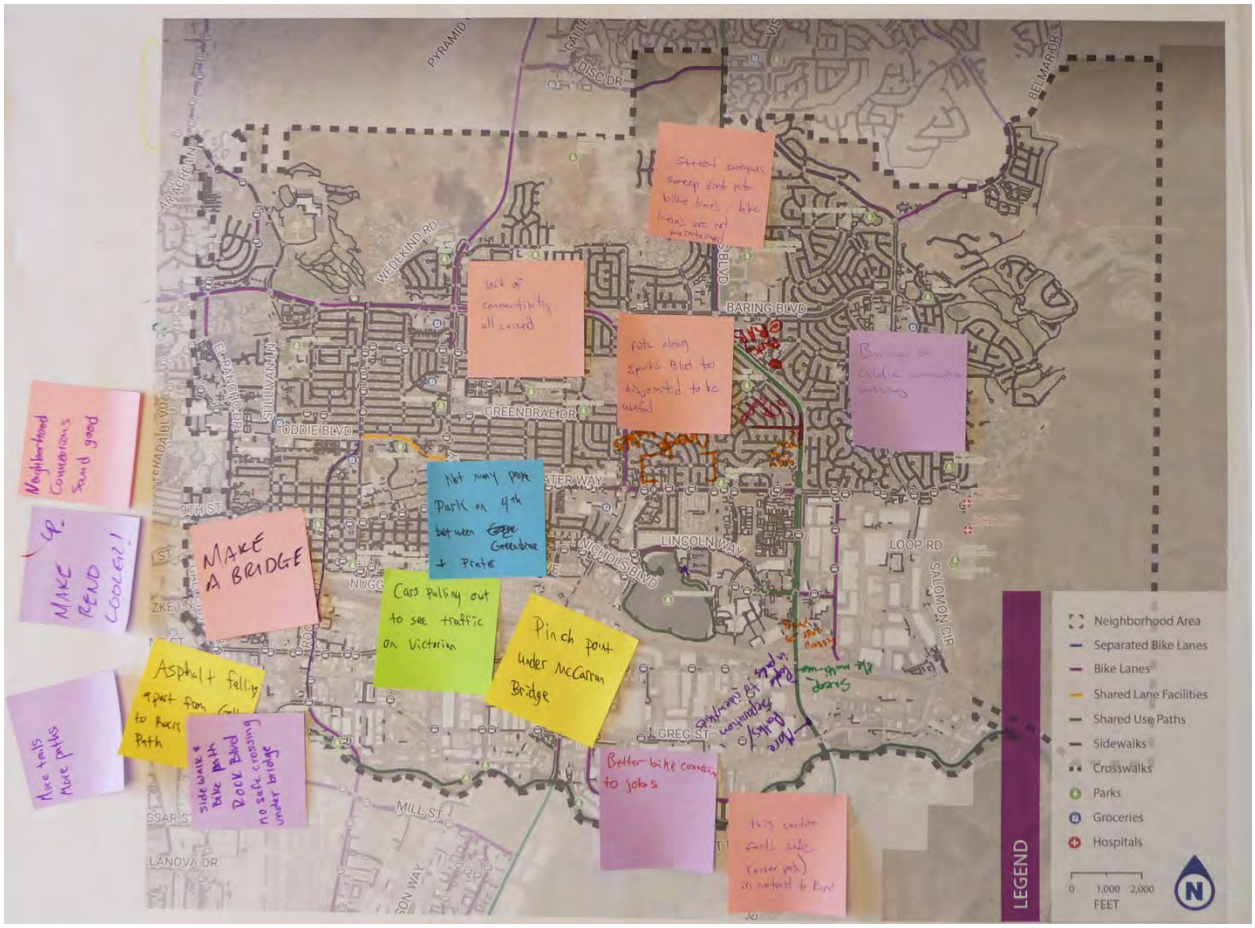
Comments Received:

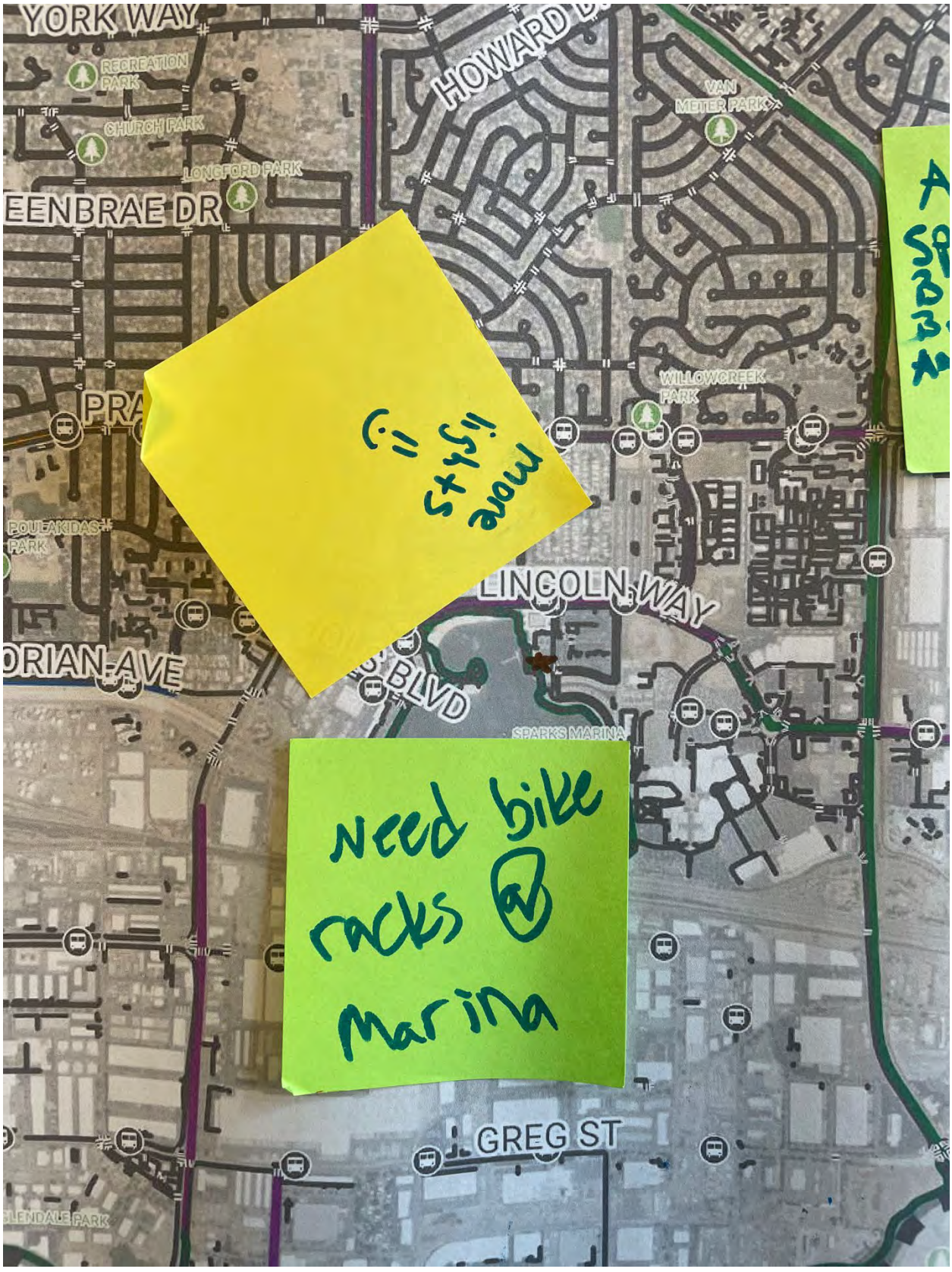
- Marina: Need bike racks at Marina
- Along Lincoln Way to Victorian Ave: More lights
- Sparks Blvd. bike path between Baring and Prater: Asphalt
- Sparks Blvd.: Speeding cars

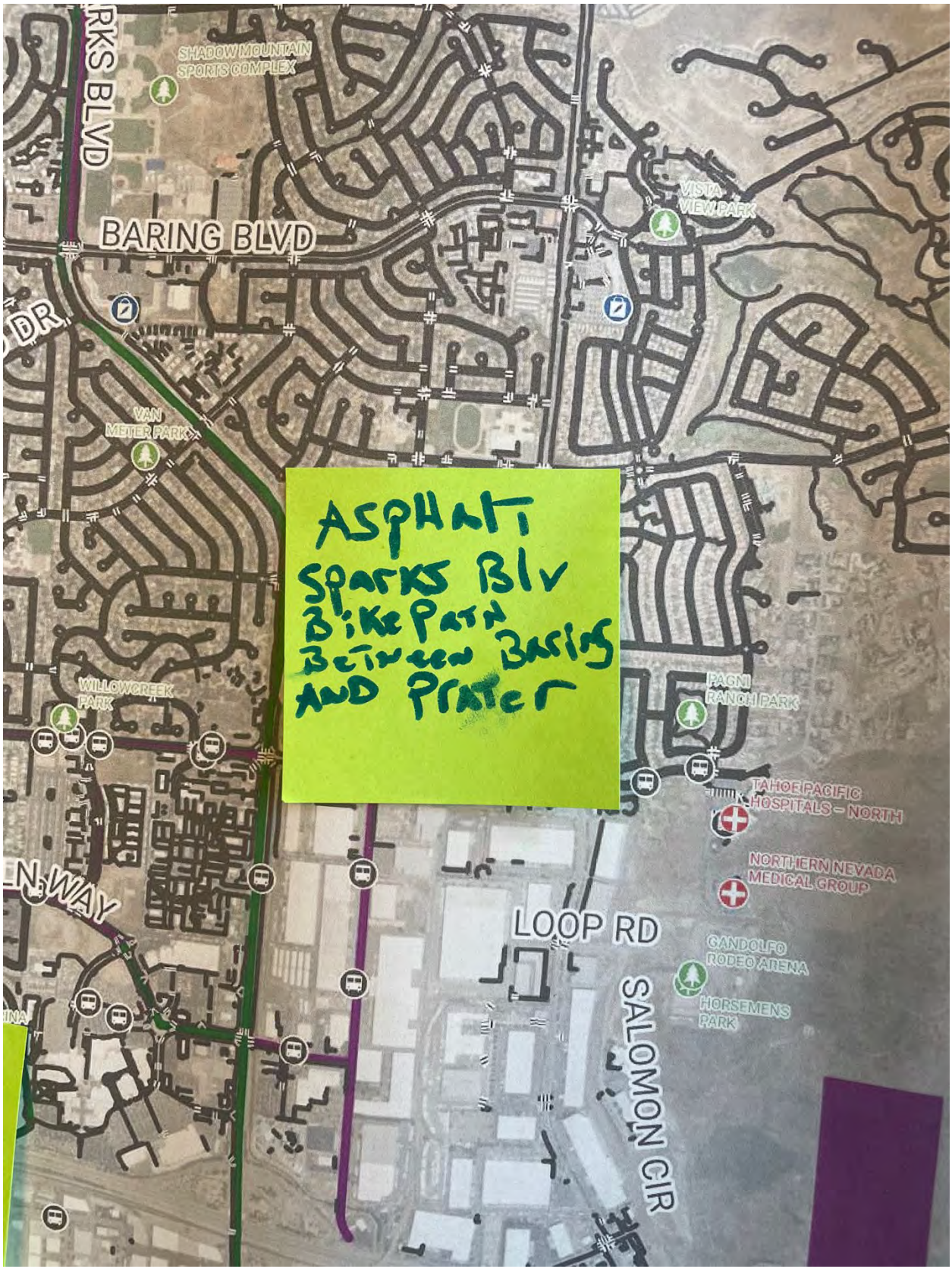
- Path along Sparks Blvd. too disjointed to be useful
- Baring to Oddie connection missing
- Sparks Blvd.: Street sweepers sweep dirt into bike lanes; bike lanes are not maintained
- Area east of Pyramid/McCarran intersection: Lack of connectivity all around
- Not many people park on 4th between Greenbrae + Prater
- Nugget Ave.: Cars pulling out to see traffic on Victorian
- Pinch point under McCarran bridge
- Greg St.: Better bike connection to jobs
- River path: This section feels safe in contrast to Reno
- Sparks Blvd. near Greg St.: More paths/separation to ride with kids
- Sparks Blvd.: Sweep the multi-use
- Sparks Blvd.: People in paths
- Sparks Blvd. between Lincoln and train tracks: Blind crossing
- 9th St.: Make a bridge
- Asphalt falling apart from Galletti to Rock on River Path
- Sidewalk and bike path Rock Blvd. no safe crossing under bridge
- MAKE RENO COOLER!
- Neighborhood connections sound good
- More trails, more parks
- Sparks Blvd. near Express St.: incline not ADA
- Sparks Blvd. near Express St.: ADA slopes
- Near Van Meter Park: Parking at RAB
- Neighborhood between Howard and Lincoln: Unsafe and no lights

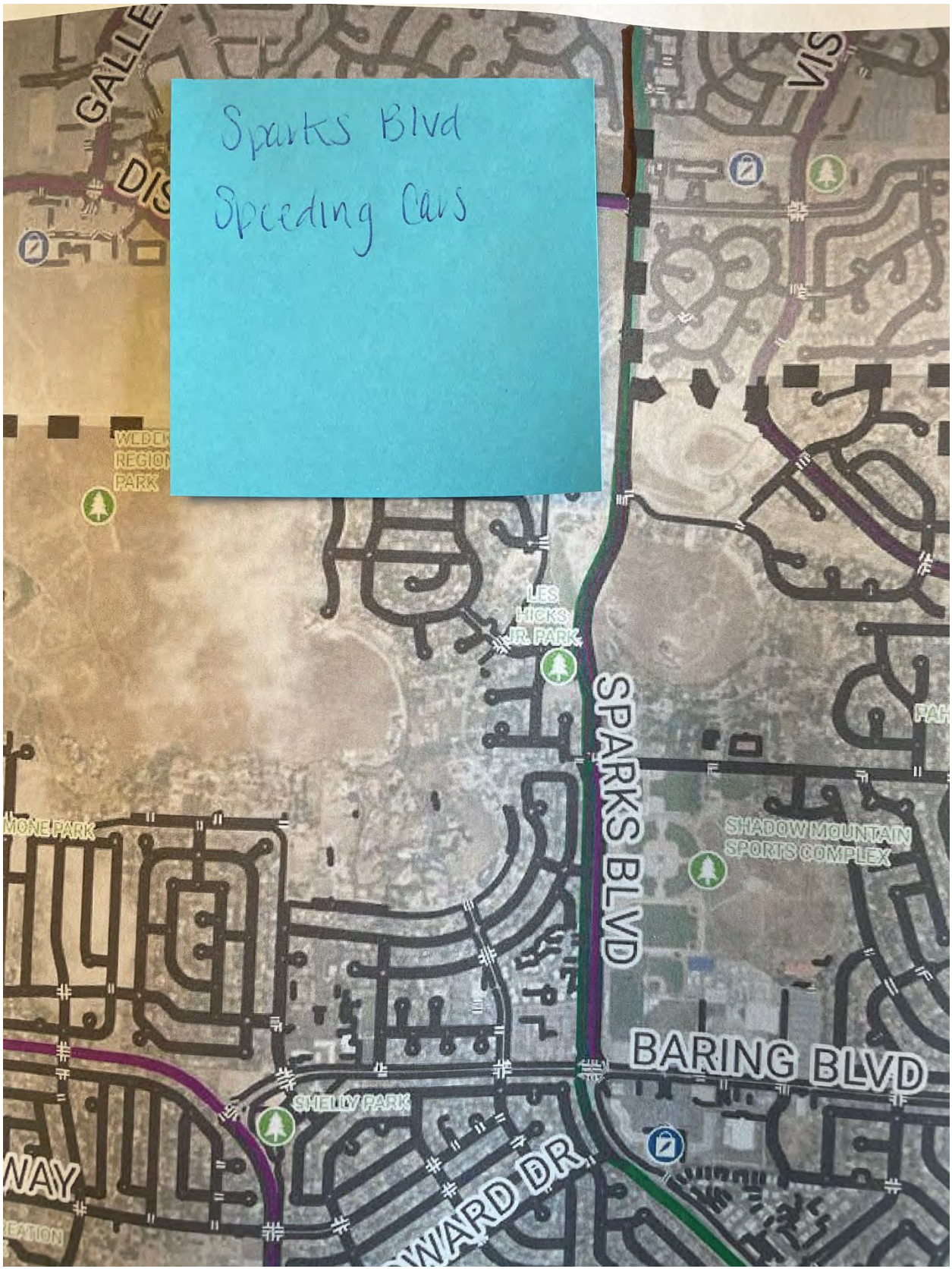

Spanish Springs
Sparks
Reno
Verdi
Washoe Valley
1. North Valleys
2. Sun Valley & Panther Valley
3. Spanish Springs
4. Verdi / Mogul
5. West Reno
6. Downtown Reno & UNR
7. Central Sparks
8. Southwest Reno & Caughlin Ranch
9. Central Reno / Midtown
10. Meadowood & Hidden Valley
11. Bartley Ranch, Arrowcreek, and Galena
12. South Meadows
NEIGHBORHOOD NETWORK PLANNING AREAS
RTC WASHOE
ACTIVE TRANSPORTATION PLAN
alta
LEGEND
Truckee Meadows Service Area
Nevada Counties
Neighborhood Network Areas
0
2.5
5 MILES
N
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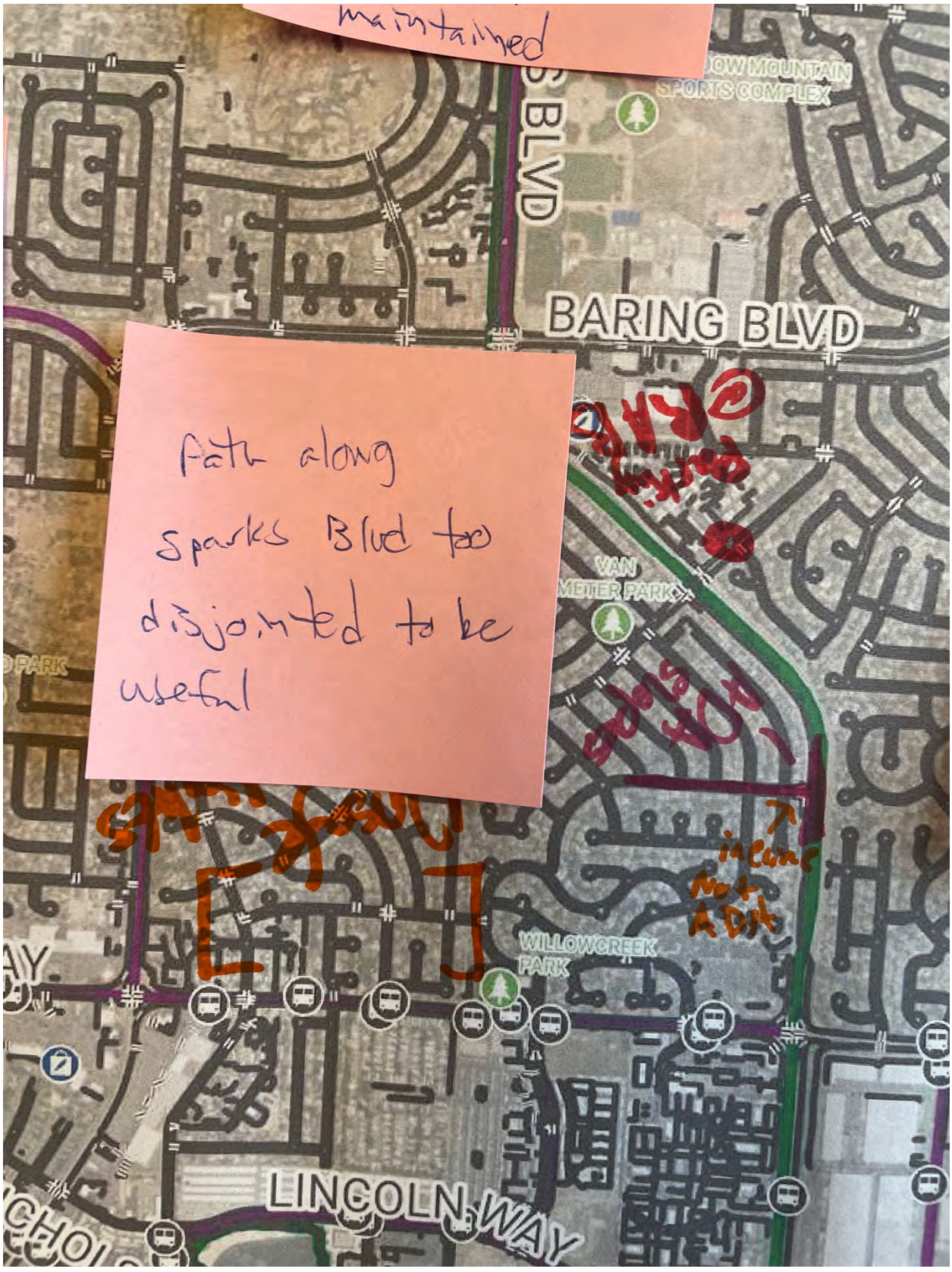

ASPHALT SPARKS BLV BIKE PATH BETWEEN BARING AND PRATER
more bikes!!
Need bike racks @ Marina
PYRAMID
SPARKS BLVD
BARING BLVD
WEDEKIND RD
YORK WAY
HOWARD DR
GREENBRAE DR
ODDIE BLVD
SULLIVAN LN
EL RANCHO DR
PYRAMID WAY
9TH ST
VICTORIAN AVE
NUGGET AVE
LINCOLN WAY
LOOP RD
SALOMON CIR
GLENDALE AVE
GREG ST
MILL ST
MILL ST EXT
CONNECTOR
BELMARROR
LEGEND
Neighborhood Area
Separated Bike Lanes
Bike Lanes
Shared Lane Facilities
Shared Use Paths
Sidewalks
Crosswalks
Parks
Groceries
Hospitals
0 1,000 2,000
FEET
N

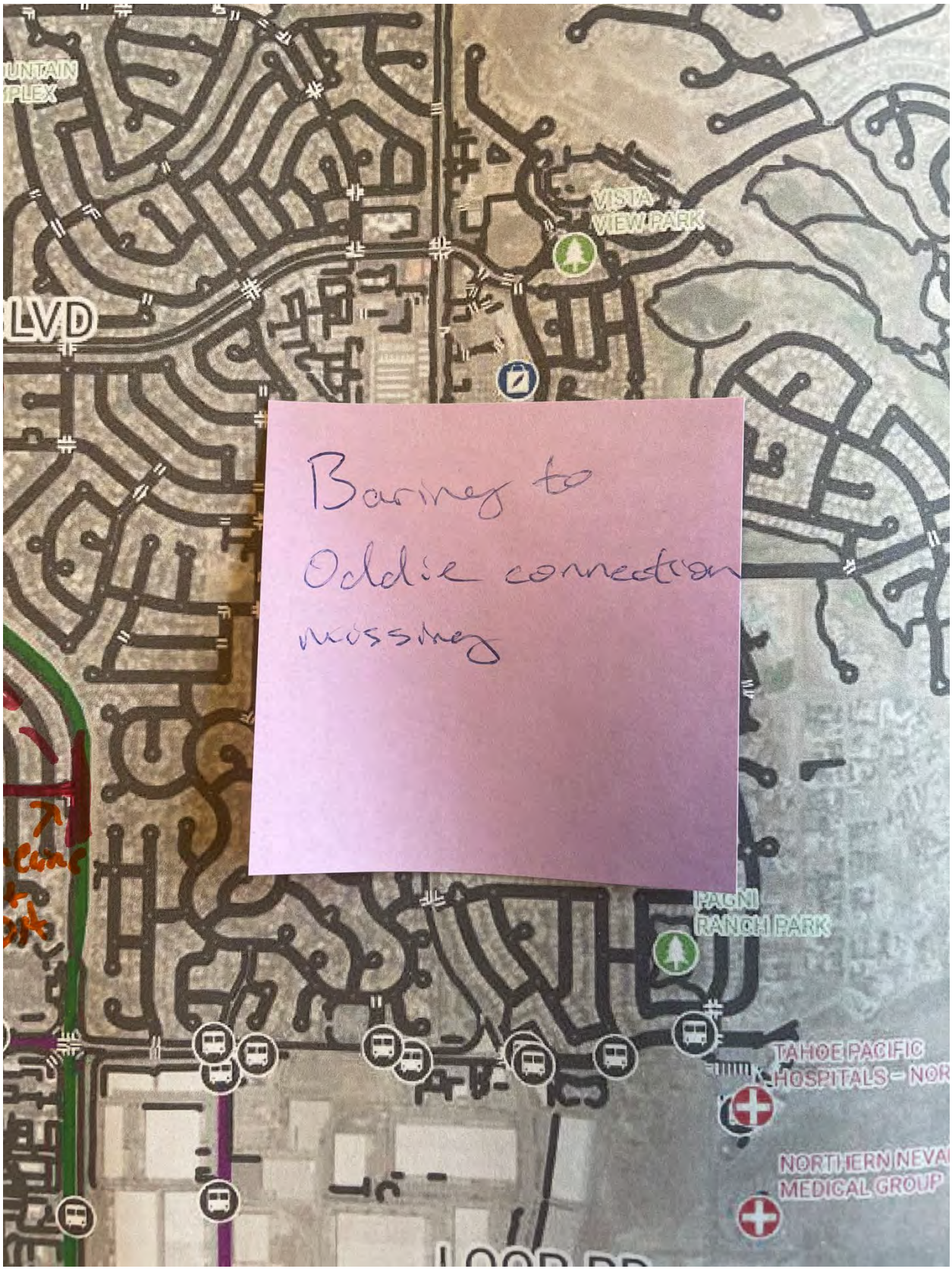

Street sweepers sweep dirt into bike lanes, bike lanes are not maintained
Lack of connectivity all around
Path along Sparks Blvd to be adjusted to be useful
Business to bicycle connection missing
Neighborhood Connections Sound good
MAKE A BRIDGE
Not many pops Park on 4th between Greenbrae + Prater
Cars pulling out to see traffic on Victoria
Pinch point under McCarran Bridge
Asphalt falling apart from
to Rock Path
Rock Blvd no safe crossing under bridge
Better bike connection to jobs
BARING BLVD
GREENBRAE DR
LINCOLN WAY
LOOP RD
SALOMON CIR
MILL ST
GREG ST
LEGEND
Neighborhood Area
Separated Bike Lanes
Bike Lanes
Shared Lane Facilities
Shared Use Paths
Sidewalks
Crosswalks
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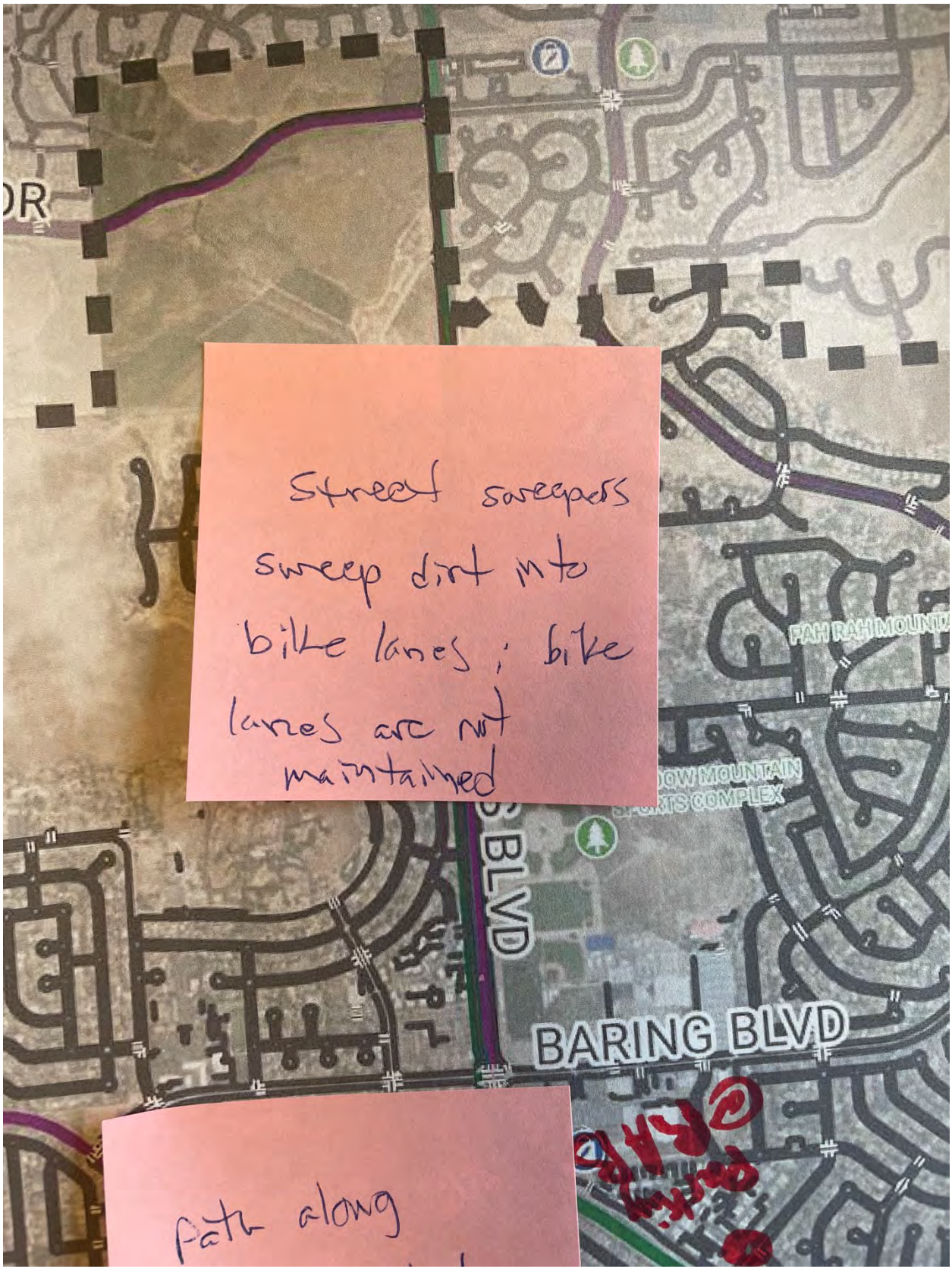

YORK WAY
RECREATION PARK
CHURCH PARK
LONGFORD PARK
EENBRAE DR
HOWARD
VAN METER PARK
WILLOWCREEK PARK
LINCOLN WAY
BLVD
SPARKS MARINA
GREG ST
need bike racks @ Marina

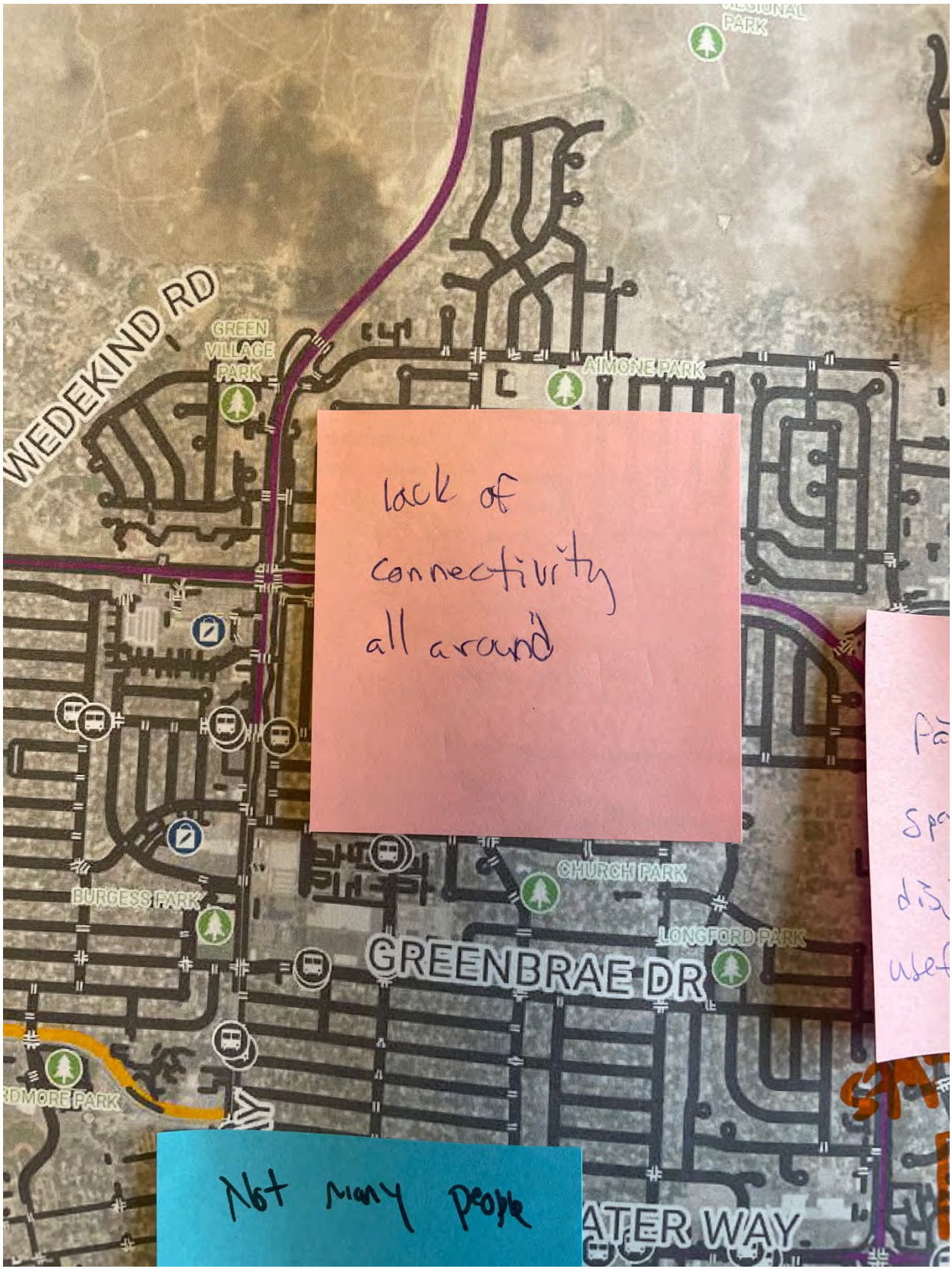

ASPHALT
Sparks Blv
Bike Path
Between Baring
AND Prater
RKS BLVD
SHADOW MOUNTAIN SPORTS COMPLEX
BARING BLVD
VISTA VIEW PARK
VAN METER PARK
WILLOWCREEK PARK
PAGNI RANCH PARK
TAHOE PACIFIC HOSPITALS – NORTH
NORTHERN NEVADA MEDICAL GROUP
LOOP RD
GANDOLFO RODEO ARENA
HORSEMEN'S PARK
SALOMON CIR

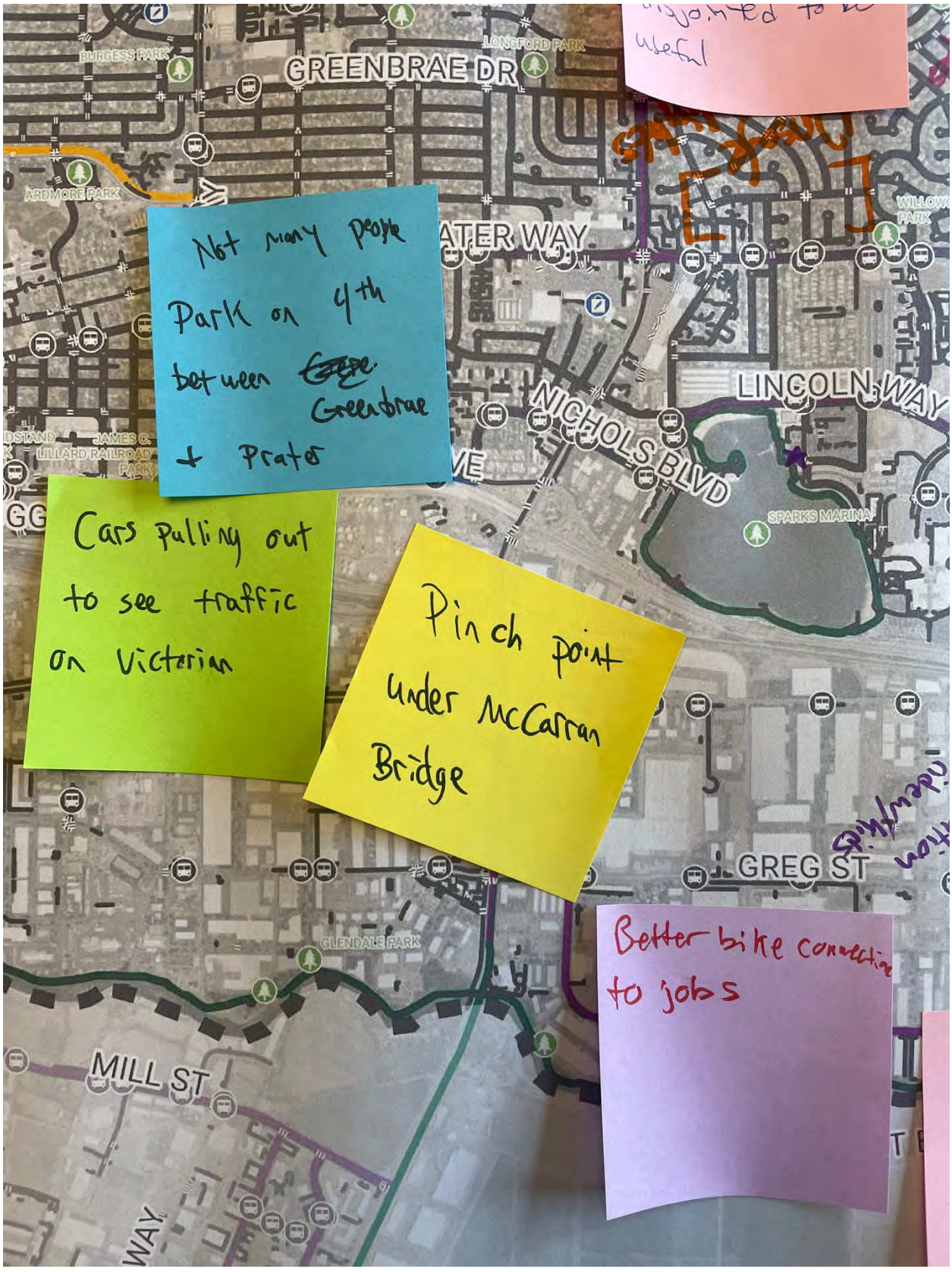

Sparks Blvd
Speeding Cars
SPARKS BLVD
BARING BLVD
SHADOW MOUNTAIN SPORTS COMPLEX
SHELLY PARK
LES HICKS JR. PARK

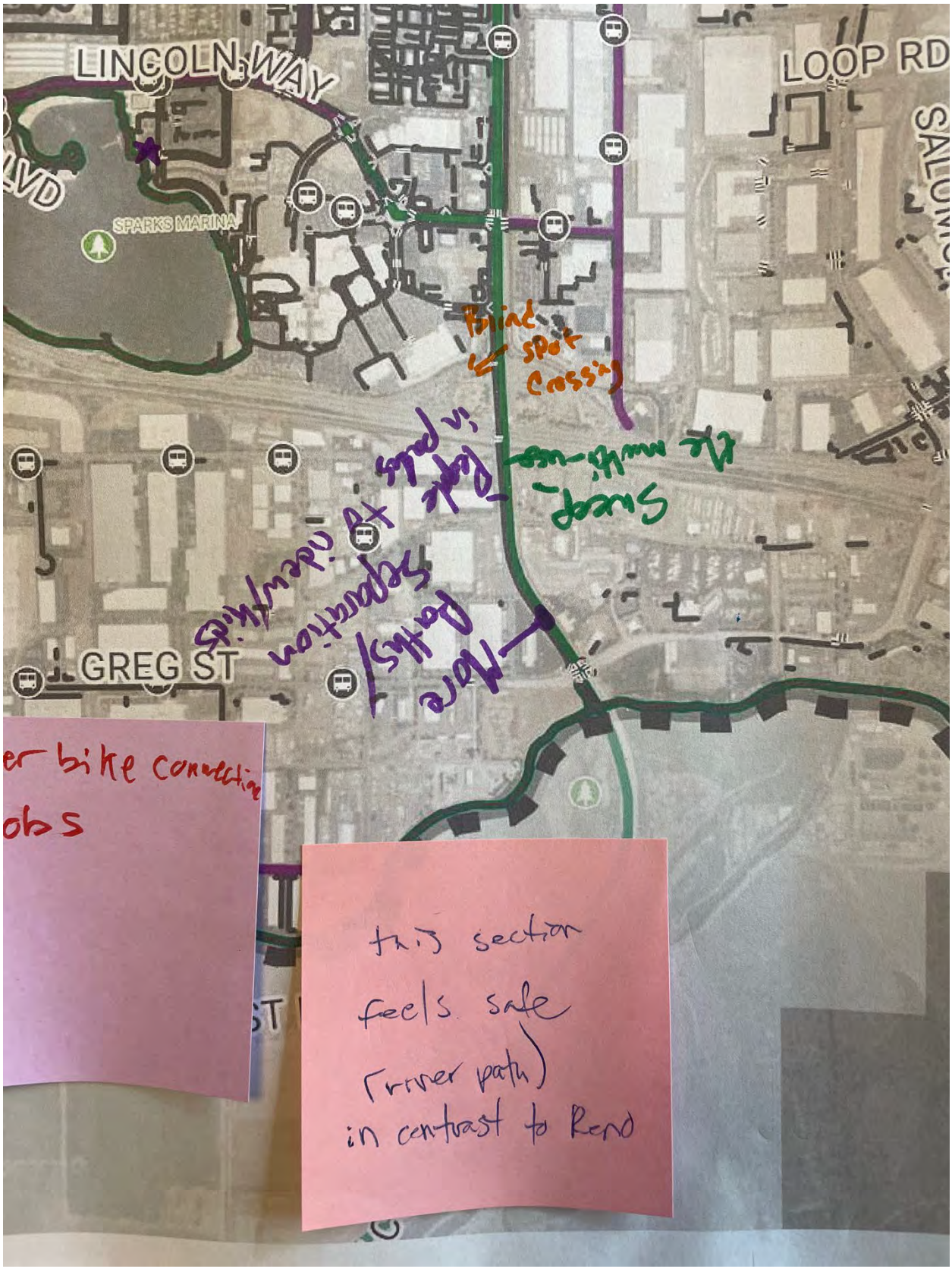

maintained
BARING BLVD
path along
sparks Blvd too
disjointed to be
useful
VAN
METER PARK
WILLOWCREEK
PARK
LINCOLN WAY

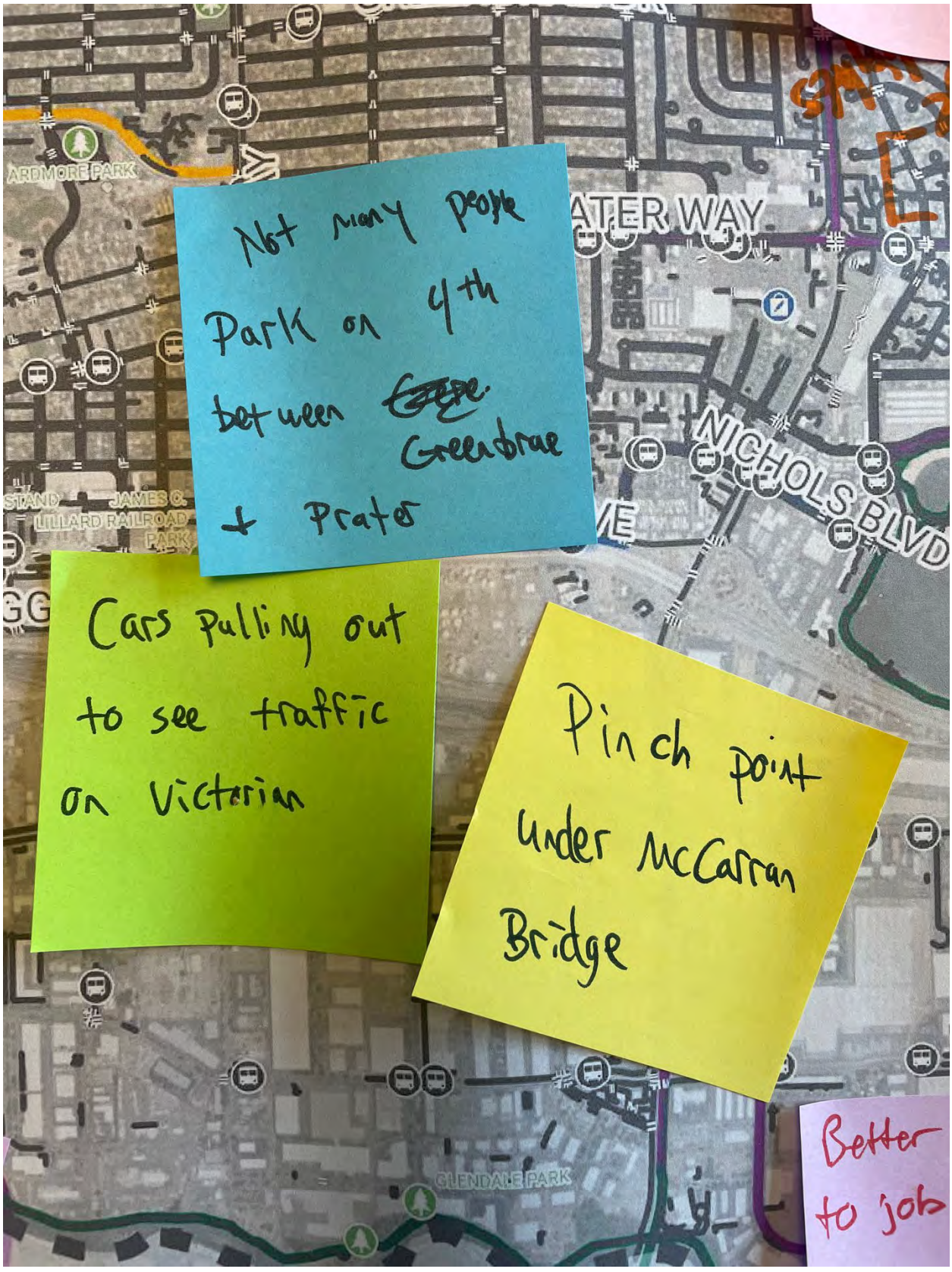

Barney to
Oddie connection
missing
VISTA VIEW PARK
PAGNI RANCH PARK
TAHOE PACIFIC HOSPITALS – NOR
NORTHERN NEVA MEDICAL GROUP

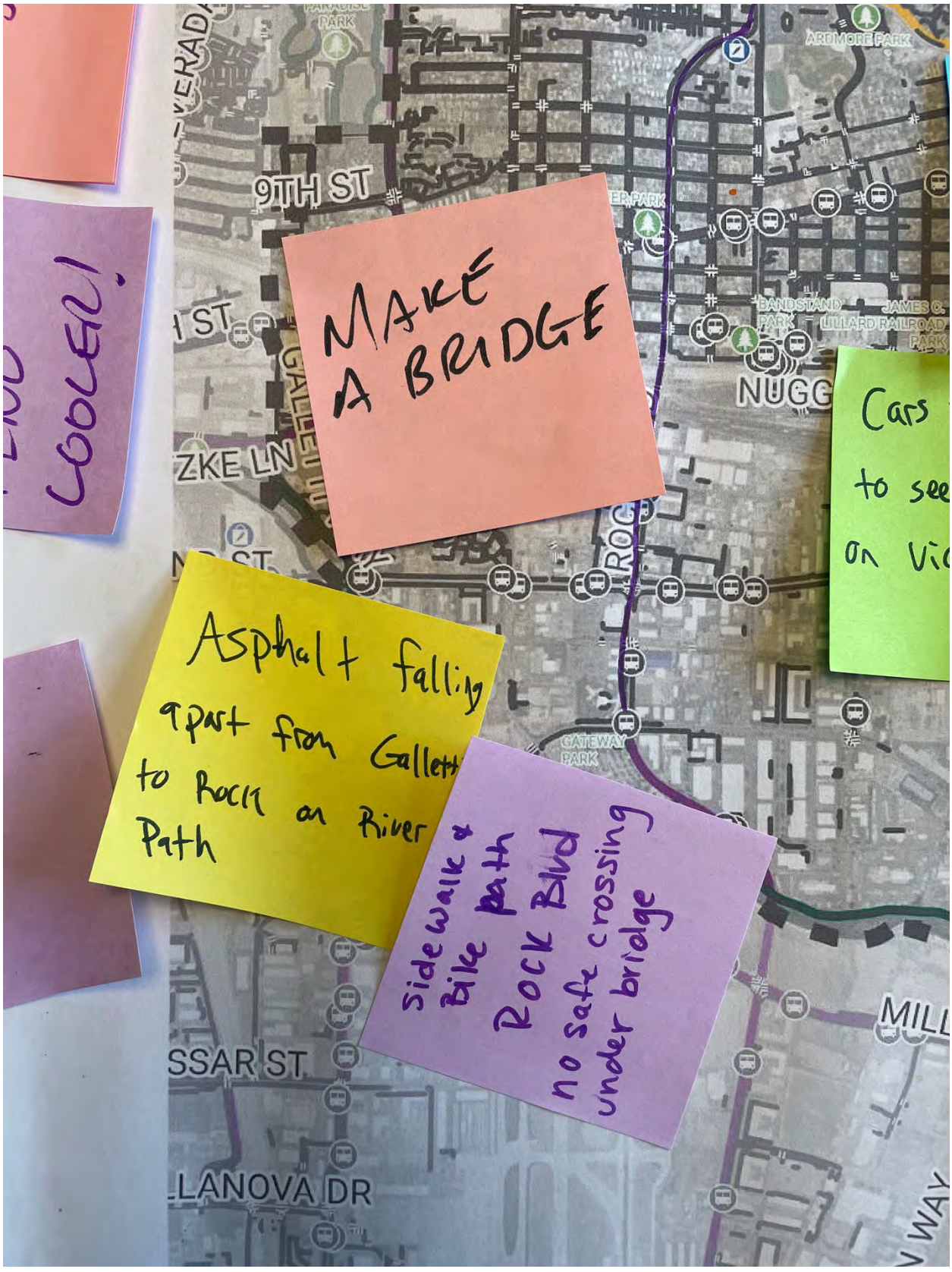

Street sweepers sweep dirt into bike lanes ; bike lanes are not maintained
BARING BLVD
path along


WEDEKIND RD
GREEN VILLAGE PARK
AIMONE PARK
lack of connectivity all around
CHURCH PARK
BURGESS PARK
LONGFORD PARK
GREENBRAE DR
Not many people


Not many people
Park on 4th
between Greenbrae
+ Prater
Cars pulling out
to see traffic
on Victorian
Pinch point
under McCarran
Bridge
Better bike connection
to jobs
GREENBRAE DR
LINCOLN WAY
NICHOLS BLVD
SPARKS MARINA
GREG ST
MILL ST
GLENDALE PARK
BURGESS PARK
ARDMORE PARK
LONGFORD PARK
WILLOW PARK

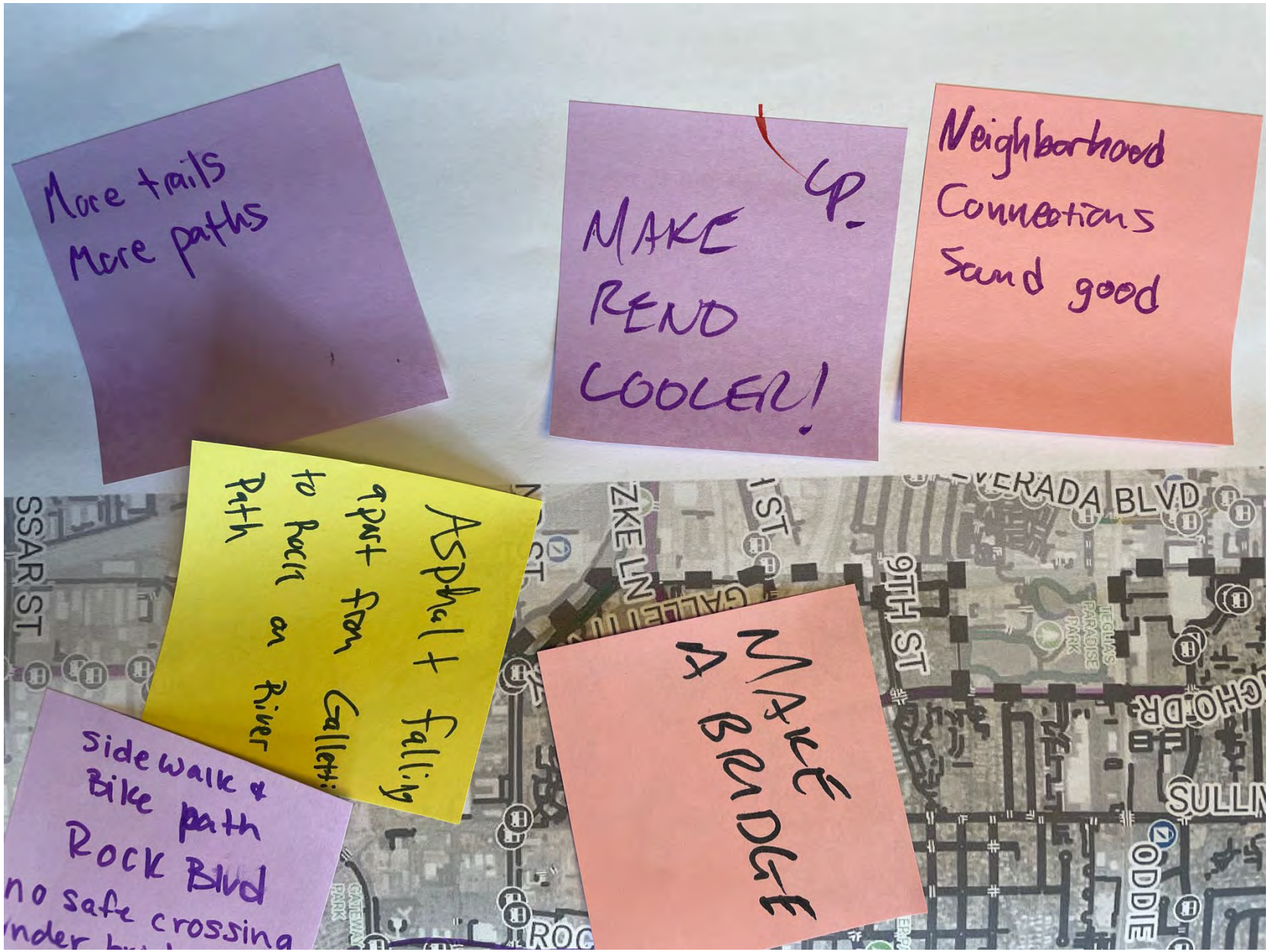

LINCOLN WAY
LOOP RD
SPARKS MARINA
GREG ST
Blind spot Crossing
Street - multi-use
More Paths/ Separation
Safe in parks
er bike connection
obs
this section feels safe (river path) in contrast to Rend


Not many people Park on 4th between Greenbrae + Prater
Cars pulling out to see traffic on Victorian
Pinch point under McCarran Bridge
Better to job
ARDMORE PARK
ATER WAY
NICHOLS BLVD
JAMES G. LILLARD RAILROAD PARK
GLENDALE PARK


Cooler!
9TH ST
MAKE A BRIDGE
Cars
to see
on Vi
Asphalt falling apart from Gallet
to Rock on River Path
Sidewalk & Bike Path Rock Blvd no safe crossing under bridge
ARDMORE PARK
BANDSTAND PARK
JAMES O. LILLARD RAILROAD PARK
GATEWAY PARK
SSAR ST
LANOVA DR


HOWARD
GFORD PARK
WILLOW
PARK
R WAY
LINCOLN WAY
NICHOLS BLVD


BARING BLVD
VAN METER PARK
WILLOW CREEK PARK


More trails
More paths
MAKE
REND
COOLER!
Neighborhood
Connections
Sand good
Asphalt + falling
apart from Galleti
to Rock on River
Path
Sidewalk &
Bike Path
ROCK Blvd
no safe crossing
MAKE
A BRIDGE
VERADA BLVD
9TH ST
ZKE LN
SSAR ST
1ST
ODDIE

Pop-Up Information Event Summary
RTC Neighborhood Network Plans
Central Sparks Plan

Pop-Up Event Date: Sunday, March 9, 2025
Location: West Wind El Rancho Swap Meet, 555 El Rancho Drive, Sparks, NV 89431

Team Members in Attendance: RTC Planner Marquis Williams, RTC Planning Manager Graham Dollarhide, RTC Public Information Officer Josh MacEachern, Alta Planning + Design Planning Associate II Cole Peiffer, Alta Planning + Design Planner Sierra Rodriguez-Torres, and MJT Consulting Public Information Officer Lauren Ball

Topic: RTC Neighborhood Network Plans – Central Sparks Plan

Approximate number of attendees: 20

Notifications: The community was notified of the pop-up event via RTC social media posts, an email blast to stakeholders, and a press release to inform local media.

Media Coverage: Journalists from KTVN Channel 2 News and News 4 came to cover the event. They interviewed RTC Planner Marquis Williams and shot video of the project team at the pop-up event. A link to KTVN's coverage is provided below:
KTVN: RTC holds Neighborhood Network Plans pop-up booth

About the Project:
The RTC is proposing improvements to help make walking and biking safer and more comfortable in 12 Reno/Sparks neighborhoods over the coming years, starting with plans to improve the Central Reno/MidTown neighborhood and the Central Sparks neighborhood. This pop-up focused on the Central Sparks neighborhood. The Central Sparks neighborhood is the diverse core of Sparks, approximately defined by Baring Boulevard to the north, the Reno-Tahoe International Airport to the south, Teglia's Paradise Park to the west, and Vista Boulevard to the west.

Pop-Up Event Summary:
Public input and feedback about potential neighborhood improvements are critical to the project's planning process. The project team created public information pop-up events as a way to have personal, one-on-one conversations with community members to

provide them with project information and ask for feedback to address concerns in their neighborhood. The project team wanted to meet the community where they are for quick and meaningful conversations.



The project team selected the West Wind El Rancho Swap Meet as the pop-up information event location. The event was held on Sunday, March 9, 2025, from 9 a.m. to noon, to coincide with the anticipated influx of shoppers to the swap meet on a Sunday morning. The swap meet is held on Saturdays, as well, but Sundays are the busiest days. The event organizer mentioned that this swap meet event was one of their busiest so far this season, due to the unseasonably warm weather.



The pop-up event included one table with a large printed map of the Central Sparks neighborhood, project flyers, and coloring sheets for children. Along with the map, there

were post-its and markers available for people to leave comments. Additionally, understanding that not everyone can attend in-person events, all pop-up materials were also made available on the project landing page on the RTC's website.

Throughout the course of the three-hour pop-up event, approximately 20 people stopped by the information tables to talk with staff, or received a flyer with more information about the project.

Of the people who stopped by the pop-up table to talk to the team, all had come to shop at the swap meet event, but saw the event table and stopped by to provide feedback.

One person who came by the booth identified himself as a local cab driver. He provided valuable insights about safety throughout the corridor and mentioned it might be a good idea to visit Reno Sparks Cab at shift change to talk to drivers who know the area well.

Another person who stopped by identified herself as a swap meet vendor and an avid local bicyclist. She was excited about the potential improvements and mentioned she really enjoyed the new bicycle improvements along Oddie Boulevard. She said that she would like to see more improvements in Central Sparks like the ones that were made as part of the RTC's Oddie Wells Project.

Another person arrived on bike. He told staff that on Greenbrae, parking limits visibility and makes it unsafe to bike between Rock and McCarran. He said he feels safer on York which also has parking.

Several people mentioned the need for increased lighting, particularly in older areas of Central Sparks, along with the need for better buffers between vehicles and bicyclists.

Some passersby were visiting the swap meet from other areas of Sparks and Reno, and had ideas for their own neighborhoods. Staff let them know that the region had been divided into 12 neighborhoods and that future plans would focus on other areas of our community.

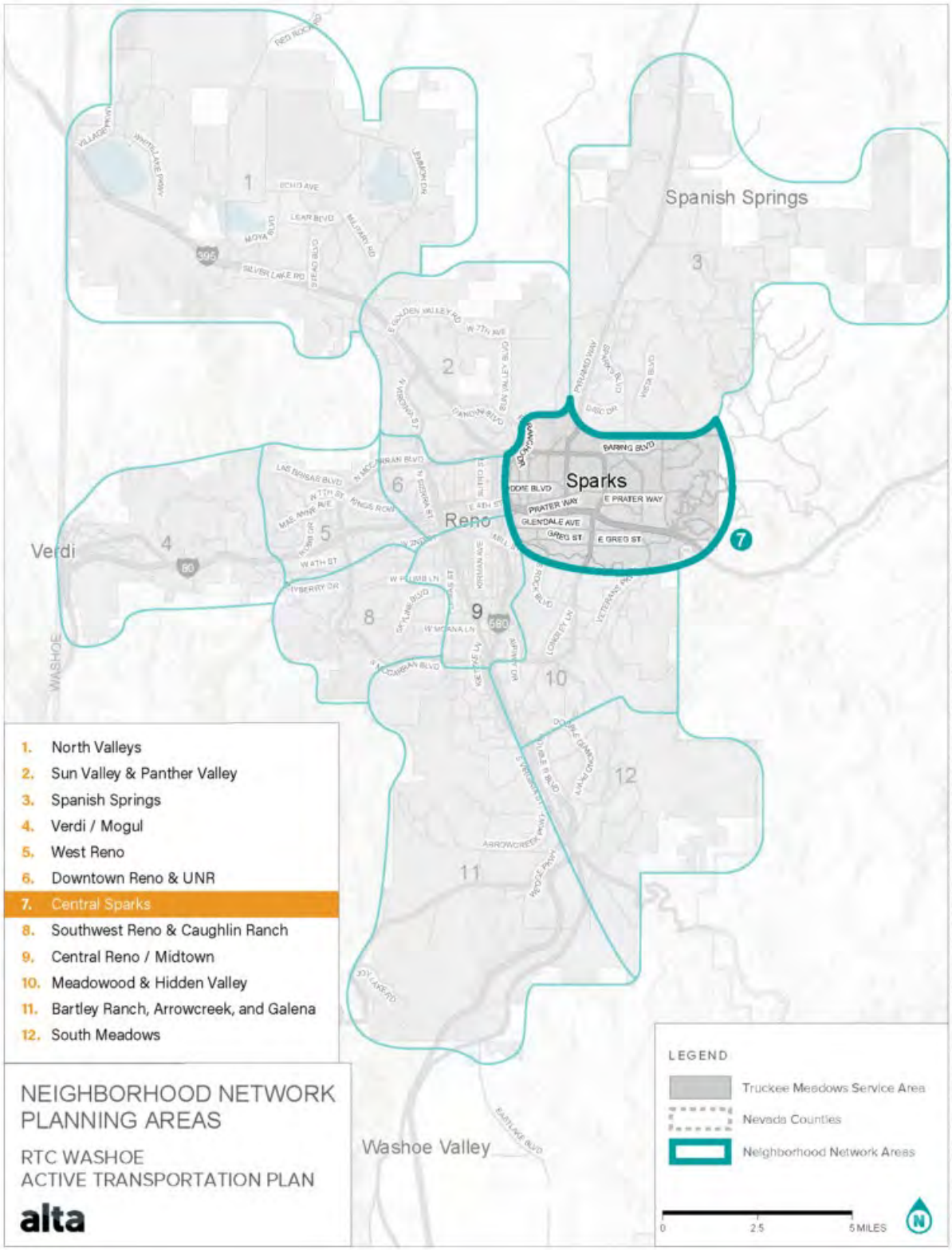
Overall, people were excited to learn about the RTC's Neighborhood Network Plans and thought it was great that the RTC was focusing on neighborhood-level safety improvements for bicyclists and pedestrians.

A full list of the written comments received are listed below and photos of the comments are included on the following pages.

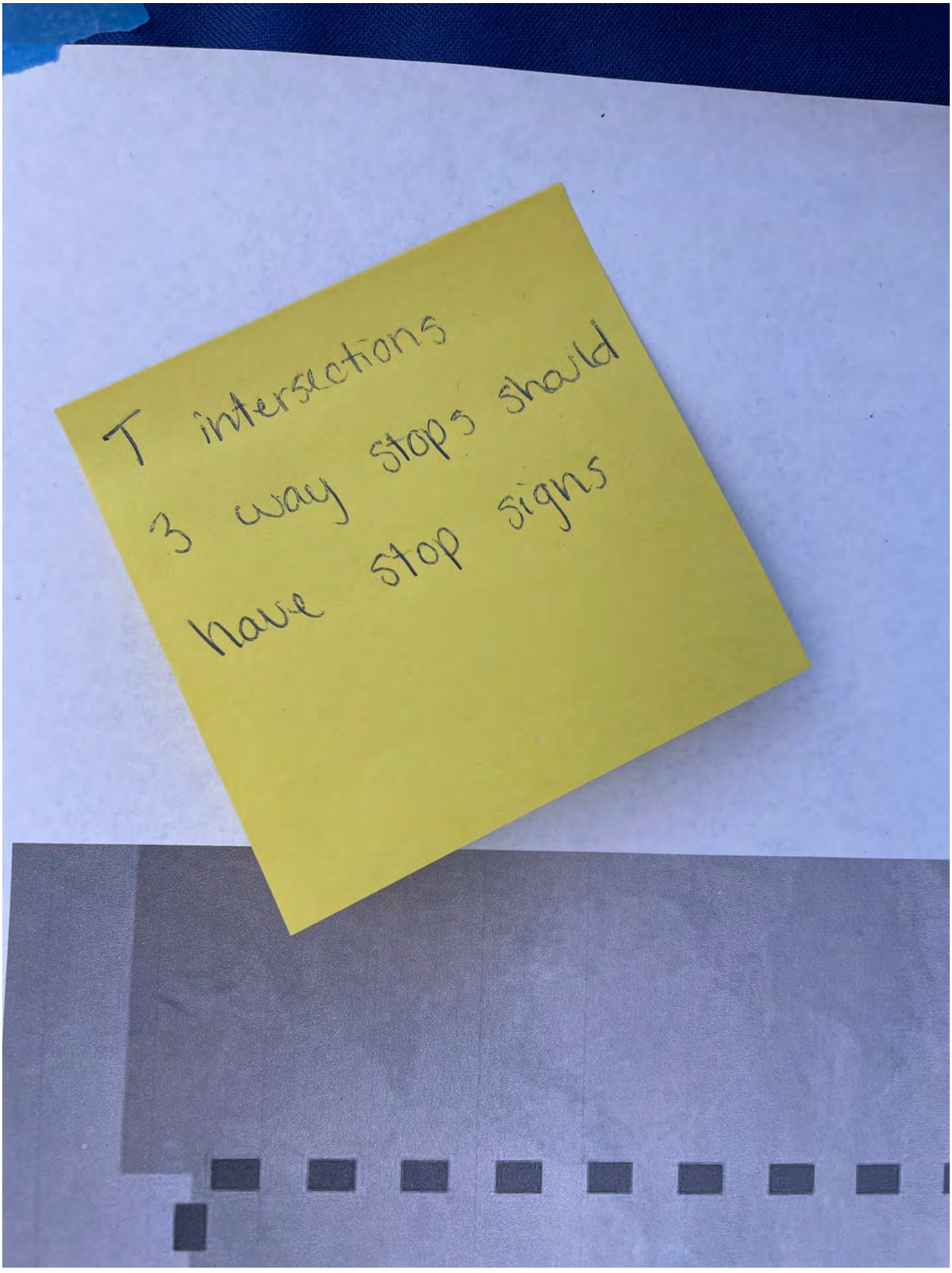
Comments Received:

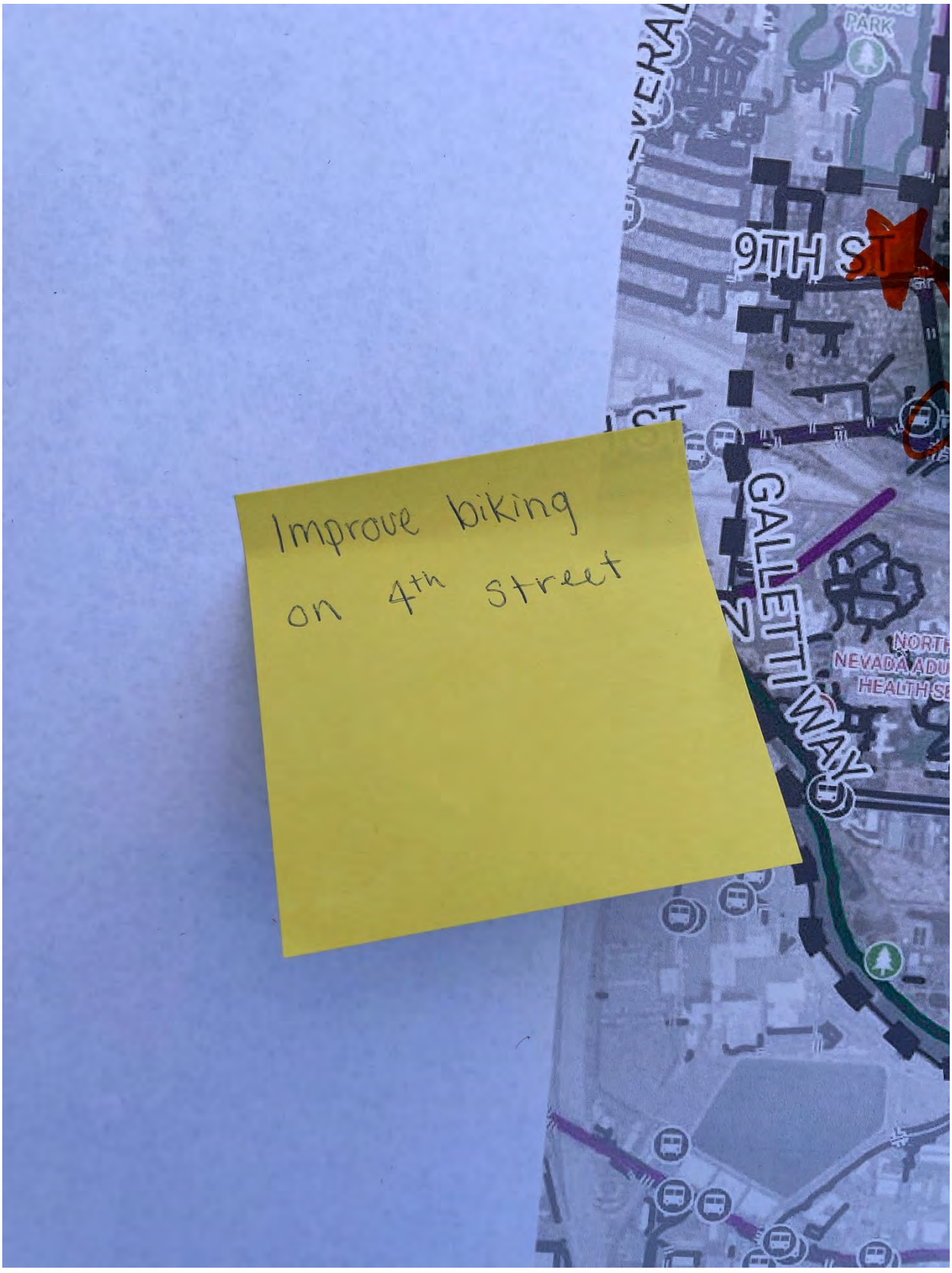
- T intersections 3-way stops should have stop signs
- Improve biking on 4th Street
- More improvements like on Oddie
- Greenbrae – parking limits visibility, makes it unsafe to bike Rock- McCarran. Feel safer on York, which has parking also

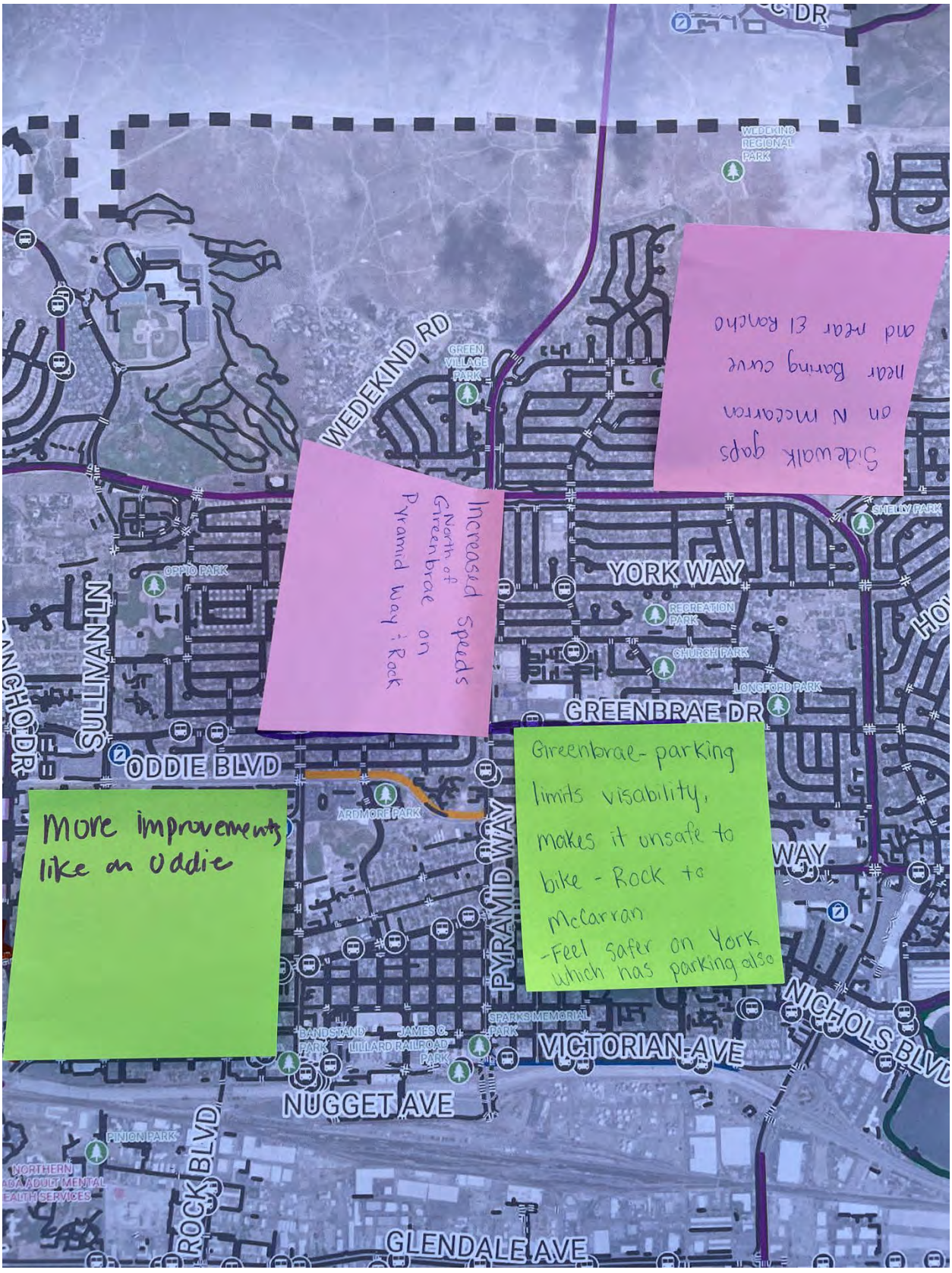
- Increased speeds north of Greenbrae on Pyramid Way and Rock
- Sidewalk gaps on N. McCarran near Baring curve and near El Rancho


Spanish Springs
Sparks
Reno
Verdi
Washoe Valley
1. North Valleys
2. Sun Valley & Panther Valley
3. Spanish Springs
4. Verdi / Mogul
5. West Reno
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PYRAMID
DISC DR
BELMAR DR
SPARKS BLVD
BARING BLVD
HOWARD DR
YORK WAY
GREENBRAE DR
ODDIE BLVD
PYRAMID WAY
NICHOLS BLVD
LINCOLN WAY
LOOP RD
SALOMON CIR
VICTORIAN AVE
NUGGET AVE
GLENDALE AVE
ROCK BLVD
GALLETTI WAY
GREG ST
MILL ST
MILL ST EXT
CONNECTOR
9TH
Increased Speeds
Greenbrae on
Pyramid Way - Rock
Sidewalk gaps
on N Truckee
near Baring curve
and near El Rancho
Greenbrae - parking
limits visability
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bike - Rock to
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- Feel safer on York
which has parking also
More Improvements
like on Oddie
Improve biking
on 4th Street
LEGEND
Neighborhood Area
Separated Bike Lanes
Bike Lanes
Shared Lane Facilities
Shared Use Paths
Sidewalks
Crosswalks
Parks
Groceries
Hospitals
0 1,000 2,000
FEET
N


T intersections
3 way stops should
have stop signs


Improve biking
on 4th street
9TH ST
GALLETTI WAY
PARK


Sidewalk gaps on N Mcearran near Boring curve and near El Rancho
Increased Speeds (North of Greenbrae on Pyramid Way & Rock
Greenbrae- parking limits visability, makes it unsafe to bike - Rock to McCarran
-Feel safer on York which has parking also
More improvements like on Oddie
WEDEKIND REGIONAL PARK
WEDEKIND RD
GREEN VILLAGE PARK
SHELLY PARK
OPATO PARK
YORK WAY
RECREATION PARK
CHURCH PARK
LONGFORD PARK
GREENBRAE DR
SULLIVAN LN
ODDIE BLVD
ARDMORE PARK
PYRAMID WAY
SPARKS MEMORIAL PARK
BANDSTAND PARK
JAMES G. FAIR RAILROAD PARK
VICTORIAN AVE
NICHOLS BLVD
NUGGET AVE
PINION PARK
ROCK BLVD
GLENDALE AVE

MEMORANDUM

To: RTC/Regional Transportation Commission of Washoe County: Marquis Williams, Vanessa Lacer, Graham Dollarhide, and Josh MacEachern

From: Cole Peiffer and Sierra Rodriguez, Alta Planning + Design

Date: January 29, 2025

Re: **Neighborhood Network Plan – Phase 1 Community Workshop**

Community Workshop #1 – Sparks High School

Workshop Summary

Date	Time	Attendees
Wednesday, January 29th, 2025	5:00-7:00 p.m.	6

The RTC hosted a community engagement workshop for the Central Sparks Neighborhood Network Plan (NNP). The event took place at Sparks High School (820 15th St) from 5:00 p.m. to 7:00 p.m. and was attended by 6 participants. The workshop provided an opportunity for residents to share their input and concerns related to walking, biking, and accessing transit in the neighborhood. 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 Sparks neighborhood is the second focus area 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, Ivet Contreras and Sierra Rodriguez-Torres from Alta Planning + Design served as translators for the workshop.

Key Takeaways:

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



- **Desire for More Paths**: Many participants expressed a strong preference for additional walking and biking paths. They emphasized the comfort and convenience of uninterrupted routes that avoid frequent stops.
- **Need for Shade Structures**: Feedback highlighted the demand for more shaded areas on paths like the Truckee River and Veterans path to enhance comfort during hot weather.

- **Need for Improved Wayfinding**: Participants noted the need for improved wayfinding, especially near parks or multi-use paths. Clear signage and navigation aids were identified as essential for helping users find their way, particularly when they are taking a new route.



- **Bike Lane and Sidewalk Gaps**: Missing bike lanes and sidewalks were frequently mentioned as major issues. For example, attendees pointed out the bike lane on El Rancho Dr abruptly ends at G St if traveling southbound towards Prater Wy. This forces cyclists to use the sidewalk which becomes gravel between the I-80 bridges.
- **Difficulties at Intersections**: Attendees reported that navigating intersections with abrupt infrastructure changes can be confusing, especially at locations like Baring Blvd and Vista Blvd. Improved signage and clearer transitions for cyclists and pedestrians were suggested.
- **Enhanced Bike Connectivity**: Participants expressed interest in improving bike connections (North-South and East-West) to key destinations, such as parks, schools, and commercial centers.
- **Traffic Speed and Safety Concerns**: High traffic speeds were identified as a safety concern, particularly on roads like McCarran Blvd, Sparks Blvd and Vista Blvd. Participants highlighted the need for traffic calming measures to improve safety and comfort levels 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 Sparks, 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 February and through the interactive online map.

C

Appendix C: Walk Audit Findings

Central Sparks Walk Audit



4TH ST / PRATER WY

Legend

Comment Category

- Bike Detection Needed
- Bike Lane Needed
- Bulb-outs Needed
- Change Lane Design
- Change Parking
- Pedestrian Signal Change
- Widen Sidewalk
- Make Neighborhood Byway

Disclaimer:
The findings included here represent the input collected during an in-person cross-discipline planning-level review of select corridors and intersections in Sparks, 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 SPARKS

alta RTC

Key Takeaways

Participants observed and suggested the following:

- Prater Wy has narrow sidewalks and lacks a sidewalk buffer.
- Lighting levels along 4th St are good.
- 4th Street identified as bike corridor in Sparks Comprehensive Plan and RTC is planning a corridor study along 4th.
- Planned RTC project on Prater Way from Pyramid Way to Stanford Way will include improvement for people walking and biking.

Central Sparks Walk Audit



GREG ST

Legend

Comment Category

- Crosswalk Needed
- Missing Sidewalk
- Lighting Needed
- Limited Access to Destination
- High Vehicle Speeds

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NEIGHBORHOOD NETWORK PLAN
CENTRAL SPARKS

alta RTC

Key Takeaways

Participants observed and suggested the following:

- Sidewalks are missing on north / west side of Greg St.
- No sidewalk present on 21st St.
- Poor connection to Rock park and no clear connection to the Truckee River Path.
- Crosswalk on south side of intersection lacks sidewalks and curb cuts at either end.
- Lighting levels low.

Central Sparks Walk Audit



ROCK BLVD / YIMS MARKET

Legend

Comment Category

- Widen Sidewalk
- Limited Access to Destination
- RRFB Needed
- Road Diet Needed
- Site Distance Issue

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NEIGHBORHOOD NETWORK PLAN
CENTRAL SPARKS

alta RTC

Key Takeaways

Participants observed and suggested the following:

- Site distance issue with curve along Rock Blvd paired with high vehicle seeds makes crossing at Rock Blvd and Commerce St feel unsafe. This crossing has a RRFB planned in the future.
- No crossing present across 15th St at intersection.
- High number of students and seniors who walk / bike due to proximity of senior apartments and Sparks High School.
- Sidewalk is too narrow for bicyclists with exisiting utility poles.

Central Sparks Walk Audit



GREG ST / LINDA WY

Legend

Comment Category

- Comfortable Walking / Biking Conditions; Comfortable Walking/ BIking Conditions
- Missing Sidewalk
- Limited Access to Destination
- Wayfinding Needed
- Bicycle Byway Needed
- Curb Ramps Needed

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NEIGHBORHOOD NETWORK PLAN
CENTRAL SPARKS

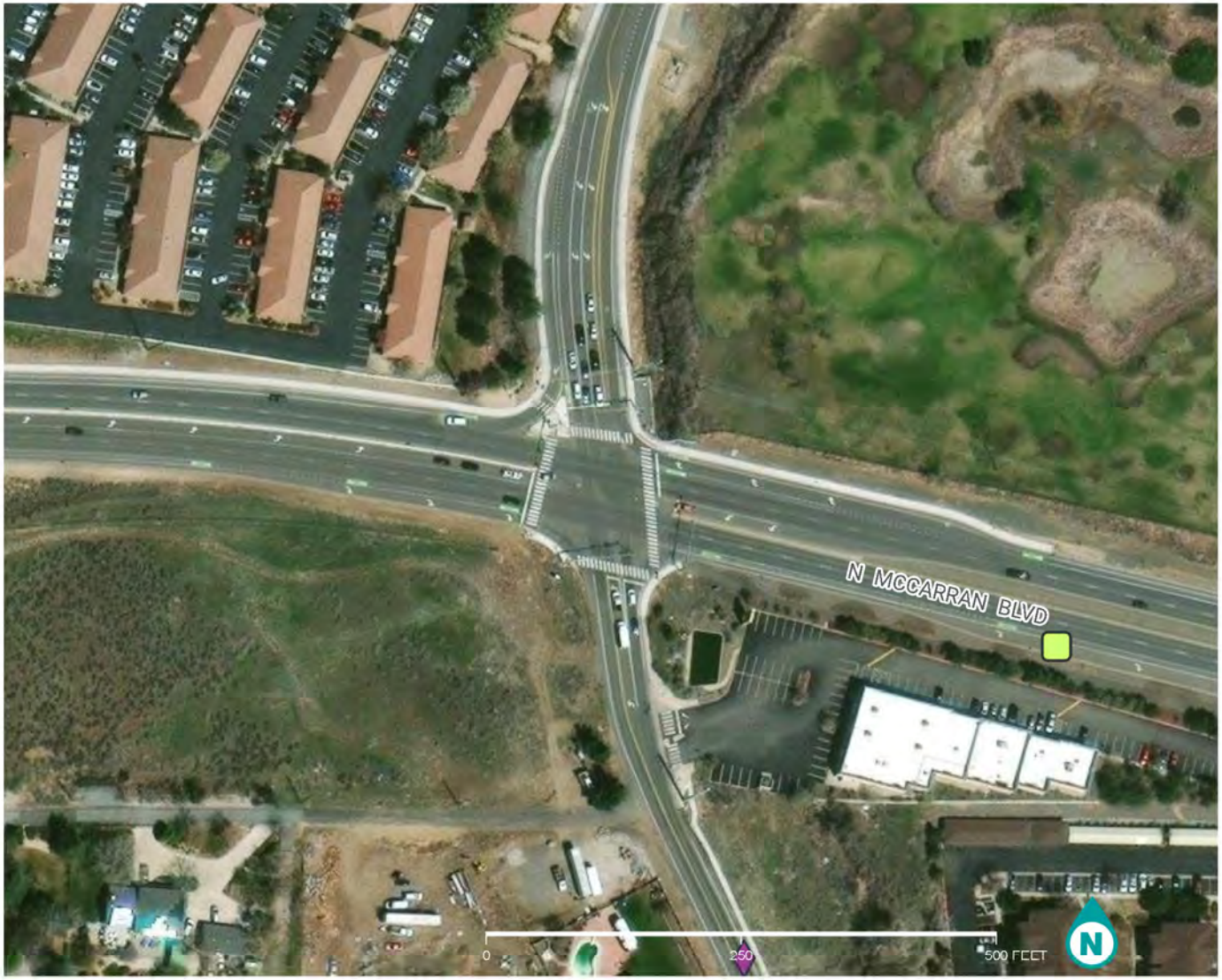
alta RTC

Key Takeaways

Participants observed and suggested the following:

- Sidewalks are missing on the majority of Greg St.
- No sidewalk present on Linda Wy leaving pedestrians to walk in streets and parking lots.
- Lacks clear connection to the Truckee River Path.
- High transit riderships could be better served with bike / ped facilities.
- Industrial area is the largest employment center in the region (40,000+ jobs).

Central Sparks Walk Audit



SULLIVAN LN / N MCCARRAN

Legend

Comment Category

- Change Lane Design
- Improve/Continue Bike Lane

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NEIGHBORHOOD NETWORK PLAN
CENTRAL SPARKS

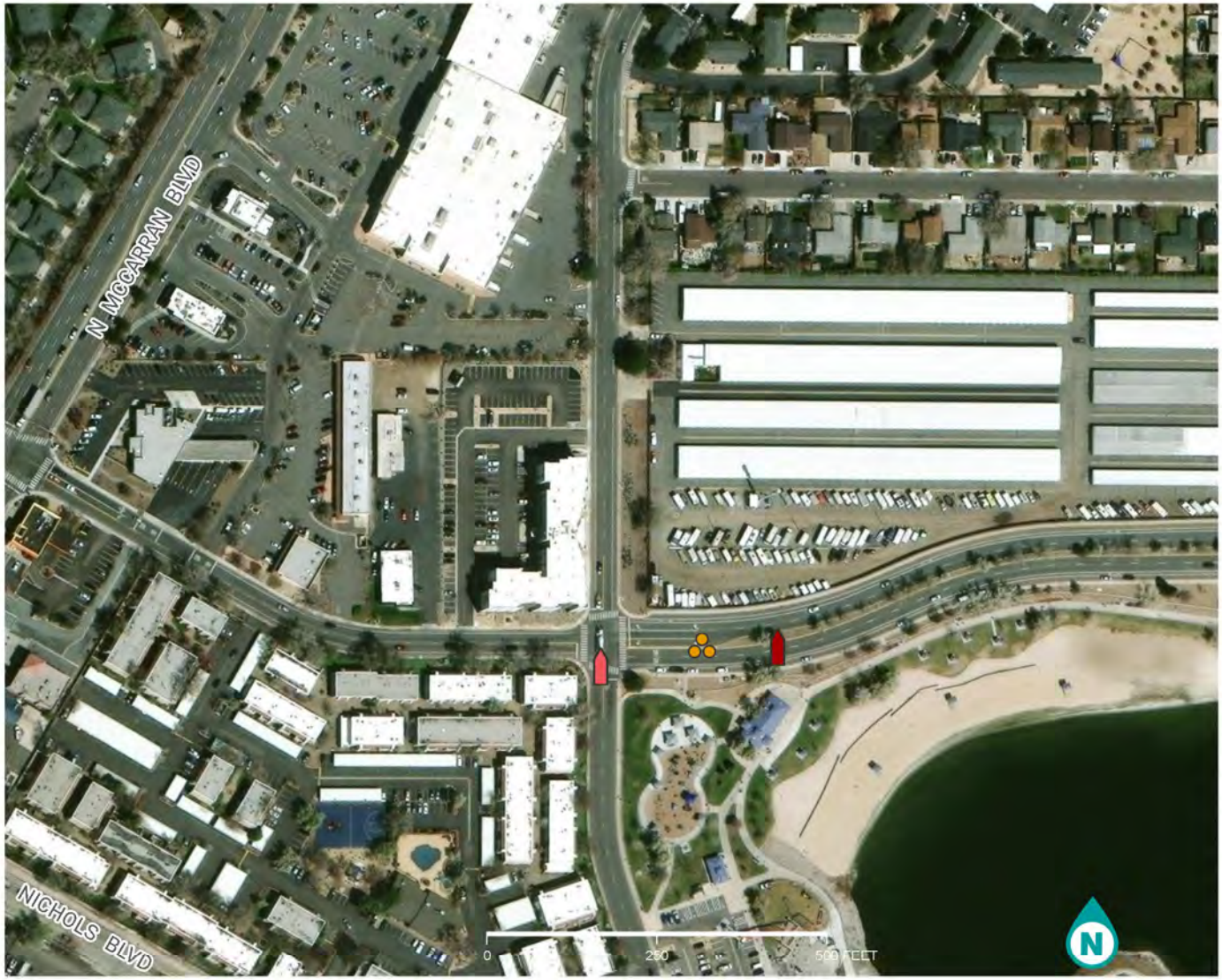
alta RTC

Key Takeaways

Participants observed and suggested the following:

- High Speeds.
- RTC Project to add sidewalks to Wedekind.
- McCarran is a barrier for Hug High School students.
- Bike lane on McCarran is uncomfortable.
- Sidewalks are missing on Sullivan south of McCarran Blvd and on south west side of McCarran Blvd.

Central Sparks Walk Audit



HOWARD DR / E LINCOLN WY

Legend

Comment Category

- High Vehicle Speeds
- Vehicles Not Yielding
- Road Diet Needed

Disclaimer:
The findings included here represent the input collected during an in-person cross-discipline planning-level review of select corridors and intersections in Sparks, 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 SPARKS

alta RTC

Key Takeaways

Participants observed and suggested the following:

- Good connection to Nichols Blvd Cycle Track.
- Lack of north / south connection to Marina from residential neighborhoods.
- Connects with RTC Route 21.
- Vehicles were observed not yielding to pedestrians in the crosswalk.
- Significant level of activity generated by Marina.

D

Appendix D: Recommendation Scenarios

MEMORANDUM

To: Marquis Williams, Project Manager, RTC Washoe

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

Date: May 2, 2025

Re: Recommendation Scenario Development and Comparison – Central Sparks

Introduction

This document outlines the process for developing recommendation scenarios for the Central Sparks 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., Rock Blvd under I-80). In these instances, the project team identified alternate routes that are better quick-build candidates while still enhancing the network.

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 McCarran Blvd, Sullivan Lane, and Greg 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. 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 and provided prioritization input. It is important to note that proposed scenarios may be further refined based on budget considerations and available funding streams.

[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.*

Scenario Themes

Each scenario follows a general theme based on identified needs from public comments and existing conditions analysis; however, some projects are included in multiple scenarios based on their integral nature creating connections within the Central Sparks neighborhood or to adjacent neighborhoods (e.g., Wedekind Road and Goldy Way).

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.

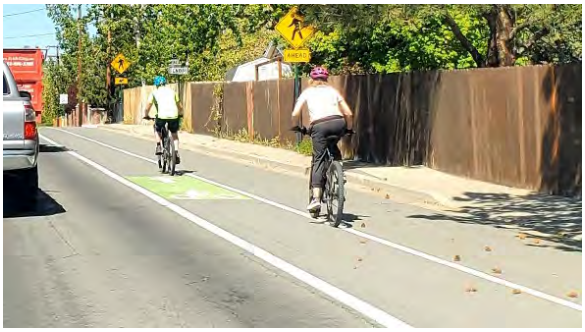


Figure 2. Bike Lane Example

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.



Figure 3. Buffered Bike Lane Example

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 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.



Figure 5. Pedestrian Hybrid Beacon (PHB) Example

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 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.



Figure 7. High Visibility Crosswalk Example

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.

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.



Figure 8. Quick-Build Curb Extensions Example



Figure 9. Quick-Build Raised Crosswalk Example



Figure 11. Leading Pedestrian Interval Example



Figure 10. Bike Cut Through Example

11. Two-Staged Turn Box – These roadway markings help bicyclists make left turns at complex intersections without merging with vehicle traffic and allow bicyclists to wait for a green light ahead of vehicles in order to be more visible.

12. Crossbikes (Bike Lane Extension Markings) – These markings help guide people biking through the intersection and help indicate that a bikeway crossing is present to increase visibility.

13. 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 16. Pedestrian Median Refuge Island Example

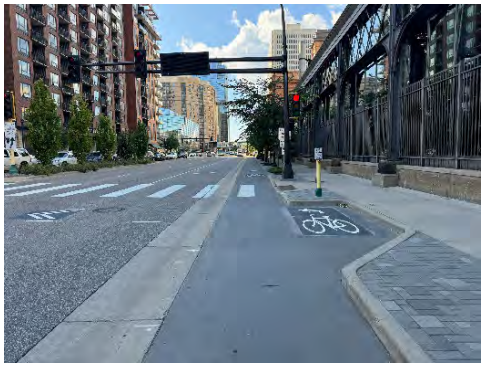


Figure 12. Bicycle Jug Handle Example



Figure 14. Bike Box Example



Figure 13. Crossbike Example

Recommendation Scenarios

This section highlights the recommendation scenarios for the Central Sparks 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 by recommended priority level. It is important to note that the differentiation between 'High' and 'Low' priority includes considerations of overall needs as well as overall implementation complexity. Projects which may require greater levels of analysis to inform design were generally included within the 'Low' priority level in order to account for additional time needs related to analysis.

Projects are mapped by priority level and facility type for each scenario following the corresponding description and data. Additionally, all scenario recommendations build off the planned RTC projects in the next ten years of the Regional Transportation Plan (RTP) that will include a multimodal element as shown in each scenario map.

Scenario 1

Theme: Exterior Connections

Description: Scenario 1 focuses on creating increased connections to adjacent neighborhoods including the Central Reno/Midtown and Downtown/UNR neighborhoods. Public comments and our analysis highlighted the need for better connectivity across major barriers including the Truckee River and Interstate-580. The connections to the industrial area of Sparks are in direct response to public comments which highlighted a need to connect workers with the significant number of jobs in the area. This scenario considers extending improvements beyond the border of the neighborhood in order to connect with potential recommendations from the Central Reno/Midtown Neighborhood Plan. This scenario also targets improvements within some of the areas with the lowest income levels and access to a vehicle. This scenario includes over **20 miles of corridor improvements** with identified improvements at 10 key intersections with a total planning level estimate of **$4.99 million** (Table 1).

Table 1. Scenario 1 Recommendations

Scenario 1 Recommendations						
Corridor Improvement Type	**Miles**			**Cost**		
	High-Priority	*Low-Priority*	*Total*	*High-Priority*	*Low-Priority*	*Total*
Bike Lanes	0.6	1.9	3.6	$ 109,984	$ 512,765	$ 622,749
Bike Route	0.6	0.0	0.6	$ 31,224	$ -	$ 31,224
Buffered Bike Lanes	3.7	5.3	7.9	$ 960,736	$ 1,288,325	$ 2,249,061
Neighborhood Byway	4.7	3.7	8.4	$ 1,056,467	$ 816,967	$ 1,873,435
Sub-Total	9.6	10.9	20.5	$ 2,158,411	$ 2,618,058	$ 4,776,468
Intersection Improvement Type	**Number**			**Cost**		
	High-Priority	*Low-Priority*	*Total*	*High-Priority*	*Low-Priority*	*Total*
High Visibility Crosswalks	11	6	17	$ 66,000	$ 36,000	$ 102,000
Two Staged Turn Boxes	6	3	9	$ 9,000	$ 4,500	$ 13,500
Curb Extensions	2	6	8	$ 15,358	$ 46,074	$ 61,432
Bike Boxes	3	3	6	$ 15,000	$ 15,000	$ 30,000
LPI	2	0	2	$ 11,000	$ -	$ 11,000
Sub-Total	24	18	42	$ 116,358	$ 101,574	$ 217,932
Total				$ 2,274,769	$ 2,719,632	$ 4,994,400

Corridor and intersection improvements are shown in Figure 1. It's important to note that intersection improvements have been consolidated on the map legend for simplicity. Intersection improvements have been provided for internal RTC review through the interactive map.

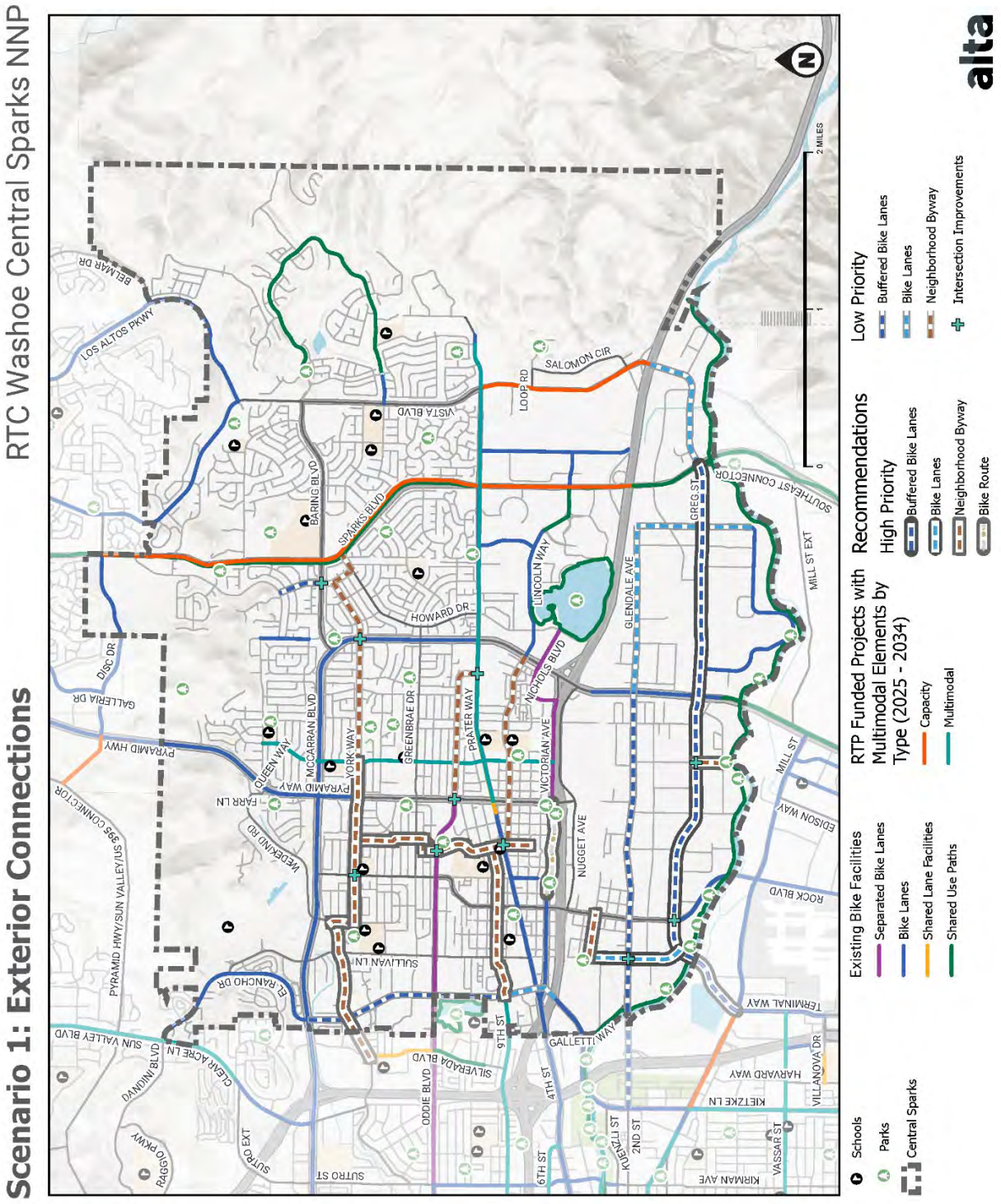


Figure 17. Scenario 1 Recommendations

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 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
11th Street	Prospect Ave to York Way	Neighborhood Byway	0.44	North/South connection between Oddie Blvd and improvements on York Way.	$ 98,045	High
12th Street	Oddie Blvd to Victorian Plaza Circle	Neighborhood Byway	0.62	North/South connection between Oddie Blvd and Victorian Square that benefits from vehicle diverter at Victorian Plaza Circle. A portion of this roadway is identified as a Minor Fire Response Route.	$ 138,242	High
12th Street	Oddie Blvd to Prospect Avenue	Neighborhood Byway	0.08	Short connection between Oddie Blvd and Prospect Ave which connect recommended improvements on York Way with the Oddie Blvd Cycle Track.	$ 18,724	High
18th Street	Wedekind Street to York Way	Neighborhood Byway	0.15	This short north/south connection between Wedekind St and York Way allows the east/west connection to an adjacent neighborhood to continue. This road is designated as a Minor Fire Response Route.	$ 33,471	High
21st Street	Glendale Ave to Hymer Avenue	Bike Lanes	0.25	This alternative to Rock Blvd allows bicyclists to travel north/south in a bike lane. This reconfiguration would require the removal of parking on one side.	$ 46,127	High
21st Street	Greg Street to Glendale Avenue	Bike Lanes	0.35	This connection provides an alternative for north/south travel other than Rock Blvd. Parking is currently prohibited on this road which presents a strong opportunity for a quick build facility.	$ 63,857	High
G Street	El Rancho Drive to 12th Street	Neighborhood Byway	0.96	This improvement builds off the planned RTC improvements on 9th Street which include planned bike lanes extending further to the west. This roadway would be an integral piece of a long east/west connection between Central Sparks and Reno.	$ 215,368	High
Greg Street	Mill Street to Veterans Parkway	Buffered Bike Lanes	3.68	Traffic has been falling on Greg since 2007 and currently ranged from 6,300 - 8,500 in 2023 per NDOT. This makes the roadway a potential candidate for a reallocation of space. Additional consideration would be required based on the significant level of truck traffic along this route. This roadway segment is designated as a Major Fire Response Route.	$ 960,736	High

Scenario 1 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
Hymer Ave	Rock Blvd to 21st St	Neighborhood Byway	0.28	Include signage at Rock Blvd noting the end of the Bike Route. Most people will end up riding on the sidewalk on Rock Blvd in practice.	$ 62,497	High
Linda Way	Greg Street to Coney Island Drive	Neighborhood Byway	0.17	This short connection to between recommended improvements on Greg Street would help formalize the connection to the Trucke River Shared Use path, a key link to neighborhoods to the west and south (via the Veterans Parkway Shared use Path).	$ 38,128	High
Prospect Avenue	12th Street to 11th Street	Neighborhood Byway	0.07	This is a small connection to support the north/south link within the neighborhood on 11th St and 12th St that would connect York Way, Oddie Blvd, G St/F St, and Victorian Square.	$ 16,522	High
Victorian Avenue	Pyramid Highway to 16th Street	Bike Route	0.59	The addition of bicycle markings and signage along this already slow route would help formalize this popular bicycle connection and help link the Victorian Avenue cycle track with the bike lanes west of 16th Street.	$ 31,224	High
Wedekind Road	18th Street to Silverada Blvd	Neighborhood Byway	0.92	This link to the Downtown Reno neighborhood helps connect with York Way (via 18th St) and the shared lane facilities on Silverada Blvd. This road is designated as a Major Fire Response Route.	$ 206,145	High
York Way	4th Street to 18th Street	Neighborhood Byway	1.03	This segment of York Way helps create an east/west connection that links the Downtown Reno neighborhood all the way to the Sparks Blvd Shared Use path (via Howard Drive). This road is designated as a Major Fire Response Route.	$ 229,325	High
El Rancho Drive	9th Street to I-80	Bike Lanes	0.35	Based on operational analysis of intersections, space may be available to continue bike lanes north / south connecting Kietzke Lane with El Rancho Drive which would support connections to the neighborhood to the south across the Truckee River. There is a significant pinchpoint for northbound bicyclists from Kietzke Lane which would impact the overall comfort of this connection.	$ 64,684	Low
El Rancho Drive	9th Street to McCarran Blvd	Buffered Bike Lanes	1.29	The current ADT on this section of roadway ranged between 6,600 - 13,400 in 2023 based on NDOT data. Given this level of traffic and the existing capacity, it may be feasible to repurpose a vehicle travel lane to add in a buffer to the existing bike lanes.	$ 336,635	Low

Scenario 1 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
F Street	12th Street to McCarran Blvd	Neighborhood Byway	1.23	Building off the comfortable crossing of Pyramid Highway, F Street presents a good opportunity to extend an east/west connection from the existing bike lanes east of McCarran Blvd (linking with Sparks Legends/Sparks Marina) to the recommended improvements on 12th Street and then continuing west on G Street to the neighborhood to the west.	$ 275,473	Low
Glendale Avenue	Kietzke Lane to McCarran Blvd	Buffered Bike Lanes	2.65	Traffic volumes on this roadway ranged between 10,500 and 13,100 in 2023 per NDOT. Given this level of traffic and the existing capacity, this roadway is a candidate for a reallocation of roadway space to accommodate people biking with buffered bike lanes (the buffer may accommodate sections with intermittent protection elements). This east/west connection between Central Reno and Central Sparks would help connect with the significant number of jobs in the industrial area. Additionally, extending this improvement beyond the neighborhood boundaries would allow for an opportunity to connect with improvements from the Central Reno / Midtown NNP.	$ 692,711	Low
Glendale Avenue	McCarran Blvd to Meredith Way	Buffered Bike Lanes	1.06	Repurposing the parking lane on this street would accommodate a buffered bike lane to continue the east/west connection through the Industrial Area. The existing concrete curb extensions at the mid-block crossing approximately 370' to the west of the railroad crossing would need to be removed as well.	$ 275,870	Low
Goldy Way	Baring Boulevard to Spanish Springs Road	Buffered Bike Lanes	0.28	This segment of Goldy Way could support the addition of a wide buffer (up to 6.5' in each direction) to the existing bike lanes.	$ 73,110	Low
Goldy Way	Howard Drive to Baring Boulevard	Neighborhood Byway	0.22	This connection would allow bicyclists to cross Barring Blvd and would help connect recommended improvements on York Way with the Sparks Blvd shared use path via Howard Drive. Additionally, this would support residents from parts of the neighborhood north of Barring to access the Sparks Marina. This helps continue a key connection within the neighborhood. This road is designated as a Major Fire Response Route.	$ 49,177	Low

Scenario 1 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
Greg Street	I80 to Veterans Pkwy	Bike Lanes	0.83	This connection would extend the planned improvements on Vista Blvd north of I-80 with the Veterans Parkway Shared Use Path and the recommended improvements to the west. There is available space through the Sparks Blvd / Veterans Parkway intersection however, the route would require additional analysis based on the significant level of truck traffic. Additionally, this route is both a trucking route and a designated Major Fire Response Route.	$ 152,753	Low
Howard Drive	Sparks Blvd to Goldy Way	Neighborhood Byway	0.11	This connection would help to formalize the connection to the Sparks Blvd Shared Use Path and extend the east/west connection from York Way. This roadway is identified as a Minor Fire Response Route.	$ 24,745	Low
I Street	Pyramid Highway to Prater Way	Neighborhood Byway	0.90	This route would help to connect the improvements on Oddie Blvd with the planned improvements on Prater Way, addressing an existing gap as there is no current bicycle facility connecting to the eastern terminus of the Oddie Blvd cycle track. This roadway is a Minor Fire Response Route.	$ 201,645	Low
Meredith Way / Franklin Avenue	Glendale Ave to Spice Island Drive	Bike Lanes	0.73	This connection would help connect the recommended improvements on Glendale Avenue with the Truckee River Shared Use Path and the existing bike lanes on Space Island Drive. This reconfiguration would require the removal of parking.	$ 133,633	Low
York Way	Goldy Way to 4th Street	Neighborhood Byway	1.19	This segment helps to link residents on the east side of McCarran Blvd with the Downtown Reno neighborhood via 18th St / Wedekind Rd. This roadway is designated as a Major Fire Response Route.	$ 265,928	Low

Scenario 2

Theme: Access 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 with connections to the majority of schools and parks in the neighborhood. This scenario includes a total of **17.4 miles of corridor improvements** as well as **improvements** at 20 specific intersections for an estimated cost of **$4.99 million** (Table 3).

Table 3. Scenario 2 Recommendations

Scenario 2 Recommendations						
Corridor Improvement Type	**Miles**			**Cost**		
	High-Priority	*Low-Priority*	*Total*	*High-Priority*	*Low-Priority*	*Total*
Bike Route	0.0	0.6	0.6	$ -	$ 31,224	$ 31,224
Buffered Bike Lanes	1.2	0.3	1.5	$ 316,935	$ 82,086	$ 399,021
Neighborhood Byway	6.1	7.1	13.1	$ 1,358,633	$ 1,705,118	$ 3,063,751
Protected Bike Lanes	0.8	0.7	1.4	$ 482,128	$ 415,126	$ 897,255
Wayfinding Connection	0.0	0.7	0.7	$ -	$ 3,720	$ 3,720
Sub-Total	8.0	9.4	17.4	$ 2,157,696	$ 2,237,275	$ 4,394,971
Intersection Improvement Type	**Number**			**Cost**		
	High-Priority	*Low-Priority*	*Total*	*High-Priority*	*Low-Priority*	*Total*
Curb Extensions	10	20	10	$ 76,790	$ 153,580	$ 230,370
High Visibility Crosswalks	4	8	4	$ 24,000	$ 48,000	$ 72,000
Two Staged Turn Boxes	4	6	4	$ 6,000	$ 9,000	$ 15,000
Bike Boxes	1	4	1	$ 5,000	$ 20,000	$ 25,000
LPI	2	1	2	$ 11,000	$ 5,500	$ 16,500
RRFB	2	1	2	$ 180,000	$ -	$ 180,000
Wayfinding	0	1	0	$ -	$ 35,000	$ 35,000
Raised Crosswalk	0	1	0	$ -	$ 23,000	$ 23,000
Sub-Total	23	42	65	$ 116,358	$ 101,574	$ 217,932
Total				$ 2,274,769	$ 2,719,632	$ 4,994,400

Corridor and intersection improvements are shown in Figure 2. It's important to note that intersection improvements have been consolidated on the map legend for simplicity. Intersection improvements have been provided for internal RTC review through the interactive map.

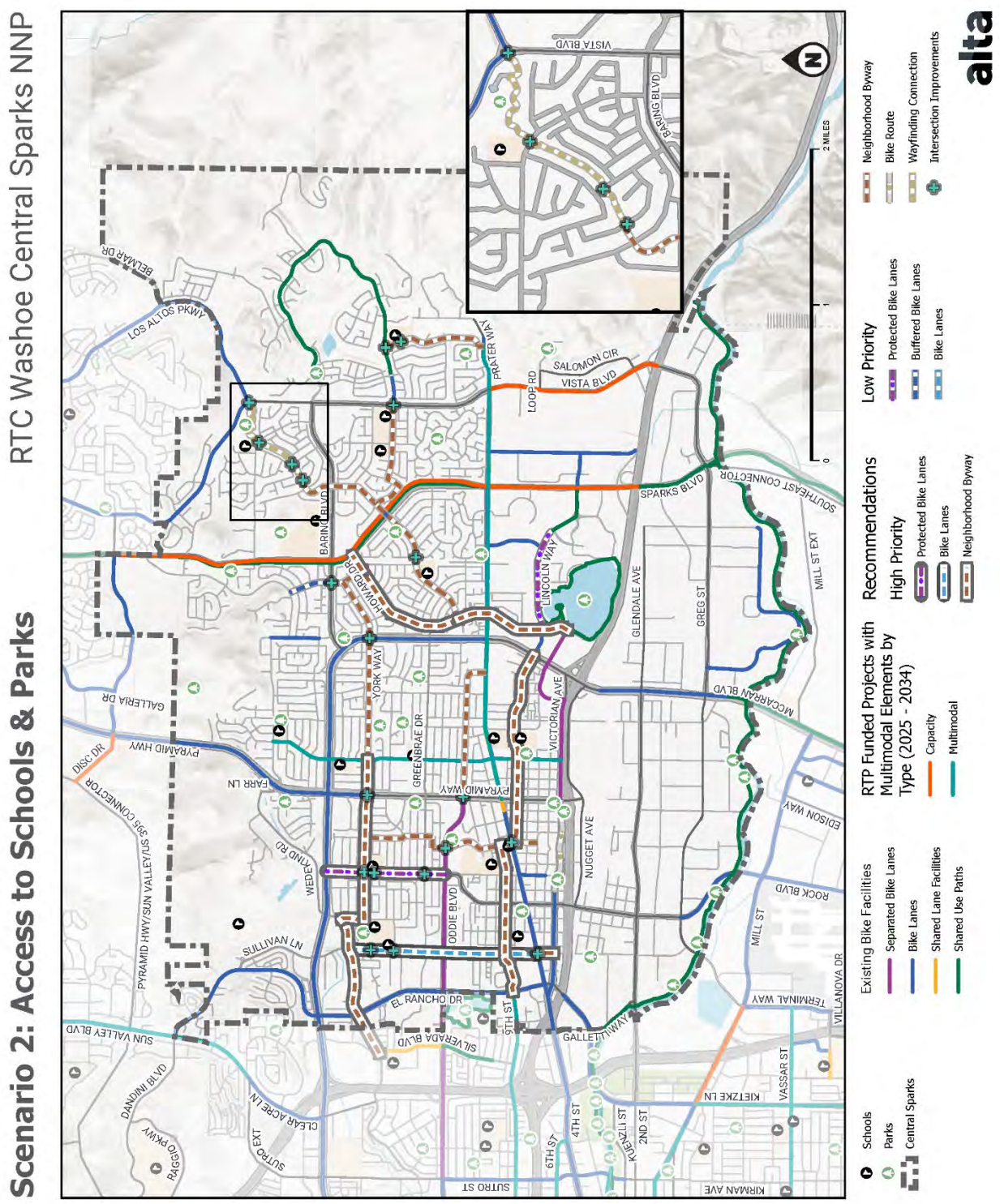


Figure 18. Scenario 2 Recommendations

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 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
18th Street	Wedekind Street to York Way	Neighborhood Byway	0.15	This short north/south connection between Wedekind St and York Way helps enhance connectivity to Risley Elementary School, Maxwell Elementary School, and Sparks Middle School. This road is designated as a Minor Fire Response Route.	$ 33,471	High
F Street	12th Street to McCarran Blvd	Neighborhood Byway	1.23	Building off the comfortable crossing of Pyramid Highway, F Street presents a good opportunity to extend an east/west connection from the existing bike lanes east of McCarran Blvd (linking with Sparks Legends/Sparks Marina) with improvements in front of Lincoln Park Elementary School and within close proximity to Dilworth Middle School and Paulakidas Park.	$ 275,473	High
G Street	El Rancho Drive to 12th Street	Neighborhood Byway	0.96	This improvement builds off the planned RTC improvements on 9th Street which include planned bike lanes extending further to the west. This roadway would make improvements within close proximity to Sparks High School, Mitchell Elementary School, Kate Smith Elementary School, and Deer Park.	$ 215,368	High
Howard Drive	Goldy Way to O'Callaghan Drive	Neighborhood Byway	0.79	This connection links the Sparks Blvd Path, recommended improvments on York Way (via Goldy Way), and the recommended improvements on O'Callahan Drive which extend east through to Vista Blvd. This roadway is designated as a Minor Fire Response Route.	$ 176,754	High
Howard Drive	Sparks Blvd to Goldy Way	Neighborhood Byway	0.11	This connection would help to formalize the connection to the Sparks Blvd Shared Use Path and extend the east/west connection from York Way. This roadway is identified as a Minor Fire Response Route.	$ 24,745	High

Scenario 2 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
Howard Drive	O'Callaghan Drive to Nichols Blvd	Neighborhood Byway	0.74	The addition of traffic calming elements along this low-speed roadway would help to formalize the popular connection between residents areas in the north of the neighborhood with the Sparks Marina and Sparks Legends. This roadway is designated as a Minor Fire Response Route.	$ 165,444	High
Pete's Way	Prater Way to Primo Way	Neighborhood Byway	0.04	This short connection to Prater Way helps connect with the recommended improvements on Primo Way and thus the improvements in front of Moss Elementary School.	$ 8,811	High
Rock Blvd	McCarran Blvd to Oddie Blvd	Protected Bike Lanes	0.76	This segment has two lanes in each direction with left turn pockets and an ADT of 6,800 (NDOT 2023). Based on this, the segment may be reconfigured to include a protected bike lane in the exterior vehicle lanes in either direction. This would link the improvements on Oddie Blvd with York Way and McCarran Blvd while also reducing crossing distances for pedestrians including in front of Maxwell Elementary School.	$ 482,128	High
Sullivan Ln	Prater Way to Wedekind Rd	Buffered Bike Lanes	1.21	This segment has relatively low traffic volumes (2,350 - 6,150 - NDOT 2023) and a speed limit of 25 mph with a total of five lanes north of Oddie Blvd. This concept would reuse excess capacity to provide buffered bike lanes.	$ 315,810	High
Sullivan Ln	Prater Way to Victorian Avenue	Neighborhood Byway	0.10	This would enhance the short connection on a low-speed and low-volume road between two existing bicycle facilities.	$ 23,097	High
Wedekind Road	18th Street to Silverada Blvd	Neighborhood Byway	0.92	This route connects with Oppio Park and connects to Cannan Elementary and Sparks Middle School (via 18th Street). Additionally, this route helps connect with York Way (via 18th St) and the shared lane facilities on Silverada Blvd. This road is designated as a Major Fire Response Route.	$ 206,145	High

Scenario 2 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
York Way	4th Street to 18th Street	Neighborhood Byway	1.03	This segment of York Way helps create an east/west connection that links Sparks Middle School and Maxwell Elementary with areas to the east and all the way to the Sparks Blvd Shared Use path (via Howard Drive). This road is designated as a Major Fire Response Route.	$ 229,325	High
11th Street	Prospect Ave to York Way	Neighborhood Byway	0.44	North/South connection between Oddie Blvd and improvements on York Way.	$ 98,045	Low
12th Street	Oddie Blvd to Victorian Plaza Circle	Neighborhood Byway	0.62	North/South connection between Oddie Blvd and Victorian Square that benefits from vehicle diverter at Victorian Plaza Circle. This would create a low-speed connection to Sparks High School, Mitchell Elementary School, and Ardmore Park. A portion of this roadway is identified as a Minor Fire Response Route.	$ 138,242	Low
12th Street	Oddie Blvd to Prospect Ave	Neighborhood Byway	0.08	Short connection between Oddie Blvd and Prospect Ave which connect the recommended improvements on York Way with the Oddie Blvd Cycle Track.	$ 18,724	Low
Goldy Way	Howard Drive to Baring Boulevard	Neighborhood Byway	0.22	This connection would allow bicyclists to cross Barring Blvd and would help connect recommended improvements on York Way with the Sparks Blvd shared use path via Howard Drive. Additionally, this would support residents from parts of the neighborhood north of Barring to access the Sparks Marina. This helps continue a key connection within the neighborhood. This road is designated as a Major Fire Response Route.	$ 49,177	Low
Goldy Way	Baring Boulevard to Spanish Springs Road	Buffered Bike Lanes	0.28	This segment of Goldy Way could support the addition of a wide buffer (up to 6.5' in each direction) to the existing bike lanes.	$ 73,110	Low
I St	Pyramid Highway to Prater Way	Neighborhood Byway	0.90	This route would help to connect the improvements on Oddie Blvd with the planned improvements on Prater Way, addressing an existing gap within a few blocks of Dilworth Middle School. This roadway is a Minor Fire Response Route.	$ 201,645	Low

Scenario 2 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
Lida Ln to Vista Path	Lida Ln to Vista Blvd	Wayfinding Connection	0.74	Add wayfinding to existing path to extend the connection between Vista Blvd and the Sparks Blvd Shared Use path (via Springland Drive) and connect with Reed High School and Whitehead Elementary School.	$ 3,720	Low
Lincoln Way	Howard Drive to Legends Bay Drive	Protected Bike Lanes	0.66	The wide right of way on this low-speed and low-volume roadway could support a comfortable facility by removing the outside vehicle lanes. This would reduce vehicle speeds to the signed speed limit and improve the connection to the Sparks Marina.	$ 415,126	Low
O'Callaghan Drive	Howard Drive to Sparks Boulevard	Neighborhood Byway	0.84	This connection would help reduce vehicle speeds in front of Dunn Elementary School in response to public comments. Additionally, this segment will help create an alternate connection between Vista Blvd and the Sparks Marina area (via Howard Drive).	$ 313,234	Low
O'Callaghan Drive	Sparks Boulevard to Sparks Boulevard	Buffered Bike Lanes	0.03	This project would add buffered bike lanes through the intersection within the currently wide shoulders.	$ 8,977	Low
Primo Way	Geno Martini Parkway to Pete's Way	Neighborhood Byway	0.64	This roadway has a wide parking lane on each side while there are no houses fronting the west side of the road and minimal parking utilization (Sparks Traffic Calming Study) outside of school arrival and dimissal periods. The City of Sparks has received previous petitions for traffic calming along this segement due to concerns over speeds. This roadway presents an opportunity for traffic calming elements at the intersections and between intersections to reduce speeds along the corridor.	$ 143,980	Low
Prospect Ave	12th Street to 11th Street	Neighborhood Byway	0.07	This is a small connection to support the north/south link within the neighborhood on 11th St and 12th St that would connect York Way, Oddie Blvd, G St/F St, and Victorian Square.	$ 16,522	Low
Springdale Drive	Lida Ln to Sparks Boulevard	Neighborhood Byway	0.65	This route helps to connect Whitehead Elementary with Sparks Blvd and into the Sparks Marina (via O'Callahan Drive and Howard Drive).	$ 144,605	Low

Scenario 2 Recommendation Rationale						
Name	**Extent**	**Type**	**Miles**	**Rationale**	**Cost**	**Priority**
Victorian Avenue	Pyramid Highway to 16th Street	Bike Route	0.59	The addition of bicycle markings and signage along this already slow route would help formalize this popular bicycle connection and help link the Victorian Avenue cycle track with the bike lanes west of 16th Street.	$ 31,224	Low
Whitewood Dr / Sycamore Glen Dr	Vista Blvd to Springland Drive	Neighborhood Byway	0.76	This link would include additional enhancements in front of Mendive Middle School and Diedrichson Elementary while improving the crossing of Vista Blvd (linking with existing bike lanes) and connect to recommended improvements on Springland Drive.	$ 170,410	Low
York Way	Goldy Way to 4th Street	Neighborhood Byway	1.19	This segment helps to link residents on the east side of McCarran Blvd with Recreation Park and connects with the planned improvements on 4th Street which connect to both Drake and Greenbrae Elementary Schools. This roadway is designated as a Major Fire Response Route.	$ 265,928	Low

Scenario 3

Theme: Network Grid

Description: This scenario focuses on providing a comfortable east/west and north/south connections at regular intervals in order to increase network density within the Central Sparks Neighborhood. This includes upgrading existing facilities where possible and creating low-speed neighborhood byways through residential areas. Based on this focus, the recommended improvements are located throughout the neighborhood north of I-80. This scenario includes a total of **19.4 miles of corridor improvements** as well as **improvements** at 12 specific intersections for an estimated cost of **$4.99 million** (Table 5).

Table 5. Scenario 3 Recommendations

Scenario 3 Recommendations						
Corridor Improvement Type	**Miles**			**Cost**		
	High-Priority	*Low-Priority*	*Total*	*High-Priority*	*Low-Priority*	*Total*
Bike Lanes	0.1	0.1	1.4	$ 16,147	$ 11,776	$ 27,923
Buffered Bike Lanes	2.2	0.3	2.5	$ 572,493	$ 73,110	$ 645,603
Neighborhood Byway	5.6	10.3	15.8	$ 1,245,896	$ 2,421,682	$ 3,667,579
Protected Bike Lanes	0.6	0.0	0.6	$ 377,988	$ -	$ 377,988
Wayfinding Connection	0.0	0.3	0.3	$ -	$ 1,734	$ 1,734
Sub-Total	8.5	11.0	19.4	$ 2,212,524	$ 2,508,302	$ 4,720,826
Intersection Improvement Type	**Number**			**Cost**		
	High-Priority	*Low-Priority*	*Total*	*High-Priority*	*Low-Priority*	*Total*
Curb Extensions	12	3	15	$ 92,148	$ 92,148	$ 184,296
Two Staged Turn Boxes	8	4	12	$ 12,000	$ 6,000	$ 18,000
High Visibility Crosswalks	6	2	8	$ 36,000	$ 12,000	$ 48,000
LPI	1	1	2	$ 5,500	$ 5,500	$ 11,000
Bike Boxes	0	2	2	$ -	$ 10,000	$ 10,000
Sub-Total	27	12	39	$ 145,648	$ 125,648	$ 271,269
Total				$ 2,358,172	$ 2,633,950	$ 4,992,122

Corridor and intersection improvements are shown in Figure 3. It's important to note that intersection improvements have been consolidated on the map legend for simplicity. Intersection improvements have been provided for internal RTC review through the interactive map.

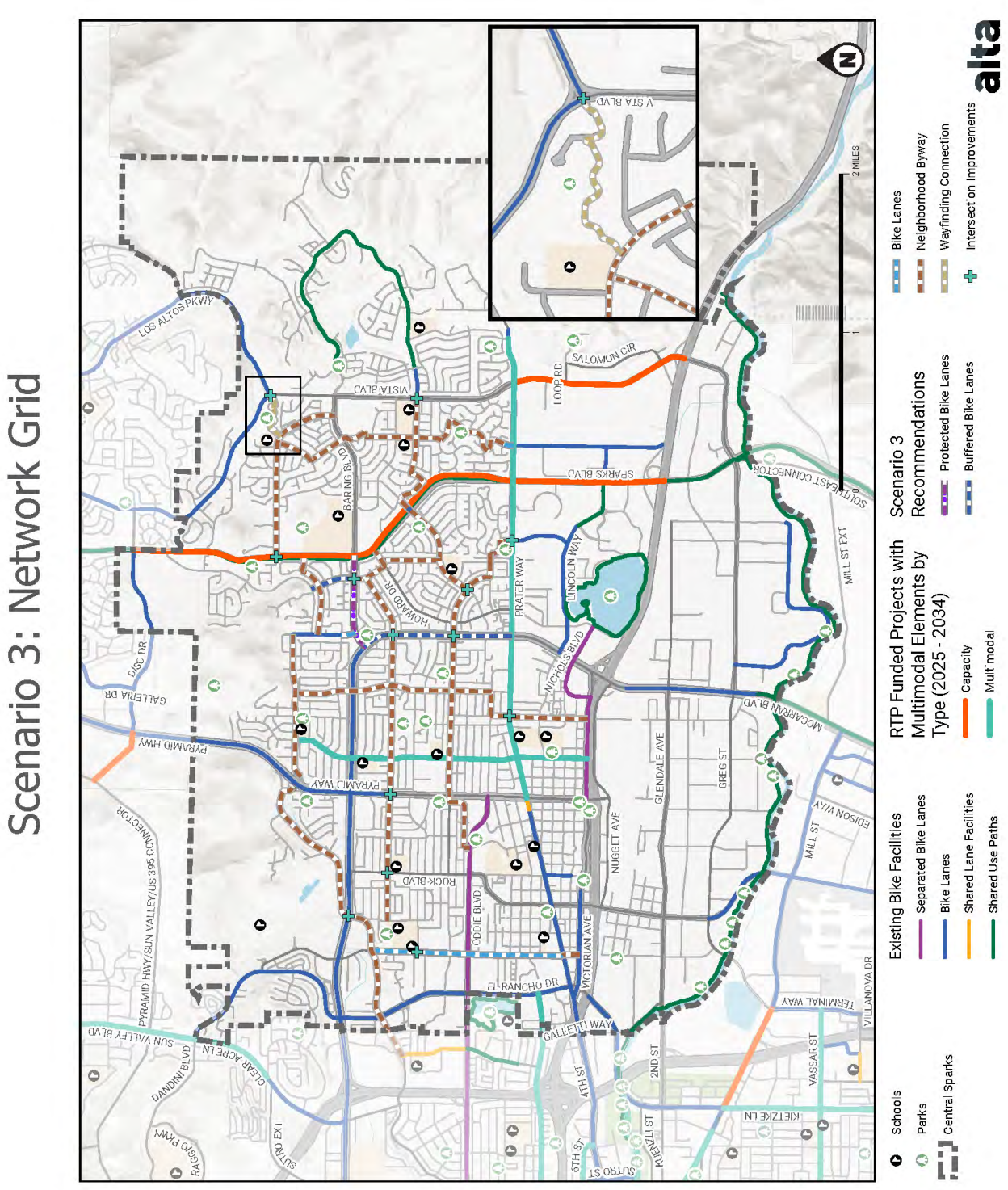


Figure 19. Scenario 3 Recommendations

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 Recommendation Rationale						
Name	**Extent**	**Type**	**Rationale**	**Cost**	**Miles**	**Priority**
12th Street	Oddie Blvd to Oxford Ave	Neighborhood Byway	Short connection between Oddie Blvd and Prospect Ave which connect the recommended improvements on York Way with the Oddie Blvd Cycle Track.	$ 8,134	0.04	High
18th Street	Wedekind Street to York Way	Neighborhood Byway	This short north/south connection between Wedekind St and York Way helps enhance connectivity to Risley Elementary School, Maxwell Elementary School, and Sparks Middle School. This road is designated as a Minor Fire Response Route.	$ 33,471	0.15	High
Barring Blvd	McCarran Blvd to Sparks Blvd	Protected Bike Lanes	Barring Blvd is an important east/west link which has volumes (12,700 ADT - NDOT 2023) that may support a reconfiguration. Due to the high-speed nature of the roadway and connection with high-volume roadways, intersection configurations will be important considerations during design. This improvement would help reduce crossing distances along the length of Barring Blvd helping to also improve pedestrian conditions.	$ 377,988	0.60	High
Greenbrae Drive / Oxford Ave / Robbie Way	Pullman Drive to 12th Street	Neighborhood Byway	This multi-road connection provides an extension of the Oddie Blvd facilities while creating a connection that is roughly equidistant between the recommended improvements on York Way and the planned improvements on Prater Way. Greenbrae Drive is designated as a Major Fire Response Route.	$ 447,436	2.00	High
McCarran Boulevard	Prater Way to Baring Boulevard	Buffered Bike Lanes	The current configuration of McCarran Blvd in this section includes a buffer between the curb and bike lane. Flipping these two would create separation from vehicles for people biking and increase the overall comfort of the corridor. Additionally, this treatment may help support reduced overall crossing distances for pedestrians crossing McCarran Blvd. This would help enhance the existing north/south connection between Sparks Blvd and the proposed improvements on Probasco Way.	$ 247,706	0.95	High

Scenario 3 Recommendation Rationale						
Name	**Extent**	**Type**	**Rationale**	**Cost**	**Miles**	**Priority**
O'Callaghan Drive	Sparks Boulevard to Sparks Boulevard	Buffered Bike Lanes	This project would add buffered bike lanes through the intersection within the currently wide shoulders.	$ 8,977	0.03	High
Pullman Drive	Station Drive to Robbie Way	Neighborhood Byway	This is a short connection supporting an east/west connection via Greenbrae Drive and helping to increase connectivity with the Sparks Marina and Sparks Legends areas. This road is designated as a Minor Fire Response Route.	$ 27,921	0.12	High
Sandwood Dr	Palmwood Dr to Sparks Blvd Shared Use Path	Neighborhood Byway	Formalize a short existing connection to the Sparks Blvd shared use path.	$ 18,118	0.08	High
Station Drive	Pullman Drive to Prater Way	Neighborhood Byway	This is a short connection supporting an east/west connection via Greenbrae Drive and helping to increase connectivity with the Sparks Marina and Sparks Legends areas.	$ 16,521	0.07	High
Sullivan Ln	Prater Way to Wedekind Rd	Buffered Bike Lanes	This segment has relatively low traffic volumes (2,350 - 6,150 - NDOT 2023) and a speed limit of 25 mph with a total of five lanes north of Oddie Blvd. This concept would reuse excess capacity to provide buffered bike lanes.	$ 222,947	1.21	High
Sullivan Ln	Prater Way to Victorian Avenue	Neighborhood Byway	This would enhance the short connection on a low-speed and low-volume road between two existing bicycle facilities.	$ 23,097	0.10	High
Truckee Ln	Baring Blvd to Emerson Way	Bike Lanes	This would extend the existing bike lanes on Truckee Lane by repurposing the Northbound right turn lane and narrowing the northbound receiving lane at Barring Blvd. This would help connect the grid to the northern most east/west connection on Spanish Springs Rd and Queens Way.	$ 16,147	0.09	High
Wedekind Rd	Lepori Way to 18th Street	Neighborhood Byway	This low-volume segment of Wedekind Rd (1,100 ADT - NDOT 2023) would help create the northern most east/west connection by linking with Queens Way across Pyramid Highway in the east and connecting with the recommended improvement between 18th Street and Silverada Blvd.	$ 256,873	1.15	High
Wedekind Road	18th Street to Silverada Blvd	Neighborhood Byway	This route connects with Oppio Park and connects to Cannan Elementary and Sparks Middle School (via 18th Street). Additionally, this route helps connect with York Way (via 18th St) and the shared lane facilities on Silverada Blvd. This road is designated as a Major Fire Response Route.	$ 206,145	0.92	High

Scenario 3 Recommendation Rationale						
Name	**Extent**	**Type**	**Rationale**	**Cost**	**Miles**	**Priority**
York Way	4th Street to 18th Street	Neighborhood Byway	This segment of York Way helps create an east/west connection that links Sparks Middle School and Maxwell Elementary with areas to the east and all the way to the Sparks Blvd Shared Use path (via Howard Drive). This road is designated as a Major Fire Response Route.	$ 229,325	1.03	High
Ashley Park Circle	Round Mountain Circle to Round Mountain Circle	Neighborhood Byway	Short link within the north/south connection in the eastern portion of the neighborhood. This roadway is already a relatively low-speed and low-volume roadway.	$ 24,466	0.11	Low
Berkshire Drive	Wabash Circle to Wabash Circle	Neighborhood Byway	North / south connection within the area between Vista Blvd and Sparks Blvd running along Woodtrail Park.	$ 73,775	0.33	Low
Blossom View Drive	Wabash Circle to Round Mountain Circle	Neighborhood Byway	North / south connection within the area between Vista Blvd and Sparks Blvd which would enhance the roadway between Dietrichson Elementary School and Mendive Middle School. This road is a Minor Fire Response Route.	$ 107,498	0.48	Low
Clan Alpine Drive	Shadow Lane to Round Mountain Road	Neighborhood Byway	North / south link between Shadow Lane and Prater Way through a neighborhood byway via Berkshire Drive, Wabash Circle, and Round Mountain Circle. This roadway is a Minor Fire Response Route.	$ 54,723	0.24	Low
Goldy Way	Howard Drive to Baring Boulevard	Neighborhood Byway	This connection would allow bicyclists to cross Barring Blvd and would help connect recommended improvements on York Way with the Sparks Blvd shared use path via Howard Drive. Additionally, this would support residents from parts of the neighborhood north of Barring to access the Sparks Marina. This helps continue a key connection within the neighborhood. This road is designated as a Major Fire Response Route.	$ 49,177	0.22	Low
Goldy Way	Barring Boulevard to Spanish Springs Road	Buffered Bike Lanes	This segment of Goldy Way could support the addition of a wide buffer (up to 6.5' in each direction) to the existing bike lanes. This roadway is designated as a Major Fire Response Route.	$ 73,110	0.28	Low
Howard Drive	Sparks Blvd to Goldy Way	Neighborhood Byway	This connection would help to formalize the connection to the Sparks Blvd Shared Use Path and extend the east/west connection from York Way. This roadway is identified as a Minor Fire Response Route.	$ 24,745	0.11	Low

Scenario 3 Recommendation Rationale						
Name	**Extent**	**Type**	**Rationale**	**Cost**	**Miles**	**Priority**
I Street	Stanford Way to Probasco Way	Neighborhood Byway	Small east/west connection supporting the recommended improvements on Stanford Way and Probasco Way. This roadway is designated as a Minor Fire Response Route.	$ 34,673	0.16	Low
Lida Ln to Vista Path	Shadow Ln to Vista Blvd	Wayfinding Connection	Add wayfinding to existing path to extend the connection between Vista Blvd, Sparks Blvd, and Pyramid Highway (via Queens Way / Spanish Springs Rd.	$ 1,734	0.35	Low
Lillard Drive	Prater Way to Atlantic Way	Bike Lanes	Add bike lanes on the short connection to Prater Way to support a comfortable experience and beginning of the north/south connection on the east side of the neighborhood. There are no houses fronting the street on the west side. This road is designated as a Major Fire Response Route.	$ 11,776	0.06	Low
Lillard Drive	Atlantic Way to Wabash Circle	Neighborhood Byway	This roadway is the beginning of the north/south connection on the east side of the neighborhood. There are no houses fronting the street on the west side. This road is designated as a Major Fire Response Route.	$ 18,986	0.08	Low
O'Callaghan Drive	Greenbrae Drive to Sparks Boulevard	Neighborhood Byway	This segment would serve as a continuation of the east/west connection between York Way and Prater Way and would help improve network connectivity between Vista Blvd and Oddie Blvd in concert with recommendations on Greenbrae Drive and Whitewood Drive.	$ 269,563	0.65	Low
Palmwood Dr	Truckee Ln to Sandwood Dr	Neighborhood Byway	This would formalize a low-speed connection between Truckee Lane and the Sparks Blvd shared use path and support and northern east/west connection through the neighborhood as an alternative to McCarran Blvd.	$ 102,268	0.46	Low
Probasco Way	I Street to Queen Way	Neighborhood Byway	This route would create and alternative north/south connection to McCarran Blvd in this portion of the neighborhood. This connection with within approximately a half mile of the planned improvements on 4th Street. This road is designated as a Major Fire Response Route.	$ 280,151	1.25	Low
Queen Way	Pyramid Highway to Truckee Ln	Neighborhood Byway	This roadway is currently designated as a Major Fire Response Route but already includes speed humps. Additional signage including wayfinding would help enhance this low-speed and low-volume (820 ADT - NDOT 2023) connection.	$ 204,188	0.91	Low
Rosemary Drive	O'Callaghan Drive to Howard Drive	Neighborhood Byway	This short roadway would support a longer north/south connection from Spanish Springs Rd to the Sparks Marina through a multi-road neighborhood byway.	$ 81,816	0.37	Low

Scenario 3 Recommendation Rationale						
Name	**Extent**	**Type**	**Rationale**	**Cost**	**Miles**	**Priority**
Round Mountain Circle	Ashley Park Circle to Blossom View Drive	Neighborhood Byway	Short link within the north/south connection in the eastern portion of the neighborhood. This roadway is already a relatively low-speed and low-volume roadway.	$ 6,123	0.03	Low
Round Mountain Rd/Cir	Ashley Park Circle to Clan Alpine Drive	Neighborhood Byway	Short link within the north/south connection in the eastern portion of the neighborhood. This roadway is already a relatively low-speed and low-volume roadway.	$ 66,309	0.30	Low
Shadow Ln	Baring Blvd to Sparks Blvd	Neighborhood Byway	Current volumes of 2,500 ADT (NDOT - 2023) and a relatively low-speed (25 mph) could support a neighborhood byway configuration without significantly impacting parking along the corridor. This connection would help create an east/west connection on the northern edge of the neighborhood.	$ 256,182	1.15	Low
Springdale Drive	Sycamore Glen Drive to Sparks Boulevard	Neighborhood Byway	This connection continues the east/west route linking Vista Blvd to Oddie Blvd (via O'Callaghan Dr and Greenbrae Drive).	$ 144,605	0.65	Low
Stanford Way	I Street to Victorian Avenue	Neighborhood Byway	This north/south connection provides a low-stress option to connect from the Victorian Avenue cycle track to the north through the neighborhood. This connection presents an opportunity to potentially coordinate improvements with WCSD at the Prater Way intersection.	$ 137,741	0.62	Low
Wabash Circle	Lillard Drive to Blossom View Drive	Neighborhood Byway	Two short segments of a circular roadway helping create a north/south byway by connecting Berkshire Drive with Lillard Drive and Blossom View Drive.	$ 48,354	0.22	Low
Whitewood Dr / Sycamore Glen Dr	Vista Blvd to Springland Drive	Neighborhood Byway	This link would include additional enhancements in front of Mendive Middle School and Diedrichson Elementary while improving the crossing of Vista Blvd (linking with existing bike lanes) and connect to recommended improvements on Springland Drive.	$ 170,410	0.76	Low
York Way	Goldy Way to 4th Street	Neighborhood Byway	This segment helps to link residents on the east side of McCarran Blvd with Recreation Park and connects with the planned improvements on 4th Street which connect to both Drake and Greenbrae Elementary Schools. This roadway is designated as a Major Fire Response Route.	$ 265,928	1.19	Low

Scenario Comparison

To compare scenarios, the project team analyzed the implementation complexity, potential benefits, and maintenance considerations across all three scenarios and assigned scores for each metric. Scores for each metric are detailed below and are intended to help in decision-making and selection of a preferred alternative. All scores were combined into a final score across five metrics (accessibility testing results will be added once completed). These metrics include:

- Metric #1: Emergency Vehicle Routes – This considers the potential implementation complexity based on the emergency vehicle designation from the City of Sparks.
    - No Fire Response Route – 10 points
    - Minor Fire Response Route – 5 points
    - Major Fire Response Route – 0 points
- Metric #2: Capacity – This metric evaluates the potential reduction in vehicle capacity and assigns a higher level of points to recommendations which have no impact on vehicle capacity.
    - No reduction in capacity – 10 points
    - Reduction in capacity on minor roadway – 5 points
    - Reduction in capacity on major roadway – 0 points
- Metric #3: Parking – This metrics analyzes the potential impact to on-street vehicle parking from the proposed recommendation based on the perceived level of parking utilization and roadway context.
    - No parking reduction – 10 points
    - Impacts to low-utilization parking – 5 points
    - Impacts to medium-utilization parking – 3 points
    - Impacts to high-utilization parking – 0 points
- Metric #4: Safety – This metric identifies how much overlap is present between the proposed scenario recommendations and the RTC High Injury Network so gain an understanding of the potential safety benefits within the neighborhood.
    - Majority of the project segment is within the HIN – 10 points
    - Portion of the project segment is within the HIN – 5 points
    - Project touches a portion of HIN roadway – 3 points
    - No overlap with HIN – 0 points

- Metric #5 – Maintenance – This metric quantifies the potential level of effort for maintaining the proposed recommendations based on the elements included in the conceptual design. Projects which include more physical elements within the roadway (i.e. protected bike lanes) will result in the highest levels of maintenance costs compared to a Bike Route which would require minimal maintenance support.
    - Minimal on-going maintenance required – 10 points
    - Intermittent maintenance needs (i.e. repainting) – 5 points
    - Frequent maintenance needs (i.e. replacing vertical elements) – 0 points

Scores across these five metrics were average for each scenario package in order to compare scenario packages against each other (Table 7). As scores increase, this indicates that the projects included could be implemented with lower levels of complexity and operational challenges which providing safety benefits with minimal maintenance requirements. The results shown in Table 7 highlight the slight differences across each of the three scenarios and highlight the leading scenarios for the different metric.

Table 7. Metric Comparison of Scenarios

Metric	Scenario 1	Scenario 2	Scenario 3
PEVR (Avg.)	3.4	3.5	4.4
Capacity (Avg.)	8.2	9.4	9.5
Parking (Avg.)	8.8	9.6	9.3
Safety (Avg.)	1.8	1.2	1.5
Maintenance (Avg.)	9.3	9.1	9.6
Average Total Score	31.5	32.9	33.1

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 proposed 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 analysis results for each destination type (schools, parks, hospitals) included in Appendix B.

Results below highlight the disparity in existing network connectivity north and south of I-80 within the Central Sparks neighborhood. Table 8 highlights the potential level of benefit realized from improvements in Scenario 1, which includes improvements on either side of I-80 compared to Scenarios 2 and 3, both of which concentrate improvements north of I-80. Due to the lack of existing facilities within the Industrial Area south of I-80, the addition of low-stress connections in this area helps to create a significant level of benefits for the small residential population south of I-80; additionally, the existing roadway network in the Industrial Area lacks connectivity aside from major arterial roadways which currently are highly stressful environments for bicyclists. Comparatively the existing roadway network north of I-80 is more connected with more existing low-stress connections than are available south of I-80.

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

Table 8. Estimated New Bicycle Trips to Destination Type By Scenario

Destination Type	Scenario 1 Exterior Connections	Scenario 2 Access to Schools and Parks	Scenario 3 Network Grid
Schools	2,459	968	973
Parks	17,274	5,713	5,433
Hospitals	1,846	566	633
Scenario Total	21,579	7,247	7,039

Appendix A – 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
RRFBs	$ 90,000
Pedestrian Refuge Island	$ 50,000
Raised Crosswalk	$ 23,000
Midblock Crossing	$ 19,577
Bike Jug Handle	$ 15,000
Curb Extensions	$ 10,000
High-Visibility Crosswalk	$ 6,000
Leading Pedestrian Interval	$ 5,500
Bike Box	$ 5,000
Bicycle Wayfinding	$ 35K/mile

Appendix B – Accessibility Testing Results Maps

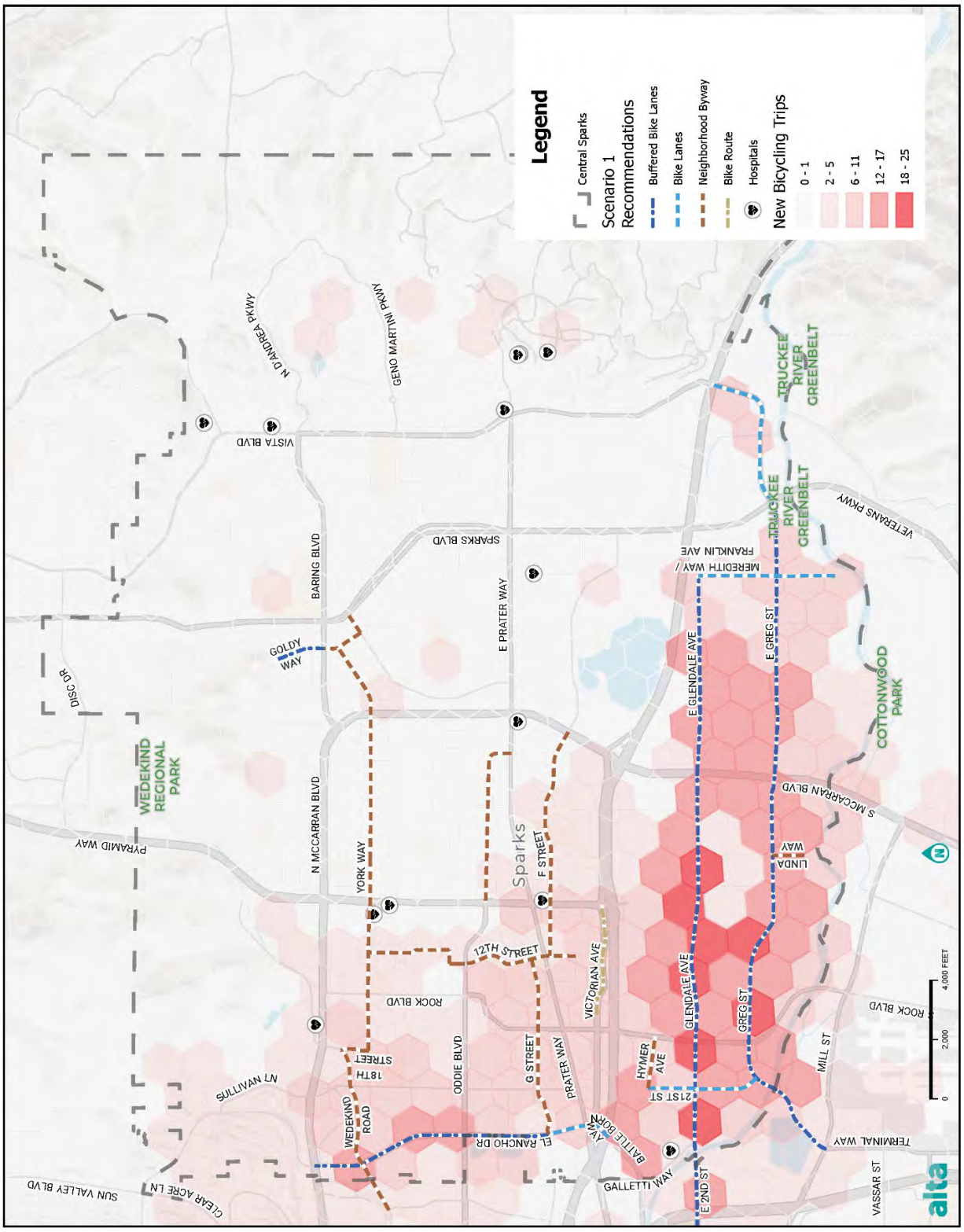


Figure 20. Scenario 1 - Hospital Access Gains

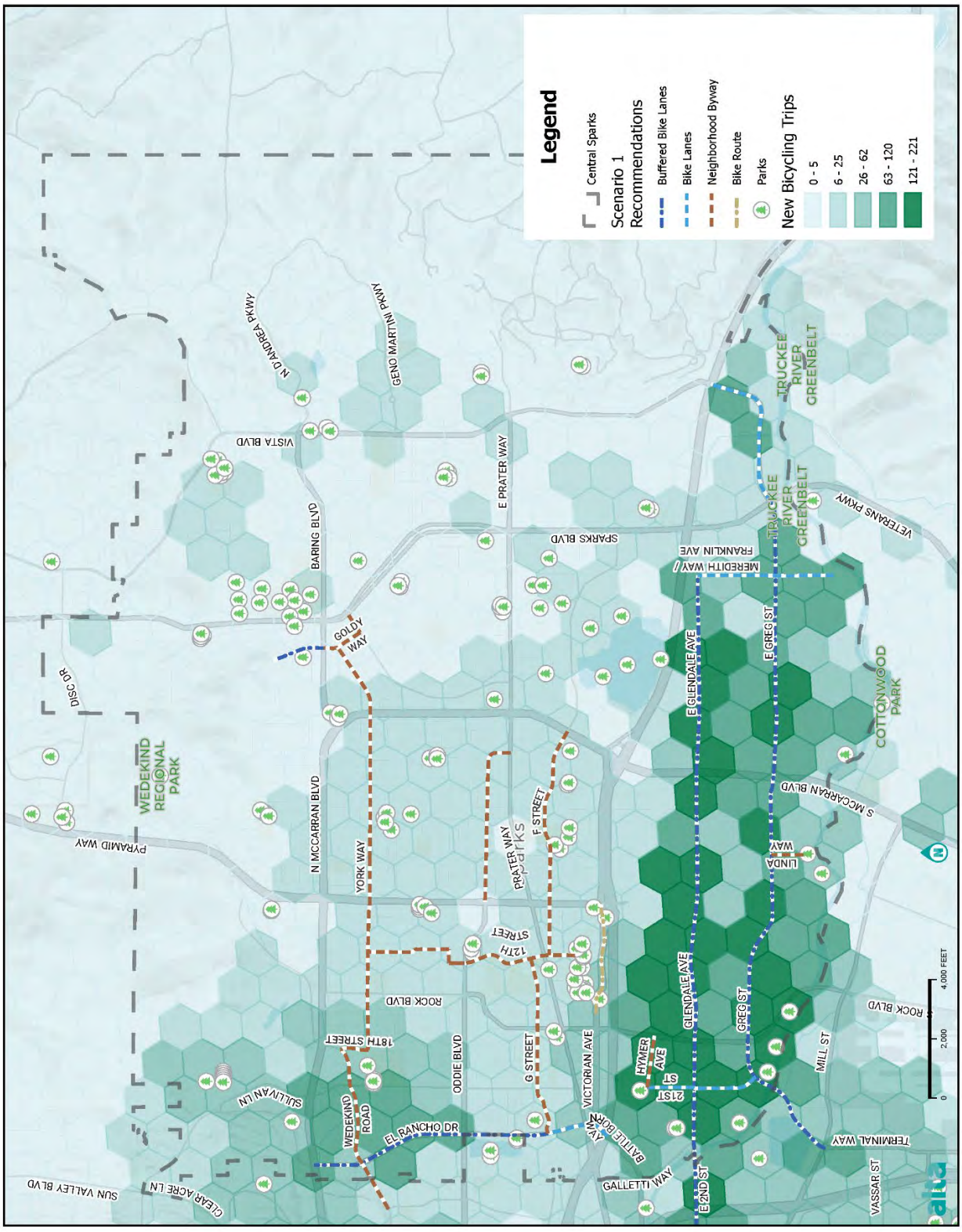


Figure 21. Scenario 1 - Parks Access Gains

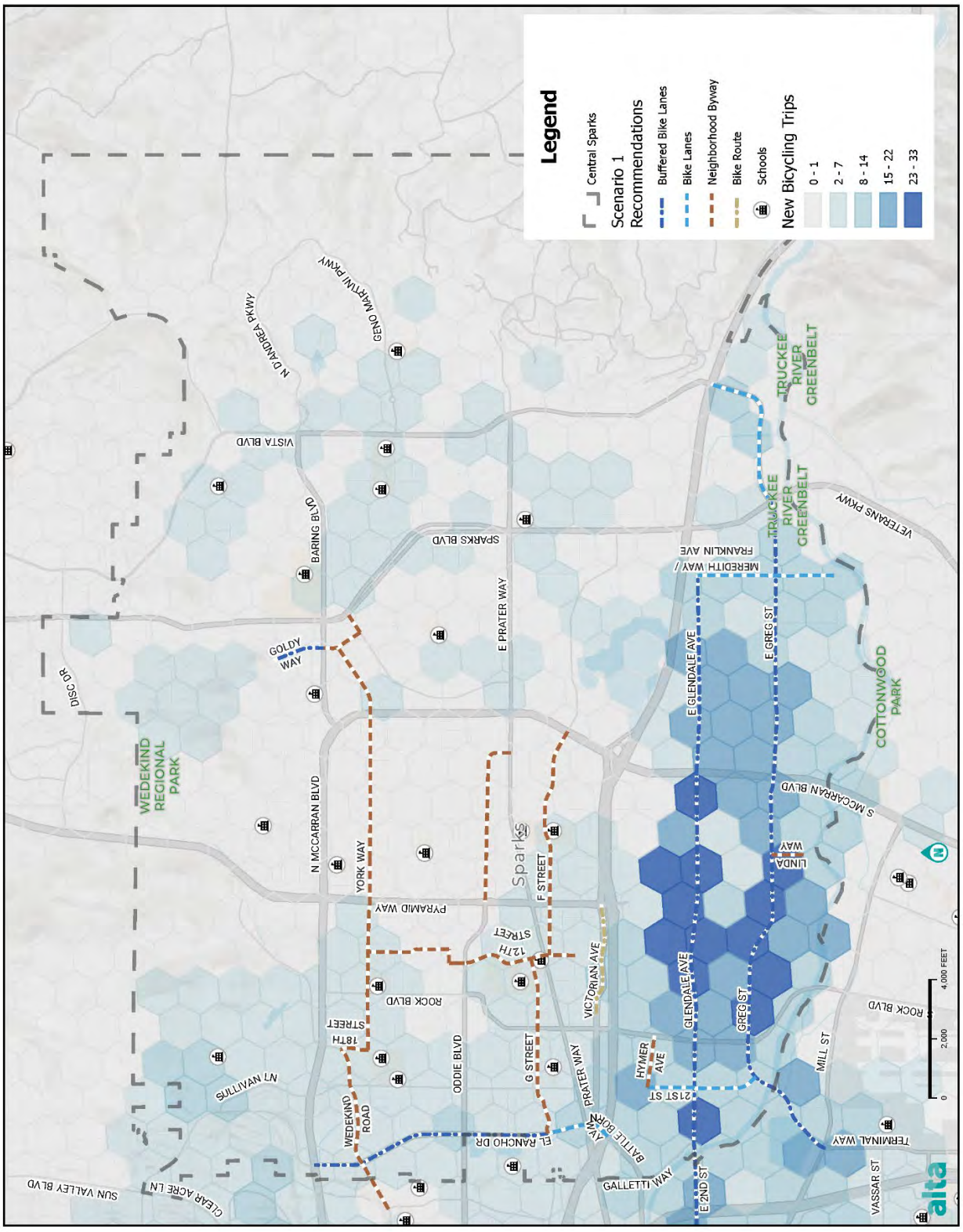


Figure 22. Scenario 1 - School Access Gains

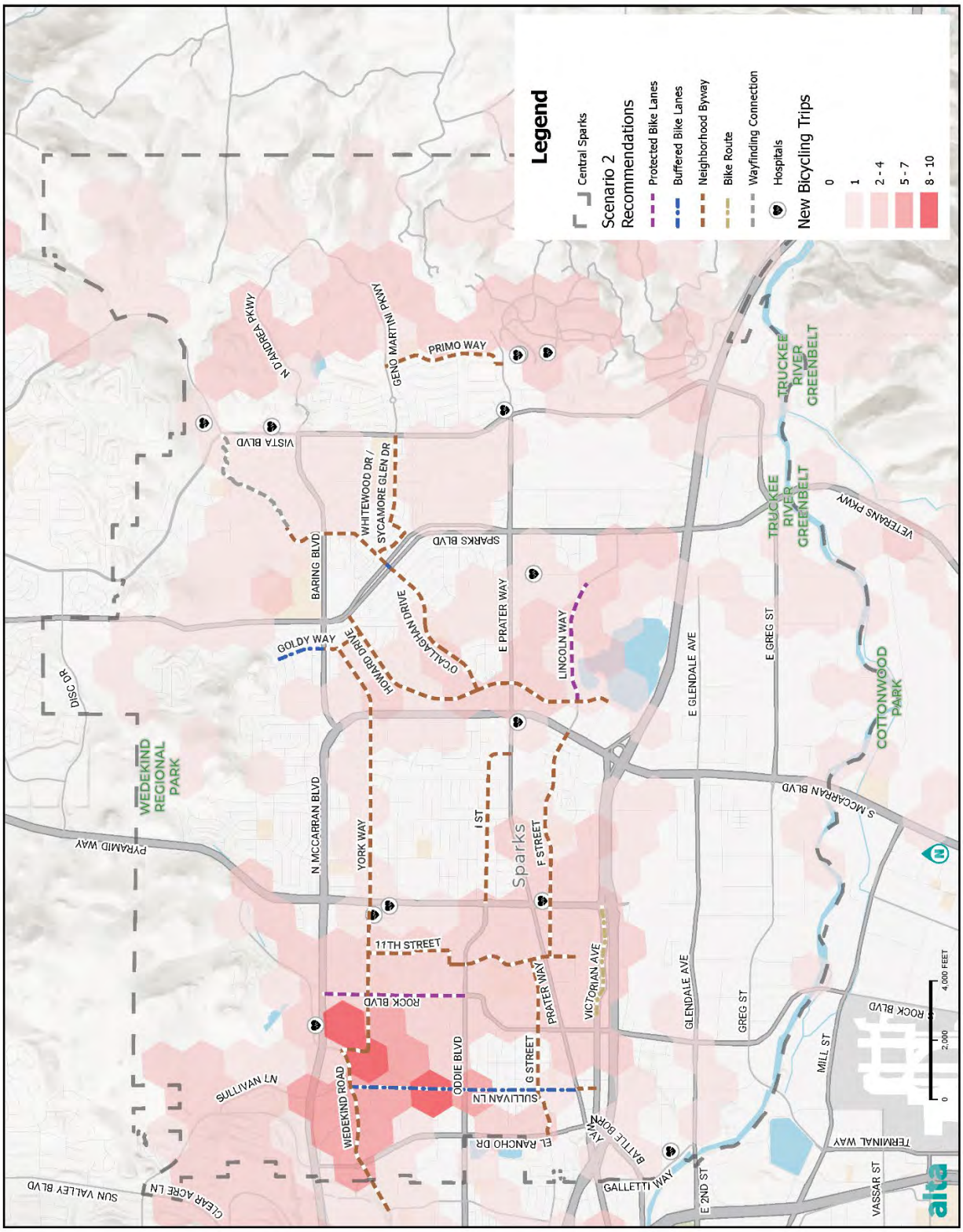


Figure 23. Scenario 2 - Hospital Access Gains

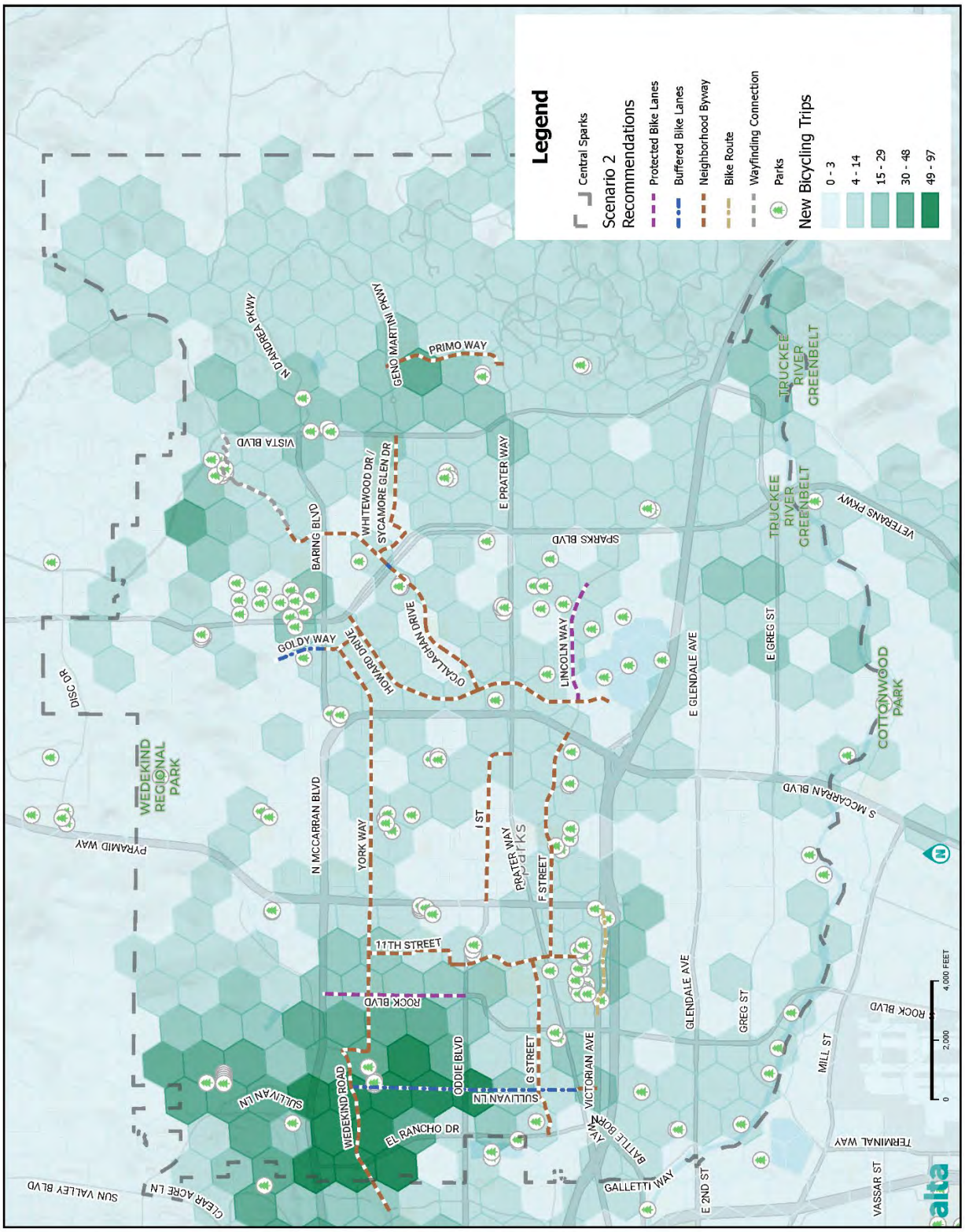


Figure 24. Scenario 2 - Parks Access Gains

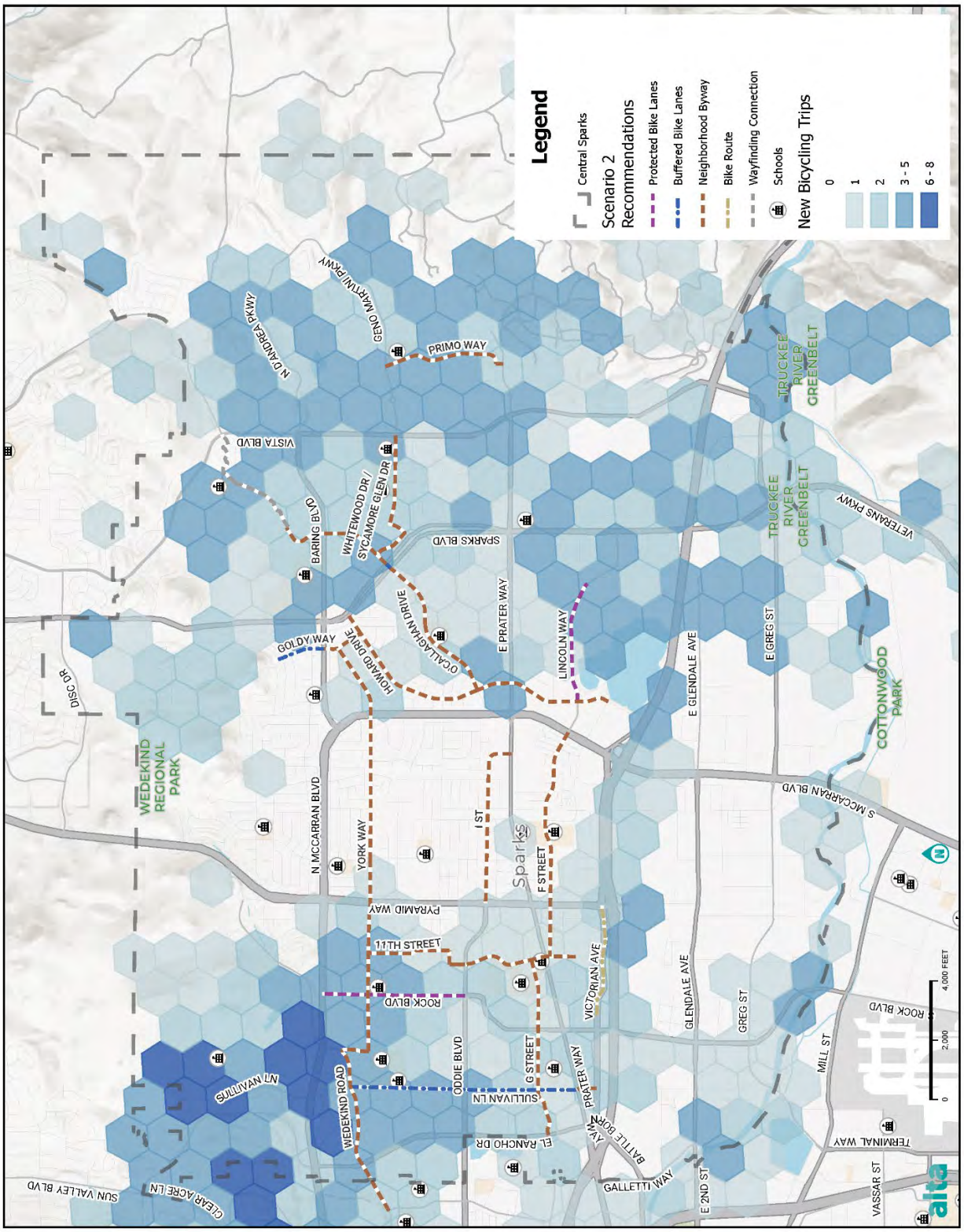


Figure 25. Scenario 2 - Schools Access Gains

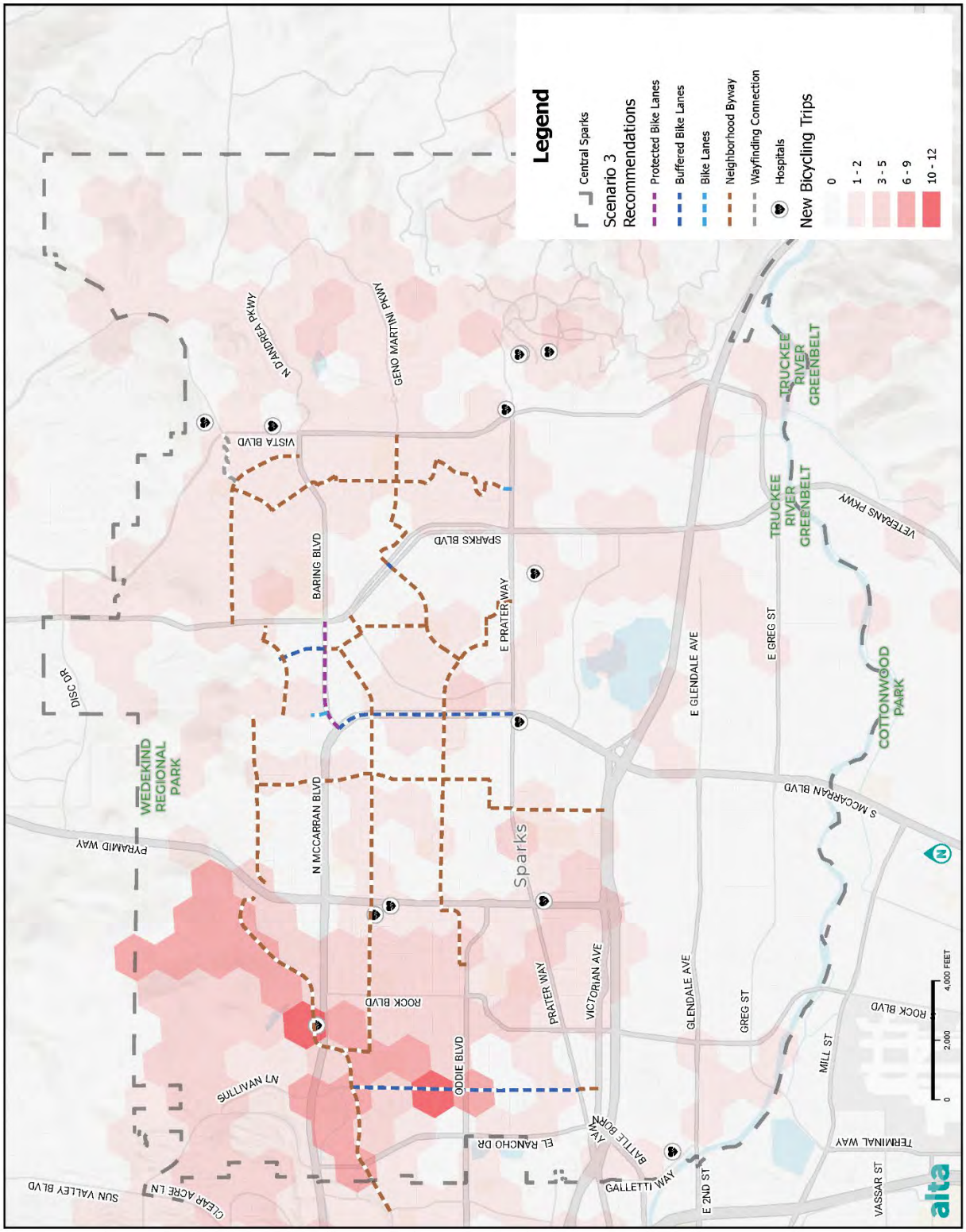


Figure 26. Scenario 3 - Hospital Access Gains

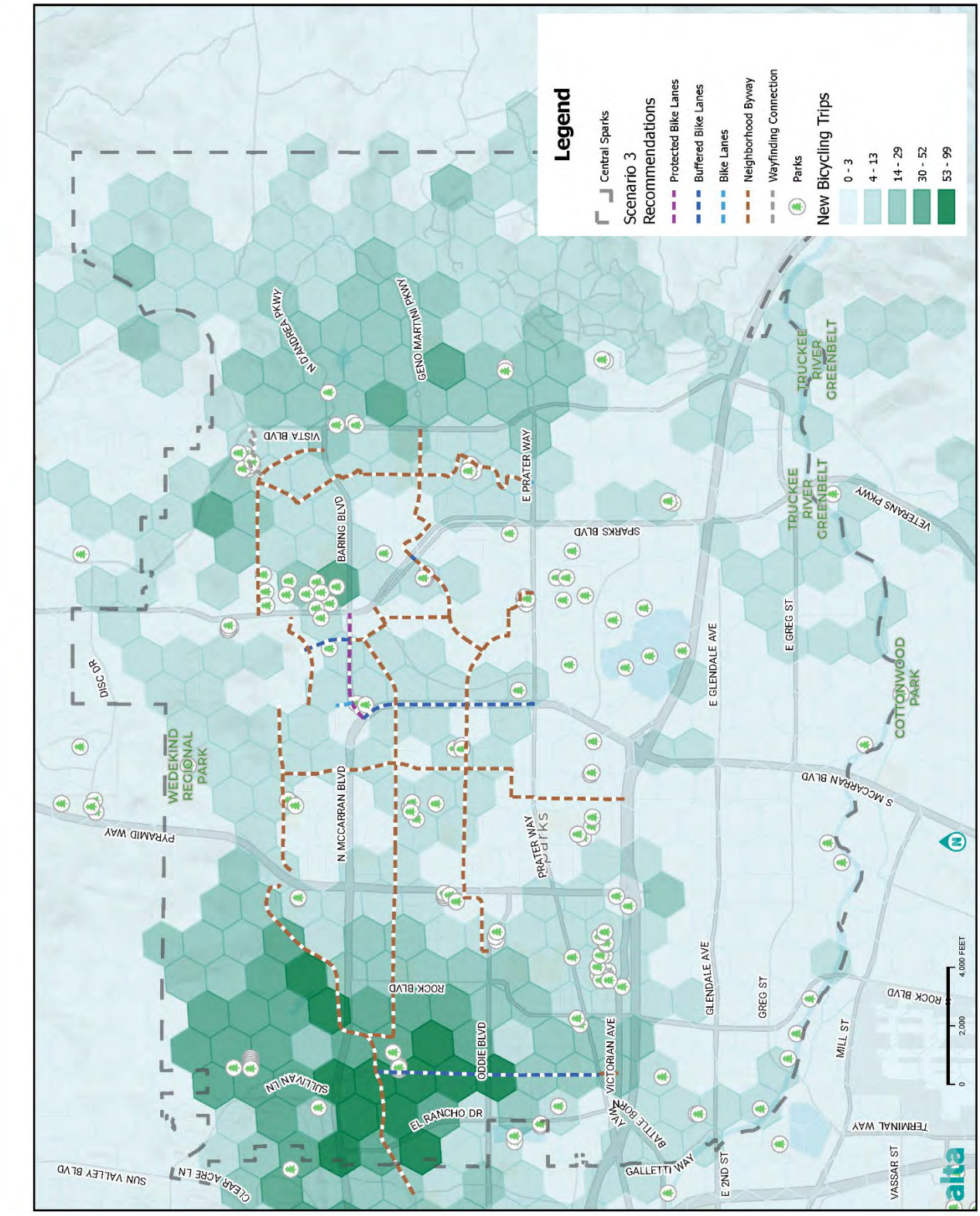


Figure 27. Scenario 3 - Parks Access Gains

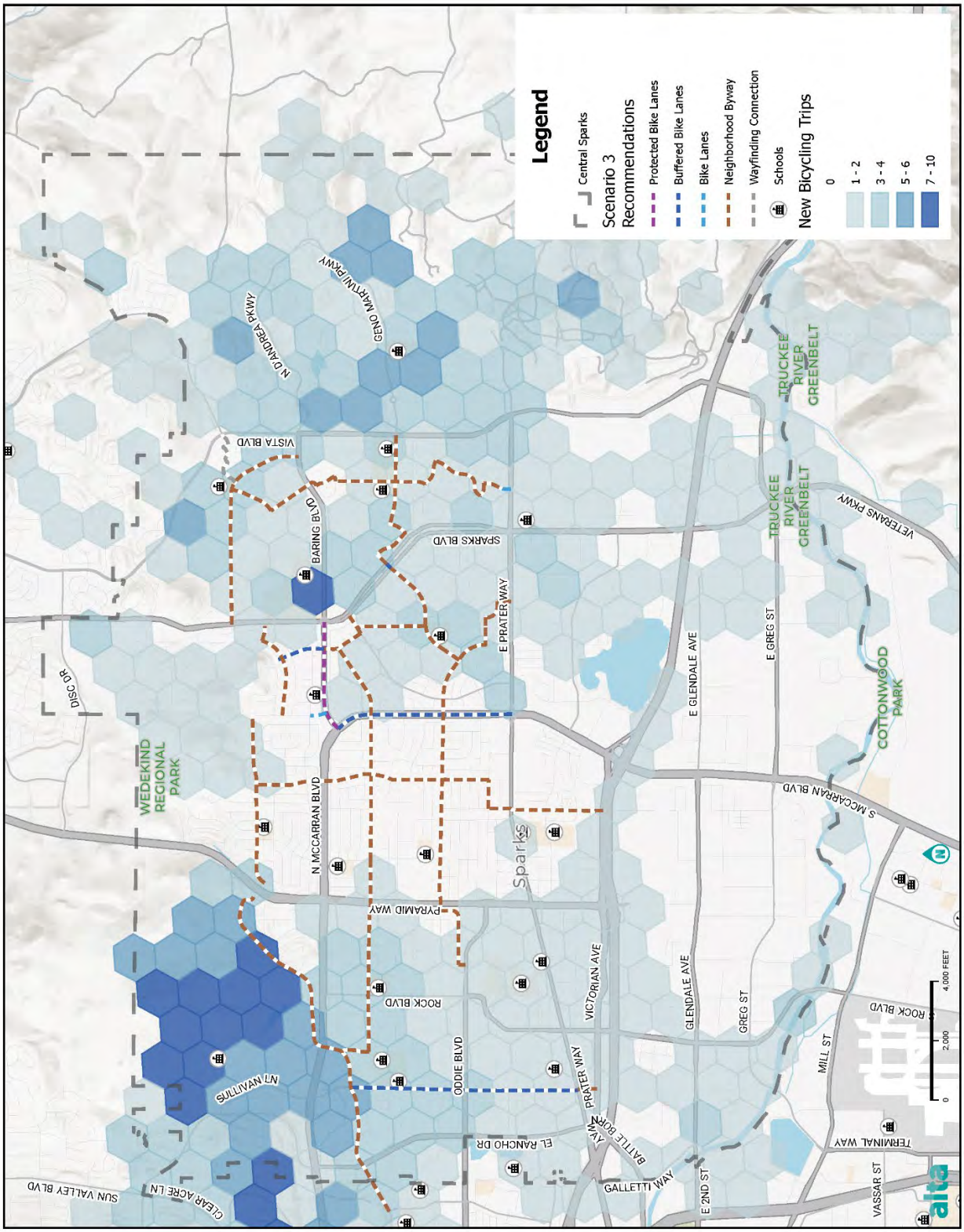


Figure 28. Scenario 3 - Schools Access Gains



Appendix E: Project Cutsheets

SULLIVAN LANE

A

PROJECT DESCRIPTION

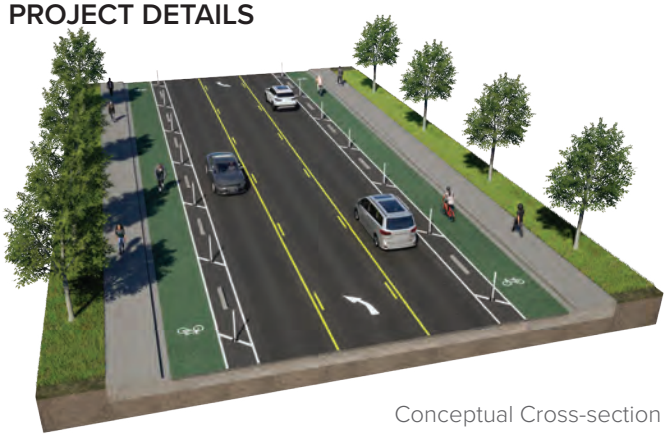
This project, developed as part of the Central Sparks Neighborhood Network Plan, would create a 1.3 mile long north/south connection on the western side of Central Sparks and improve connectivity to Risley Elementary and Kate Smith Elementary School. This corridor connects with multiple existing and planned east/west facilities including on Oddie Boulevard, G St, Prater Way, and Victorian Avenue. With relatively low traffic volumes, five total lanes, and a speed limit of 25 mph north of Oddie Boulevard, this segment could be reconfigured to create a more comfortable connection. In this project concept, Sullivan Lane between Wedekind Road and Prater Way could include buffered bike lanes along with intersection enhancements and wayfinding. The section between Prater Way and Victorian Avenue, which has lower traffic volumes than the northern section, would include traffic calming in a neighborhood byway confirguration. Due to the current widths on Sullivan Lane between Wedekind Road and McCarran Boulevard, this quick build project will end at Wedekind Road.



CORRIDOR SEGMENTS	IMPROVEMENT TYPE
Prater Way to Victorian Ave	Neighborhood Byway
Wedekind Rd to Prater Way	Protected Bike Lane

INCLUDED INTERSECTION ENHANCEMENTS	
Leading Pedestrian Interval (LPI) Bike Box	Curb Extensions Wayfinding
PLANNING LEVEL COST ESTIMATE	**$ 811,983**

PROJECT DETAILS



Conceptual Cross-section A



Conceptual Cross-section B

PROJECT MAP



LEGEND

- Central Sparks
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane
- protected bike lane

RTP Funded Project Type

- capacity
- multimodal

Central Sparks Recommendations

- protected bike lane
- neighborhood byway

Intersection Concept Type

- curb extensions
- LPI
- two-staged turn box / cut through / bike boxes
- wayfinding

YORK WAY & WEDEKIND ROAD

B

PROJECT DESCRIPTION

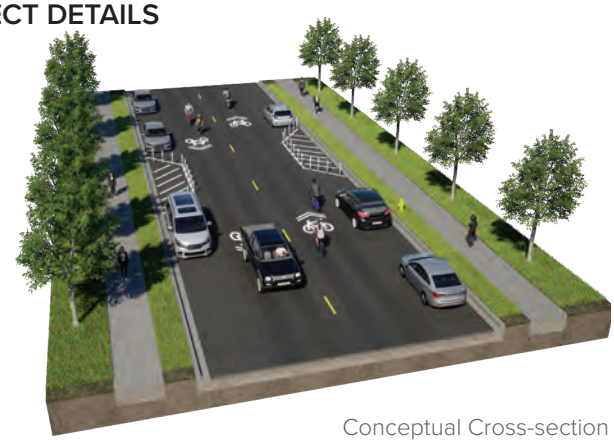
This project would establish a 2.7 mile long east/west connection through the Central Sparks neighborhood that links residents with Recreation Park, planned improvements on 4th St, and numerous schools including Maxwell, Drake, and Greenbrae Elementary Schools as well as Sparks Middle School. This neighborhood byway would include traffic calming and intersection improvements to maintain slow vehicle speeds along the corridor and at key intersections. This project concept also benefits from existing signalized crossings and links to the shared-use path on Sparks Boulevard with a short connection on Goldy Way and Howard Drive. This project would also make improvements on 18th Street between York Way and Wedekind Road.



CORRIDOR SEGMENT	IMPROVEMENT TYPE
18th St - Wedekind Rd to York Way Wedekind Rd - McCarran Blvd to Wedekind Rd York Way - Goldy Way to 18th St	Neighborhood Byway

INCLUDED INTERSECTION ENHANCEMENTS	
High Visibility Crosswalks Two Staged Turn Boxes Leading Pedestrian Interval (LPI)	Curb Extensions Wayfinding
PLANNING LEVEL COST ESTIMATE	**$697,334**

PROJECT DETAILS

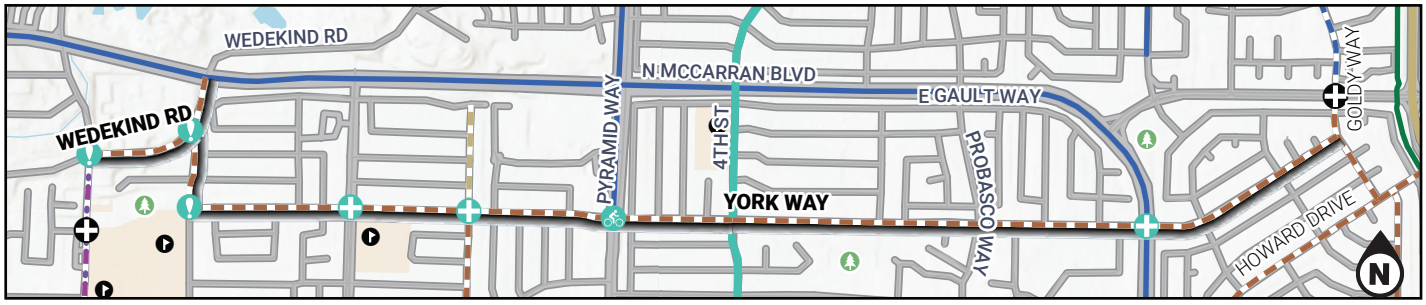


Conceptual Cross-section

Design Considerations

York Way and Wedekind Rd are designated as Major Fire Response Routes and will require horizontal traffic calming options like hardened centerlines, chicanes, chokers, etc. The neighborhood byway configuration may have minor parking impacts at intersections in order to enhance safety with curb extensions and daylighting.

PROJECT MAP



Consider improvement on Sullivan Lane (Wedekind Rd to McCarran Blvd) for connection to signalized crossing of McCarran Blvd.

LEGEND

- Central Sparks
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane

RTP Funded Project Type

- capacity
- multimodal

Central Sparks Recommendations

- neighborhood byway
- protected bike lanes

Intersection Concept Type

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

11TH STREET & 12TH STREET

C

PROJECT DESCRIPTION

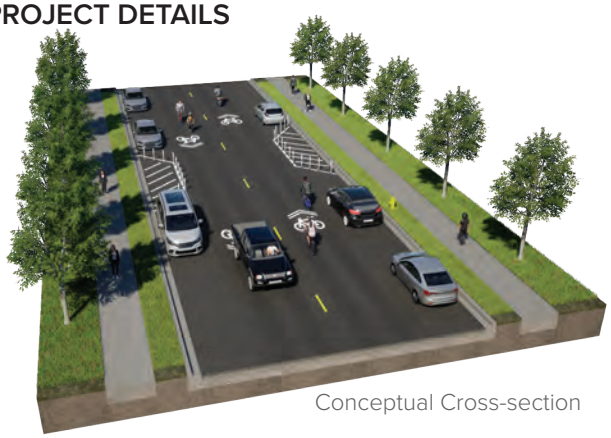
This 1.6 mile long north/south connection between Victorian Plaza and the Sparks Mercantile Center was developed as a part of the Central Sparks Neighborhood Network Plan. This project would use 11th Street and 12th Street (connecting on Prospect Avenue) to create a comfortable connection through the neighborhood. Wayfinding signage would help guide bicyclists to the Sparks Mercantile Center on Gault Way with traffic calming included south of York Way to Victorian Plaza Circle.

This project would connect with the existing bike lanes on Prater Way and the raised cycle track on Oddie Boulevard. This project would also build off recommended neighborhood byways from the Neighborhood Connections Plan on York Way and F Street and G Street.



CORRIDOR SEGMENT	IMPROVEMENT TYPE
11th St - Prospect Ave to York Way 12th St - Prospect Ave to Victorian Plaza Prospect Ave - 12th St to 11th St	Neighborhood Byway
11th St - Gault Way to York Way	Wayfinding Connection
INCLUDED INTERSECTION ENHANCEMENTS	
Two-Staged Turn Boxes Leading Pedestrian Interval High Visibility Crosswalks	Wayfinding Curb Extentions
PLANNING LEVEL COST ESTIMATE	**$473,644**

PROJECT DETAILS



Conceptual Cross-section

Design Considerations

The addition of two-staged turn boxes at the Oddie Boulevard intersection will support bicyclists turning left from Oddie onto 12th Street. Both streets are designated as Minor Fire Response Routes and will require horizontal traffic calming options like hardened centerlines, chicanes, chokers, etc. The neighborhood byway configuration may have minor parking impacts at intersections in order to enhance safety with curb extensions and daylighting.

PROJECT MAP



LEGEND

- Central Sparks
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane
- separated bike lane

RTP Funded Project Type

- capacity
- multimodal

Central Sparks Recommendations

- neighborhood byway
- wayfinding connection
- protected bike lane

Intersection Concept Type

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

I STREET

D

PROJECT DESCRIPTION

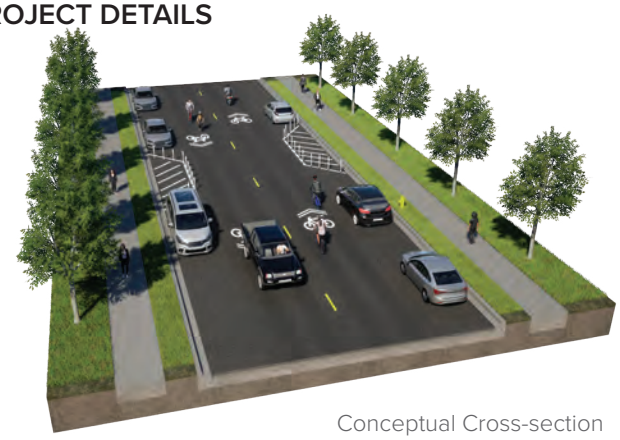
The project was identified as a key element of the Central Sparks Neighborhood Network Plan and will help enhance the network by connecting the Oddie Boulevard raised cycle track with the planned improvements through the 4th Street Mulitmodal project and Prater Way Multimodal project which are planned to include multimodal enhances such as bike lanes and safety enhancements.

The I Street corridor provides a low-speed and low-volume connection to the retail destinations at the intersection of Prater Way and McCarran Boulevard. This project will act as an extension of the Oddie Boulevard raised cycle track and add nearly a mile of facility to the overall network.



CORRIDOR SEGMENT	IMPROVEMENT TYPE
Pyramid Highway to Prater Way	Neighborhood Byway
INCLUDED INTERSECTION ENHANCEMENTS	
High Visibility Crosswalks Bike Box	Curb Extensions
PLANNING LEVEL COST ESTIMATE	**$247,644**

PROJECT DETAILS

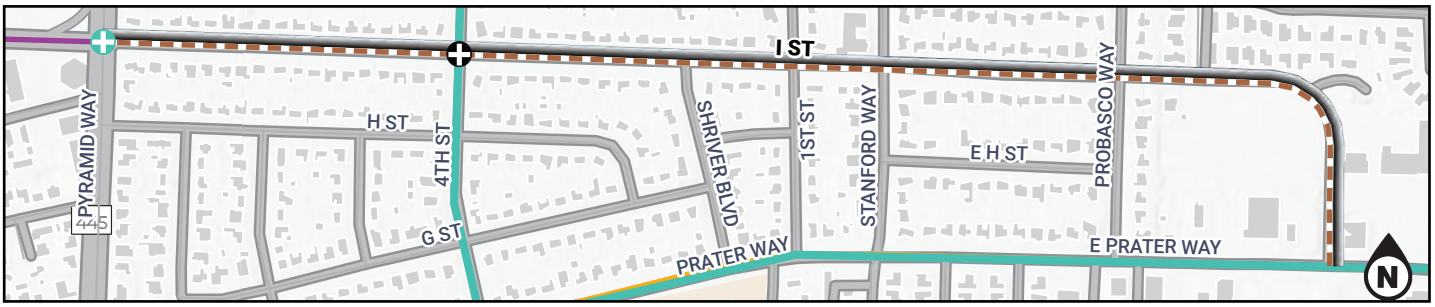


Conceptual Cross-section

Design Considerations

The addition of bike boxes and curb extensions can help support the transition from I Street to Oddie Boulevard. I Street roadway is a Minor Fire Response Route and will require horizontal traffic calming options like hardened centerlines, chicanes, chokers, etc. The neighborhood byway configuration may have minor parking impacts at intersections in order to enhance safety with curb extensions and daylighting.

PROJECT MAP



LEGEND

Central Sparks

school

park

Existing Bike Facility

bike lane

shared use path

shared lane

separated bike lane

RTP Funded Project Type

capacity

multimodal

Central Sparks Recommendations

neighborhood byway

Intersection Concept Type

curb extensions

curb extensions w/ minor enhancements

F STREET & G STREET

E

PROJECT DESCRIPTION

This Central Sparks Neighborhood Network Plan project would make improvements within close proximity to Sparks High School, Mitchell Elementary School, Kate Smith Elementary School, and Deer Park. F St extends from the existing bike lanes east of McCarran Blvd (linking with Sparks Legends/ Sparks Marina) with improvements in front of Lincoln Park Elementary School and within close proximity to Dilworth Middle School and Paulakidas Park. The neighborhood byway on G Street will connect with the planned improvements on 9th Street which include planned bike lanes extending further to the west.

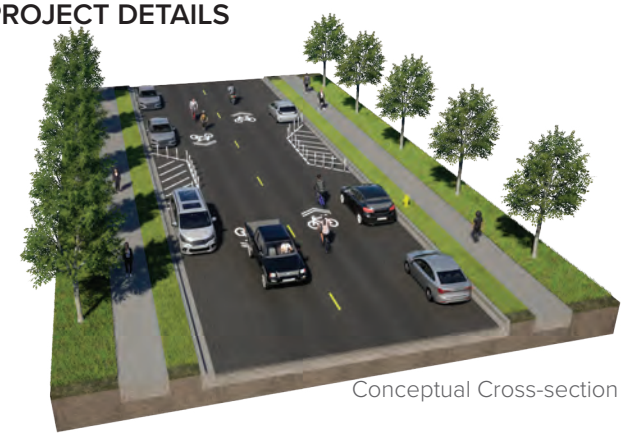


F Street & G Street

CORRIDOR SEGMENT	IMPROVEMENT TYPE
F Street - 12th St to McCarran Blvd G Street - El Rancho Dr to 12th St	Neighborhood Byway

INCLUDED INTERSECTION ENHANCEMENTS	
Curb Extensions	
PLANNING LEVEL COST ESTIMATE	$570,839

PROJECT DETAILS

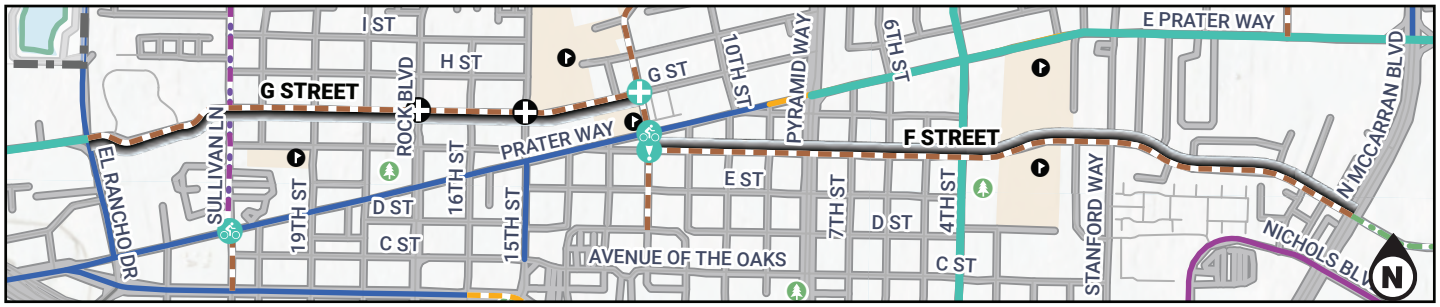


Conceptual Cross-section

Design Considerations

Wayfinding with curb extensions at 12th/G St 12th/F St will reduce maintain low vehicle speeds and route continuity. F St is designated as a Major Fire Response route and G St is designated as a Minor Fire Response Route. These roadways will require horizontal traffic calming options like hardened centerlines, chicanes, chokers, etc.

PROJECT MAP



LEGEND

- Central Sparks
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane

RTP Funded Project Type

- capacity
- multimodal

Central Sparks Recommendations

- neighborhood byway
- protected bike lane

Intersection Concept Type

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

GREENBRAE DRIVE & STATION DRIVE

F

PROJECT DESCRIPTION

This project from the Central Sparks Neighborhood Network Plan provides a 1.6 mile long connection between the recommended improvements on York Way and the planned improvements on Prater Way. This neighborhood byway will help to improve connectivity to Dunn Elementary School and Greenbrae Elementary School as well as Willow Creek Park and Longford Park. This link will also help improve connections to the Sparks Marina and Sparks Legends areas.

This project would connect Prater Way with Greenbrae Drive with improvements on Station Drive, Pullman Drive, and Robbie Way. This route crosses McCarran Boulevard at a signalized crossing and connects with the existing bike lanes on Marina Gateway Drive.



CORRIDOR SEGMENT	IMPROVEMENT TYPE
Greenbrae Dr - Robbie Way to 4th St Robbie Way - Pullman Dr to Robbie Way Pullman Dr Station Dr to Robbie Way Station Dr - Pullman Dr to Prater Way	Neighborhood Byway
PLANNING LEVEL COST ESTIMATE	**$359,555**

PROJECT DETAILS



Conceptual Cross-section

Design Considerations

Greenbrae Drive is designated as a Major Fire Response Route and will require horizontal traffic calming options like hardened centerlines, chicanes, chokers, etc. The neighborhood byway configuration may have minor parking impacts at intersections in order to enhance safety with curb extensions and daylighting.

PROJECT MAP



LEGEND

- Central Sparks
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane

RTP Funded Project Type

- capacity
- multimodal

Central Sparks Recommendations

- neighborhood byway

HOWARD DRIVE & GOLDY WAY

G

PROJECT DESCRIPTION

This 2.1 mile long project would help people crossing Baring Boulevard and those accessing the Sparks Marina. This Central Sparks Neighborhood Network Plan project would help connect the recommended improvements on York Way with the Sparks Boulevard shared use path via Howard Drive. This project would continue a key connection within the neighborhood and offer a more comfortable bicycling environment compared to McCarran Boulevard.

Parking utilization on Howard Drive should be studied to assess where additional traffic calming elements may be beneficial. Additionally, the section of Goldy Way north of Baring Boulevard could support the addition of a wide buffer (up to 6.5' in each direction) to the existing bike lanes without significantly impacting the existing parking.



CORRIDOR SEGMENT	IMPROVEMENT TYPE
Goldy Way - Howard Dr to Baring Blvd Howard Dr - Sparks Blvd to Nichols Blvd	Neighborhood Byway
Goldy Way - Baring Blvd to Spanish Springs Rd	Buffered Bike Lanes
INCLUDED INTERSECTION ENHANCEMENTS	
Curb Extensions Two-Staged Turn Boxes	High Visibility Crosswalks
PLANNING LEVEL COST ESTIMATE	**$332,933**

PROJECT DETAILS

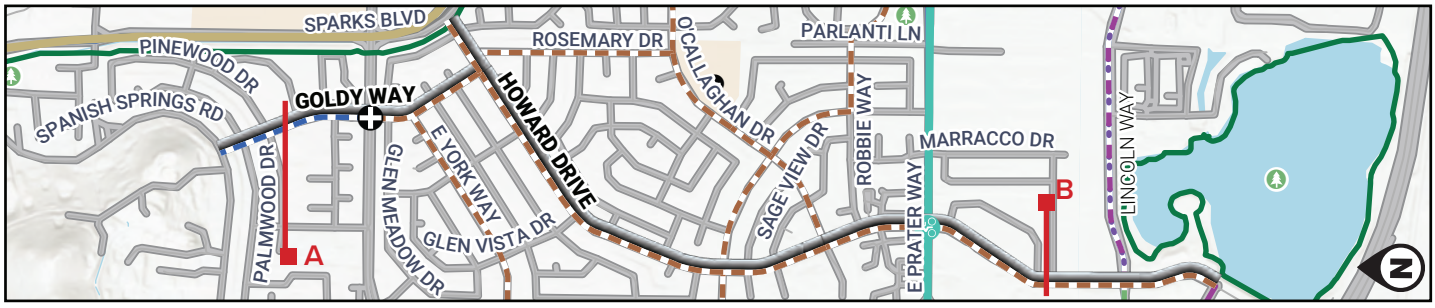


Conceptual Cross-section A



Conceptual Cross-section B

PROJECT MAP



LEGEND

- Central Sparks
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane

RTP Funded Project Type

- capacity
- multimodal

Central Sparks Recommendations

- buffered bike lane
- neighborhood byway
- protected bike lane

Intersection Concept Type

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

O'CALLAGHAN DRIVE & SPRINGLAND DRIVE

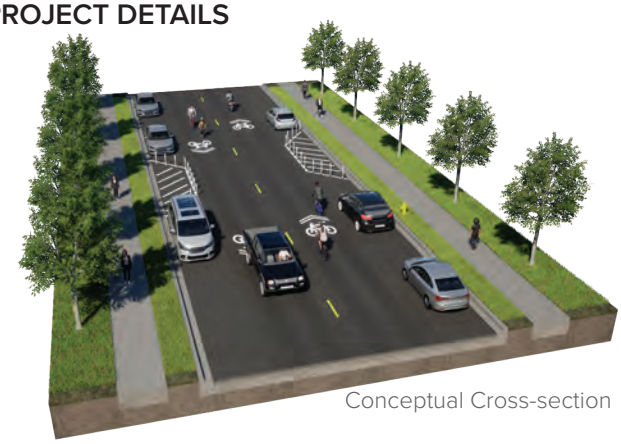
H

PROJECT DESCRIPTION

This 2.6 mile long project, developed during the Central Sparks Neighborhood Network Plan, would help reduce vehicle speeds in front of Dunn Elementary School in response to public comments while creating an alternative connection between Vista Boulevard and the Sparks Marina area (via Howard Drive). O'Callaghan Drive and Springland Drive between Lida Lane and Howard Drive would include traffic calming elements in a neighborhood byway configuration similar to the conceptual cross-section below. This project would also include wayfinding and safety enhancements at road crossings on the existing path between Lida Lane and Vista Boulevard would include the addition of wayfinding.

Rosemary Drive enhancements would provide an additional north/south connection within the network and link with the recommendations on Howard Drive.

PROJECT DETAILS



Conceptual Cross-section



CORRIDOR SEGMENT	IMPROVEMENT TYPE
O Callaghan Dr - Howard Dr to Sparks Blvd Springland Dr - Sparks Blvd to Lida Ln Rosemary Dr - O Callaghan Dr to Howard Dr	Neighborhood Byway
Path - Lida Ln to Vista Blvd	Wayfinding Connection

INCLUDED INTERSECTION ENHANCEMENTS	
Two-Staged Turn Boxes	Wayfinding
PLANNING LEVEL COST ESTIMATE	**$424,437**

Design Considerations

O'Callaghan Dr and Springland Dr are both designated as Major Fire Response routes and will require horizontal traffic calming options like hardened centerlines, chincanes, chokers, etc. The neighborhood byway configuration may have minor parking impacts at intersections in order to enhance safety with curb extensions and daylighting.

LEGEND

Central Sparks
school
park

Existing Bike Facility
bike lane
shared use path
shared lane

RTP Funded Project Type
capacity
multimodal

Central Sparks Recommendations
neighborhood byway
wayfinding connection
protected bike lane

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

LINCOLN WAY

PROJECT DESCRIPTION

This project builds off the planned improvements on F St to enhance connections to the Sparks Marina. This project concept, develop as part of the Central Sparks Neighborhood Network Plan, considers using the wide right of way on this low-speed and low-volume road to create a comfortable facility by either removing the outside vehicle lanes or consolidating vehicle traffic on the north side of the landscaped median with temporary materials. This approach allows for future reallocation of space for capacity needs.

Either concept (shown below) would help reduce vehicle speeds closer to the signed speed limit (20 mph). On-street parking may be impacted based on the final configuration. Communities amenities such as outdoor dining or other activites may reuse additional space on the south side of the road under Option 2. Concentrating traffic onto one side of the street may cause safety issues with vehicles waiting in the bicycle lane to enter east/west traffic on Lincoln Way from side-streets (Harbour Cove Dr / Windsurfer Dr).



CORRIDOR SEGMENT	IMPROVEMENT TYPE
Howard Dr to Legends Bay Dr	Protected Bike Lanes
Howard Dr to McCarran Blvd	Conflict Striping
PLANNING LEVEL COST ESTIMATE	**$439,426**

PROJECT DETAILS

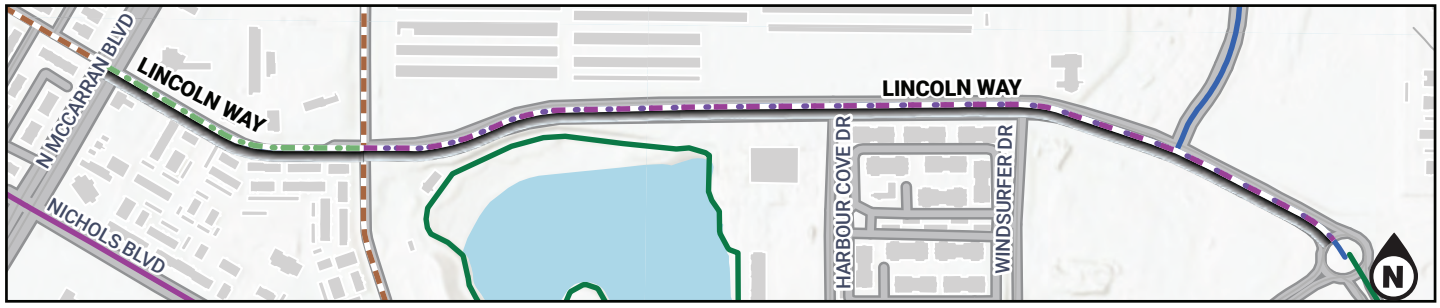


Conceptual Cross-section Option 1



Conceptual Cross-section Option 2

PROJECT MAP



Review lighting levels on Lincoln Way and make enhancements as necessary.

LEGEND

Central Sparks

school

park

Existing Bike Facility

bike lane

shared use path

shared lane

separated bike lane

RTP Funded Project Type

capacity

multimodal

Central Sparks Recommendations

protected bike lane

conflict striping

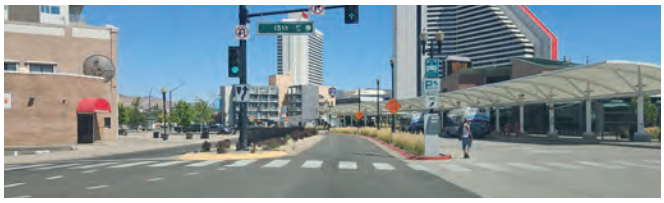
VICTORIAN AVENUE

J

PROJECT DESCRIPTION

This Central Sparks Neighborhood Network Plan project would add minor enhancements to the corridor including shared lane markings and signage for bicyclists along this low-speed route in order to formalize this popular bicycle connection. This project would help link the Victorian Avenue cycle track with the existing bike lanes on Victorian Avenue west of 16th Street.

This project would enhance the connections to Victorian Plaza, a prime entertainment destination during numerous special events and throughout the year. Additionally, enhancing the bicycle connections to RTC Centennial Plaza may support multi-modal trips through an enhanced bike/transit linkage.



CORRIDOR SEGMENT	IMPROVEMENT TYPE
Pyramid Hwy to 16th St	Bike Route
PLANNING LEVEL COST ESTIMATE	**$31,224**

PROJECT DETAILS



Conceptual Cross-section

Design Considerations

It is important to note that this corridor closes intermittently for community events, particularly during the summer months. This is an known condition on the corridor by area bicyclists, however, additional wayfinding signage for bicyclists during special events may be beneficial for network connectivity, especially for individuals who are new to cycling.

Shared lane markings may be more visible with a contrasting background color such as black or green (as shown to the left).

PROJECT MAP



LEGEND

- Central Sparks
- school
- park

Existing Bike Facility

- bike lane
- shared use path
- shared lane
- separated bike lane

RTP Funded Project Type

- capacity
- multimodal

Central Sparks Recommendations

- bike route

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

Meeting Date: 9/19/2025 **Agenda Item: 6.1.**

To: Regional Transportation Commission

From: Bill Thomas, Executive Director

SUBJECT: Executive Director Report

RECOMMENDED ACTION

Monthly verbal update/messages from RTC 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: 9/19/2025 **Agenda Item: 6.2.**

To: Regional Transportation Commission

From: Paul Nelson, Government Affairs Officer

SUBJECT: Federal Report Discussion

RECOMMENDED ACTION

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

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

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

Meeting Date: 9/19/2025 **Agenda Item: 6.3.**

To: Regional Transportation Commission

From: Tracy Larkin Thomason, NDOT Director

SUBJECT: NDOT Report

RECOMMENDED ACTION

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

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.