Location:

REGIONAL TRANSPORTATION COMMISSION
1105 Terminal Way, 1st Floor Great Room, Reno, NV
Date/Time: 9:00 A.M. - Friday, April 17, 2026

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 02/20/2026 RTC Board meeting. (For Possible Action)
  - 4.1.2 Approve the meeting minutes for the 03/13/2026 RTC Board Retreat. (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 March. (For Possible Action)

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

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

4.3. Engineering Department

4.3.1 Approve Amendment No. 1 to the contract with Nichols Consulting Engineers, CHTD, for additional engineering during construction services in connection with the Pembroke Drive Capacity and Safety Project, in the amount of $200,789, for a new total not-to-exceed amount of $1,948,054. (For Possible Action)

4.3.2 Approve a Reimbursement Agreement with the City of Sparks for betterment improvements on the Prater Way Rehabilitation Project, including sanitary sewer improvements, storm drain improvements, and fiber line relocation, with the City of Sparks reimbursing the RTC for the actual costs of the improvements. (For Possible Action)

4.3.3 Approve Amendment No. 1 to the contract with Lumos & Associates, Inc., for engineering during construction services in connection with the Prater Way Rehabilitation Project, in the amount of $686,370, for a new total not-to-exceed amount of $1,315,660. (For Possible Action)

4.3.4 Acknowledge receipt of RTC's Transportation Systems Management and Operations (TSMO) Capability Maturity Model (CMM) Assessment Final Report. (For Possible Action)

4.3.5 Approve a contract with Jacobs Engineering Group for design services associated with the Highland Ranch Parkway Capacity and Safety Project, in an amount not-to-exceed $4,461,771. (For Possible Action)

4.3.6 Approve an Interlocal Cooperative Agreement with the Nevada Department of Transportation for administration, funding, maintenance, and operations responsibilities for the Pyramid Highway Operations Improvements Project. (For Possible Action)

4.3.7 Approve Amendment No. 1 to the Interlocal Cooperative Agreement (ICA) with the Nevada Department of Transportation (NDOT) for the North Virginia Street Multimodal Improvements Project to reflect changes in federal fund sources. (For Possible Action)

4.4. Public Transportation/Operations Department

4.4.1 Approve a contract with Inter-Con Security Services for the provision of armed and unarmed transit security services, after-hours patrol, and alarm response for an initial four-year term, plus two, three-year options, with annual not-to-exceed amounts ranging from $1,660,531.60 in year 1 up to $2,211,610.80 in year 10. (For Possible Action)

4.4.2 Approve a contract with Trapeze Software Group, Inc., dba Vontas, for fifty-three (53) Message Point Media passenger infotainment fixed-route bus displays, in an amount not-to-exceed $627,486. (For Possible Action)

4.4.3 Approve a contract with Power-Sonic Corporation for the purchase of six (6) bus chargers to replace existing obsolete Proterra charges at Villanova, in an amount not-to-exceed $198,792. (For Possible Action)

4.4.4 Approve Amendment No. 3 to the agreement with Enterprise Leasing Company-West, LLC (Enterprise) to increase the monthly vanpool subsidy by one hundred dollars ($100) per mileage tier from $400 to $500 for vanpools up to 3,000 miles; from $500 to $600 for vanpools in mileage tiers between 3,001-4,000 miles; and from $600 to $700 for vanpools in mileage tiers over 4,000 miles. (For Possible Action)

4.4.5 Authorize the Executive Director to commence negotiations with the Washoe County School District (WCSD) for the purchase of a portion of the Earl Wooster High School property located in Reno, Nevada, for the purpose of developing a replacement fixed-route transit maintenance and operations facility to replace the Jerry L. Hall Regional Transit Operations and Maintenance Center at 2050 Villanova Drive. (For Possible Action)

5. Discussion Items and Presentations:

5.1. Review a report from the RTC's Director of Finance regarding the Fiscal Year 2027 increase in the indexed fuel taxes in Washoe County that will become effective on July 1, 2026, as required by NRS 373.067 and WCC § 20.43416.(Informational Only)

5.2. Acknowledge receipt of the Fiscal Year 2027 RTC Tentative Budget. (For Possible Action)

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 of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.1.1**

To: Regional Transportation Commission

From: Michelle Kraus, Board Clerk

SUBJECT: Draft Meeting Minutes for 02/20/2026

RECOMMENDED ACTION

Approve the meeting minutes for the 02/20/2026 RTC Board meeting.

BACKGROUND AND DISCUSSION

See attachment for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

REGIONAL TRANSPORTATION COMMISSION
WASHOE COUNTY, NEVADA

FRIDAY **9:00 A.M.** **February 20, 2026**

PRESENT:

Alexis Hill, Chair, Washoe County Commissioner
Devon Reese, Vice Chair, Reno City Council
Ed Lawson, Mayor of Sparks (Via Conf. Call)
Mariluz Garcia, Washoe County Commissioner
Hillary Schieve, Mayor of Reno (Via Conf. Call)
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
1.3 Special Recognitions

1.3.1 Jennifer Iverson, Safe Routes to School Coordinator, introduced Evy Cardinale, a seventh-grade student at Depoali Middle School, as the winner of the Middle School Bus Art Design competition. Ms. Cardinale briefly addressed the Board and expressed appreciation for the opportunity to participate. Commissioners congratulated her on her achievement.

1.3.2 Mike Wilhelm, representing the American Public Works Association (APWA), presented two 2025 Project of the Year Awards to RTC. The awards recognized the South Virginia Street and I-580 Exit 29 Safety and Capacity Project (5–10 million category) and the North Virginia Street University Rehabilitation Project (under $5 million category). Mr. Wilhelm summarized the award selection process and commended RTC's continued excellence in infrastructure delivery. Commissioners congratulated staff.

1.3.3 Jim Gee, Director of Public Transportation, introduced Taquan Jackson as the new General Manager for Keolis. Mr. Jackson provided remarks regarding his background and commitment to continued service improvements. Commissioners welcomed Mr. Jackson and expressed appreciation for his leadership.

Item 2 PUBLIC COMMENT

Heidi Soper, Sun Valley resident and Chair of the Sun Valley Citizens Advisory Board (speaking in a personal capacity), urged support for improvements to Sun Valley Boulevard. She described roadway flooding, congestion, safety concerns, lack of pedestrian and bicycle facilities, and increasing residential development. She requested NDOT participation and support for Agenda Item 6.2.

Steve Burlie, Sparks resident and former RTC employee, spoke in opposition to the Northeast Connector alignment near La Posada and Desert Vista. He described pedestrian activity, lack of sidewalks, school bus routes, and speeding concerns within his neighborhood. He expressed concerns regarding traffic spillover, safety, noise, and impacts to quality of life.

Fred Krueger, Sparks resident, expressed opposition to the Northeast Connector project, citing concerns about neighborhood impacts, safety, communication, and modeling assumptions. He requested additional public outreach and comprehensive evaluation before further advancement.

Dora Martinez raised concerns regarding RTC ACCESS vehicles, including placement of ticket screens, wheelchair lift door height, dispatch responsiveness, and a survey question regarding door-to-door service. She emphasized the importance of maintaining escort service for persons with disabilities.

Juan Martinez expressed concerns regarding door-to-door ACCESS service, particularly for individuals with disabilities and students attending workshops. He emphasized safety concerns if escort services were reduced.

Shout out from Good Neighbors Warming Center, via email on 2/18/2026 at 3:26 p.m. Greetings RTC Board Members! Good Neighbors Warming Center is a community-run program for women+families who are living without shelter in the Reno/Sparks area so that they may get out of the cold winter nights safe from deadly inclement weather. This program saves lives. The county shelters are consistently at max capacity leaving many demographics with nowhere to go. Advocates have come together to organize this program and in its second year has flourished and continues to expand in its support for our most vulnerable citizens. We deeply appreciate RTC's ongoing donations of bus passes for our Warming Center guests so that they may safely get to and from the warming center, resource center and anywhere they may need to travel to. Lack of free and accessible transportation can be a massive barrier so your ongoing support truly has a positive impact on our neighbors who need it. We hope to continue this partnership in our collective efforts towards a more equitable dignified and safe community for all.

Item 3 APPROVAL OF AGENDA

On motion of Vice Chair Reese 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 1/16/2026 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 a contract with Kimley-Horn and Associates, Inc., for planning services to complete the Truckee Meadows Safety Action Plan, in an amount not-to-exceed $1,499,243.22. (For Possible Action)

4.4 Engineering Department

4.4.1 Approve Amendment No. 2 to the Local Public Agency Agreement with the Nevada Department of Transportation for the use and reimbursement of federal funds on the Sparks Boulevard Capacity Improvement Project. (For Possible Action)

4.4.2 Approve Amendment No. 1 to the Local Public Agency Agreement with the Nevada Department of Transportation for the use and reimbursement of federal funds on the Sierra Street Bridge Replacement Project. (For Possible Action)

4.4.3 Approve Amendment No. 1 to the Local Public Agency Agreement with the Nevada Department of Transportation for the use and reimbursement of federal funds on the West Fourth Street Safety Project. (For Possible Action)

4.4.4 Approve a contract with Lumos and Associates, Inc., for construction management services associated with the Military Road Capacity and Safety Project, in an amount not-to-exceed $2,484,950. (For Possible Action)

4.4.5 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire property and/or property interests on APN 080-771-13 and 080-831-01 from Stonefield Homeowners Association, which are needed to construct the Military Road Capacity & Safety Project. (For Possible Action)

4.4.6 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire property and/or property interests on APN 080-800-001, 080-811-27, 080-812-01 and 568-061-01 from Stonefield II

Homeowners Association, which are needed to construct the Military Road Capacity & Safety Project. (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 February 4, 2026. (For Possible Action)

4.5.2 Approve an update to the 2026 FTA Title VI Program. (For Possible Action)

On motion of Vice Chair Reese to approve, seconded by Commissioner Garcia, which motion unanimously carried, Chair Hill ordered that these items be approved.

Item 5 PUBLIC HEARING

5.1 Conduct a public hearing regarding approval of Amendment No. 2 to the FFY 2025-2029 Regional Transportation Improvement Program (RTIP); adopt a resolution approving Amendment No. 2 to the FFY 2025-2029 Regional Transportation Improvement Program (RTIP). (For Possible Action)

a. Staff Presentation
b. Public Hearing
c. Action

Graham Dollahide, Transportation Planning Manager, presented Amendment No. 2 to the FFY 2025–2029 RTIP. He summarized the RTIP process and outlined three amendments including: Increased project costs for the I-80 Westbound Keystone to McCarran project; Addition of the "Revving Up Reliability" hybrid bus replacement project; and Addition of a Transit Security Equipment project.

He noted the public comment period yielded no comments and that advisory committees reviewed the amendment.

Being a public hearing, no public comment was received.

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

Item 6 DISCUSSION ITEMS AND PRESENTATIONS

6.1 Receive a presentation on the status of the Meadowood/Hidden Valley & Sun Valley/Panther Valley Neighborhood Network Plans. (Informational Only)

Marquis Williams, Senior Transportation Planner, provided a status update on neighborhood network planning efforts, including outreach, data-driven analysis, steering committee input, and quick-build improvement concepts. He outlined funding allocations and anticipated implementation timelines.

Commissioners commended the outreach efforts, particularly engagement with schools and community events. Discussion included equity considerations, potential traffic calming treatments, school zone improvements, and future evaluation of funding sufficiency.

6.2 Receive a presentation and approve an Interlocal Cooperative Agreement with the Nevada Department of Transportation establishing funding commitments and roles and responsibilities for design, construction, and subsequent roadway relinquishment for the Sun Valley Boulevard Corridor Improvements Project. (For Possible Action)

Amanda Callegari, Engineering Manager, presented the proposed cooperative agreement with NDOT for the Sun Valley Boulevard Corridor Improvements Project. She outlined project scope, drainage improvements, multimodal facilities, funding structure, and a proposed $87 million estimated project cost. She explained the requirement to secure $25 million in discretionary federal funding and the framework for roadway relinquishment to Washoe County.

Commissioner Garcia provided historical context regarding infrastructure deficiencies in Sun Valley and expressed appreciation to NDOT and RTC staff. Commissioners expressed support for the collaborative funding approach and acknowledged the long-standing community need.

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

6.3 Receive a report on the results of a Market Study on an Electric and Hybrid Vehicle Fee from Michael Hillerby and provide direction; authorize the Executive Director to present the report to the Washoe County Board of County Commissioners and request an advisory ballot question be placed on the November 2026 ballot. (For Possible Action)

Michael Hillerby with Kaempfer Crowell presented the results of a public opinion survey regarding a proposed electric and hybrid vehicle registration fee. He summarized declining fuel tax revenues, equity considerations, and national trends. Survey results indicated approximately 61% initial support for a $250 annual EV fee and proportional hybrid fee, with similar support after pro and con messaging.

Commissioners discussed ballot language clarity, equity considerations, and next procedural steps. Discussion emphasized transparency, parity among roadway users, and legislative coordination.

On motion of Vice Chair Reese to authorize the Executive Director to present the report to the Washoe County Board of County Commissioners and request placement of an advisory ballot question on the November 2026 ballot, seconded by Commissioner Garcia, which motion unanimously carried, Chair Hill ordered that this item be approved.

Item 7 REPORTS (Informational Only)

7.1 RTC Executive Director Report

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

- RTC has extended the deadline for public comment through March on the Northeast Connector Alignment and Feasibility Study. RTC is also planning two additional public meetings on March 10th at Mendive Middle School and also at the Tahoe-Reno Industrial Center that same day.
- RTC is the winner of the APTA AdWheel Award for marketing taking home the prize in the Nonridership Social Media Category for our Spanish language campaign called "Si RTC". This is the second year in a row that we've won an AdWheel Award. Thank you, Public Transportation and Comms Teams, and Celtis Ventures for their hard work on these campaigns.
- In connection with RTC's TOPS plan, a "Move More" survey was launched to gather public input on how we can improve service recommendations. The survey is available on our website and will remain open through March 20, 2026. We anticipate bringing the final plan to the Board for consideration and potential adoption in May.
- Transit Driver Appreciation Day is March 18th. We are excited to join Keolis and MTM to recognize the important work that the drivers do for our community. Keolis and MTM will both provide lunch for their drivers to show their appreciation.
- RTC partnered with Washoe County Human Services, KOLO TV, and Target to collect winter clothing donations for foster and adoptive children through our Stuff A Bus for Children in Care Program. This year, we collected $7,000 worth of donations. We are also working on a partnership with Baby's Bounty to hold a Stuff A Bus event in the coming months to collect diapers for families who could use a little extra help.
- RTC will provide free transit on all of our services for St. Patrick's Day, March 17th. Free service will run from 4 o'clock in the afternoon to 2 o'clock in the morning. We do this every year to give our residents a safe option to get from place to place, especially if they plan on drinking.
- Congratulations to Nancy Mues on her 20th RTC anniversary. She is a valuable member of the communications team, doing incredible work as one of our Senior Graphic Designers. Thank you for all of your hard work over the last 20 years – and many more to come.
- After 20 years at RTC, Susi Trinidad is retiring in March. Susi started working with us in 2006 and has done an amazing job as our Mobility Services Manager – doing a lot of work with our seniors and customers with disabilities. She oversees a lot of important programs like ACCESS, FlexRIDE and Senior RIDE Taxi Bucks. Thank you and congratulations to Susi on her well-deserved retirement.

7.2 RTC Federal Report

Paul Nelson, RTC Government Affairs Officer, reported on federal appropriations updates, community project funding allocations, Surface Transportation Reauthorization developments, and pending federal administrative changes.

7.3 NDOT Director Report

Sajid Sulahria, Deputy Director NDOT, provided updates on regional projects including Pyramid Way preservation, US 395 North Valleys improvements, I-80 projects, and appreciation for maintenance crews during recent winter storms.

Item 8 COMMISSIONER ANNOUNCEMENTS AND UPDATES

Commissioners provided updates regarding community events, including the Western States Illuminated Art Festival and appreciation for regional road maintenance crews. A suggestion was made to evaluate succession planning within RTC staffing.

Item 8 PUBLIC COMMENT

Steve Burlie provided additional comments regarding traffic speeds and safety concerns related to the Northeast Connector project and requested continued consideration of neighborhood impacts.

Item 9 ADJOURNMENT

The meeting was adjourned at 11:07 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 of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.1.2**

To: Regional Transportation Commission

From: Michelle Kraus, Board Clerk

SUBJECT: Draft Meeting Minutes for 03/13/2026 Board Retreat

RECOMMENDED ACTION

Approve the meeting minutes for the 03/13/2026 RTC Board Retreat.

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
BOARD WORKSHOP

FRIDAY **9:01 A.M.** **March 13, 2026**

PRESENT:

Board & Commissioners
Alexis Hill, Washoe County Commissioner, Chair
Devon Reese, Reno Councilman, Vice Chair
Ed Lawson, Mayor of Sparks
Mariluz Garcia, Washoe County Commissioner

Bill Thomas, RTC Executive Director
Adam Spear, Legal Counsel
Tracy Larkin Thomason, Director of NDOT

RTC Staff
Dale Keller, Deputy Executive Director/Director of Engineering
Christian Schonlau, Director of Finance/CFO
Laura Freed, Director of Administrative Services
James Gee, Director of Public Transportation/Operations
Vanessa Lacer, Director of Planning

Board Retreat Facilitator
Erica Olsen, OnStrategy

ABSENT:

Hillary Schieve, Mayor of Reno

The annual Board Workshop meeting was held at the Reno Sparks Convention Center, Rooms A3/A4, 4590 S. Virginia Street, Reno, and was called to order by Chair Hill.

NO ACTION WAS TAKEN AT THIS WORKSHOP
EXCEPT TO APPROVE THE AGENDA, CONSENT ITEMS AND TO ADJOURN

1. CALL TO ORDER

1.1 Roll Call
1.2 Pledge of Allegiance

2. PUBLIC COMMENT

Chair Hill opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda. There being no one wishing to speak, Chair Hill moved to Approval of Agenda.

3. APPROVAL OF AGENDA

On motion of Vice Chair Reese, seconded by Commissioner Garcia, which motion unanimously carried, Chair Hill ordered that the agenda for this meeting be approved.

4. CONSENT ITEMS

4.1 *Engineering*

4.1.1 Approve a contract with Avenue Consultants, Inc., for Engineering Staff Services for the RTC Traffic Management Center through September 30, 2027, in an amount not-to-exceed $300,000. *(For Possible Action)*

4.1.2 Approve a Regional Road Impact Fee (RRIF) Offset Agreement between RTC, TL Talus LLC, and City of Reno for offset-eligible improvements to the intersection improvements and roadway widening within the Talus Valley Town Center. *(For Possible Action)*

4.1.3 Approve an administrative settlement in the amount of $62,995 authorizing RTC to acquire certain real property interests related to APN 086-390-32 from North Peak Owner NV LLC, for the Military Road Capacity and Safety Project. (For Possible Action)

4.2 *Executive, Administrative and Finance Department*

4.2.1 Acknowledge receipt of information related to the FY2027 coordinated regional approach to submitting Community Project Funding (CPF)/Congressionally Directed Spending (CDS) and developing requests that are focused on neighborhoods where local streets need rehabilitation. *(For Possible Action)*

4.2.2 Approve an Interlocal Cooperative Agreement with the State of Nevada Department of Human Services Division of Social Services for reimbursement of the cost of bus passes for its Temporary Assistance for Needy Families (TANF) and Supplemental Nutrition Assistance programs (SNAP) not to exceed $134,000. *(For Possible Action)*

On motion of Vice Chair Reese, seconded by Commissioner Garcia, which motion unanimously carried, Chair Hill ordered that the consent items for this meeting be approved.

5. WORKSHOP *(No Action Will be Taken at this Workshop)*

The purpose of the workshop is to discuss and possibly give general direction regarding policy and strategic objectives of the Regional Transportation Commission of Washoe County for the current Fiscal Year 2026 and Fiscal Year 2027, which may include, but not be limited to presentations, review, discussion and possible direction to the Executive Director and staff regarding:

5.1 WELCOME, OPENING REMARKS & STAGE SETTING

Chair Hill opened the workshop by welcoming Commissioners, staff, regional partners, and community stakeholders. She acknowledged participation from Storey County representatives and noted the collaborative nature of the discussions ahead. The Chair emphasized that Commissioners had engaged in advance one-on-one meetings as part of the strategic planning process, which informed the workshop agenda and priorities. Chair Hill emphasized the importance of working through a full and ambitious

agenda, noting that the workshop would cover several major policy areas, including transit, rail, and congestion.

Executive Director Bill Thomas provided context for the annual workshop, explaining that it is designed to allow deeper, more strategic discussion than regular Board meetings, which are typically focused on operational decisions and consent items. He stated that the purpose of the workshop is to evaluate progress made since the prior year, revisit key issues, and align policy direction for the upcoming fiscal years.

Staff highlighted that:

- The workshop integrates follow-up on prior Board priorities with new and emerging issues
- Major focus areas include transit planning, congestion management, and regional connectivity
- Two key topics: rail feasibility and the short-range transit plan (Move More) would receive more in-depth discussion due to their complexity and long-term impact

Mr. Thomas also provided a high-level overview of RTC's workload, noting that the agency is currently managing more than 60 active projects and approximately $150 million in roadway investments, in addition to transit and planning initiatives.

The workshop facilitator, Erica Olsen with OnStrategy, outlined expectations for the session, emphasizing that:

- The workshop is intended to be interactive and discussion-driven rather than presentation-heavy
- Commissioners are encouraged to ask questions and provide input throughout, rather than waiting for formal comment periods
- No formal action would be taken, but feedback would directly inform the upcoming annual plan and future Board decisions
- Key outcomes include confirming strategic direction, identifying priorities, and providing guidance to staff

Ms. Olsen also provided logistical guidance, including timing expectations (with major topics scheduled throughout the day) and reminders regarding meeting participation.

5.2 FISCAL YEAR 2026 STRATEGIC ROADMAP UPDATE

Executive Director Bill Thomas provided an update on progress made since the prior year's Board workshop, focusing on key strategic priorities identified by the Board and how those initiatives have advanced over the past year.

Key updates included:

- **Youth Ride Free Program:**
  Staff reported that the student transit pilot program has been highly successful, with strong ridership and positive community feedback. The program is approaching a future decision point regarding continuation or expansion.
- **Transit Facility Planning:**
  RTC has advanced efforts to identify a replacement site for the Villanova transit facility. Three potential sites have been identified, with further evaluation and Board discussion anticipated.

- **Fleet Replacement Funding:**
  RTC secured a $21.5 million Federal Transit Administration grant to replace aging buses, including electric buses impacted by manufacturer bankruptcy. Approximately 19 replacement vehicles are planned, improving fleet reliability.
- **Neighborhood Network Plans:**
  Two initial neighborhood network plans have been completed and approved, with implementation underway. Staff noted that coordination with local jurisdictions is ongoing, as this approach represents a shift in how multimodal improvements are planned and delivered.
- **Truckee River Corridor Efforts:**
  Progress has been made on initiatives related to the Truckee River, a priority identified by the Board, with additional detail to be provided later in the workshop.
- **Congestion Management:**
  RTC received national recognition for the Sparks Intelligent Corridor project. Additionally, a Transportation Operations Maturity Assessment was completed to guide future investments in traffic management and system optimization.
- **Regional Rail Study and Connectivity Efforts:**
  Staff highlighted ongoing work on the Reno-Sparks to TRIC rail study and broader regional connectivity planning, including the Northeast Connector concept.
- **Safety Initiatives:**
  A major safety-focused project on West 4th Street has been initiated in partnership with local agencies. Staff also highlighted successful collaboration with local jurisdictions to address emerging safety issues, including a school-related concern addressed through coordinated action.
- **Regional Funding Coordination:**
  RTC led a collaborative effort with Reno, Sparks, and Washoe County to secure federal funding for local road maintenance. Funding was successfully obtained, and a second round of applications has been submitted, demonstrating a new regional approach to addressing maintenance needs.
- **Organizational Performance and Culture:**
  Staff reported improvements in internal and contractor relations, including reductions in grievances, arbitration cases, and customer complaints (down approximately 10%).
- **Communications and Outreach:**
  RTC significantly expanded its public outreach, reaching approximately 3.8 million viewers and increasing public awareness of agency initiatives.
- **Executive Director Outreach:**
  The Executive Director reported progress on Board-directed outreach goals, including multiple presentations to community groups to improve public understanding of RTC programs and priorities.

Overall, the presentation emphasized that RTC has made measurable progress across strategic priorities while managing a substantial workload, including over 60 active projects and approximately $150 million in roadway investments.

Board discussion was limited due to time constraints and the full workshop agenda. Chair Hill acknowledged the breadth of work completed and directed the meeting to continue to subsequent items.

5.3 PLANNING FOR THE FUTURE OF PUBLIC TRANSPORTATION

Jim Gee presented program outcomes, noting strong ridership, expanded mobility for students, and positive community feedback.

- Commissioner Garcia raised concerns regarding bus stop safety in high-use areas.
- Commissioner Larkin-Thomason discussed potential expansion to trade schools and workforce access.
- Chair Hill emphasized program origins and community need.

Move More (Short Range Transit Plan / TOPS Update):
Staff and consultants presented the "Move More" plan, the updated short-range transit plan (formerly TOPS), covering a five-year planning horizon (2026–2031). The plan builds on prior Board direction and incorporates technical analysis, ridership data, and extensive public and stakeholder input.

The presentation outlined a three-phase process:
- Phase 1: Data collection and public survey
- Phase 2: Development of draft recommendations (current phase)
- Phase 3: Refinement based on Board and public feedback, with final recommendations to return for approval

Survey results indicated that riders prioritize service frequency, reliability, and hours of operation over cost, with fares consistently rated as acceptable. Key service gaps identified included evening and weekend service, reliability, and geographic coverage, particularly for FlexRide and Access services.

Service Recommendations – Fixed Route (Ride Bus):
Staff proposed reallocating service to better match post-pandemic travel patterns, including:
- Increased evening and weekend frequency
- Standardized weekend schedules for simplicity
- Reduction of low-ridership late-night trips (generally fewer than 10 riders per trip) and reinvestment of those resources into higher-demand periods
- Route restructuring, including extensions (e.g., to Reed High School and retail/employment centers), consolidations, and minor realignments to improve directness and connectivity

Staff emphasized that many changes are cost-neutral, achieved by reallocating existing service hours rather than expanding overall service levels.

FlexRide (Microtransit) Recommendations:
To improve efficiency and expand access, staff proposed:
- Increasing response time standards from 20 to 30 minutes to allow better trip grouping and higher productivity
- Introducing advance reservations (up to three days) and standing trips for work and school commuters
- Implementing reduced fares for additional passengers traveling together to encourage ride-sharing
- Piloting co-mingling of FlexRide and Access riders to improve vehicle utilization

Staff noted that FlexRide functions as both a first/last-mile connector and a testing mechanism for future fixed-route expansion, using ridership patterns to guide investment decisions.

Access (Paratransit) Recommendations:
Given the high cost of Access service (approximately $60 per trip), staff proposed several changes to improve sustainability and service quality:

- Transitioning from default door-to-door service to curb-to-curb service, with exceptions based on demonstrated need
- Increasing on-time performance standards and improving customer service response times
- Raising fares from $3 to $4, consistent with industry standards (approximately double fixed-route fare)
- Allowing Access riders to use fixed-route and regional connector services at no cost to encourage more efficient system use

Staff emphasized the need to balance service equity with financial sustainability while maintaining service for those with the greatest need.

Senior Mobility & Subsidy Program Recommendations:
Proposed updates included:

- Consolidating taxi, Uber, and Lyft subsidies into a single, more flexible program
- Allowing RTC to assist with trip booking for customers without smartphones
- Increasing the eligibility age for new participants from 60 to 65
- Introducing a 25% co-pay for higher-income users (above 200% of the federal poverty level)

These changes aim to better target resources while maintaining access for the most vulnerable populations.

Fare Technology & Policy Updates:
To modernize the system and improve efficiency, staff proposed:

- Transitioning toward cashless fare collection, including tap-to-pay with credit/debit cards
- Implementing fare capping to ensure riders automatically receive the best daily or weekly rate
- Eliminating onboard day pass sales to reduce boarding delays
- Introducing integrated fares for regional connector services
- Streamlining reduced fare eligibility through digital verification

Financial Context:
Staff and finance personnel emphasized that transit operations are primarily funded by sales tax, with fare revenue covering only approximately 10% of operating costs. Access service alone accounts for roughly 25% of expenses. Long-term projections indicate that operating costs may outpace revenue growth within 3–5 years, requiring careful prioritization and potential future funding decisions.

Board discussion focused on:

- Strong support for improving frequency and reliability
- Concerns about impacts of Access service changes on vulnerable populations
- Interest in expanding service to workforce and education destinations
- Recognition of financial constraints and the need for strategic resource allocation
- Support for pilot programs and data-driven decision-making

Commissioners emphasized the importance of monitoring impacts, particularly for Access and FlexRide changes, and requested regular updates during implementation.

5.4 PLANNING FOR THE FUTURE OF TRANSPORTATION & REGIONAL INTER-CONNECTEDNESS

Director of Planning Vanessa Lacer presented an overview of previously identified Regional Transportation Plan (RTP) priority areas, reaffirming that Board-identified concerns from prior planning efforts were incorporated into the long-range transportation plan. These priority areas included the North Valleys, Sun Valley, the Truckee River corridor, Lake Tahoe, Verdi, and connectivity to the Tahoe-Reno Industrial Center (TRIC). The presentation demonstrated alignment between Board priorities and planned or programmed projects, including funded, future-funded, and unfunded needs.

Staff emphasized that regional transportation challenges are expanding beyond Washoe County boundaries, requiring coordination with neighboring jurisdictions, including Storey County, Lyon County, and the State of Nevada. A key focus was the increasing importance of regional interconnectedness due to employment growth at TRIC and associated travel demand along the I-80 corridor.

Executive Director Bill Thomas provided an update on the Northeast Connector study and broader regional mobility efforts. Public outreach efforts generated significant engagement, with over 700 comments received thus far, reflecting both concern and recognition of the need for solutions. Staff noted that the project is in early stages and that multiple alternatives including roadway, rail, and operational improvements are being evaluated concurrently.

Storey County representatives outlined ongoing collaboration and near-term strategies, including:

- Interim roadway improvements to alleviate congestion near TRIC
- Exploration of alternative routes and infrastructure enhancements
- Long-term land use planning, including housing and multimodal opportunities
- Potential partnerships with private industry to fund or accelerate improvements

They emphasized the scale of employment at TRIC, the regional dependence on Washoe County workforce, and the need for coordinated solutions that address both transportation and housing challenges.

Staff and regional partners also discussed broader system constraints, including limited roadway redundancy, increasing freight demand along I-80 (a major national corridor), and the need for long-term resilience and emergency response capacity within the transportation network.

Commissioners discussed the growing severity of congestion and its impact on workforce mobility, economic development, and quality of life. Key themes included:

- Recognition that the TRIC commute is a regional issue requiring multi-jurisdictional coordination
- Concerns about current and near-term congestion conditions, particularly during peak commute times
- Acknowledgment that projected job growth will significantly increase travel demand
- The importance of balancing short-term operational improvements with long-term infrastructure investments
- The need to plan for system redundancy and resilience, especially given limited alternative routes

Board members also noted differing public perspectives, including tension between growth-related transportation needs and community concerns about new infrastructure.

Rail Feasibility Study

Darwin Desen, Consultant with WSP, presented the findings of the workforce commuter rail feasibility study connecting Reno-Sparks to the Tahoe-Reno Industrial Center (TRIC). The study was initiated in response to significant and growing commute demand, particularly along the I-80 corridor, and concerns related to future workforce expansion and roadway congestion.

The analysis identified a strong and relatively concentrated ridership base, with approximately 2,000 peak-direction riders currently commuting during shift changes, with projections that demand could more than triple as major employers expand. This was characterized as a unique "captive audience," strengthening the viability of a commuter rail solution.

Two primary implementation scenarios were presented:

- **Near-Term Service:**
  A minimal infrastructure approach designed to initiate service quickly, consisting of three round trips in the morning and evening peak periods. This option includes new station locations in the Reno-Sparks area and at TRIC, along with a train storage and light maintenance facility. The estimated cost for this phase is approximately $175 million.
- **Long-Term / Full Build System:**
  A more comprehensive system extending rail service directly to major employment centers such as the Tesla Gigafactory. This scenario includes additional service frequency, a full operations and maintenance facility, and significant infrastructure upgrades, including double-tracking sections of the Union Pacific (UP) rail line. Estimated costs include approximately $380 million for expansion and $258 million for rail capacity improvements, bringing total long-term investment significantly higher.

The study emphasized that coordination with Union Pacific is a critical constraint, as freight operations take priority and limit available capacity. Any implementation would require detailed operational modeling and negotiation with the railroad to determine feasible service levels and necessary infrastructure improvements.

Additional considerations included:

- Potential station locations near I-80 access points to support park-and-ride and multimodal transfers
- Integration with bus or shuttle systems to complete first/last-mile connections
- Exploration of an intermodal freight facility to support regional industry needs
- Topographical challenges impacting alignment and construction feasibility

Board members acknowledged the scale and complexity of the project, particularly regarding right-of-way constraints and reliance on Union Pacific cooperation. Concerns were raised about the feasibility of securing track access and the difficulty of implementing passenger rail alongside freight operations.

Commissioners also emphasized the urgency of addressing current and future commuting challenges, particularly given projected employment growth at TRIC and increasing congestion on I-80. The discussion reflected interest in rail as a long-term solution while recognizing that it would require significant investment, regional coordination, and phased implementation.

5.5 PROACTIVE MANAGEMENT OF CONGESTION

Dale Keller, RTC Director of Engineering introduced ongoing efforts to address regional congestion, highlighting recent progress and planned initiatives. Key updates included national recognition for the Sparks Intelligent Corridor project and completion of a Transportation Operations Maturity Assessment to guide future improvements. Staff noted that these efforts are focused on enhancing system efficiency, leveraging technology, and identifying strategies to improve traffic flow and reliability.

Board discussion emphasized the growing impact of congestion across the region, particularly in relation to economic growth, freight movement, and limited roadway redundancy. Commissioners acknowledged the need for both short-term operational improvements and long-term infrastructure planning, including coordination with regional partners.

5.6 CLOSE OUT & SUMMARIZE DIRECTION

Erica Olsen requested a final "temperature check" from the Board regarding the draft recommendations and overall strategic direction presented during the workshop. Chair Hill invited feedback, and Board members indicated general agreement and support for the direction outlined by staff. No substantive objections or alternative directions were raised at that time.

Discussion reaffirmed that the workshop was intentionally structured for feedback rather than formal action, and that Board input would guide refinement of policies, service changes, and capital priorities. Staff emphasized that comments received throughout the day including those related to transit service adjustments, funding considerations, congestion management, and regional connectivity would be documented and incorporated into the development of the upcoming annual plan and future

It was also reiterated that several items discussed, including transit service changes and pilot programs, would return to the Board at a later date for formal consideration and potential approval.

The session concluded with acknowledgment that the Board's feedback supported continuation of the current strategic approach, with refinement based on stakeholder and public input. No formal motions, votes, or explicit directives to staff were recorded.

6. PUBLIC COMMENT

Chair Hill opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda. There being no one wishing to speak, Chair Hill moved to Adjournment.

7. ADJOURNMENT

There being no further business to come before the Board, the meeting adjourned at 1:30 p.m.

_____

ALEXIS HILL, Chair
Regional Transportation Commission

Presentation copies are available upon request. Contact mkraus@rtcwashoe.com.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **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**
Military Road Capacity & Safety Project	April 2, 2026
Terminal Boiler Installation	April 6, 2026
Traffic Signal Modifications (TSM) 26-01	April 9, 2026

Request for Proposals (RFP)	
Project	**Due Date**
Biggest Like Bike Network EDC	March 20, 2026

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
White Fir Street Rehabilitation	KP Construction	2/25/2026	$2,102,380
La Posada Rehabilitation	Sierra Nevada Construction	3/5/2026	$1,507,007
2026 Preventive Maintenance	Sierra Nevada Construction	3/16/2026	$6,167,395
Traffic Signal Fiber 26-01	Fibertel LLC	3/25/2026	$2,132,627

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
Specialized Legal Services 2026-2027	Thompson Coburn	$100,000
Legislative Admin Legal Services	Thompson Coburn	$75,000
e-Builder 1-Year Renewal	Trimble Unity	$79,378
Internal Lighting Retrofit for 4SS	Have Lights Will Travel	$49,834
External Lighting Retrofit for 4SS	Have Lights Will Travel	$76,092

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
University Area Transportation	Wood Rodgers	2/27/2026	Amend. 1	$92,880	$658,650

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.2.2**

To: Regional Transportation Commission

From: Vanessa Lacer, Director of Planning

SUBJECT: Planning Activity Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Planning Activity Report.

BACKGROUND AND DISCUSSION

See attachment for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

PLANNING STUDIES

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

Rock Blvd Corridor/Area Study	
Shay League, Project Manager	https://rtcwashoe.com/planning/corridor-studies/rock-boulevard-corridor-study/
Status: Planning activities for the Rock Blvd Corridor/Area Study began in October 2025. Currently, the project team is conducting public outreach and collecting data. Surveys and public engagement calendars are accessible at the web address above. A final plan is expected in December 2026.	

Kirman/Locust/Wells/Taylor Corridor/Area Study	
Xuan Wang, Project Manager	https://rtcwashoe.com/planning/corridor-studies/locust-taylor-kirman-wells-corridor-study/
Status: Planning activities for the Kirman/Locust/Wells/Taylor Corridor/Area Study began in October 2025. Currently, the project team is finalizing a public outreach strategy and collecting data. Surveys and public engagement calendars will be accessible at the web address above. A final plan is expected in January 2027.	

Congestion Management Process	
Xuan Wang, Project Manager	
Status: Planning activities began in December 2025, and a final plan is expected in October 2026.	

Truckee River Path Implementation Plan	
Vanessa Lacer, Project Manager	
Status: Planning activities began in December 2025. Currently, the project team is conducting stakeholder engagement. A final plan is expected in August 2026.	

SS4A Comprehensive Safety Action Plan	
Graham Dollarhide, Project Manager	https://rtcwashoe.com/truckee-meadows-safety/
Status: RTC was awarded $1.2 million in federal dollars through the FHWA Safe Streets and Roads for All grant program to develop a regional Safety Action Plan. A contract with FHWA has been executed and a vendor contract was approved by the RTC Board in February 2026. Planning activities began in March 2026, and a final plan is expected in fall of 2028. More project information can be accessed at the web address above.	

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **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 has advanced to the final design stage. The project is scheduled to bid to contractors in late Spring.	

Capacity/Congestion Relief Projects

Buck Drive Circulation	
Bryan Byrne, Project Manager	https://rtcwashoe.com/projects/buck-drive-circulation/
Status: Construction is anticipated to begin and the end of April 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, has completed design and opened construction bids on April 2nd.	

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

Pyramid Highway Operations Improvements	
Jessica Dover, Project Manager	https://rtcwashoe.com/projects/pyramid-highway-operations-improvements/
Status: This Project will Advertise for Bids in April 2026.	

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

Sparks Boulevard Capacity Improvement	
Garrett Rodgers, Project Manager	https://rtcwashoe.com/projects/sparks-boulevard-capacity-improvement-greg-street-to-baring-boulevard/
Status: Construction is underway and improvements such as retaining walls, sound walls, storm drain infrastructure, underground and overhead utility relocations, and landscaping are all being actively advanced. The community is encouraged to stay informed of the project. More information is available at SparksBlvdProject.com.	

Vista Boulevard/Disc Drive Intersection Improvement	
Alex Wolfson, Project Manager	https://rtcwashoe.com/projects/vista-boulevard-disc-drive-intersection-improvements/
Status: The new lanes at the Vista Blvd and Disc Drive intersection are now open. Final traffic signal replacement and striping work still needs to occur. Work will be completed when temperatures are warmer and it doesn't conflict with traffic impacts from the Sparks Blvd Project.	

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 is advancing procurement of a CMAR contractor and independent cost estimator for the project.	

Lemmon Drive Traffic Improvements and Resiliency	
Bryan Byrne, Project Manager	https://rtcwashoe.com/projects/lemmon-drive-traffic-improvements-and-resiliency/
Status: The project team submitted the 90% design phase and is being reviewed. The NEPA studies are going through final review with FHWA. More information can be found on the project's 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: Task Order No. 1 of the MSA is complete. The Plumas to Lakeside segment of McCarran Blvd will advance to 60% design.	

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, utility coordination, and preliminary engineering. Preliminary engineering is advancing from 30% design to 60% design.	

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

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

Sun Valley Boulevard Corridor Improvements - Phase 2	
Jessica Dover, Project Manager	https://rtc2023.wpengine.com/construction-projects/sun-valley-boulevard-corridor-improvements-phase-2/
Status: NCE is continuing design and Environmental efforts. The Team is progressing to 90% design, anticipated Winter 2026.	

West Fourth Street Downtown	
Scott Gibson, Project Manager	https://rtcwashoe.com/projects/west-fourth-street-downtown/
Status: Contractor has completed most ADA, sidewalk, and landscape work. Focus is now on Vine intersection and Lincoln Center Entrances Road. Work is expected to be complete in Late Spring.	

West Fourth Street Safety	
Scott Gibson, Project Manager	https://rtcwashoe.com/projects/west-fourth-street-safety/
Status: RTC has awarded the construction contract to SNC and the construction management contract to CME, Inc. Construction is underway with significant traffic control systems in place. Current pattern has traffic shifted to the south but there is lots of activity with potential changes. Slow down for workers!	

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 and the Kuenzli Street bridge over the Truckee River are complete.	

Arrowcreek/Wedge Rehabilitation	
Jessica Dover, Project Manager	https://rtcwashoe.com/projects/arrowcreek-parkway-wedge-rehabilitation/
Status: This Project has reached Substantial Completion. Granite will be on site completing punch list items through March 2026.	

La Posada Corrective	
Bryan Byrne, Project Manager	https://rtcwashoe.com/projects/la-posada-corrective-project/
Status: Construction contract is executed and construction expected to start this Spring.	

Prater Way Rehabilitation	
Kimberly Diegle, Project Manager	https://rtcwashoe.com/projects/prater-way-rehabilitation/
Status: Final design of the project is being completed. City of Sparks Council approved the Road Diet striping configuration at the March 9, 2026 City Council Meeting.	

Traffic Engineering/ITS

Eagle Canyon Safety and Operations	
LaShonn Ford	https://rtcwashoe.com/projects/eagle-canyon-safety-and-operations/
Status: The project has been awarded to F.W. Carson Co. Construction will begin in June 2026 during WCSD Summer Break.	

Traffic Signal Timing 7	
Alex Wolfson	https://rtcwashoe.com/projects/traffic-signal-timing-7-project/
Status: New timing plans have been deployed on Vista Blvd for the morning and evening commute. Testing of new plans along N McCarran are in progress. Other corridors recommended for retiming are: - Clear Acre Ln & Sun Valley Blvd - Pyramid Way - S Virginia St in the Meadowood Mall area	

E. Lincoln Way Roundabout	
Ashley Hurlbut	https://rtcwashoe.com/projects/legends-roundabouts/
Status: Construction began July 2025 and was substantially complete by the end of September 2025. Installation of a foundation for a new overhead sign structure on westbound E. Lincoln Way is anticipated to start in March 2026.	

Traffic Signal Modifications (TSM) 25-01	
LaShonn Ford	https://rtcwashoe.com/projects/traffic-signal-modifications-25-01/
Status: Construction resumed Monday, March 9th. Signal pole foundations have been installed at Baring Blvd / Goldy Way and crews will return in April to complete sidewalk, install the new signal poles, and install new striping. Throughout April work will occur at all locations as the project approaches completion in May.	

Sparks/Ion Traffic Signal	
LaShonn Ford	https://rtcwashoe.com/projects/sparks-boulevard-ion-drive-traffic-signal/
Status: The project has been awarded to Sierra Nevada Construction, Inc. Construction is estimated to start in Spring 2026.	

Traffic Signal Fiber 25-01	
Austin McCoy	https://rtcwashoe.com/projects/traffic-signal-fiber-25-01/
Status: Project construction is ongoing and is anticipated to be complete early 2026.	

Other Projects

Virginia Line BRT Improvements	
Kimberly Diegle, Project Manager	https://rtcwashoe.com/projects/virginia-line-brt-improvements/
Status: The project was advertised for construction bids in January 2026 and was awarded to Q&D Construction. Construction of the BRT improvements and road work is expectation to start in Spring 2026 following the completion of the overhead to underground utility relocation project led by NV Energy that is currently underway.	

REPORT ON NEGOTIATED SETTLEMENT AGREEMENTS FOR THE ACQUISITION OF PROPERTY

Project	Property Owner	Purchase Amount	Amount Over Appraisal
Biggest Little Bike Network	Ann Sullivan	$1,000.00	$0
Biggest Little Bike Network	Eldorado Resorts, LLC	$1,584.00	$0
Biggest Little Bike Network	Evergold Real Estate LLC	$1,000.00	$0
Biggest Little Bike Network	MRA Investment LLC	$4,712.50	$0
Biggest Little Bike Network	MRA Keystone LLC	$2,850.70	$0
Biggest Little Bike Network	One Liberty West LLC	$1,000.00	$0
Biggest Little Bike Network	Ramdoot, LLC	$1,000.00	$0
Biggest Little Bike Network	SGRE Orange, LLC	$1,000.00	$0
Military Road Capacity & Safety	Arroyo Crossing Homeowners Association	$6,612.00	$0
Military Road Capacity & Safety	DR Horton Inc.	$71,915.00	$0
Military Road Capacity & Safety	Legacy Pointe Homeowners Association	$5,337.74	$0
Military Road Capacity & Safety	Stephen Eto	$23,943.17	$0
Military Road Capacity & Safety	Stonefield II Homeowners Association	$15,992.57	$14,007.43
Pembroke Capacity & Safety	Creative Industries	$1,000.00	$0
Prater Way Rehabilitation	Linda Coleman	$1,000.00	$4,460.00
Prater Way Rehabilitation	Prater Sierra LLC	$1,000.00	$0
Pyramid Highway Operations Improvements	Cameron Curtiss	$1,000.00	$0
Pyramid Highway Operations Improvements	Leviton Manufacturing Co.	$7,996.00	$23,989.00
Pyramid Highway Operations Improvements	PWL LLC	$18,791.00	$0
Sparks Boulevard Capacity Improvement	Prime Park Vista, LLC	$50,000.00	
Stead Boulevard Signal Improvement	Dorado Properties, LLC	$1,000.00	$0
Stead Boulevard Signal Improvement	Ramon & Romelia Torres	$1,000.00	$0
Traffic Signal Modifications 26-01	Casoleil Homeowners Association	$1,000.00	$0
Traffic Signal Modifications 26-01	CLC Properties	$1,000.00	$0
Traffic Signal Modifications 26-01	Galleria By Desert Wind	$1,000.00	$0

Project	Property Owner	Purchase Amount	Amount Over Appraisal
Traffic Signal Modifications 26-01	Jimmie Toledo	$1,000.00	$0
Traffic Signal Modifications 26-01	Owners of Rock Blvd Office Condominiums	$1,000.00	$0
Traffic Signal Modifications 26-01	PM Enterprises	$1,000.00	$0
White Fir Rehabilitation	Patagonia Inc.	$4,474.00	$0

CONTRACTS UP TO $100,000

Project	Vendor	Scope	Amount
Sun Valley Boulevard Project	ICE Teams	Constructability review and independent cost estimating	$97,991.00

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.2.4**

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: Public Transportation and Operations Activity Report

RECOMMENDED ACTION

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

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 -





National Transit Employee Appreciation Day – Annually, March 18 is designated – ***National Transit Employee Appreciation Day*** by the American Public Transportation Association (APTA). To honor its drivers and transit staff, RTC's contractors, MTM on March 6 provided snacks including cookies, muffins and fruit; and every MTM employee received a *Thank You* certificate and Appreciation Plaque that read "*May you be Proud of the Work you do, the Person you are, and the Difference you Make!* On March 18m, Keolis hosted a grab and go lunch from Nola Sliders food truck that was on-site at 4SS and Villanova. Keolis handed out branded vests to its staff as a token of appreciation to honor their staff.





RTC Offered Free RIDEs on St. Patrick's Day - On March 17, the RTC marked 23 years of providing a safe transportation choice to help people celebrate St. Patrick's Day responsibly with the FREE Safe RIDE program. Scheduled RTC transit services were free on Tuesday, March 17 from 4 p.m. until 2 a.m. The RTC's FREE Safe RIDE program supports Vision Zero Truckee Meadows' goal of zero pedestrian fatalities in our community by 2030.



RTC Celebrates 5 Years of Virginia Line University Extension- On March 7, the RTC celebrated its fifth anniversary of the Virginia Line Bus Rapid Transit (BRT) service to the University of Nevada, Reno, by offering free rides on the Virginia Line all day on Saturday, March 7. Since its completion in 2021, the Virginia Line extension has modernized Washoe County's primary transit corridor. As Northern Nevada's inaugural Bus Rapid Transit (BRT) service, the project successfully integrated Downtown, Midtown, and the University District. Through capital investments in signal priority, level boarding, and high-capacity vehicles, the line has realized its goal of

providing a safe, sustainable, and high-frequency commuter backbone, surpassing several million riders to date.



RTC RIDE Key Highlights – March

- 5 trainees released to Operations for revenue service.
- 98% service hours and trips completed.
- Dispatcher, Joseph Johnson promoted to Operations Manager.
- Coach Operator, Danielle Ming promoted to Dispatcher.
- Employee Engagement: *Driver Appreciation Day*.
- 0 new Grievances filed; 0 Grievances settled, and 0 open unfair labor charges



Keolis represented staffing headcount as of March 30, 2026:

Position	Total Employed	#Needed
Coach Operator Trainees	2	5
Coach Operators	164	5
Dispatchers	6	0
Road Supervisors	5	1
Mechanic A	6	0
Mechanic B	3	0
Mechanic C	3	0
Facilities Technician	2	0
EV Technician	1	0
Utility Worker	13	0
Electronics Tech	2	0
Body Technician	1	0



RTC ACCESS Key Highlights – March

Classes: March 2nd, 2 of 5 in Revenue service





Safety:

- **Accidents:**
  - 2 Preventable
  - 0 Non-Preventable
- **Incidents**
  - 0
- **Injuries:**
  - 0
- **YTD Preventable Accident Count:** 5
- **YTD Injury Count:** 2

March Safety Blitzes – St. Patrick's Look Ahead, Look Around, Leave Room, and Communicate (LLLC) not Luck; "Know the size of your bus" flyer on seats; Safety messages over the radio every 2 hours.
March Safety Meeting – Bloodborne Pathogens, Intersection Awareness, Accident review

MTM represented staffing headcount as of March 30, 2026:

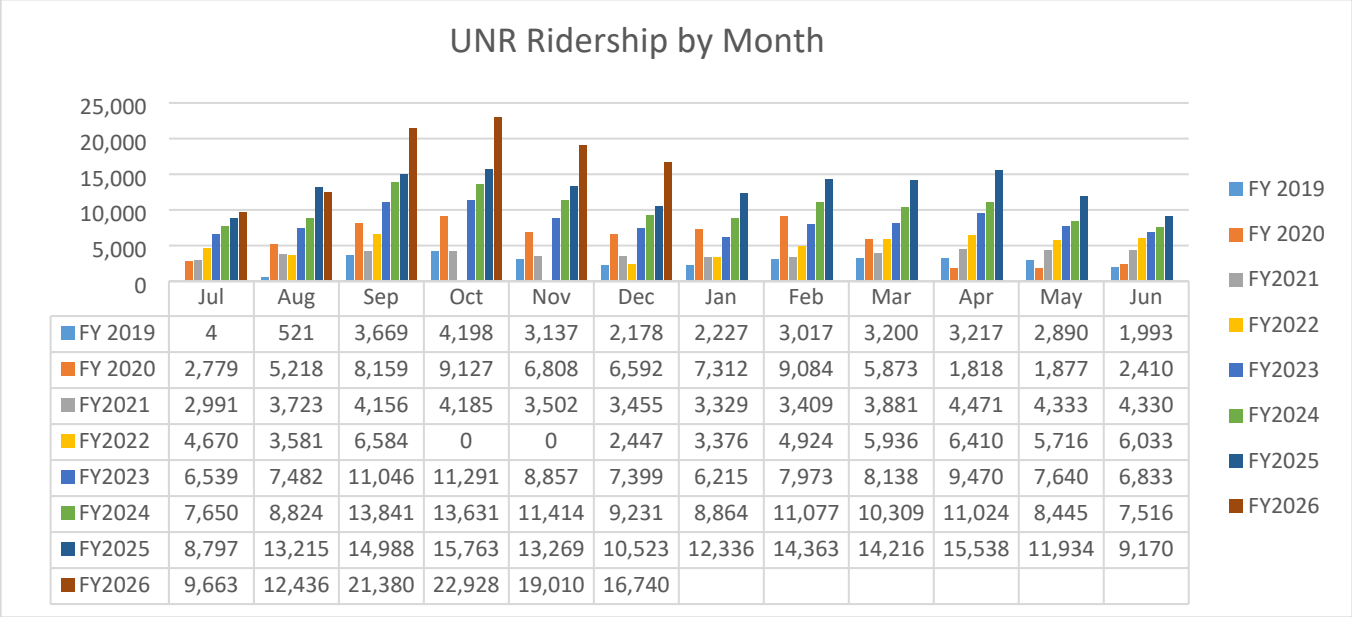
Position	Total Employed	#Needed
Drivers	62FT – 0PT	13FT – 0 PT
Dispatchers	2FT	3.5
Reservationists	4.5 FTE's	0
Mechanic A	3.5 FT	0
Utility Worker	1	0
Facility/Maintenance Technician	1	0

TRANSIT DEMAND MANAGEMENT (TDM) Update

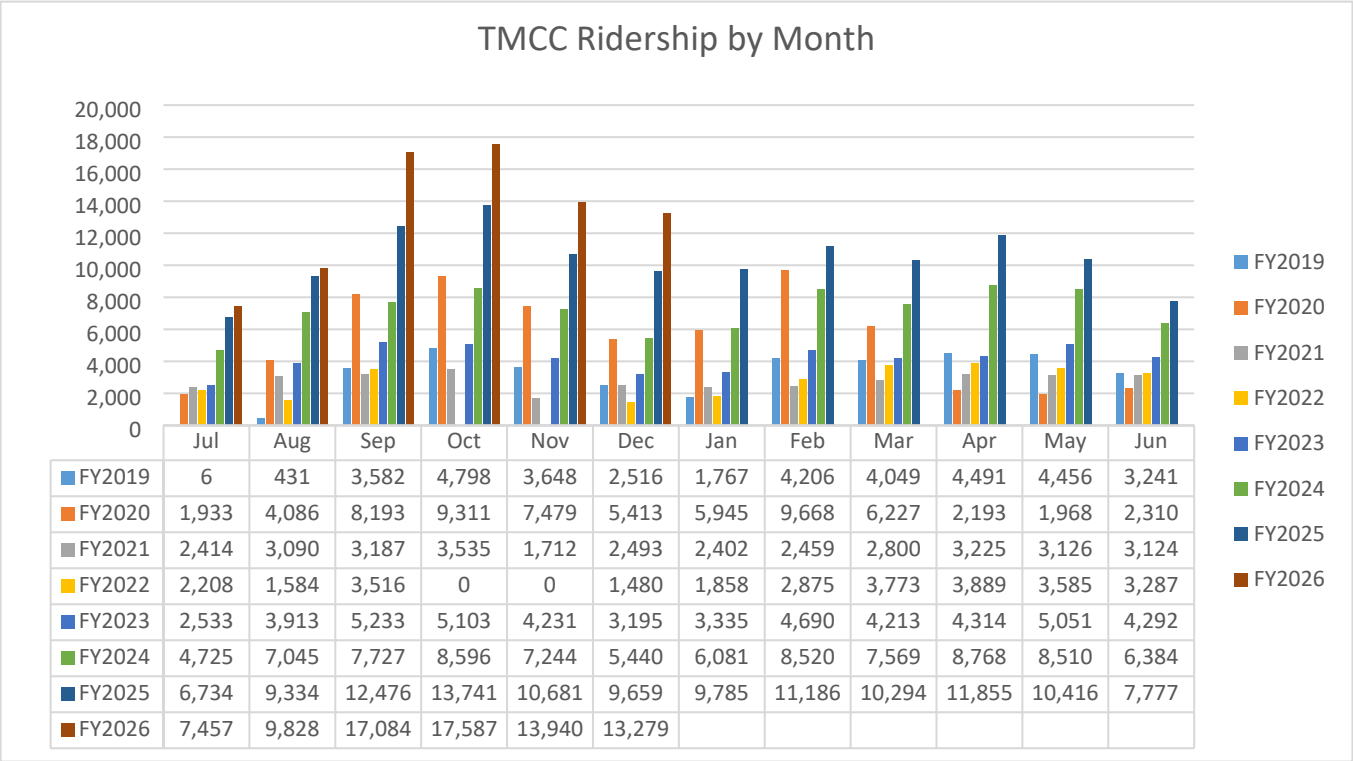


- Vanpools dropped to 307 as Tesla cuts back on its vanpool program and moves to more shuttles. RTC continues to work with the Tahoe folks and Commute with Enterprise to add more vans.
- RTC staff is also working with Commute with Enterprise on its new FlexVAN program. This will enable people to purchase single seats in the vanpool.
- RTC staff continues to meet weekly with our marketing company Celtis.
- RTC staff tabled UNR Men's basketball games on February 7th, February 21st, and March 7th.

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



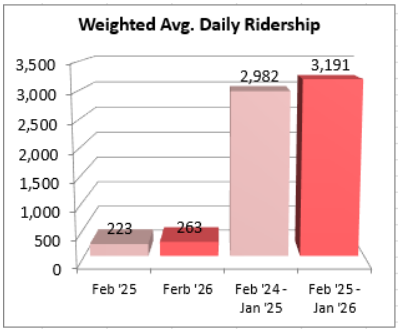
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2019	4	521	3,669	4,198	3,137	2,178	2,227	3,017	3,200	3,217	2,890	1,993
FY 2020	2,779	5,218	8,159	9,127	6,808	6,592	7,312	9,084	5,873	1,818	1,877	2,410
FY2021	2,991	3,723	4,156	4,185	3,502	3,455	3,329	3,409	3,881	4,471	4,333	4,330
FY2022	4,670	3,581	6,584	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	12,436	21,380	22,928	19,010	16,740						

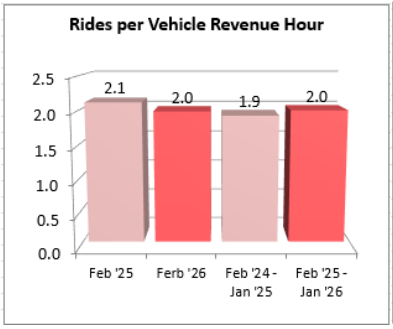


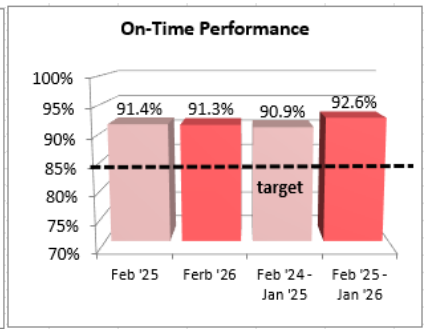
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY2019	6	431	3,582	4,798	3,648	2,516	1,767	4,206	4,049	4,491	4,456	3,241
FY2020	1,933	4,086	8,193	9,311	7,479	5,413	5,945	9,668	6,227	2,193	1,968	2,310
FY2021	2,414	3,090	3,187	3,535	1,712	2,493	2,402	2,459	2,800	3,225	3,126	3,124
FY2022	2,208	1,584	3,516	0	0	1,480	1,858	2,875	3,773	3,889	3,585	3,287
FY2023	2,533	3,913	5,233	5,103	4,231	3,195	3,335	4,690	4,213	4,314	5,051	4,292
FY2024	4,725	7,045	7,727	8,596	7,244	5,440	6,081	8,520	7,569	8,768	8,510	6,384
FY2025	6,734	9,334	12,476	13,741	10,681	9,659	9,785	11,186	10,294	11,855	10,416	7,777
FY2026	7,457	9,828	17,084	17,587	13,940	13,279						

MARCH 2026 TRANSIT PERFORMANCE

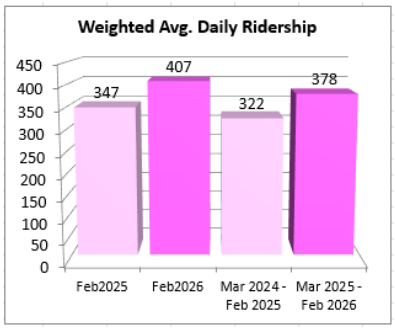
RTC ACCESS

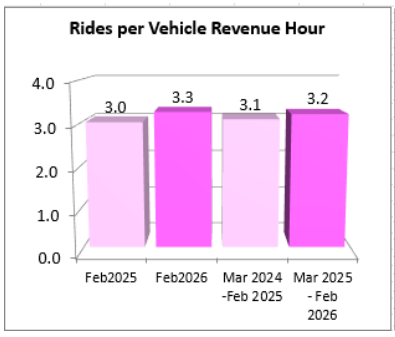


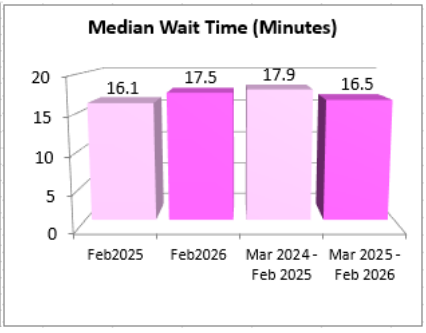




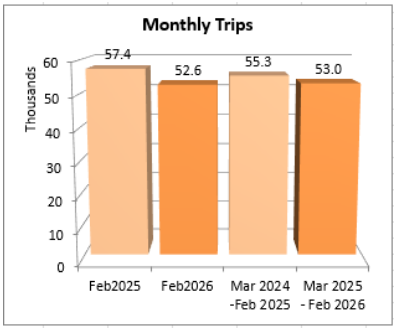
RTC FlexRIDE

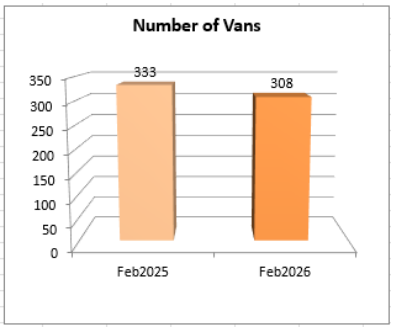






RTC VANPOOL


Monthly Trips
Thousands
60
50
40
30
20
10
0
57.4
52.6
55.3
53.0
Feb2025
Feb2026
Mar 2024 -Feb 2025
Mar 2025 - Feb 2026


Number of Vans
350
300
250
200
150
100
50
0
333
308
Feb2025
Feb2026

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.2.5**

To: Regional Transportation Commission

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

SUBJECT: Advisory Committee Report

RECOMMENDED ACTION

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

BACKGROUND AND DISCUSSION

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

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

The TAC met on March 5, 2026 and were presented with two items: the Draft TAC Policies and Procedures and the Status and Draft Recommendations of the Move More with RTC Transit Plan. The committee received both presentations, which included the proposed changes to the TAC Policies and Procedures, including updates to membership structure, ongoing staff responsibilities, and current meeting procedures. The committee provided input on these changes, with particular attention to the TAC's advisory role and the clarity of the policies. The Move More with RTC Transit Plan outlined proposed changes to fixed route services, FlexRide, ACCESS, senior mobility programs, and fare changes. The members discussed recommendations, raised concerns about service gaps and the impact of changes. The TAC also met on April 2, 2026, and was presented with the Revised TAC Policies and Procedures for approval, as well as a

presentation on the Truckee Meadows Safety Action Plan currently in progress. The committee reviewed a redlined version of the revised TAC Policies and Procedures document, which incorporated five member comments and two staff corrections. The committee unanimously approved the recommendation to forward the revised document to the RTC Board for final approval in May. The Truckee Meadows Safety Action Plan, funded by USDOT's Safe Streets and Roads for All grant program, aims to develop a predictive safety tool to identify high-risk locations and proactively prioritize safety improvements rather than respond reactively. The committee asked clarifying questions and discussed the plan with enthusiasm. The meeting concluded with an update from RTC staff on the Lemon Valley to Spanish Springs Connector Study, including details on the previous planning study in 2021 and a more recent scoping study. More details can be found in the meeting minutes.

The CMAC met on March 4, 2026 and received a presentation about the status of the Move More with RTC transit optimization plan development. Members asked questions about a wide range of topics including door-to-door Access services, the future of the student bus pass program, and strategies for routes that prioritize regional connectivity. A public comment was received regarding transit service in the Caughlin Ranch area. Members also received a presentation on the draft updated Policies and Procedures document for the CMAC. The CMAC also met on April 1, 2026 and were presented with one item for approval: the updated draft of the CMAC Policies and Procedures. Members asked for clarifications on a few items in the updated document, including the difference between a corridor study and an area study, and the requirements regarding attendance and a quorum. The CMAC then unanimously recommended approval of the updated document. There was one public comment requesting transit service in the Caughlin Ranch neighborhood. More details can be found in the meeting minutes.

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

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.2.6**

To: Regional Transportation Commission

From: Josh MacEachern, Public Information Officer

SUBJECT: Community Outreach and Media Activity Report

RECOMMENDED ACTION

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

BACKGROUND AND DISCUSSION

See attached for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

RTC Communications & Outreach Report

February - March 2026

www.rtcwashoe.com

Outreach Activities

Josh MacEachern, Project Manager

February-March Overview:

Due to the Board Retreat, this outreach report will cover both February and March. Significant coverage included:

- Lemmon Drive Public Meeting
- West Fourth Street Safety Project Groundbreaking
- Northeast Connector Open Houses 3/10 (TRIC and Spanish Springs)
- Sun Valley Boulevard Public Meeting
- Virginia Line Free Rides
- St. Patrick's Day Free Rides
- Arlington Bridges Updates
- Sparks Boulevard Project Updates

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

February-March Highlights:

- **February: 111 TV spots (addendum includes 25 highest viewed)**
- **February: 327,342 estimated audience**
- **February: $17,424 estimated advertising value**
- **March: 115 TV spots (addendum includes 25 highest viewed)**
- **March: 677,529 estimated audience**
- **March: $40,492 estimated advertising value**
- **NEC Open Houses, Sun Valley Public Meeting, Lemmon Drive Public Meeting, and free rides created significant amounts of coverage**

Outreach Activities

Josh MacEachern, Project Manager

February Public Outreach:

- 2.3.26 – BLBN Interview
- 2.4.26 – Prater Rehab Pop-up
- 2.4.26 – AGC Projects Pop-up
- 2.5.26 – Newcomers & Neighbors Men's Breakfast
- 2.7.26 – Fresno State/Nevada Game Outreach
- 2.11.26 – Land Surveyors Meeting
- 2.12.26 – Arlington Bridges Tour – Mt. Rose School
- 2.12.26 – City of Reno Vista Art Installation
- 2.13.26 – Arlington Bridges Tour – Mt. Rose School
- 2.19.26 – Lemmon Drive Project Public Hearing
- 2.21.26 – Utah State/Nevada Game
- 2.23.26 – Regional Rail Advisory Working Group
- 2.24.26 – RRIF Business Impact Workshop
- 2.26.26 – Safe Routes Poster Contest Elementary Winner Presentation
- 2.26.26 – Move More Washoe County Seniors Center Presentation
- 2.26.26 – Safe Routes Poster Contest High School Presentation
- 2.27.26 – Safe Routes Poster Contest Middle School Presentation
- 2.28.26 – WRYMC Arlington Bridges Tour

February Press Releases:

- 2.5.26 – Lemmon Drive Public Meeting
- 2.10.26 – 6th, 7th, and West Street Traffic Control

Outreach Activities

Josh MacEachern, Project Manager

March Public Outreach:

- 3.2.26 – West Fourth Street Safety Groundbreaking
- 3.3.26 – Joint Committee on Growth & Infrastructure
- 3.5.26 – Move More Virtual Meeting
- 3.7.26 – Air Forces vs. Nevada Basketball Game
- 3.10.26 – Joint Committee on the Judiciary
- 3.10.26 – Northeast Connector TRIC Open House
- 3.10.26 – Northeast Connector Spanish Springs Open House
- 3.11.26 – Sun Valley Corridor Improvements Public Meeting
- 3.12.26 – ASCE Award
- 3.16.26 – City of Reno Plumas Sidewalk Media Event
- 3.18.26 – U.S. 395 Coalition Meeting
- 3.20.26 – KTVN / RTC Rail Study Interview
- 3.24.26 – Regional PIO Meeting

March Press Releases:

- 3.2.26 – West Fourth Street Safety Groundbreaking
- 3.4.26 – Northeast Connector Open Houses
- 3.16.26 – St. Patrick's Day Free Safe Rides
- 3.20.26 – Arlington and First Street Intersection Closure
- 3.30.26 – Mill Street Paving April First
- 3.30.26 – Northeast Connector Survey Closing

Outreach Activities

Josh MacEachern, Project Manager

Highlights:







Social Media February

Josh MacEachern, Project Manager

Facebook

- Viewers: 680k
- Content Interactions: 1.2k
- Link Clicks: 11.5k
- Visits: 3k
- New Follows: 54
- Followers: 5,513

Instagram

- Reach: 82.3k
- Content Interactions: 1.2k
- Followers: 2,665

Email Marketing

- Subscribers: 3k

X

- Impressions: 630
- Engagements: 15
- Likes: 0
- Followers: 2,253

YouTube

- Views: 53.1k
- Watch time (hours): 205.8
- Subscribers: 532

Social Media March

Josh MacEachern, Project Manager

Facebook

- Viewers: 253.8k
- Content Interactions: 1.2k
- Link Clicks: 12.9k
- Visits: 3.9k
- New Follows: 67
- Followers: 5,580

Instagram

- Reach: 73.1k
- Content Interactions: 1k
- Followers: 2,790

Email Marketing

- Subscribers: 3k

X

- Impressions: 4.4k
- Engagements: 151
- Likes: 18
- Followers: 2,239

YouTube

- Views: 83.1k
- Watch time (hours): 240.1
- Subscribers: 532

Video Production Feb.

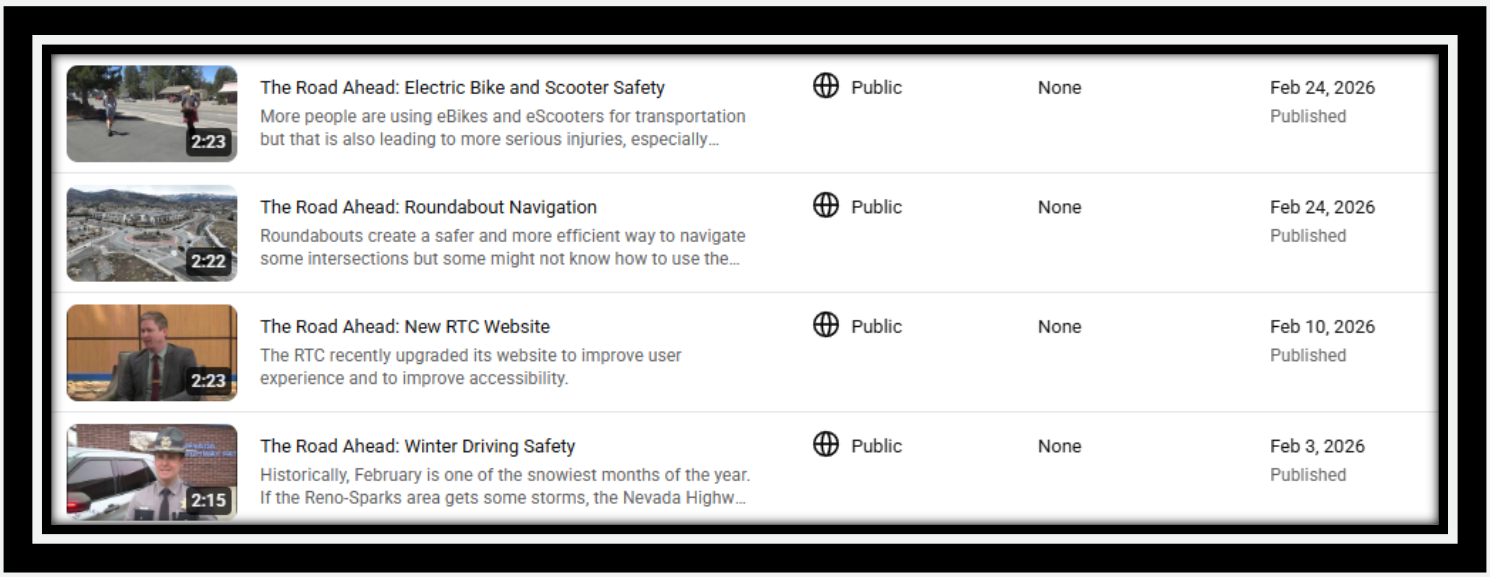
Paul Nelson, Project Manager

The Road Ahead:

- 2.3.26 – Winter Driving Safety
- 2.10.26 – New RTC Website
- 2.24.26 – Roundabout Navigation
- 2.24.26 – Electric Bike Safety

Other:

- February RTC Board Meeting
- Lemmon Drive Public Meeting Video



2:23	The Road Ahead: Electric Bike and Scooter Safety More people are using eBikes and eScooters for transportation but that is also leading to more serious injuries, especially...	Public	None	Feb 24, 2026 Published
2:22	The Road Ahead: Roundabout Navigation Roundabouts create a safer and more efficient way to navigate some intersections but some might not know how to use the...	Public	None	Feb 24, 2026 Published
2:23	The Road Ahead: New RTC Website The RTC recently upgraded its website to improve user experience and to improve accessibility.	Public	None	Feb 10, 2026 Published
2:15	The Road Ahead: Winter Driving Safety Historically, February is one of the snowiest months of the year. If the Reno-Sparks area gets some storms, the Nevada Highw...	Public	None	Feb 3, 2026 Published

Video Production Mar.

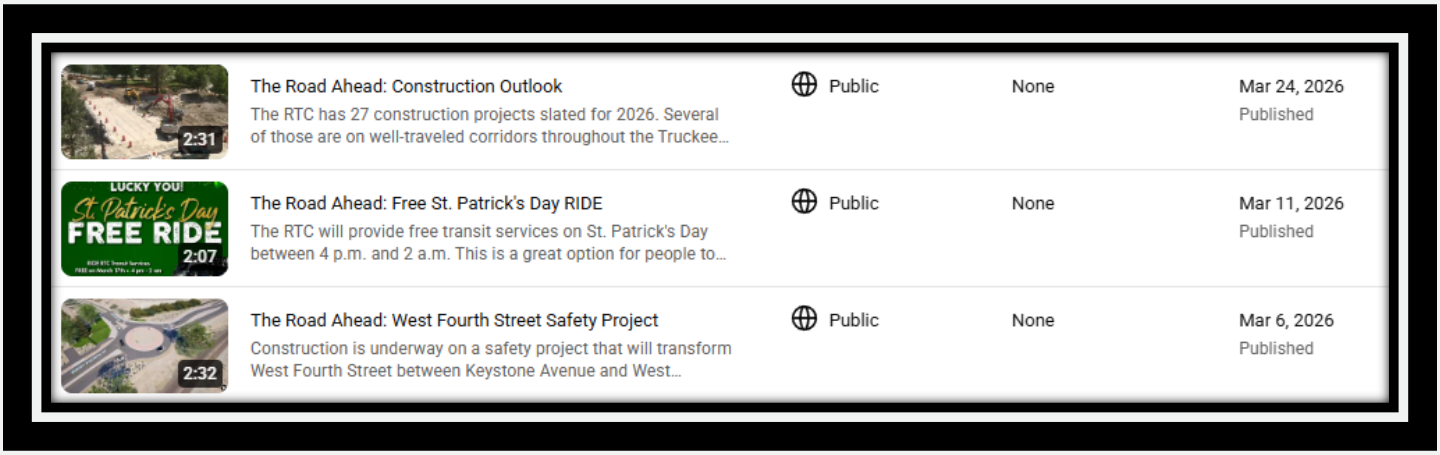
Paul Nelson, Project Manager

The Road Ahead:

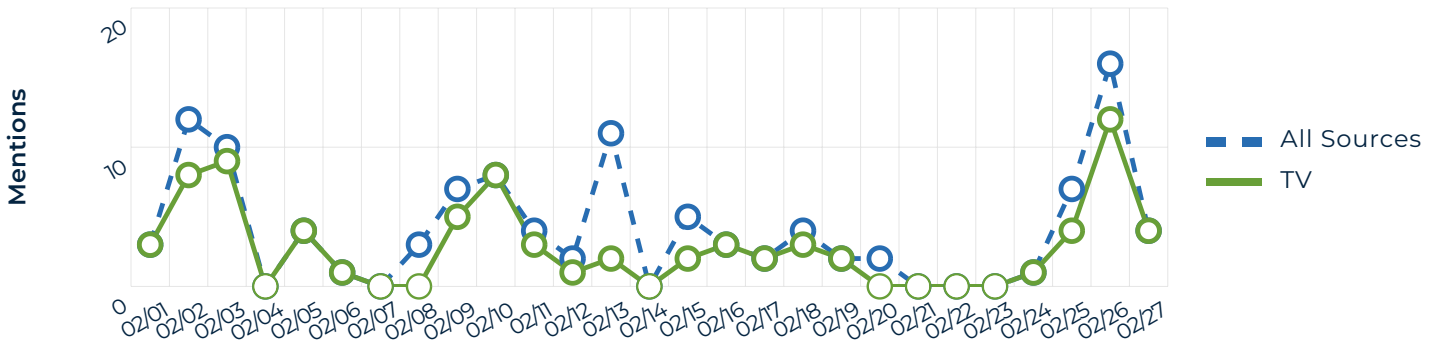
- 3.6.26 – West Fourth Safety Project
- 3.11.26 – Free St. Patrick's Day RIDE
- 3.24.26 – Construction Outlook

Other:

- March RTC Board Meeting



Addendum



Syndicated Viewership

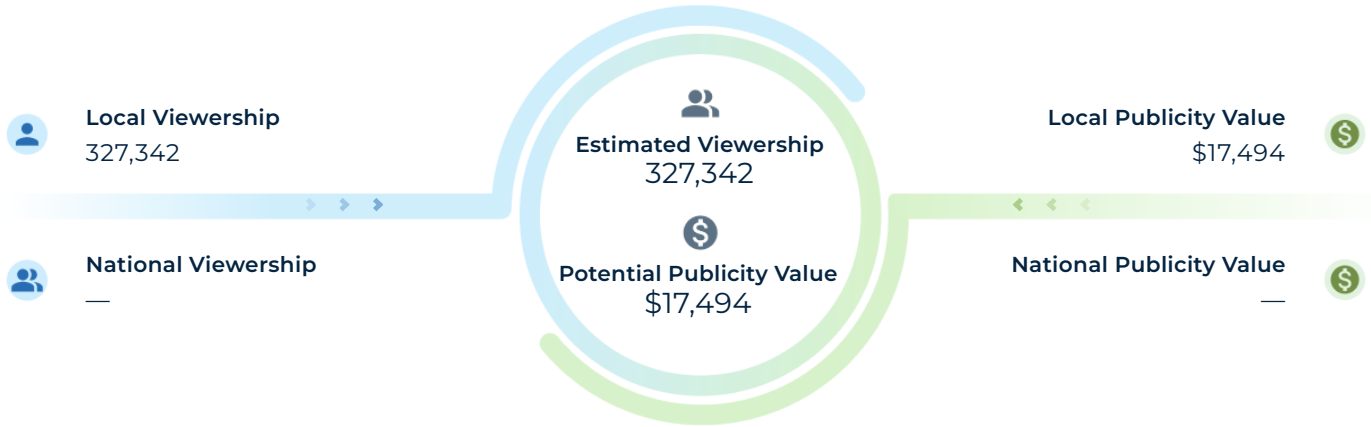
National Viewership	Local Viewership	# of Distinct Airings
276,200	327,342	4

Syndicated Publicity Value

National Publicity Value	Local Publicity Value
—	$17,494

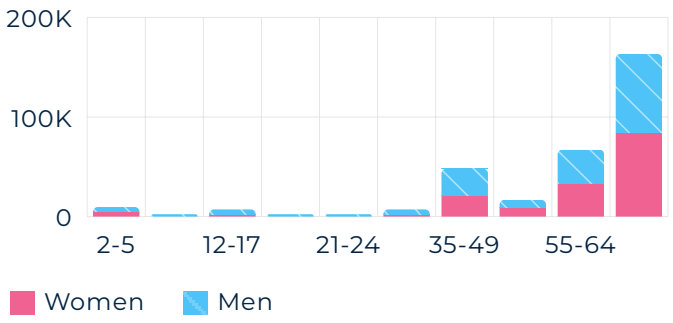
Gender Breakdown

51% 49%

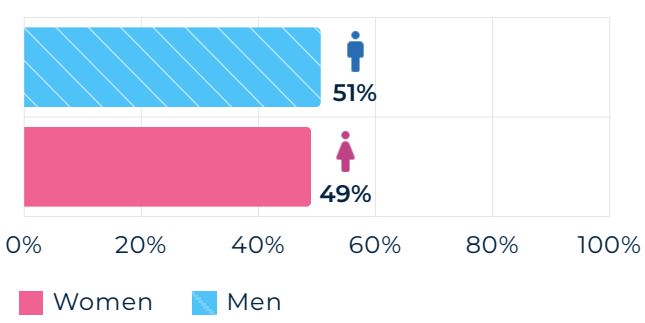


** Broadcast audience measurement only*

Age Distribution



Gender Breakdown



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



KOLO 8 News Now @ 6:30PM

Event Type: **TV**

Feb 26, 2026 6:39:06 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **8,930**

Category: **News**

Country: **US**

May appear on the ballot - as a result of the **rtc**. Last month -- the commission voted to place an*advisory measur* on the ballot. It will ask voters - if they want an*additional registration fe*... For electric vehicles. E-v users.... Don't pay a gas tax. That money goes to help construct and repair roads.



2 News Nevada at 5:30pm

Event Type: **TV**

Feb 26, 2026 5:46:44 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **9,832**

Category: **News**

Country: **US**

rtc of washoe county: "The students get really excited they get very supportive of their classmates. This is the third year for this poster contest and we've seen



Kolo 8 Morning Break

Event Type: **TV**

Feb 26, 2026 9:48:07 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **5,599**

Category: **Other**

Country: **US**

"I'm Makenzie Morgan for the Road Ahead with **RTC**. Electric bikes and scooters are growing in popularity and providing an additional mode of transportation.



KOLO 8 News Now @ 5:30PM

Event Type: **TV**

Feb 25, 2026 5:36:02 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **22,204**

Category: **News**

Country: **US**

Road Ahead with **rtc**. Electric "I'm Makenzie Morgan for the cartel kingpins of all. You saw that yesterday.



Good Morning Reno 6am

Event Type: **TV**

Feb 24, 2026 6:13:07 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **7,411**

Category: **News**

Country: **US**

If found guilty -- nick reiner could face life in prison or the death penalty -- the judge did not grant reiner bail, and he will remain behind bars until his preliminary hearing in april "I'm Makenzie Morgan for the Road Ahead with **rtc**.

Kolo 8 Morning Break

Event Type: **TV**

Feb 19, 2026 9:51:11 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **5,599**

Category: **Other**

Country: **US**

For more information on safety traveling through roundabouts, head to **RTC Washoe** Dot Com. I'm Makenzie Morgan for The Road Ahead with **RTC**. We're Building a Better Community Through Quality MEANS OF MAKING IT SAFER, BUT IT'S ALLOWING YOU TO GET WHERE YOU NEED TO GO IN LESS TIME.

Kolo 8 Morning Break

Event Type: **TV**

Feb 19, 2026 9:46:10 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **5,599**

Category: **Other**

Country: **US**

Rtc roundabout safety intro : "I'm Makenzie Morgan for The Road Ahead with **rtc**. You may have seen new roundabouts around town or improvements to existing ones.

2 News Nevada at 6:30pm

Event Type: **TV**

Feb 18, 2026 6:54:37 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **16,545**

Category: **News**

Country: **US**

.> I sent your concern to **rtc**, who says while it's always evaluating options to improve traffic flow, closing the o'callaghan-springland intersection would likely create new issues.

KOLO 8 News Now @ 5:30PM

Event Type: **TV**

Feb 18, 2026 5:35:01 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **22,204**

Category: **News**

Country: **US**

"I'm Makenzie Morgan for The Road Ahead with **rtc**. You may have seen new roundabouts around town or improvements to existing ones. If you aren't sure how to drive, walk, or ride a bike through the roundabout, we have some tips for you." vo: There are new roundabouts popping up across our community.

2 News Nevada at 4:00pm

Event Type: **TV**

Feb 18, 2026 4:24:59 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **11,200**

Category: **News**

Country: **US**

.> I sent your concern to **rtc**, who says while it's always evaluating options to improve traffic flow, closing the o'callaghan-springland intersection would likely create new issues.

Good Morning Reno 6am

Event Type: **TV**

Feb 17, 2026 6:18:47 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **7,984**

Category: **News**

Country: **US**

For more information on safety traveling through roundabouts, head to **rtc Washoe** Dot Com. I'm Makenzie Morgan for The Road Ahead with **rtc**. We're Building a Better Community Through Quality Transportation. And now your kolo 8 hour-by-hour weather forecast matherly.

Good Morning Reno 6am

Event Type: **TV**

Feb 17, 2026 6:13:46 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **7,411**

Category: **News**

Country: **US**

The identities of the other two victims have not been released-- but intro : "I'm Makenzie Morgan for The Road Ahead with **rtc**. You may have seen new roundabouts around town or improvements to existing ones.

Good Morning Reno 6am

Event Type: **TV**

Feb 16, 2026 6:31:02 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **7,885**

Category: **News**

Country: **US**

They won't be rebuilt for almost that long, so it's kind of a historical project for us at **rtc** and for this whole downtown community") r-t-c says students across the region are taking field trips

KOLO 8 News Now @ 11PM

Event Type: **TV**

Feb 13, 2026 11:00:03 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **8,477**

Category: **News**

Country: **US**

And **rtc** is excited to see the revitalization the completed bridges bring: "We look at as **rtc** is, how can we make sure people can get across the river? How can we make sure people can enjoy walking, biking, and parking down here if they need to? How can they visit some of these lovely businesses that are downtown?"

KOLO 8 News Now @ 5PM

Event Type: **TV**

Feb 13, 2026 5:15:09 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **10,162**

Category: **News**

Country: **US**

Which is why **rtc** has been partnering with schools in our region.. And offering field trips.. To show kiddos just what this building is all about... And 6:30 we will hear a little more from some students who had the opportunity to see the bridge project in progress today...

KOLO 8 News Now @ 5PM

Event Type: **TV**

Feb 13, 2026 5:10:02 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **10,379**

Category: **News**

Country: **US**

They won't be rebuilt for almost that long, so it's kind of a historical project for us at **rtc** and for this whole downtown community") and

Kolo 8 Morning Break

Event Type: **TV**

Feb 12, 2026 9:48:20 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **5,599**

Category: **Other**

Country: **US**

Intro: I'm Makenzie Morgan for The Road Ahead with **rtc**. The **rtc** has a new website to make it easier for people to navigate and to make it more user-friendly for people with disabilities. **Rtc** Public Information Officer Josh MacEachern is here to tell us about the changes. Thanks for being here, Josh.

KOLO 8 News Now @ 5:30PM

Event Type: **TV**

Feb 11, 2026 5:35:03 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **22,204**

Category: **News**

Country: **US**

And - what they say students are doing-- more efficiently* intro: I'm Makenzie Morgan for The Road Ahead with **rtc**. The **rtc** has a new website to make it easier for people to navigate and to make it more user-friendly for people with disabilities.

Good Morning Reno 6am

Event Type: **TV**

Feb 10, 2026 6:16:32 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **7,984**

Category: **News**

Country: **US**

While service workers such as firefighters and police officers will be able to deduct up to 12 thousand 500 hundred dollars in overtime **rtc** and the **rtc** has a new website, and it's making it easier for people to navigate and to make it more user friendly for people with disabilities.

2 News Nevada at 5:00pm

Event Type: **TV**

Feb 05, 2026 5:22:24 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **23,053**

Category: **News**

Country: **US**

Rtc is looking to make improvements along lemmon valley drive..and you can provide feedback to help. The agency wants to make the roadway between fleetwood drive and ramsey way more flood resilient by addressing critical infrastructure needs.

Kolo 8 Morning Break

Event Type: **TV**

Feb 05, 2026 9:48:23 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **5,599**

Category: **Other**

Country: **US**

INTRO : "I'm Makenzie Morgan for The Road Ahead with **RTC**. We haven't had a lot of snowy weather in the Truckee Meadows this year, but there is still plenty of winter left. That means we could eventually have some treacherous driving conditions because of snow and ice on our roads.

Good Morning Reno 6am

Event Type: **TV**

Feb 03, 2026 6:16:36 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **7,984**

Category: **News**

Country: **US**

For more information, head to **rtc Washoe** Dot Com. I'm ("How can we trust an eastern grounddog with western weather? We can't do it. We need lour own representative from the animal kingdom.") ("How can we trust an eastern grounddog with western weather? We can't do it.

Good Morning Reno 6am

Event Type: **TV**

Feb 03, 2026 6:11:31 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **7,411**

Category: **News**

Country: **US**

Intro : "I'm Makenzie Morgan for The Road Ahead with **rtc**. We haven't had a lot of snowy weather in the Truckee Meadows this year, but there is still plenty of winter left. That means we could eventually have some treacherous driving conditions because of snow and ice on our roads.

Fox 11 News at 10

Event Type: **TV**

Feb 01, 2026 10:10:08 PM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **5,279**

Category: **News**

Country: **US**

RTC of Washoe County will host a pop up information event discussing traffic and safety improvements along Prater Way in Sparks. The event, happening at Sparks City Hall on Wednesday, February 4th from 4 to 6 at night. Community feedback is welcome and can be submitted online at **RTC**. Washoe.com. [MUSIC] All right.

Fox 11 News at 10

Event Type: **TV**

Feb 01, 2026 10:05:06 PM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **5,279**

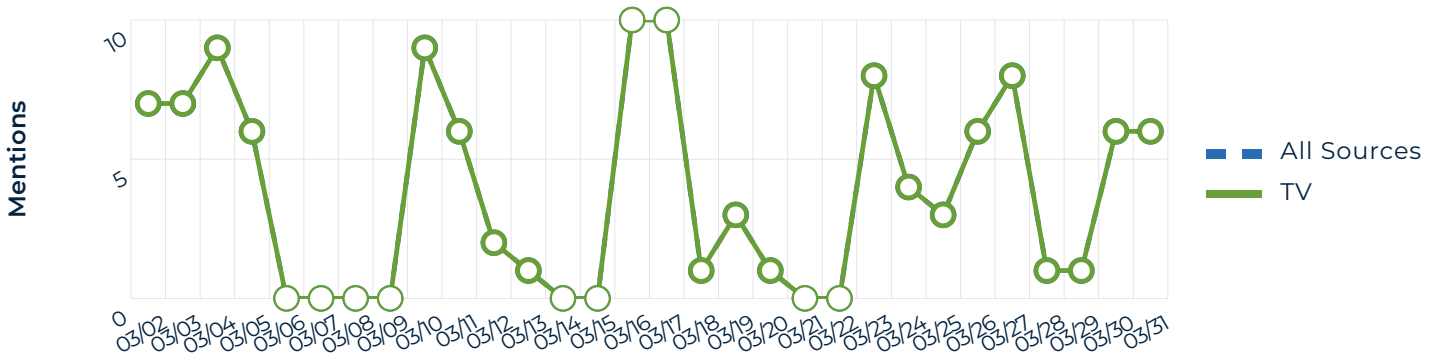
Category: **News**

Country: **US**

Nearly $500,000 in funding from the **Regional Transportation Commission of Washoe County** will expand the Sanford Center for Aging Volunteer transportation program. This is through year 2027.

TV Viewership Analytics

Mar 2nd 2026 Mar 31st 2026



Syndicated Viewership

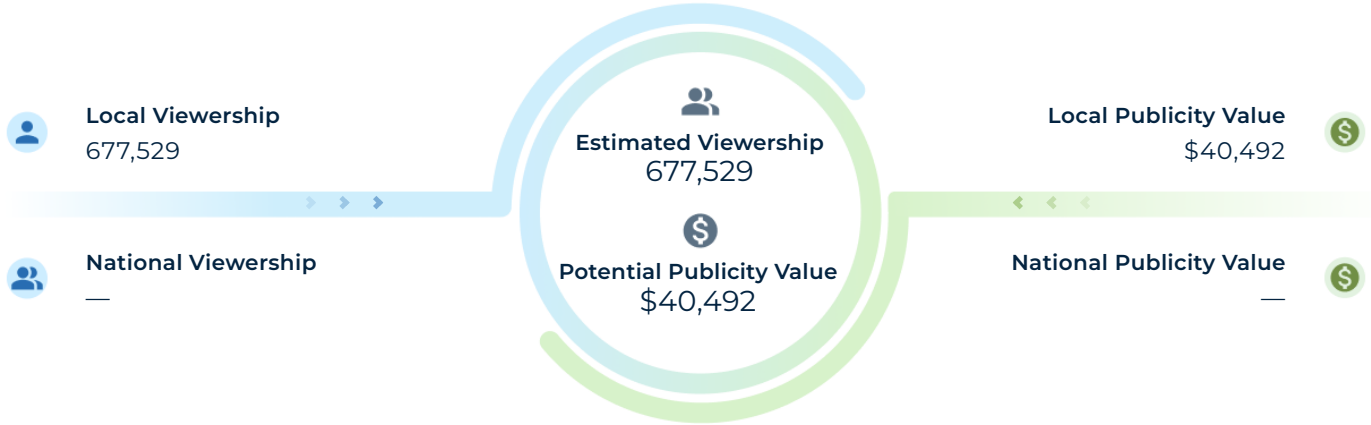
National Viewership	Local Viewership	# of Distinct Airings
—	**677,529**	**4**

Syndicated Publicity Value

National Publicity Value	Local Publicity Value
—	**$40,492**

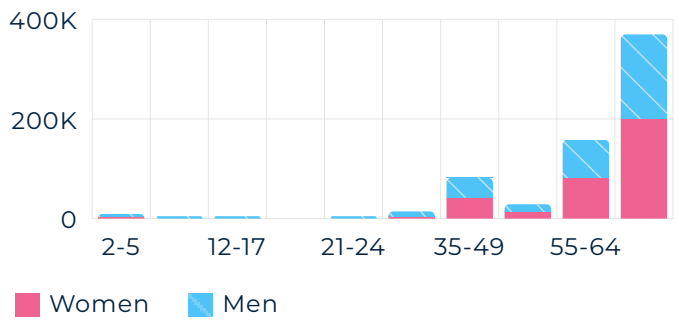
Gender Breakdown

47% **53%**

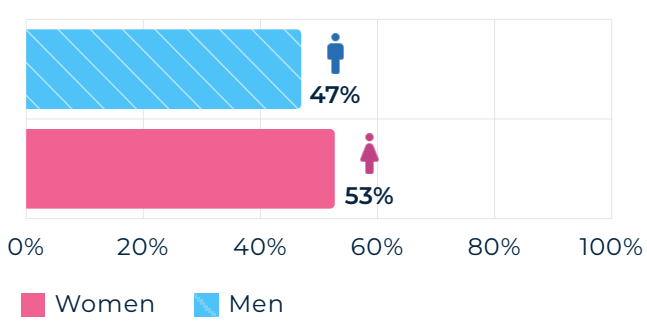


** Broadcast audience measurement only*

Age Distribution



Gender Breakdown



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



Mornings on Fox 11

Event Type: **TV**

Mar 31, 2026 7:24:47 AM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **12,325**

Category: **News**

Country: **US**

Now, today is the last day to give feedback on a major **RTC** project. **RTC Washoe** has been taking public comments now, and the study looks into making a new route between Reno Sparks and the Reno Tahoe Industrial Center near USA Parkway to ease traffic on Interstate 80.



Good Morning Reno 6am

Event Type: **TV**

Mar 31, 2026 6:16:43 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **11,487**

Category: **News**

Country: **US**

RTC is making sure that events, businesses, and daily life continue without any significant impact. TAG: "This project represents a 21 million dollar investment into the community. The **RTC** says along with safety, the project will also reduce traffic and provide a healthier option for people to get around town.



Good Morning Reno 6am

Event Type: **TV**

Mar 31, 2026 6:11:42 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **10,849**

Category: **News**

Country: **US**

"I'm Makenzie Morgan for The Road Ahead with **rtc**. A transformational project is coming to downtown Reno, later this year.



2 News Nevada at 6:00am

Event Type: **TV**

Mar 26, 2026 6:31:57 AM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **19,572**

Category: **Other**

Country: **US**

The big one -- is that their a-d-a ride service called "**rtc** access" ... Would no longer be an automatic door-to-door service.



2 News Nevada at 7:00pm

Event Type: **TV**

Mar 25, 2026 7:24:42 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **11,216**

Category: **News**

Country: **US**

rtc **washoe**: "We actually heard back from a lot of people who use Access, where the number one reason they use Access is go to work. And so they may not want an Access driver walking them up to the door of their employer. Just for visual, you know, reasons.



CBS Evening News

Event Type: **TV**

Mar 25, 2026 6:27:16 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **10,724**

Category: **News**

Country: **US**

Find out what changes could be coming to **rtc** access... And hear how it will impact riders with disabilities.



KOLO 8 News Now @ 5:30PM

Event Type: **TV**

Mar 25, 2026 5:37:07 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **12,721**

Category: **News**

Country: **US**

"I'm Makenzie Morgan for The Road Ahead with **rtc**. Public transit is a big part of the RTC's mission and it thinks outside the box when it comes to finding ways to get people to get people around town. One of its programs, senior ride, taxi bucks, helping seniors, veterans and people with disabilities.



Good Morning Reno 6am

Event Type: **TV**

Mar 24, 2026 6:16:36 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **11,487**

Category: **News**

Country: **US**

Tag: "**rtc** pays for this program with some of its public transit funding. Officials say this is a great option for seniors who have a fixed income and for those who are no longer able to drive due to their advanced age.



Good Morning Reno 6am

Event Type: **TV**

Mar 24, 2026 6:11:35 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **10,849**

Category: **News**

Country: **US**

Intro : "I'm Makenzie Morgan for The Road Ahead with **rtc**. Public transit is a big part of the RTC's mission and it thinks outside the box when it comes to finding ways to get people around town.



2 News Nevada at 6:30pm

Event Type: **TV**

Mar 23, 2026 6:54:14 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **11,639**

Category: **News**

Country: **US**

music in case you missed our coverage after march madness friday night, we asked **rtc** about different options to get workers to and from the tahoe-reno industrial center. Your calls about using the current railways, prompted their response.



2 News Nevada at 6:30pm

Event Type: **TV**

Mar 23, 2026 6:47:26 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **11,639**

Category: **News**

Country: **US**

Rtc is looking into it



2 News Nevada at 6:00am

Event Type: **TV**

Mar 23, 2026 6:40:31 AM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **17,398**

Category: **Other**

Country: **US**

rtc **washoe**: "we would look at federal grants, especially railroad grants, along with looking at private investment because Union Pacific themselves, Tesla and Panasonic, those businesses out there would benefit from the project.



KOLO 8 News Now @ 4PM

Event Type: **TV**

Mar 18, 2026 4:18:27 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **11,936**

Category: **Other**

Country: **US**

And then we have 120 mobile sites, including **rtc** busses. So a kid could just hop on an **rtc** bus and know that they're in a safe place. Absolutely. You know, it provides critical resources.



ABC World News Tonight With David Muir

Event Type: **TV**

Mar 17, 2026 5:35:04 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **15,870**

Category: **News**

Country: **US**

Rtc is offering free transit for people to get home safely... Until 2 o'clock tomorrow morning. For details on the best routes... For your night -- you can head to r-t-c washoe dot co*... A lyon county man is facing numerous charges after a pursuit through silver springs. Just before 2...



Good Morning Reno 6am

Event Type: **TV**

Mar 17, 2026 6:17:48 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **10,647**

Category: **News**

Country: **US**

For the drivers, for the businesses, and people who live and work around those areas.." tag: "The **rtc** encourages people to here are some stories you can chat about on your coffee break today -- here are some stories you can chat about on your coffee break today -- the short-lived sci-fi series firefl*...



KOLO 8 News Now @ 5:30PM

Event Type: **TV**

Mar 11, 2026 5:44:00 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **16,122**

Category: **News**

Country: **US**

Intro : "I'm Makenzie Morgan for The Road Ahead with **rtc**. If yo reliable, and free transportation on St. Patrick's Day, **rtc** has you Patrick's Day, **rtc** has you a strong ridge of high pressure will build off the coast initially, then start to shift our way.



KOLO 8 News Now @ 5:30PM

Event Type: **TV**

Mar 11, 2026 5:36:21 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **16,122**

Category: **News**

Country: **US**

Intro : "I'm Makenzie Morgan for The Road Ahead with **rtc**. If you're looking for safe, and free transportation. This saint patrick's day **rtc** has you covered. It's offering free transit next tuesday from four in the afternoon to two in the morning. The celebration is sure to come with a large crowd.



Good Morning Reno 6am

Event Type: **TV**

Mar 10, 2026 6:18:59 AM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **10,647**

Category: **News**

Country: **US**

Rtc is continuing to think of the community and provide transportation that allows you to enjoy the festivities while doing it responsibly. If you do want to take the bus, it's a great option. Not only is it free, but it is reliable. We're proven it's it's clean. It's safe.

KOLO 8 News Now @ 6:30PM

Event Type: **TV**

Mar 04, 2026 6:53:24 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **16,743**

Category: **News**

Country: **US**

They will have their artwor* displayed on **rtc** buses -- for an entire year. "make parking free again"... That's the goal for a social media influencer in las gas. Heather collins... The woman behind the instagram account "raised in las vegas"... Wants to see vegas resorts... Stop charging for parking.

KOLO 8 News Now @ 5:30PM

Event Type: **TV**

Mar 04, 2026 5:41:31 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **22,204**

Category: **News**

Country: **US**

intro : "I'm Makenzie Morgan for The Road Ahead with **rtc**. The a sign of spring in the united kingdom... European brown bears delighted visitors at the whips-nade zoo today... As they played outside for the first time this year... After months of winter sleep. "mana"... "minnie"... "naya"... And "cinderella"...

KOLO 8 News Now @ 5:30PM

Event Type: **TV**

Mar 04, 2026 5:35:03 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **22,204**

Category: **News**

Country: **US**

. ### intro : "I'm Makenzie Morgan for The Road Ahead with **rtc**. The **rtc** is starting a pavement rehabilitation project on West Fourth Street.

2 News Nevada at 6:30pm

Event Type: **TV**

Mar 03, 2026 6:39:41 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **18,302**

Category: **News**

Country: **US**

rtc: "Luckily the bridge crews were actually on a bit of a winter break at that time already. So we did have a little bit of spot work going on during that time, but nothing major. "> A big rain storm last summer flooded the construction site, but maceachern says crews worked quickly to clean it up.

2 News Nevada at 5:00pm

Event Type: **TV**

Mar 03, 2026 5:05:04 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **15,995**

Category: **News**

Country: **US**

rtc **washoe**: "It's a big task to remove these 100 year old bridges and replace them with newer, modern bridges that are going to be here long after I'm not here anymore. The community been really supportive.

2 News Nevada at 6:30pm

Event Type: **TV**

Mar 02, 2026 6:40:22 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **14,917**

Category: **News**

Country: **US**

rtc: "These particular treatments - roundabouts, narrowing the roadway, slowing things down - are proven treatments that reduce severe injuries and deaths from crashes."> Gibson says one-way closures on fourth may go into effect at different stages of construction.

2 News Nevada at 5:00pm

Event Type: **TV**

Mar 02, 2026 5:20:05 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **11,300**

Category: **News**

Country: **US**

rtc: "There have been some deaths in this corridor. Speeds are high and that type of thing."> Reno city councilman devon reese, who grew up in west reno, says the improvements will meet changing needs.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.3.1**

To: Regional Transportation Commission

From: Ashley Hurlbut, Project Manager

SUBJECT: Pembroke Drive Capacity and Safety Project PSA Amendment No. 1

RECOMMENDED ACTION

Approve Amendment No. 1 to the contract with Nichols Consulting Engineers, CHTD, for additional engineering during construction services in connection with the Pembroke Drive Capacity and Safety Project, in the amount of $200,789, for a new total not-to-exceed amount of $1,948,054.

BACKGROUND AND DISCUSSION

The Pembroke Drive Capacity and Safety Project (Project) intends to increase vehicle capacity, improve safety, enhance pedestrian and multimodal connectivity, and maintain access to adjacent properties while minimizing impacts along approximately one (1) mile of Pembroke Drive from South McCarran Boulevard to Veterans Parkway. Improvements include roadway widening and rehabilitation, shared use path, driveways, overhead utility under-grounding, intersection improvements, flood mitigation channel, drainage improvements, and utility adjustments.

The RTC and Nichols Consulting Engineers, CHTD entered into a Professional Services Agreement (PSA) on February 24, 2023 to provide design services and engineering during construction for the Project in an amount not to exceed $1,747,265.

This Amendment No. 1 to the PSA (Amendment) provides a budget reallocation to move funds between design tasks as a result of changes in level of effort needed to to complete specific tasks associated with the design alternatives analysis. This Amendment provides $200,789 in additional engineering during construction services associated with the increase in estimated construction duration from one hundred twenty (120) to one hundred sixty (160) estimated working days and updated hourly rates for staff performing engineering during construction (EDC) services. This Amendment also extends the expiration

date to December 31, 2028. All other terms and conditions of the original PSA remain unchanged and in full effect. The anticipated schedule is as follows:

- Final Design: April 2026
- Advertise for Construction: May 2026
- Start Construction: July 2026

FISCAL IMPACT

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

PREVIOUS BOARD ACTION

2/24/2023 - Approved a contract with Nichols Consulting Engineers, CHTD to perform design and engineering during construction services in connection with the Pembroke Drive Capacity and Safety Project in an amount not to exceed $1,747,265.

AMENDMENT NO. 1

The Regional Transportation Commission of Washoe County ("RTC") and Nichols Consulting Engineers, CHTD ("Consultant") entered into an agreement dated February 24, 2023, (the "Agreement"). This Amendment No. 1 is dated and effective as of _____.

RECITALS

WHEREAS, RTC and CONSULTANT entered into the Agreement for CONSULTANT to perform design and engineering during construction ("EDC") services with a not to exceed budget of $1,747,265.00 in connection with the Pembroke Drive Capacity and Safety Project (the "Project").

WHEREAS, the parties have determined that there is a need to amend the Agreement to authorize CONSULTANT to provide $200,789.00 in additional EDC services beyond those originally contemplated;

WHEREAS, a budget reallocation is necessary to move costs between tasks as a result of changes in level of effort needed to complete specific tasks;

WHEREAS, such additional services arise from extended review and coordination associated with the alternatives analysis by RTC and the City of Reno;

WHEREAS, the extended review and coordination associated with the alternatives analysis have resulted in the construction season being deferred by approximately one (1) year, thereby extending the end date of CONSULATANT's EDC services;

WHEREAS, at the time of execution of the Agreement, the estimated construction duration for the Project was assumed to be one hundred twenty (120) working days, and as final design has progressed and more detailed construction duration estimates have been developed, the current estimated construction duration is one hundred sixty (160) working days;

WHEREAS, the parties have determined that there is a need to amend the Agreement to extend the expiration date to December 31, 2028 due to the aforementioned extension;

WHEREAS, pursuant to the Agreement, CONSULTANT's hourly rates were established at the time of execution of the Agreement, and this amendment incorporates an updated fee schedule with updated hourly rates for staff performing work associated with the EDC services;

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 (Tasks 2.1A-C, 2.1E-H and 2.1J)	$928,135.00
Optional Design Services (Task 2.1D and 2.1I)	$121,220.00
Design Contingency (Task 2.1K)	$75,000.00
EDC Services (Tasks L-P)	$748,699.00
EDC Contingency (Task Q)	$75,000.00
Total Not-to-Exceed Amount	$1,948,054.00

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 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

NICHOLS CONSULTING ENGINEERS, CHTD

By:_____
Angela Hueftle, PE, Principal Engineer

EXHIBIT A

SCOPE OF SERVICES
FOR THE
PEMBROKE DRIVE CAPACITY AND SAFETY PROJECT

2.1. SCOPE OF SERVICES

CONSULTANT will provide engineering services for the Pembroke Drive Capacity and Safety Project. The project limits include Pembroke Drive between South McCarran Boulevard and Veterans Parkway. Pavement reconstruction may extend into the outer limits of the S. McCarran Blvd. intersection to the existing joint and to the newly constructed improvements west of Veterans Parkway. Veterans Parkway is City of Reno right-of-way and the S. McCarran Blvd. intersection is Nevada Department of Transportation (NDOT) right-of-way. Anticipated improvements include roadway widening, multi-use path, bike lanes, medians, driveways, pedestrian ramps, overhead utility undergrounding, building utility conversions, street and pedestrian lighting, flood mitigation channel, drainage improvements including minor curb and gutter and storm drain pipe, utility adjustments, and traffic loop replacements. The scope of services will consist of the following tasks:

2.1.A. Project Management

1. Team and Project Management

   a. CONSULTANT'S Project Manager will serve as RTC's single point of contact on the contract and will have primary responsibility for coordinating the efforts of the project team and subconsultants. Specific project management tasks to be conducted by CONSULTANT'S Project Manager include monthly budgeting, invoicing, scheduling, subconsultant invoicing, and general project administration. It is assumed the project design and permitting duration will be 24 months.

2. Project Coordination

   a. CONSULTANT'S Project Manager will keep the RTC Project Manager well informed of progress with bi-weekly informal briefings via email or phone call. CONSULTANT'S Project Manager will participate in 30%, 60% and 90% design review meetings.

2.1.B. Investigation of Existing Conditions

1. Falling Weight Deflectometer (FWD) Testing. Not applicable.

2. Visual Condition Assessment.

a. CONSULTANT will visually evaluate and document the condition of the existing pavement to include cracking, potholes, rutting, and raveling.

b. CONSULTANT will evaluate existing concrete improvements (medians, sidewalk, curb and gutter, and driveway approaches) based upon RTC criteria. The CONSULTANT shall also evaluate existing pedestrian ramps for compliance with current ADA standards.

3. Traffic Data.

a. Traffic data is needed to estimate future 18-kip ESAL applications that will be required for rehabilitation/reconstruction design.. CONSULTANT will conduct 5-day pneumatic vehicle volume and classification counts on Pembroke Drive as part of Task 2.1.F.2 Traffic Analysis.

4. Geotechnical Investigation.

a. CONSULTANT will complete a geotechnical investigation including literature review and field reconnaissance, subsurface exploration utilizing vertical test borings and asphalt cores, laboratory testing, laboratory mix design to determine required lime, cement, or both lime/cement content for roadbed modification, and engineering analyses to allow formulation of recommendations for design and construction of the project.

Information from the visual condition assessment will be reviewed and locations for pavement coring and boring will be identified by CONSULTANT and reviewed and approved by the RTC. USA Dig will be contacted prior to starting coring/boring. The subsurface field exploration will consist of drilling six (6) vertical test borings with a 4-inch diameter solid stem auger to depths of 12.5 feet below the existing ground surface and six (6) vertical test borings with a 12-inch diameter solid stem auger to depths of 5 feet below the existing ground surface, using a truck mounted drill rig. To further define the thickness of the existing structural section, up to six (6) pavement cores will be collected using a hand coring rig with an 8 to 12-inch diameter core barrel. The underlying base will be excavated, measured, and sampled to a depth of up to 20-inches below top of pavement. CONSULTANT will obtain a no-cost encroachment permit from the City of Reno for coring/soil sampling. Traffic control (lane closure) will be provided.

The primary objective of the exploration will be to establish pavement layer thicknesses, determine cracking depth, if stripping

is present, the thickness of aggregate base present and to obtain samples of the subgrade soils for classification. Representative samples of the subgrade soils encountered will be used for the following laboratory testing: soil classification, mercury and sulfate content, PI, moisture, gradation, and R-values. Per the 2021 RTC Structural Design Guide for Flexible Pavements, two (2) R-value tests will be conducted per sampling location. If the two (2) tests (at a location) do not fall within the ASTM D2844 precision statement, an additional R-value test will be conducted. Laboratory testing will include up to three (3) moisture density curve, grain size distribution, and plasticity; up to nine (9) R-value tests; and up to twelve (12) mercury content determinations. The results of the field investigation and associated laboratory testing and design and construction recommendations will be summarized in a written report.

5. Backcalculation Analysis. Not applicable.

6. Develop Feasible Rehabilitation/Reconstruction Alternatives. Based upon the results of the backcalculation, CONSULTANT will identify feasible pavement rehabilitation and/or reconstruction alternatives for the project. Among the alternatives that will be considered are:

    - Mill and overlay
    - Full Reconstruction
    - Roadbed modification (reconstruction)

    Upon completion of the pavement structural investigation, CONSULTANT will meet with RTC to present feasible rehabilitation alternatives. CONSULTANT will apply the design procedures contained in the 2021 RTC Structural Design Guide for Flexible Pavement to generate the design layer thickness associated with each pavement alternative.

7. Conduct Life-Cycle Cost Analysis. (Not Applicable)

8. Identify Optimum Rehabilitation/Reconstruction Alternative. Based upon cost analysis, as well as some practical construction considerations, CONSULTANT will prepare the recommended rehabilitation or reconstruction alternative(s) for the project.

9. Utility Investigation and Coordination.

    a. Initial Utility Investigation: CONSULTANT will investigate all overhead and subsurface utilities within the roadway right-of-way and adjacent areas that may be affected by the project in accordance with the American Society of Civil Engineers Standard guideline for the Collection and Depiction of Existing Subsurface Utility Data,

Quality Level C. CONSULTANT will contact each utility owner within the project area to request mapping. Utility company drawings will be utilized in conjunction with the survey field information to map overhead and underground infrastructure. Deliverable will include depiction of all overhead utilities within the roadway right-of-way on plans developed under Section 2.1.F, Preliminary Design.

b. Utility Coordination: Based on field investigation, CONSULTANT will provide RTC a list of utility companies whose utilities are likely to be within the project limits or reasonably affected by the project. RTC will issue the initial notification to the utility agencies on the list and CONSULTANT will coordinate with the utility agencies for upcoming work, facility relocation and new installation, and to ensure utilities likely affected by the project are drawn on the plan and profile, evaluate potential conflicts through field investigation, and investigate conflict resolution strategies. CONSULTANT will assist in relocation of utilities with prior rights by facilitating meetings and reviewing utility's design/cost for incorporation into a reimbursement agreement and/or incorporation of the utility work into the RTC plans.

CONSULTANT will identify the existing utility poles that conflict with the proposed improvements and provide NV Energy and other overhead utilities an exhibit identifying the poles to be removed and the preferred roadway alternative. CONSULTANT will coordinate with NV Energy and the other overhead utilities to obtain their undergrounding design for use in the project design. CONSULTANT will incorporate the overhead to underground design into the plans, specifications, and estimate in Tasks 2.1.F Preliminary Design and 2.1.H Final Design. CONSULTANT will coordinate with NV Energy and other impacted utilities to discuss the proposed improvements, conflicts, relocation design, schedule, funding, and estimated cost.

Monthly utility coordination meetings will be held with the RTC and affected utility companies. CONSULTANT will coordinate the meetings with the RTC Project Manager, prepare meeting agendas, and provide meeting summaries following the meeting. It is assumed ten (10) utility coordination meetings will be held.

CONSULTANT will distribute design review submittals (30%, 60%, 90%, and 100%) to utility agencies for review and comment and provide RTC a list of utility agencies provided design review submittals and Utility Agency review comments.

c. Utility Pothole Exploration: Should insufficient information be available from existing records to determine whether or not conflicts between the proposed work and existing utilities will occur, the CONSULTANT shall request approval from RTC to pothole a sufficient number of locations to make such a determination, as part of Task 2.1K, Design Contingency.

10. Report. The findings and recommendations of CONSULTANT for all tasks identified in Section 2.1.B (with the exception of the utility investigation task) shall be submitted by report with backup documentation. The pavement design shall also be submitted to the Local Entity if the recommended pavement section varies from the Entities standards.

2.1.C. Topographic Mapping

1. Topographic Survey. CONSULTANT will establish a horizontal and vertical survey control network on-site that coincides with the North American Datum (NAD 83/94), Nevada State Plane West Zone horizontal datum with the combination factor of 1.000197939 and the Reno Vertical Control System based on North American Vertical Datum (NAVD 88) vertical datum. CONSULTANT will utilize the survey control network to conduct a topographic survey within the Pembroke Drive roadway right-of-way from McCarran Boulevard to Veterans Parkway, 50' into adjoining streets at intersections, and 80' beyond the northerly right-of-way boundary from approximately 800' east of McCarran Boulevard to Veterans Parkway. The survey will consist of gathering survey data associated with ground topography and drainage features, existing property corners encountered, roadway centerline monuments, trees in excess of 6" in diameter, existing roadway and site improvements, roadway striping, evidence of existing utilities, storm drain and sanitary sewer dips, planometrics (buildings, fences, signs, power poles, etc.) and any other pertinent physical features as determined applicable.

CONSULTANT will obtain current Washoe County's GIS boundary shape files relative to the right-of-way and the boundaries of the parcels which adjoin the roadway. The record right-of-way information will be shown on the project plans. No further resolution of the roadway right-of-way is included in this task. CONSULTANT will utilize the data gathered during the topographic survey in conjunction with the GIS level boundary base map to prepare a digital base map for the project site.

2.1.D. Right-of-Way Engineering (Optional)

1. Preliminary Title Reports. CONSULTANT will obtain up to ten (10) preliminary title reports including exceptions and updates. CONSULTANT will review the assessor parcel map, address, and owner information within the title reports and verify the document links within the title reports are

correct and functioning. CONSULTANT will coordinate necessary revisions to the preliminary title reports with the title company. CONSULTANT will deliver the electronic preliminary title reports to RTC. CONSULTANT assumes one update to each of the ten (10) title reports will be required for the duration of the project. CONSULTANT will coordinate the updates with the title company and deliver the updated title reports to RTC.

2. Boundary Survey, Legal Descriptions, and Permission to Construct. It is estimated that six (6) permanent easements, six (6) temporary construction easements, and four (4) public utility easements on ten properties will be required for construction of roadway and utility improvements. CONSULTANT will review title reports for an estimated ten (10) subject parcels to identify existing encumbrances, record mapping, parcel boundary and/or easement legal descriptions detailed within the exceptions portion of said reports. CONSULTANT will utilize County records to obtain deeds and other record data for the parcels to be surveyed. CONSULTANT will use this information to create digital AutoCAD boundary line work necessary for generating search survey coordinates for boundary monuments associated with the subject subdivisions and parcels.

   CONSULTANT will then perform field boundary surveys of the subject parcels. During the field survey, existing property corners, section corners, and Right-of-Way monuments will be located as required to resolve the legal boundaries of the subject parcels.

   CONSULTANT will utilize record boundary information in conjunction with the data gathered in the field to prepare a digital boundary base map for the subject parcels. The digital base map will depict parcel boundaries, easement boundaries, street right-of-ways and found boundary monuments.

   CONSULTANT will utilize the boundary base map to prepare up to sixteen (16) legal descriptions and exhibit figures.

   CONSULTANT will prepare up to eighteen (18) permission to construct exhibits for driveway and overhead to underground service conversions.

   Right-of-way appraisal, property owner negotiations, escrow coordination and title clearance are not included within this task.

3. Right-of-Way Setting. CONSULTANT will participate in a meeting to set the right-of-way requirements for the project. CONSULTANT will prepare a meeting agenda and meeting summary. CONSULTANT will prepare a right-of-way summary that identifies all easements necessary to construct the project including acquisitions, partial acquisitions, permanent easements, public utility easements, temporary construction easements, and permissions to construct. The summary will include APN, property owner, address, easement type, easement size, and easement purpose. The

summary will be updated as needed throughout the project to reflect updated vesting deeds and final easements.

4. Right-of-Way Maps. CONSULTANT will prepare right-of-way maps including existing and proposed easements, existing right-of-way, APN, owner information, and size and type of proposed easement. The right-of-way maps will be updated as needed throughout the project to reflect updated vesting deeds and final easements.

   Deliverables:
   1. Preliminary title reports and updated vesting deeds
   2. Right-of-way setting meeting agenda and summary
   3. Right-of-way summary
   4. Right-of-way maps
   5. Legal descriptions and exhibits
   6. Permission to construct exhibits

2.1.E. Public Outreach

1. Public Information Meeting. CONSULTANT will prepare applicable exhibits for two (2) public information meetings. A virtual presentation will be made by RTC to properties adjacent to the project work zone to discuss project improvements, limits, scope, tentative schedule, traffic controls, driveway access, public notification requirements, and concerns of adjacent properties before the plans and specifications are finalized.

   CONSULTANT will also participate in two (2) pre public information meetings with RTC staff to discuss and review exhibits, topics, and appropriate responses to questions. CONSULTANT will provide RTC with all publicly viewed information, two weeks prior to their public release for review and comment.

   It is assumed RTC will identify appropriate venues, design and place print ads, prepare mailers and press releases, cover the direct costs associated with the meeting venues, print ads, court reporter, Spanish translator, and mailers and those costs are not included as part of the CONSULTANT'S fee.

   Deliverables:
   1. Public information meeting exhibits

2. One-on-One Meetings with Community Stakeholders. CONSULTANT will be available for one-on-one briefings/meetings with and presentations to community stakeholders as requested by the RTC Project Manager. It is anticipated that the CONSULTANT will attend up to four (4) one-on-one presentations and/or meetings during this project. CONSULTANT will provide meeting minutes as directed by RTC.

Deliverables:
1. Community stakeholder meeting exhibits and summaries

2.1.F. Preliminary Design

1. Alternatives Development. CONSULTANT will develop up to three (3) roadway cross-section alternatives including travel lanes, turn lanes, medians, bicycle and pedestrian improvements, shoulders, joint trench location, street and pedestrian lighting, and drainage improvements for review and approval by the RTC and the City. CONSULTANT will evaluate reducing the section width and realigning the roadway to minimize impacts to the 2 parcels on the north side of Pembroke, just east of McCarran Blvd. CONSULTANT will summarize the key features, benefits, constraints, impacts, and costs in a memorandum and submit to RTC and the City. CONSULTANT will schedule and attend one (1) meeting with the RTC and City to present and discuss the alternatives.

   Deliverables:
   1. Three cross-section exhibits
   2. Alternatives memorandum
   3. Meeting summary

2. Traffic Analysis. CONSULTANT will prepare existing and future year (20-year horizon) traffic volumes and analysis for the Pembroke Drive/ South McCarran Blvd and Pembroke Drive/Sinelio Drive intersections. CONSULTANT will evaluate intersection configurations and the potential need for turn lanes and/or intersection control improvements, evaluate queing on Pembroke Drive between South McCarran Blvd and Sinelio Drive, review applicable access management standards, prepare a crash history summary for the subject intersection areas, and provide a memorandum outlining the findings and recommendations of the traffic analysis.

3. Plans and Estimate.

   a. CONSULTANT will develop the approved cross-section into 30% preliminary plans and a preliminary cost estimate for RTC and Local Government review.

   b. Prepare 60% preliminary Plans and a preliminary cost estimate suitable for RTC and Local Government review. CONSULTANT assumes the flood mitigation, utility and street improvements will be delivered as one project with one PS&E package. Construction plans shall cover an area sufficient for contractor's later use as a base for traffic control plans, e.g., coverage should include traffic control taper areas across intersections.

Curb, gutter, and sidewalk that are deficient according to both RTC and local entity standards shall be identified.

Loop Detection Plan. CONSULTANT will prepare plans, specifications, and estimate (PS&E) for the replacement of loop detection at the Pembroke/McCarran intersection.

Utility Undergrounding and Building Conversions. CONSULTANT will determine the required modifications for building conversions from overhead electrical/cable/phone to underground services and prepare plans, specifications, and estimate (PS&E) of the joint trench and building conversions.

2.1.G. Hydrologic and Hydraulic Analysis

This task includes flood pool analysis and modeling and drainage analysis of the flood mitigation and drainage improvements.

The Project is located within the City of Reno's Critical Flood Zone I and the FEMA Zone AE floodplain. The City requires placement of fill within Critical Flood Zone I to be mitigated by the removal of volume in the same vicinity and at an equivalent elevation as the placement of fill at a 1 to 1.3 ratio. The excavation for this mitigation can only be done to depth that is above seasonally high groundwater and the groundwater elevation resulting from large storms on the Truckee River. This is necessary so the mitigation volume does not fill with groundwater and become unavailable when a large flood event occurs. CONSULTANT will work with the RTC, the City of Reno, and the Truckee River Flood Management Authority (TRFMA) to generate and design mitigation for the widening of Pembroke Drive that is acceptable to all parties. CONSULTANT will perform a hydraulic analysis of the roadway widening and determine the mitigation requirements to demonstrate that the widening with the proposed mitigation does not result in an increase in water surface elevation (WSEL) in the 100-year event. CONSULTANT proposes to perform the mitigation analysis with the two-dimensional (2-D) regional model completed by the Truckee River Flood Management Authority (TRFMA).

In addition to the flood storage volume the widening of the road will displace, the widening will also increase rates or runoff from the road due to additional impervious area. Because of the Project's location within Critical Flood Zone I, the Project will be required to provide detention/infiltration facilities such that peak storm water discharges from the Project shall be limited to pre-development conditions. CONSULTANT will design facilities to improve the overall drainage of the road and surrounding properties where feasible.

1. Data Collection and Verification. CONSULTANT will work with TRFMA to identify the correct model to be utilized in the hydraulic analysis for the design of the roadway widening and mitigation. CONSULTANT will obtain the model and determine the most appropriate methods to modify and run it. Drainage reports and/or studies pertinent to the Project will be requested from the City of Reno and reviewed.

After obtaining the appropriate hydraulic model and completing the initial analysis, CONSULTANT will schedule, plan, and attend one (1) meeting with RTC, the City, and TRFMA to discuss preliminary findings, approaches to mitigation and other proposed drainage improvements, and steps necessary for the completion of the Project. This meeting will confirm whether a Conditional Letter of Map Revision (CLOMR) from the Federal Emergency Management Agency (FEMA) will be required for construction of the Project. Discussions with the City during proposal development indicate that there is a low likelihood that a CLOMR will be required. Preparation of a CLOMR is not included in this scope.

2. Flood Analysis and Mitigation Design. CONSULTANT will use the hydraulic model provided by TRFMA to complete the analysis for the impact of the Pembroke Drive widening and proposed mitigation on Critical Flood Zone I. The initial analysis will be done assuming the mitigation for the fill involved in widening Pembroke Drive will be accomplished with a channel parallel to and north of Pembroke Drive, providing 1:1.3 fill to excavation at a minimum, as outlined in the Preliminary Pembroke Drive Flood Pool Analysis, completed by CONSULTANT for the City in 2022. If the initial channel configuration is not adequate to show no-rise in computed maximum WSEL during the 100-year event, additional mitigation will be considered and analyzed. Additional mitigation could involve an enlarged channel that provides greater than 1:1.3 fill to excavation and/or culverts beneath Pembroke Drive to allow for conveyance during flooding events. Once the final channel volume that is required to mitigate the 1:1.3 fill to excavation ratio and provide a no-rise result from the hydraulic model is determined, CONSULTANT will determine the additional volume that is required to capture runoff from the road so that the peak flows running off the road post-project are equal to or below the peak flows that runoff the road in existing conditions. As the design progresses, any changes that alter the fill volume of the Project will be incorporated into the hydraulic model to ensure that the changes are properly mitigated.

Deliverables:

1. Intermediate and Final hydraulic models revised to reflect the design of the Project and mitigation, delivered to RTC and the City of Reno at milestone submittals

2. Draft and Final Drainage Report. CONSULTANT will examine the existing drainage conditions of the Project area and design facilities to, at a minimum, maintain current conditions and improve conditions where practicable. The facilities are likely to include inlets, cross culverts, and short stretches of storm drain. CONSULTANT assumes sections of curb and gutter on the south side of the road and new storm drain laterals discharging to the north side of the road will be installed along the roadway. CONSULTANT will prepare a preliminary drainage memo to submit to RTC and the City of Reno at the 30% Design Submittal phase outlining the mitigation strategy and preliminary results. At the 60% Design Submittal, CONSULTANT will submit a Draft Drainage Report to RTC and the City of Reno that will present the methods and results of the flood mitigation analysis and the hydrologic and hydraulic analysis for roadway drainage improvements. At the 90% Design Submittal, CONSULTANT will submit a Final Drainage Report to RTC and the City of Reno that will address any comments received on the Draft Drainage Report and incorporate design changes that have occurred between the 60% and 90% phases. CONSULTANT will schedule, prepare for, attend, and prepare notes for up to two (2) additional meetings with RTC and the City of Reno to discuss the results presented in the Draft and Final Drainage Reports.

Deliverables:

1. Preliminary Drainage Memo, electronic (PDF) format
2. Draft Drainage Report, electronic (PDF) format
3. Final Drainage Report, electronic (PDF) format
4. Agenda and notes for up to two (2) meetings with the RTC and City of Reno

2.1.H. Final Design

1. Prepare Final Plans and Specifications

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

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

- Cover Sheet
- 3 Index, Keynotes, Legend, General Notes, Abbreviations and Typical Sections
- 7 Demolition Plans (at 1”=20’ scale)
- 18 Plan/Profile Sheets (at 1"=20' scale)
- 4 Storm Drain Profile Sheets (at 1”=20’scale)
- 9 Cross Sections (scales as noted)
- 12 Traffic Signal Design Plan Sheets (scales as noted)
- 6 Signage and Striping Sheets (at 1"=20')
- 11 Detail Sheets (scales as noted)
- 3 Electrical Plan Sheets

Depths of existing sanitary sewer and storm drain utilities will be checked and noted on the plans if there is any reason to expect conflict due to vertical clearances. All located, existing underground utilities will be shown on the Plan Sheets accompanied with the following “Note: Subsurface utilities are depicted by their Quality Levels in accordance American Society of Civil Engineers Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data (CI/ASCE 38-02). All utility information shown hereon is depicted to Quality Level “C”, unless otherwise noted.”

The Contract Documents and Technical Specifications will reference the latest edition of Standard Specifications for Public Works Construction (Orange Book) for standard construction items. Technical provisions will be prepared for approved deviations from the Orange Book and unique construction items not adequately covered in the Orange Book. The final plans and specifications will be signed and sealed by a Nevada Registered Professional Civil Engineer in responsible charge of preparation. Plans and specifications will be submitted to the RTC, City of Reno, utility agencies and other affected parties for review at the 30%, 60%, 90%, 100%, and final stages of completion per the following:

- 30%, 60% & 90% Plans – Two 11”x17” sets and electronic (PDF) to RTC, electronic (PDF) set to Local Entity, and electronic (PDF) set to each utility agency and other affected parties.
- 90% Specifications – One hard copy and electronic (PDF) to RTC and electronic (PDF) to Local Entity.
- 100% Plans – Two 11”x17” sets and electronic (PDF) to RTC and one electronic (PDF) set to Local Entity.
- 100% Specifications – One hard copy and electronic (PDF) to RTC and electronic (PDF) to Local Entity.

- Final Working Plan Set – One 22”x34” set to RTC, two 11”x17” sets and electronic (PDF) to RTC and electronic (PDF) set to Local Entity.
- Final Working Specification Document – One set and electronic (PDF) to RTC and electronic (PDF) to Local Entity, one copy in MS Word format of the Contract Documents and Technical Specifications to RTC.

Independent Checker. An independent checker will check, initial and date each plan sheet. A quality control review of the plans, contract documents and technical specifications will be performed which will focus on technical aspects of the plans and specifications and will ensure that all items of work are adequately covered.

2. Final Engineer’s Opinion of Probable Construction Costs and Time. Provide a final Engineer's opinion of probable construction costs for the project based on the final design and any alternatives or options. The cost opinion will be in the same format as the bid proposal form included in the contract documents. A quality control review of the cost opinion will be performed by the CONSULTANT. The CONSULTANT will also estimate the number of working or calendar days, as appropriate, for the construction of the projects.

2.1.I. Regulatory Compliance and Permitting

Aquatic resources are regulated by the US Army Corps of Engineers (USACE) and the Nevada Division of Environmental Protection (NDEP). It is unknown if the project contains aquatic resources, therefore CONSULTANT will conduct an aquatic resources delineation to determine if aquatic resources are present. For the purposes of this scope and fee, CONSULTANT assumes that federal and state jurisdictional aquatic resources are present and are proposed for impact. Prior to any aquatic resource being impacted, per the Clean Water Act (CWA), environmental clearance must be secured from the USACE and NDEP. To secure clearance, CONSULTANT will prepare and submit permit applications to the USACE and NDEP. If aquatic resources are not present, USACE and NDEP permits and their associated technical studies, shown below as optional tasks, will not be required.

1. Technical Studies

a. Aquatic Aquatic Resources Delineation and Report. A formal USACE aquatic resources delineation will be conducted, and an USACE Aquatic Resources Delineation Report will be prepared for the Project. This effort will involve field work, the preparation of a USACE draft Aquatic Resources Delineation Report, a final Aquatic Resources Delineation Report, and a Request for Aquatic Resources Delineation Verification or Jurisdictional Determination will be prepared.

Prior to any field work, CONSULTANT will conduct a data review of the project study area. The data review shall include United States Geological Survey (USGS) topography, United States Fish and Wildlife Service (USFWS) National Wetland Inventory data, imagery, determination of the Natural Resources Conservation Service (NRCS) listed soils as hydric or non-hydric soils, review of climate data, and the preparation of field maps. The field maps will be prepared, and field data will be collected based on the following resources:

- 1987 Corps of Engineers Wetland Delineation Manual
- Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0), September 2008
- A Field Guide to the Identification of the Ordinary High-Water Mark (OHWM) in the Arid West Region of the Western United States, August 2008
- Minimum Standards for Acceptance of Aquatic Resources Delineation Reports for the Sacramento District, issued January 2016
- Updated Map and Drawing Standards for the South Pacific Division Regulatory Program, issued February 10, 2016

CONSULTANT will conduct a formal USACE aquatic resources delineation. As part of the aquatic resources delineation, CONSULTANT will map soil pit locations (when delineating wetlands or springs) and potential jurisdictional aquatic resources using ESRI ArcGIS software and provide these data to the RTC. For each potentially jurisdictional aquatic resource (or set of associated aquatic resources such as wetlands adjacent to a drainage), CONSULTANT will follow USACE protocol by determining if a significant nexus exists between the delineated feature and a traditional navigable waterway. CONSULTANT assume any necessary rights-to-enter will be obtained by RTC prior to the field work.

CONSULTANT shall provide a digital copy of the draft Aquatic Resources Delineation Report to the RTC for review. CONSULTANT will obtain, review, and integrate appropriate comments submitted by the RTC; CONSULTANT will then revise the draft Aquatic Resources Delineation Report and submit the final Aquatic Resources Delineation Report, Aquatic Resources Excel spreadsheet, and the GIS metadata to the USACE. CONSULTANT will also prepare a Request for Aquatic Resources Delineation Verification or Jurisdictional Determination for submittal to the USACE, this is required to accompany the Final Aquatic Resources Delineation Report submittal.

A digital copy of the final documents will be provided to the RTC and will be an appendix to the USACE Nationwide Permit 14 Linear Transportation Projects application, and the NDEP Water Quality Certification (WQC) and Working in Waterway (WiW) permit applications.

Deliverables:

1. Draft Aquatic Resources Delineation Report to the RTC
2. Final Aquatic Resources Delineation Report (PDF), Aquatic Resources Excel spreadsheet (digital copy), and GIS digital data delivered to USACE, and the RTC via email (or ftp)

b. Special Status Species (SSS) Memorandum (Optional). If USACE permitting is required, CONSULTANT will prepare and submit SSS database requests to the Nevada Natural Heritage Program, Nevada Department of Wildlife, and the United States Fish and Wildlife Service. Once the results are received, CONSULTANT will conduct a reconnaissance-level field survey to evaluate the presence and absence of SSS or their habitat occurring within the project. CONSULTANT will prepare a SSS memorandum with the database search and field results. CONSULTANT assumes no protocol-level survey will be conducted and no SSS will be found during the field survey.

CONSULTANT will email the draft SSS memorandum to RTC for review and comment. CONSULTANT will then incorporate appropriate comments on the draft memorandum and prepare the final SSS memorandum. The final SSS memorandum will be an appendix to the NWP 14 permit application, and the NDEP WQC and WiW permit applications.

Deliverables:

1. Draft and Final Special Status Species Memorandum (PDF reports submitted via email)

c. Cultural Resources Investigation (Optional).
<u>APE Development & Archival Research</u>
If USACE permitting is required, compliance with Section 106 of the National Historic Preservation Act (NHPA) will be necessary for this project. Assuming USACE is the lead federal agency, no other agency-specific cultural resource requirements, such as those from NDOT, will be required. As such, USACE cultural resources guidelines will be followed. A primary step in the compliance process is the identification of a project-specific Area of Potential Effect (APE). Based on a consideration of both potential direct and indirect impacts, CONSULTANT cultural resource specialists will prepare a map depicting the proposed APE specific to the work proposed. It is assumed, for this project that coincident direct and indirect APE boundaries will be acceptable to the USACE. The draft map will be provided to USACE via email for review and approval. It is assumed one round of revision will be necessary to finalize the APE map. Once agreement is reached, the final APE map will be submitted to the USACE via email.

Prior to conducting the field inventory, CONSULTANT will conduct sufficient archival research to both inform expectations in the field and to develop historic contexts necessary for subsequent resource evaluations (i.e., archaeological and architectural). Archival research will include the Nevada Cultural Resources Information System (NVCRIS), NDOT archives, and BLM agency files. BLM field office land-use records and various historic maps (e.g., GLO plat maps, county and state maps) will be reviewed. Digital records maintained by the University of Nevada Special Collections Library, the Nevada Historical Society, the Nevada State Library and Archives, and the appropriate County assessors/recorders offices will also be examined. Various online repositories, as well as newspapers will also be reviewed as appropriate.

Preliminary research indicates a number of parcels containing historic-aged buildings and structures are located adjacent to the project area. If wetlands are identified, they are likely to be identified in the open meadows to the north and south of Pembroke Drive. Based on USACE guidelines, only wetland areas, potentially impacted by project related activities, need to be included within the APE. Assuming these constraints, up to three architectural resources and one archaeological resource is anticipated.

Fieldwork

The portion of Pembroke Drive between McCarran Boulevard and Veterans Parkway has not been the subject of a Class III cultural resources inventory in the past. CONSULTANT will provide a Secretary of Interior qualified archaeologist and architectural historian to conduct the fieldwork. Based on preliminary research, it is assumed that up to three architectural resources and up to one small archaeological resource will be identified. As part of the archaeological inventory, subsurface investigation will not be required.

Upon completion of fieldwork, preliminary results will be drafted in a brief email to RTC and the USACE. Any challenges/issues identified will be discussed and resolutions suggested, as necessary.

Architectural Report

Results of the architectural inventory will be documented in a stand-alone report meeting USACE and Nevada SHPO standards. Maps and figures will be included consistent with identified standards. The report will contain National Register eligibility recommendations for each resource identified. Potential undertaking-related impacts will also be addressed. Architectural resources will be documented on Nevada Architectural Resource Assessment (ARA) forms

The draft architectural report will be provided to the USACE in electronic format (PDF) for review. If RTC wishes to review a copy of the draft report, it will be provided. It is assumed the USACE will take 45 calendar days to

review the draft report and provide comments. A revised draft will be submitted in electronic format (PDF) to the USACE as an attachment to the 404 permit application. If RTC wishes to have a copy of the revised draft, it will be provided. Before the permit package is approved, the USACE will require SHPO concurrence with the findings of the architectural report. SHPO review takes 30 calendar days. It is assumed the SHPO will provide comments to the revised draft report. Within 10 business days upon receipt of comments from the SHPO, a final report will be submitted to the USACE, that will in turn deliver the report to the SHPO.

Archaeological Letter Report

If archaeological resources are identified, it will be necessary to prepare a stand-alone archaeological report; albeit it is assumed a shorter letter report will suffice.

Archaeological resources will be documented on Intermountain Antiquities Computer System (IMACS) forms. Isolates will be documented in a table attached to the report. IMACS form(s) will contain all requisite maps and photographs.

It is assumed the draft archaeological letter report can be attached to the architectural report as an appendix. If RTC wishes to review a copy of the draft report, a redacted version (sensitive information removed) will be provided. It is assumed the USACE will take 45 calendar days to review the draft report and provide comments. A revised draft will be submitted in electronic format (PDF) to the USACE as an attachment to the 404 permit application. If RTC wishes to have a copy of the final report, a redacted copy will be provided. Before the permit package is approved, the USACE will require SHPO concurrence with the findings of the archaeological report. SHPO review takes 30 calendar days. It is assumed the SHPO will provide comments to the revised draft report. Within 10 business days upon receipt of comments from the SHPO, a final report will be submitted to the USACE, that will in turn deliver the report to the SHPO.

Deliverables:

1. Draft and Final APE map
2. Draft, Revised Draft, and Final Architectural and Archaeological Inventory Reports (PDF reports submitted via email)

2. USACE and NDEP Permit Applications (Optional). If federal and/or state regulated jurisdictional aquatic resources are present and are proposed for impact, CONSULTANT will prepare USACE and NDEP permit applications.

a. USACE Nationwide Permit 14 (NWP 14) Application (Optional). CONSULTANT will prepare an NWP 14 application for submittal to the

USACE. Per the NWP 14 requirements, a Pre-Construction Notification (PCN) must be prepared and submitted to the USACE if there are more than 1/10th acre of aquatic resources impacts, the presence of cultural resources, or SSS. CONSULTANT is assuming a PCN must be submitted to the USACE. The NWP 14 application will include the following:

- Cover letter to USACE
- NWP 14 Application
- Appendix A: Figures
- Appendix B: Project Plans
- Appendix C: Aquatic Resources Delineation Report
- Appendix D: Special Status Species Memorandum
- Appendix E: Cultural Resources Inventory Report
- Appendix F: Pre-Project Photographs

CONSULTANT will prepare and email the NWP 14 draft permit application to RTC for review and comment. CONSULTANT will incorporate appropriate comments and prepare a final permit application. The final permit application will be submitted online to the USACE. CONSULTANT will email RTC a PDF of the final permit application. CONSULTANT will follow-up with the USACE in the event the USACE has any questions or additional needs.

Deliverables:

1. Draft NWP 14 Permit Application to RTC (PDF reports submitted via email)
2. Final NWP 14 Permit Application to USACE and RTC (PDF reports submitted via email)

b. NDEP Water Quality Certification (WQC) Application (Optional). CONSULTANT will prepare a WQC application, which will discuss the proposed impacts to the aquatic resource. Per the September 11, 2020, EPA final ruling, CONSULTANT will also complete the WQC Request, which is an addendum comprised of nine elements. This addendum is included with the WQC application submittal. Lastly, per the September 11, 2020, final rule, CONSULTANT will email a Pre-Fill Meeting Request to NDEP, and copy the USACE, at least 30 days prior to the WQC application submittal. CONSULTANT and a representative from RTC will attend the Pre-Fill meeting (virtual) with NDEP.

CONSULTANT will prepare and email the draft WQC application and 401 WQC Request to RTC for review and comment. CONSULTANT will incorporate appropriate comments on the two documents and prepare the final permit application. The final WQC application will be mailed to NDEP. CONSULTANT will follow-up with NDEP in the event NDEP has any questions or additional needs.

Deliverables:

1. WQC Pre-Fill Request email to NDEP, and copy the USACE, at least 30 days prior to the WQC application submittal (PDF reports submitted via email)
2. Draft WQC permit application, which includes the WQC Request and the Pre-Fill Meeting Request to the RTC (PDF reports submitted via email)
3. Final WQC permit application to NDEP and the RTC (PDF format mailed to NDEP and emailed to RTC)

c. NDEP Working in Waterway (WiW) Permit Application (Optional). CONSULTANT will prepare a WiW permit application, which will discuss the proposed impacts to the aquatic resource. CONSULTANT will email the WiW draft permit application to RTC for review and comment. CONSULTANT will incorporate appropriate comments on the draft application and prepare the final permit application. The final WiW permit application will be submitted online through NDEP's permit portal, and the $250 application fee will be mailed separately to NDEP with the permit portal number contained in a brief cover letter. The $250 WiW application fee is included in the cost estimate. CONSULTANT will follow-up with NDEP in the event NDEP has any questions or additional needs.

Deliverables:

1. Draft WiW permit application to the RTC (PDF report submitted via email)
2. Final WiW permit application to NDEP and the RTC (PDF format mailed to NDEP and emailed to RTC)

Assumptions:

1. The project qualifies for NWP 14 and can meet all USACE NWP Regional Conditions and General Conditions
2. Drainage dewatering or temporary by-pass program will not be needed nor prepared
3. A compensatory mitigation plan will not be required nor prepared
4. Preparation of the NDEP Construction Stormwater General Permit is not included
5. Permit compliance monitoring and reporting (See Construction Services)

3. NDOT Right-of-Way Occupancy Permit Application. CONSULTANT will prepare and submit a right-of-way occupancy permit application to NDOT for paving improvements within N. McCarran Blvd. CONSULTANT will complete the standard occupancy permit form, drainage information form, and four sets of detailed color-coded drawings required for the application. The application fee is not included as part of the CONSULTANT's fee

estimate. CONSULTANT assumes a traffic impact study, stormwater pollution prevention plan, and noxious weed management checklist will not be required.

2.1.J Bidding Services

1. Plan Set and Specification Distribution. CONSULTANT will provide RTC with final plans and specifications, including addenda, in Portable Document Format (PDF), for use in the ProcureWare system.

2. Pre-bid Meeting. CONSULTANT will be available during the bidding process to answer technical questions and will hold the pre-bid meeting. All questions and responses will be documented and provided to RTC. CONSULTANT will prepare and provide PDF addenda, if required. All questions regarding legal aspects of the contract documents will be referred directly to RTC. CONSULTANT will prepare and provide a PDF summary of the pre-bid meeting, as directed by the RTC.

3. Bid Opening. CONSULTANT will attend the bid opening and review the bids received for irregularities and provide a recommendation for award. CONSULTANT will tabulate bid results into a MS Excel spreadsheet and check multiplication and addition of bid items.

2.1.K. Design Contingency

1. This is a contingency for miscellaneous increases within the scope of this contract in the performance of services under Tasks 2.1.A. to 2.1.J. If CONSULTANT determines that it is necessary to perform work to be paid out of contingency, CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's prior written approval.

2.1.L-Q Construction Services - The RTC and CONSULTANT shall review Construction Services following the completion of final design to determine their appropriateness to the project. The following services are included as amended.

2.1.L. Contract Administration

1. Provide contract administration services including Lead Engineer and Project Management during construction as follows:

    - Prepare conformed plans and specifications
    - Attend the preconstruction conference
    - Perform construction coordination

- Review and provide recommendations on contractor's traffic control plans
- Review and stamp contractor's submittal for conformance to the contract documents, including plantmix bituminous pavement and Portland Cement concrete mix designs
- Review and provide recommendations on test results
- Review and provide recommendations on contractor's construction schedule and work progress
- Review construction for acceptance and/or mitigation
- Provide verification and approval of contractor's monthly pay request
- Supervise the inspection, surveying, and material testing activities
- Provide recommendations to the RTC for any necessary construction changes due to field conditions
- Assist in change order review and approval
- Review NDEP permitting inspection reports and associated coordination
- Project Management - Specific project management tasks to be conducted by CONSULTANT'S Project Manager include coordination of engineering and environmental support staff, monthly budgeting, invoicing, subconsultant invoicing, and general project administration. It is assumed the duration will be twelve (12) months.

2.1.M. Construction Surveying

Provide construction staking as follows:

- One set of stakes for the curb and gutter and related improvements will consist of offset and when required line stakes for proposed curb and gutter, sidewalk, pedestrian ramps, driveway aprons, and median curbs. Construction stakes will be set at angle points, grade breaks, radius points, centerline pedestrian ramps, pedestrian ramps ¼ points around curb returns, begin and end of driveways, begin and end of curves, and points on line not to exceed 50' station increments on tangent runs and 25' increments along curves. Stakes will be graded to the nearest one hundredth of a foot of the proposed finished grade and/or top of curb elevations.
- One set of stakes for the roadway improvements will consist of offset and when required line stakes for the proposed vertical and horizontal roadway and multi-use path centerline alignments. Construction stakes will be set at angle points, grade breaks, radius points, begin and end of horizontal and vertical curves, high and low points of vertical curves, and points on line not to exceed 100' station increments on tangent runs and 50' increments along curves. Stakes will be graded to the nearest one hundredth of a foot of the proposed roadway/path centerline and/or edge of pavement finished grades and will depict the roadway/path stationing, offset distances, and

paving cross slope to the street centerline and/or multi-use path edge of pavement.

- One set of stakes for the trapezoidal flood mitigation channel and related improvements will be slope stakes consisting of offset and when required line stakes. Slope stakes will be set at 50' intervals along tangents, 25' intervals along curves, grade breaks and begin and end of curves along the proposed channel alignment. Stakes will be graded to the nearest one tenth of a foot of the proposed finish grade elevations and delineate project stationing, distances to cross sectional features such as catch point, hinge points, channel top/toe, flowline and grade breaks.
- One set of stakes for storm drain infrastructure will consist of offset and line stakes set for proposed manholes, connection points, pipe ends, drop inlets, catch basins, and points along piping alignments not to exceed 50' station increments. Stakes will be graded to the nearest one hundredth of a foot of the proposed rim, invert, and top back of curb/headwall elevations.
- One set of stakes for the underground utilities joint trench infrastructure will consist of offset and line stakes set for the proposed pull boxes, splice boxes, vaults, transformer pads, cabinet and controller locations, conduit alignments at 100' increments and angle points, and ancillary equipment as required.
- One set of stakes for the potable water infrastructure will consist of offset and line stakes set for the points of connection, valves, meters, fire hydrants, and point along piping alignments not to exceed 50' station increments. Stakes will be graded to the nearest one tenth of a foot of the existing ground elevations.

2.1.N. Inspection

1. Provide Inspector. Provide one full time inspector during all construction activities. Ten (10) hour work days and a one hundred sixty (160) working day contract period are anticipated.

   The Inspector and/or Construction Manager will provide the following as needed:

   - Attend the preconstruction conference
   - Monitor the work performed by the Contractor and verify that the work is in accordance with the plans and specifications
   - Assist in problem resolution with the RTC, contractor personnel, utility agencies, the public and others
   - Prepare daily inspection reports, submitted daily to RTC and weekly to the appropriate government jurisdiction(s).
   - Provide quantity reports and assist in contractor's monthly progress payments
   - Provide verification of the distribution of public relation notices required to be delivered by the contractor

- Assist in preparation of the Punch List
- Maintain a field blueline set of drawings to incorporate contractor record drawing mark-ups

2. Provide Additional Inspector During Paving Operations. Provide additional inspector during mainline paving days to monitor plantmix bituminous pavement placement and in-place density tests.

3. NDEP Working In Waterways permit compliance monitoring and reporting. CONSULTANT will provide a Field Scientist during construction activities affecting the Waters of the State upon approval from RTC Project Manager. Work will include monitoring, pre-construction photos, progress photos and post construction photos. This work is anticipated to include up to four (4) hours per day for twenty (20) working days while construction occurs adjacent to the WOS. Reports will be provided on a monthly basis whether activity is occurring or not as required. CONSULTANT will apply for extensions as needed every six (6) months following the issuance of the permit. It is estimated that these services will include two (2) hours per month for up to twelve (12) months.

2.1.O. Materials Testing

1. Provide Material Testing for compliance with the specifications per the latest edition of the Standard Specifications for Public Works Construction (Orange Book) testing requirements. Materials to be tested will include plantmix bituminous pavement, aggregate base, native subgrade material, structural fill material and Portland Cement Concrete. Test reports, accompanied with CONSULTANT's recommendation regarding acceptance/mitigation of materials, shall be submitted promptly to the RTC and CC'd to appropriate governmental jurisdiction(s).

2. Provide AC Plant Inspection and Testing. Provide plantmix bituminous pavement plant inspection and laboratory aggregate testing. Three (3) hours for plant visits and sampling are anticipated. Laboratory tests will consist of sieve analysis, percent of wear, fractured faces, and plasticity index.

3. Provide Asphalt Cement Testing. Sampling and testing of asphalt cement binder material shall be in accordance with Section 1.01A ASPHALT CEMENT of the RTC's Special Technical Specifications. For each paving day, the CONSULTANT's designated representative shall coordinate with and receive asphalt cement binder samples from the designated plant representative. The CONSULTANT's designated representative shall be present during all sampling operations. Each sample will be properly labeled and signed off by both representatives. A sample shall be taken during the production of each "lot" (500 ton) of plantmix bituminous pavement using container no larger than a quart in size. CONSULTANT to submit all asphalt cement binder samples to the Nevada Department of

Transportation (NDOT), Material Laboratory, for testing. All samples should accompany with a NDOT form titled "Transmittal for Asphalt Samples" to be provided by the RTC.

4. Provide On-site Nuclear Gauge Testing & Sampling during the placement of aggregate base and fill materials, sampling for plantmix bituminous pavement placement, and on-site PCC testing & sampling. *435* hours of field testing are anticipated, and laboratory tests will include moisture density curves, Atterberg limits, and sieve analysis. Test frequency shall comply with the latest edition of the Orange Book.

5. Provide Plantmix Bituminous Pavement Testing. Provide plantmix bituminous pavement tests per each "lot" (500 tons) placed. Laboratory test shall include extraction, aggregate gradation, specific gravity, flow & stability, and Marshall unit weight. Reports will also include voids in total mix and voids filled.

6. Provide Plantmix Bituminous Pavement coring and Lab Testing. Lab test shall include core unit weight. Test reports will include percent compaction.

7. Provide Top Lift Longitudinal Joint Testing and Coring. Nuclear density testing will be performed on each side of all longitudinal joints at 200 foot intervals per every 1,000 foot segment. A core will be taken in every 1,000 foot segment near the point of one of the density tests on the side of the joint with the lowest mean joint density. The cores will be tested for specific gravity (air voids and compaction). The test report will include a Paving Plan and a Data/Calculation Sheet.

2.1.P. As-Built Information

Record Drawings. Provide as-built record drawings for the completed project. Two sets of electronic drawings, in single file PDF format (22" x 34" at 300 dpi), on flash drives will be provided to RTC for its files and distribution to the Local Entity. The PDF file shall include all plan sheets in one file with index/bookmark for easy access to different sheets or sections of the plan set.

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

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

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

The Record Drawings shall include a scan of the original title sheet (including the appropriate signatures by RTC, local government, signed and stamped by the CONSULTANT) and identified as record drawings.

2.1.Q Construction Contingency (Optional)

This is a contingency for miscellaneous increases within the scope of this contract in the performance of services under Tasks 2.1.L. to 2.1.P. –Additionally, miscellaneous design services to support right-of-way acquisition and other undetermined design changes requested and directed by the RTC are anticipated under this optional item. If CONSULTANT determines that it is necessary to perform work to be paid out of contingency, CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's prior written approval.

EXHIBIT B1
Amended Fee Proposal for the Pembroke Drive Capacity and Safety Project

Task No.	Description	Principal	Associate	Senior II	Project II	Senior Designer	CAD Designer	Staff I	Senior Construction Manager	Construction Inspector/Senior Technician	Field Scientist	Clerical	Expenses	Subconsultant	Agreement Totals	Amendment 1 Changes	Amendment 1 Totals
	Hourly Rate	$300.00	$245.00	$215.00	$195.00	$170.00	$150.00	$155.00	$160.00	$140.00	$115.00	$105.00					
2.1A	**Project Management**	**0**	**210**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**			258		
1	Team and Project Management		158									48			$43,750.00		
2	Project Coordination		52										$50		$12,790.00		
3	Additional Project Management Per Amendment 1															$5,000.00	
	Subtotal Fees	**$0.00**	**$51,450.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$5,040.00**	**$50.00**	**$0.00**	**$56,540.00**	**$5,000.00**	**$61,540.00**
2.1B	**Investigation of Existing Conditions**	**30**	**26**	**0**	**298**	**91**	**0**	**96**	**0**	**12**	**0**	**4**			557		
2.a	Condition Survey	1	2		4			4		8			$115.00		$3,425.00		
2.b	Concrete Condition Survey					1				4			$50.00		$780.00		
3.a	Traffic Analysis		2		8			4							$2,670.00		
4	Geotechnical Investigation	2	4		12	2		4						$43,475.00	$48,355.00		
6	Develop Feasible Alternative	2	8		12	4		16							$8,060.00		
8	Develop Recommended Alternative	2	4		12	4		12							$6,460.00		
9a	Utility Investigation	2			14			32					$50.00		$8,340.00		
9b	Utility Coordination	16			220	80							$150.00		$61,450.00		
10	Prepare Written Report	5	6		16			24				4			$10,230.00		
11	Additional Investigation of Conditions Per Amendment 1															$60,500.00	
	Subtotal Fees	**$9,000.00**	**$6,370.00**	**$0.00**	**$58,110.00**	**$15,470.00**	**$0.00**	**$14,880.00**	**$0.00**	**$1,680.00**	**$0.00**	**$420.00**	**$365.00**	**$43,475.00**	**$149,770.00**	**$60,500.00**	**$210,270.00**
2.1C	**Topographic Mapping**	**0**	**0**	**0**	**0**	**4**	**0**	**16**	**0**	**0**	**0**	**0**			20		
1	Topographic Survey					4		16						$34,000.00	$37,160.00		
	Subtotal Fees	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$680.00**		**$2,480.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$34,000.00**	**$37,160.00**	**$0.00**	**$37,160.00**
2.1D	**Right of Way Engineering (Optional)**	**9**	**0**	**0**	**36**	**94**	**0**	**66**	**0**	**0**	**0**	**0**			205		
1	Preliminary Title Reports	1			17	2							$50.00	$10,000.00	$14,005.00		
2	Boundary Survey, Legal Descriptions, and PTCs	2			15	60		18					$50.00	$26,000.00	$42,565.00		
3	Right-of-Way Setting	2			4	24							$50.00		$5,510.00		
4	Right-of-Way Maps	4				8		48					$150.00		$10,150.00		
5	Additional Right of Way Engineering Per Amendment 1															$8,500.00	
	Subtotal Fees	**$2,700.00**	**$0.00**	**$0.00**	**$7,020.00**	**$15,980.00**	**$0.00**	**$10,230.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$300.00**	**$36,000.00**	**$72,230.00**	**$8,500.00**	**$80,730.00**
2.1E	**Public Outreach**	**10**	**0**	**0**	**0**	**69**	**0**	**0**	**0**	**0**	**0**	**0**			79		
1	Public Information Meetings	8				45							$250.00		$10,300.00		
2	One-on-One Meetings	2				24							$50.00		$4,730.00		
3	Reduced Public Outreach per Amendment 1															($10,000.00)	
	Subtotal Fees	**$3,000.00**	**$0.00**	**$0.00**	**$0.00**	**$11,730.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$300.00**	**$0.00**	**$15,030.00**	**($10,000.00)**	**$5,030.00**
2.1F	**Preliminary Design**	**60**	**56**	**0**	**232**	**286**	**260**	**370**	**40**	**0**	**0**	**16**			1,320		
1	Alternatives Development	10	16		32	80	20	40					$100.00	$3,000.00	$39,060.00		
2	Traffic Analysis	2				6								$20,000.00	$21,620.00		
3	Prepare 30% P&E	24	16		80	80	100	120	16			8	$500.00	$6,600.00	$84,420.00		
4	Prepare 60% P&E	24	24		120	120	140	210	24			8	$500.00	$18,000.00	$133,610.00		
	Subtotal Fees	**$18,000.00**	**$13,720.00**	**$0.00**	**$45,240.00**	**$48,620.00**	**$39,000.00**	**$57,350.00**	**$6,400.00**	**$0.00**	**$0.00**	**$1,680.00**	**$1,100.00**	**$47,600.00**	**$278,710.00**	**$0.00**	**$278,710.00**
2.1G	**Hydrologic and Hydraulic Analysis**	**14**	**68**	**0**	**196**	**0**	**0**	**0**	**16**	**0**	**0**	**10**			304		
1	Data Collection and Verification	2	8		16							2	$50.00		$5,940.00		
2	Flood Analysis and Mitigation Design	4	30		80				16				$50.00		$26,760.00		
3	Draft and Final Drainage Report	8	30		100							8	$150.00		$30,240.00		
	Subtotal Fees	**$4,200.00**	**$16,660.00**	**$0.00**	**$38,220.00**	**$0.00**	**$0.00**	**$0.00**	**$2,560.00**	**$0.00**	**$0.00**	**$1,050.00**	**$250.00**	**$0.00**	**$62,940.00**	**$0.00**	**$62,940.00**
2.1H	**Final Design**	**66**	**80**	**0**	**176**	**180**	**220**	**304**	**44**	**0**	**0**	**24**			1,094		
1.a	Prepare 90% PS&E	40	60		100	120	140	220	32			24	$500.00	$35,000.00	$164,840.00		
1.a	Prepare 100% and Final PS&E	20	20		60	60	80	60					$500.00	$13,000.00	$67,600.00		
2	Prepare Final Engineer's Estimate	6			16			24	12				$25.00		$10,585.00		
3	Additional Final Design Per Amendment 1															$16,000.00	
	Subtotal Fees	**$19,800.00**	**$19,600.00**	**$0.00**	**$34,320.00**	**$30,600.00**	**$33,000.00**	**$47,120.00**	**$7,040.00**	**$0.00**	**$0.00**	**$2,520.00**	**$1,025.00**	**$48,000.00**	**$243,025.00**	**$16,000.00**	**$259,025.00**
2.1I	**Regulatory Compliance, Permitting, and Approvals**	**8**	**140**	**38**	**144**	**0**	**40**	**206**	**0**	**0**	**60**	**13**			649		
1	**Environmental and Cultural Resources Inventory Technical Reports (Optional)**																
1.a	Aquatic Resources Delineation and Report	1	34					58			28	2	$240.00		$21,290.00		
1.b	Special Status Species Memorandum **(Optional)**	1	12					32			14	1	$240.00		$10,155.00		
1.c	Cultural Resources Investigation **(Optional)**	4		38	108						18	4	$340.00		$33,260.00		
2	**USACE and NDEP Permit Applications (Optional)**																
2.a	USACE Nationwide Permit 14 (NWP 14) Application		38		12			54				2	$25.00		$20,255.00		
2.b	NDEP Water Quality Certification (WQC) Application		30					36				2	$50.00		$13,190.00		
2.c	NDEP Working in Waterway (WiW) Permit Application		26					26				2	$250.00		$10,860.00		
3	**NDOT Encroachment Permit Application**	2			24		40						$200.00		$11,480.00		
4	Reduced Regulatory Compliance/Permitting per Amendment 1															($80,000.00)	
	Subtotal Fees	**$2,400.00**	**$34,300.00**	**$8,170.00**	**$28,080.00**	**$0.00**	**$6,000.00**	**$31,930.00**	**$0.00**	**$0.00**	**$6,900.00**	**$1,365.00**	**$1,345.00**	**$0.00**	**$120,490.00**	**($80,000.00)**	**$40,490.00**
2.1J	**Bidding Services**	**2**	**0**	**0**	**18**	**24**	**16**	**0**	**0**	**0**	**0**	**4**			64		
1	Distribute Final PS&E				4		4					2			$1,590.00		
2	Conduct Pre-Bid Meeting & Addenda	2			8	24	12						$25.00	$2,400.00	$10,465.00		
3	Attend Bid Opening & Tabulate Bids				6							2	$25.00		$1,405.00		
	Subtotal Fees	**$600.00**	**$0.00**	**$0.00**	**$3,510.00**	**$4,080.00**	**$2,400.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$420.00**	**$50.00**	**$2,400.00**	**$13,460.00**	**$0.00**	**$13,460.00**

2.1K	**Design Contingency**																
1	Additional Traffic Analysis													$5,000.00	$5,000.00		
2	Four Lane Alternative	6	2		8	60	12					4			$16,270.00		
3	Additional Topographic Mapping		1			2		6						$13,500.00	$15,015.00		
4	Signal Modification Design		1											$23,000.00	$23,245.00		
5	Additional Topographic Mapping & Grading (South)		2			6		30						$4,800.00	$10,960.00		
6	Additional Surveying (Pembroke/Veterans)														$4,510.00		
	Subtotal Fees														**$75,000.00**	**$0.00**	**$75,000.00**
	Sub-Total Design Services	**$59,700.00**	**$142,100.00**	**$8,170.00**	**$214,500.00**	**$127,160.00**	**$80,400.00**	**$163,990.00**	**$16,000.00**	**$1,680.00**	**$6,900.00**	**$12,495.00**	**$4,785.00**	**$211,475.00**	**$1,124,355.00**	**$0.00**	**$1,124,355.00**
Task No.	Description	Principal	Associate	Senior II	Project II	Senior Designer	CAD Designer	Staff II	Senior Construction Manager	Construction Inspector/Senior Technician	Field Scientist	Clerical	Expenses	Subconsultant	**Agreement Totals**	**Amendment 1 Changes**	**Amendment 1 Totals**
	Hourly Rate	$300.00	$245.00	$215.00	$207.00	$180.00	$159.00	$180.00	$170.00	$149.00	$122.00	$111.00					
2.1L-Q	**Construction Services Amendment 1**	**16**	**80**	**16**	**0**	**132**	**0**	**125**	**656**	**1600**	**104**	**24**			2,218		2,753
L.	Contract Administration	12	80	16		120		60	640			24	$750.00	$19,000.00	$167,300.00	$22,954.00	$190,254.00
M.	Construction Surveying													$72,500.00	$68,000.00	$4,500.00	$72,500.00
N.	Inspection									1,600	104		$22,500.00		$199,335.00	$74,253.00	$273,588.00
O.	Materials Testing													$189,427.00	$122,715.00	$66,712.00	$189,427.00
P.	As-Builts	4				12		65	16				$150.00	$5,000.00	$15,560.00	$7,370.00	$22,930.00
Q.	Construction Contingency														$50,000.00	$25,000.00	$75,000.00
	Subtotal Construction Services Fees	**$4,800.00**	**$19,600.00**	**$3,440.00**	**$0.00**	**$23,760.00**	**$0.00**	**$22,500.00**	**$111,520.00**	**$238,400.00**	**$12,688.00**	**$2,664.00**	**$23,400.00**	**$285,927.00**	**$622,910.00**	**$200,789.00**	**$823,699.00**
	Total Fees	**$64,500.00**	**$161,700.00**	**$11,610.00**	**$214,500.00**	**$150,920.00**	**$80,400.00**	**$186,490.00**	**$127,520.00**	**$240,080.00**	**$19,588.00**	**$15,159.00**	**$28,185.00**	**$497,402.00**	**$1,747,265.00**	**$200,789.00**	**$1,948,054.00**

PKE and GCW
CME
BBV
PKE
Headway
Title Company - TBD

	Agreement Totals		**Amendment 1 Totals**
Design Services (Tasks 2.1A-C, 2.1E-H and 2.1J)	**$856,635.00**	Tasks 2.1A-C, 2.1E-H and 2.1J	**$928,135.00**
Optional Services (Task 2.1D, 2.1I and 2.1L-Q)	**$815,630.00**	Task 2.1D and 2.1I	**$121,220.00**
Design Contingency (Task 2.1K)	**$75,000.00**	Task 2.1K	**$75,000.00**
EDC Services		Tasks L-P	**$748,699.00**
EDC Contingency		Task Q	**$75,000.00**
	$1,747,265.00		**$1,948,054.00**

EXHIBIT B2 - RTC PEMBROKE DRIVE CAPACITY AND SAFETY PROJECT (AMENDMENT #1)
SCHEDULE OF CHARGES 2025

PROFESSIONAL SERVICES

Principal	$300/hour
Associate	$245/hour
Senior II	$215/hour
Senior I	$215/hour
Project II	$207/hour
Project I	$191/hour
Staff II	$180/hour
Staff I	$164/hour

TECHNICAL SERVICES

Senior Construction Manager	$170/hour
Construction Inspector	$149/hour
Senior Designer	$180/hour
CADD Designer	$159/hour
CADD/GIS Technician	$138/hour
Senior Field Scientist	$143/hour
Field Scientist	$122/hour
Senior Technician	$149/hour
Field/Engineering Technician	$122/hour
Project Administrator	$138/hour
Technical Editor	$122/hour
Clerical	$111/hour

CONTRACT LABOR

From time to time, NCE retains outside professional and technical labor on a temporary basis to meet peak workload demands. Such contract labor will be charged at regular Schedule charges.

LITIGATION SUPPORT

Engineer/Scientist	$403/hour
Court Appearances & Depositions	$610/hour

EQUIPMENT

Plotter Usage	(separate fee schedule)
Truck	$130/day
Automobile	IRS Standard Mileage Rate+15%
Falling Weight Deflectometer Testing	$5,000/Day
Coring	$6,000/Day
Environmental Equipment	(separate fee schedule)

COMMUNICATION/ REPRODUCTION

In-house costs for postage, printing and copying ..... project labor charges x 5%

TERMS

Billings are payable upon presentation and are past due 30 days from invoice date. A finance charge of 1.5% per month, or the maximum amount allowable by law, will be charged on past-due accounts. NCE makes no warranty, either expressed or implied, as to its findings, recommendations, specifications, or professional advice except that they are prepared and issued in accordance with generally accepted professional practice.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.3.2**

To: Regional Transportation Commission

From: Kimberly Diegle, Project Manager

SUBJECT: Prater Way Rehabilitation Project ICA with City of Sparks

RECOMMENDED ACTION

Approve a Reimbursement Agreement with the City of Sparks for betterment improvements on the Prater Way Rehabilitation Project, including sanitary sewer improvements, storm drain improvements, and fiber line relocation, with the City of Sparks reimbursing the RTC for the actual costs of the improvements.

BACKGROUND AND DISCUSSION

The RTC is advancing the Prater Way Rehabilitation Project, which includes pavement rehabilitation and multimodal improvements within City of Sparks right-of-way.

During the design process, the City of Sparks identified betterments - sanitary sewer improvements, storm drain improvements, and fiber line relocation - that fall outside the standard scope of the RTC's roadway project but can be efficiently incorporated into the project's plans, specifications, and construction.

Per RTC Management Policy P-64, local jurisdiction improvements requested by a city may be included in an RTC project provided the local jurisdiction agrees to pay for those improvements, and the financial responsibilities are reflected in a Board-approved agreement. This approach is consistent with the RTC's established practice of incorporating City-requested betterments into active roadway projects. Incorporating these betterments into the current project reduces overall costs and minimizes future traffic disruptions compared to completing them as standalone projects at a later date.

Construction of the Project and betterments is expected to begin in June 2026 and be complete in November 2026.

FISCAL IMPACT

The City of Sparks will reimburse the RTC for the actual costs associated with the betterments, not to exceed the portion of the awarded bid amount attributable to those improvements, nor the estimated cost in the agreement, unless otherwise agreed by the parties. Fuel Tax appropriations for the reimbursable costs identified in the Interlocal Cooperative Agreement will be included in the FY 27 budget.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

INTERLOCAL AGREEMENT
PRATER WAY REHABILITATION PROJECT
FOR REIMBURSEMENT

This Agreement is dated and effective as of _____, 2026 by and between the Regional Transportation Commission of Washoe County ("RTC") and the City of Sparks, Nevada (the "City").

W I T N E S E T H:

WHEREAS, the parties to this Agreement are public agencies and authorized to enter into agreements in accordance with Chapter 277 of NRS; and

WHEREAS, RTC is delivering the Prater Way Rehabilitation Project (the "Project") as part of its Regional Street and Highway Program, and expects to begin construction of the Project in June 2026; and

WHEREAS, RTC is funding the Project with local fuel taxes; and

WHEREAS, the City desires to construct specific improvements as described in Exhibit A (the "Betterments"); and

WHEREAS, the RTC is willing to incorporate the Betterments into the Project drawings, details, and specifications and subsequently construct the Betterments as part of the Project; and

WHEREAS, the City will reimburse the RTC for the actual costs of the Betterments as provided in this Agreement; and

NOW, THEREFORE, in consideration of the mutual promises contained herein and for other good and valuable consideration, it is hereby agreed by and between the parties hereto as follows:

ARTICLE I - RTC AGREES:

1. To provide drawings, details, specifications, and construction, including but not limited to, inspection, quality assurance testing, administration, and project management of the Betterments. Drawings, details, and specifications shall be subject to review and approval by the City.

2. To prepare solicitation documents for the Project that include the Betterments and, following receipt of bids, award a construction contract in accordance with Chapter 338 of Nevada Revised Statutes.

3. To provide the City, upon determination of the apparent low bidder, the total cost of the Betterments outlined in Exhibit A. The total cost submitted by the low bidder shall not exceed the estimated cost in Exhibit A unless the City additionally agrees after receipt of additional information from the low bidder that the actual quantity of the Betterments exceeds the estimated quantity of the Betterments, or the parties mutually agree to an additional sum.

4. To allow the City or its authorized agents to review and approve contract change orders associated with the construction of the Betterments.

5. To execute change orders associated with the Betterments upon written approval from the City or its authorized agents.

6. To invoice the City at the completion of the Project, for the actual costs associated with the Betterments, not to exceed that portion of the awarded bid amount that relates to the Betterments unless otherwise agreed to by the Parties.

ARTICLE II - CITY AGREES:

1. To review the Betterments in the drawings, details, and specifications prepared by the RTC and its agents.

2. To direct all questions or requests pertaining to the Betterments to the RTC Project Manager and designate a City representative to respond to issues or questions relating to the Betterments.

3. To perform timely review and provide RTC Project Manager with prompt input relating to the approval, modification, or disapproval of contract change orders related to the Betterments and to reimburse the RTC for costs that result from the approved contract change orders. For purposes of this Agreement, actual costs include, but are not limited to, additional engineering, change orders, and compensable delays caused by the conditions related to such changes.

5. To reimburse the RTC for actual costs associated with the Betterments not to exceed that portion of the awarded bid amount that relates to the Betterments unless otherwise agreed to by the Parties. The reimbursable costs include, but are not limited to, those costs reasonably incurred during construction as described in Exhibit A attached. City will remit payment within thirty (30) calendar days following the receipt of an invoice from the RTC and, if not timely paid, to pay interest as provided in NRS 99.040.

ARTICLE III - IT IS MUTUALLY AGREED:

1. Each party will cooperate with the other party and their agents in carrying out their respective responsibilities under this Agreement.

2. Each party will assist the other party in communicating with the public regarding the provisions of this Agreement.

3. Subject to and without waiving the liability limitations in NRS Chapter 41, each party agrees to indemnify, defend and hold harmless the other party to the extent provided by law from and against any liability including, but not limited to, property damage, personal injury or death, proximately caused by the negligent or intentional acts or omissions of its officers, agents and employees arising out of the performance of this Agreement.

4. The laws of the State of Nevada shall be applied in interpreting and construing this Agreement.

5. The legality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of this Agreement.

6. This Agreement constitutes the entire understanding between the parties and shall not be modified unless in writing and signed by the parties.

7. It is not intended and this Agreement shall not be construed to provide any person or entity not a party to this Agreement, with any benefits or cause of action or to obligate the parties to this Agreement to any entity or person not a party to this Agreement.

8. In the event either party initiates litigation to enforce the terms of this Agreement, the prevailing party shall be entitled to recover its costs, including reasonable attorneys' fees.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by duly authorized representatives.

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY

BY: _____
Bill Thomas, ACIP, Executive Director

CITY COUNCIL OF SPARKS, NEVADA

By: _____
Ed Lawson, Mayor

ATTEST:

BY: _____
City Clerk

APPROVED AS TO FORM:

BY: _____
City Attorney's Office

Exhibit A

Description of Betterments:
Sanitary Sewer improvements at 4th Street/Prater Way and associated surface improvements, storm drain improvements at Dilworth Middle School and associated surface improvements, and traffic interconnect and police department fiber line relocation as requested by the City of Sparks in accordance with the drawings and specifications for the Project.

*Estimate Cost of the Betterments:

4th Street Sewer Construction (Exhibit A-1):	$182,300.00
Dilworth Storm Drain Construction (Exhibit A-2):	$65,500.00
Fiber Interconnect and PD Relocation (Exhibit A-3) 50% Share:	$161,200.00
Contingency (10%):	$40,900.00
TOTAL ESTIMATED AMOUNT	$449,900.00

Notes
* Based on Engineer's Opinion of Probable Construction Cost at 100% design, included as Exhibits A-1, A-2, and A-3. Costs included estimates for direct bid item construction costs associated with the Betterments.

Exhibit A-1

Date 3/12/2026

OPINION OF PROBABLE CONSTRUCTION COST - 100% (4th STREET SEWER)

RTC Prater Way Rehabilitation Project

Contract No. 0222031

PWP# WA-2026-298

Bid Item	Description	Unit	Unit Cost	Qty Total	Cost Total
6	Protect and Adjust Existing Standard or Traffic Rated Electrical Box to New Finish Grade		$1,300.00	2	$ 2,600.00
14	Remove and Replace PCC Curb & Gutter (Type 1 or Rolled)		$75.00	104	$ 7,800.00
18	Remove and Replace 4.5' or 6' High Fencing and Gates (Chain-Link, Wood, Wrought Iron), (Contingent Item)	LF	$120.00	213	$ 25,560.00
22	Remove and Replace PCC Sidewalk or Flatwork (4" Type II Class B Aggregate Base, 4" PCC)		$23.00	335	$ 7,705.00
25	Remove and Replace PCC Residential Driveway Apron		$24.00	96	$ 2,304.00
26	Remove and Replace PCC Driveway Transition		$24.00	355	$ 8,520.00
33	Install Permanent Bituminous Roadway Pavement Patch	SF	$16.00	303	$ 4,848.00
35	Perform Landscape Restoration	SF	$12.00	155	$ 1,860.00
48	Salvage and Reinstall Type 4R Storm Drain Catch Basin for Sewer Pipe Installation	EA	$2,500.00	1	$ 2,500.00
58	Remove Existing Storm Drain Pipe and Install New 21" RCP (Contingent Item)	LF	$400.00	20	$ 8,000.00
59	Install New Type 1 Sanitary Sewer Manhole	EA	$15,000.00	2	$ 30,000.00
60	Slurry Backfill at Storm Sewer Crossing	EA	$3,500.00	1	$ 3,500.00
61	Core Drill Into Existing Sanitary Sewer Manhole	EA	$1,500.00	2	$ 3,000.00
62	Grout Fill Existing Sanitary Sewer Pipe	LF	$75.00	164	$ 12,300.00
63	Install New 8" SDR-35 PVC Pipe	LF	$350.00	8	$ 2,800.00
64	Install New 10" SDR-35 PVC Pipe	LF	$375.00	156	$ 58,500.00
68	Salvage and Reinstall Crosswalk Push Button (Contingent Item)	EA	$500.00	1	$ 500.00
					$ 182,297.00

Notes: 1) This estimate of probable construction cost is the Engineer's best judgement as a professional engineer generally familiar with this type of construction. However, since the Engineer has no control over market conditions, the Engineer does not guarantee that proposals, bids, or actual construction cost will not vary from this estimate.

2) **Bold** number indicates the unit price is set by the contract. RTC to establish final price.

Exhibit A-2

Date 3/12/2026

OPINION OF PROBABLE CONSTRUCTION COST - 100% (DILWORTH STORM DRAIN)

RTC Prater Way Rehabilitation Project

Contract No. 0222031

PWP# WA-2026-298

Bid Item	Description	Unit	Unit Cost	Qty Total	Cost Total
15	Remove and Replace PCC Post Curb		$70.00	57	$ 3,990.00
22	Remove and Replace PCC Sidewalk or Flatwork (4" Type II Class B Aggregate Base, 4" PCC)		$23.00	122	$ 2,806.00
32	Install Permanent Bituminous Pavement Patch, Behind Driveway and/or Sidewalk	SF	$10.00	116	$ 1,160.00
35	Perform Landscape Restoration	SF	$12.00	202	$ 2,424.00
50	Remove Existing Storm Drain Structure and Replace With Type IV Storm Drain Manhole	EA	$20,000.00	1	$ 20,000.00
57	Install New 18" RCP Storm Drain Pipe	LF	$450.00	78	$ 35,100.00
					$ 65,480.00

Notes: 1) This estimate of probable construction cost is the Engineer's best judgement as a professional engineer generally familiar with this type of construction. However, since the Engineer has no control over market conditions, the Engineer does not guarantee that proposals, bids, or actual construction cost will not vary from this estimate.

2) **Bold** number indicates the unit price is set by the contract. RTC to establish final price.

Exhibit A-3

OPINION OF PROBABLE CONSTRUCTION COST - 100% (FIBER INTERCONNECT AND SPD RELOCATION)

RTC Prater Way Rehabilitation Project Contract No. 0222031

PWP# WA-2026-298

Bid Item	Description	Unit	Unit Cost	Qty Total	Cost Total
65	Demo and Abandon Existing Splice Box or Communications Structure	EA	$1,000.00	3	$ 3,000.00
66	Install New Communications Manhole	EA	$4,000.00	4	$ 16,000.00
67	Install New City of Sparks Fiber Line (Contingent Item)	LF	$180.00	1,560	$ 280,800.00
69	Perform Interconnect Conduit Splice (Contingent Item)	EA	$7,500.00	3	$ 22,500.00
				TOTAL BASE BID ESTIMATE =	**$ 322,300.00**
				50% COS REIMBURSEMENT =	**$ 161,150.00**

Notes:

1) This estimate of probable construction cost is the Engineer's best judgement as a professional engineer generally familiar with this type of construction. However, since the Engineer has no control over market conditions, the Engineer does not guarantee that proposals, bids, or actual construction cost will not vary from this estimate.
2) City of Sparks to reimburse 50% of the cost to trench and install (1) 3" conduit for Sparks Police Department (SPD) fiber line and (2) 3" conduit for traffic signal interconnect. Fiber line relocation is to only occur offset of extents of existing COS fiber bank that will not have sufficient cover in the proposed condition. Limits from Sparks City Hall to Stanford Way.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.3.3**

To: Regional Transportation Commission

From: Kimberly Diegle, Project Manager

SUBJECT: Prater Way Rehabilitation Project PSA Amendment No. 1

RECOMMENDED ACTION

Approve Amendment No. 1 to the contract with Lumos & Associates, Inc., for engineering during construction services in connection with the Prater Way Rehabilitation Project, in the amount of $686,370, for a new total not-to-exceed amount of $1,315,660.

BACKGROUND AND DISCUSSION

The Prater Way Rehabilitation Project will reconstruct pavement and deliver multimodal improvements along Prater Way from Pyramid Way to Stanford Way in Sparks. Additional slurry seal treatment is included for striping modifications extending east of Probasco Way. Other improvements include sidewalk, driveway, and pedestrian ramp upgrades, expanding the pedestrian path to a minimum 5-foot width, upgrading curb and gutter, bus stops, utility adjustments, storm drain inlet upgrades, signage, and flashing beacons. Sparks City Council accepted the striped Road Diet concept from Seventh Street to Probasco Way, which includes one travel lane in each direction, a center turn lane, buffered bicycle lands and on-street parking on the north side of the street.

On September 20, 2024, the Board approved a Professional Services Agreement (PSA) with Lumos & Associates, Inc. ("Lumos") to provide engineering services for the Project in an amount not-to-exceed $629,290. Lumos was selected from the Civil Engineering Design and Construction Management Services for the Streets & Highways Program Qualified List.

Lumos completed final design in March 2026. This Amendment No. 1 expands the scope of services to include Engineering During Construction (EDC) services required to construct the Project improvements. These services include construction administration, inspection, testing, surveying, and development of as-built record drawings.

Construction is anticipated to begin in June 2026 and be complete in November 2026.

FISCAL IMPACT

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

PREVIOUS BOARD ACTION

9/20/2024 - Approved a contract with Lumos & Associates, Inc., to provide engineering services for the Prater Way Rehabilitation Project from Pyramid Way to Stanford Way, in an amount not-to-exceed $629,290.

AMENDMENT NO. 1

The Regional Transportation Commission of Washoe County ("RTC") Lumos and Associates, Inc. ("CONSULTANT") entered into an agreement dated September 20, 2024 (the "Agreement"). This Amendment No. 1 is dated and effective as of _____.

RECITALS

WHEREAS, the parties entered into the Agreement in order for CONSULTANT to provide engineering design services in connection with the Prater Way Rehabilitation Project (the "Project"),

WHEREAS, the term of the Agreement is through December 31, 2026;

WHEREAS, the parties have determined that there is a need to amend the Agreement to extend the expiration date to June 30, 2027, due to the anticipated construction timeline and post-construction multimodal traffic counts;

WHEREAS, the parties have determined that there is a need to amend the Agreement to include scope and compensation for engineering during construction services at an additional cost of $686,370;

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 3.1 shall be replaced in its entirety with the following:

   CONSULTANT shall be paid for hours worked at the hourly rates and rates for testing in Exhibit B-1, B-1.2, B-2, and B-2.2, inclusive. RTC shall not be responsible for any other costs or expenses except as provided in Exhibit B-2 and B-2.2.

2. 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-2.2. 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	$609,290
Design Contingency	$20,000
EDC Services	$656,370
EDC Contingency	$30,000
Total Not-to-Exceed Amount	$1,315,660

3. Section 13.1 NOTICE for CONSULTANT shall be replaced with:

CONSULTANT: Dan Stucky, P.E.
Director of Engineering
Alex Greenblat, P.E.
Group Manager, Engineering
Lumos and Associates, Inc.
950 Sandhill Road, Suite 100
Reno, Nevada 89521
Email: agreenblat@lumosinc.com
(775) 827-6111

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

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

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

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

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By:_____
Bill Thomas, AICP, Executive Director

LUMOS & ASSOCIATES, INC.

By:_____
Dan Stucky, P.E., Director of Engineering

EXHIBIT A-1

SCOPE OF SERVICES
FOR THE
PRATER WAY REHABILITATION PROJECT
AMENDMENT NO. 1

Original Contract: The Regional Transportation Commission (RTC) has identified Prater Way for rehabilitation with the following limits: Prater Way from E/S Pyramid Way (NDOT) to E/S Stanford Way. Additional sections may be included for micro surface treatment to 10th street to the West and Probasco Way to the East.

Prater Way from E/S Pyramid Way to E/S Stanford Way is depicted as City of Sparks Right-of-Way per the Washoe Regional Mapping System. Pyramid Way is Nevada Department of Transportation (NDOT) Right-of-Way.

The Scope of Services for the Prater Way Rehabilitation Project (Project) is anticipated to include eligible Improvements per the 2023 Street & Highway Program Policy, including but not limited to: portions of sidewalk, curb, gutter, driveway, bus stops, and pedestrian ramp evaluation and replacement, pavement reconstruction and micro surface treatments, utility adjustments, storm drain inlet upgrades, striping modifications, and signage.

Amendment No. 1: The Regional Transportation Commission (RTC) is scheduled to proceed with construction on Prater Way in Summer/Fall 2026 with a 125 working day schedule. Tasks 11 through 17 have been added to the contract with this amendment and include construction administration, construction surveying, full-time construction inspection, materials testing, project closeout, and construction services contingency.

1. PROJECT MANAGEMENT

Original Contract: Management of the overall project will include scheduling of CONSULTANT staff resources, coordinating with agencies, specifically City of Sparks, scheduling, invoicing, and general project administration. Detailed monthly invoices will be prepared to document work performed during the invoicing period.

CONSULTANT'S Project Manager will facilitate and assist in coordination of: Project Kick off meeting, alternative analysis meeting, and preliminary design, 90% and 100% design review meetings, as required by RTC. CONSULTANT will compile agendas and provide meeting minutes.

CONSULTANT'S Project Manager will keep the RTC Project Manager well informed of Project progress with bi-weekly progress meetings.

The assumed duration for this task is approximately 18 months.

Deliverables:

- Various meeting agendas and minutes
- Monthly invoices and summaries

Amendment No. 1: No change

2. TOPOGRAPHIC MAPPING

Original Contract: CONSULTANT will establish a horizontal and vertical survey control network on-site, referenced to the Nevada State Plane Coordinate System, West Zone, NAD83 and based on the City of Sparks Benchmarks using a local combined scale factor to establish ground values for the project. Existing survey monuments will be located and re-established in the field. CONSULTANT will utilize the survey control network to complete a topographic survey within: Prater Way roadway Right-of-Way from E/S Pyramid Way (NDOT) to E/S Stanford Way. Additional topo will be obtained extending to 10th Street to the West and to Probasco Way to the East. This survey can be supplemented using the aerial as we are focused on striping, lip of gutter, and existing utility lids. Cross streets will be surveyed approximately 50' beyond the returns along Prater Way.

A project basemap will be created using a combination of aerial photogrammetry and ground collected survey field shots. The project will be flown at an appropriate elevation to obtain a horizontal scale of 1"=20' with a 1' contour interval consistent with National Map Accuracy Standards. Field shots using conventional surveying methods will be obtained at critical locations such as concrete curb, handicap ramps, utilities, overhead utility lines and storm drain features to be combined with the aerial digital terrain model to supplement the basemap. A digital terrain model, topographic basemap, and color orthophoto will be generated using the combination of ground and aerial collected data and utilized for design purposes.

CONSULTANT will investigate and locate subsurface utilities within the roadway right-of-way, and areas reasonably affected, in accordance with the American Society of Civil Engineers Standard guideline for the Collection and Depiction of Existing Subsurface Utility Data, Quality Level C. Catch basins and storm drain manholes will be dipped as needed for inclusion into the base map. Lumos will request the most recent City of Sparks dip sheets to supplement field information. Lumos will provide traffic control for subsurface utility investigation, which is anticipated to take two days based upon the level of traffic control required for the volumes of traffic anticipated.

The record Right-of-Way information will be shown on the project plans. No resolution of Right-of-Way is included in this task.

Amendment No. 1: No change

3. RIGHT-OF-WAY ENGINEERING

Prater Way from E/S Pyramid Way to E/S Stanford Way shall be the limits associated with Work under Task 3. CONSULTANT shall request approval from the RTC Project Manager to proceed with Right of Way Engineering Services.

3.1. Preliminary Title Reports

Original Contract: It is estimated that a total of up to (12) Temporary Construction Easements (TCEs) and/or Permanent Easements (PEs) may be required for construction of bus stops, pedestrian path sidewalk, and ramp improvements. CONSULTANT will obtain up to twelve (12) preliminary title reports including exceptions and updates. CONSULTANT will review the assessor parcel map, address, and owner information within the title reports and verify the document links within the title report are correct and functioning. CONSULTANT will coordinate necessary revisions to the preliminary title reports with the title company. CONSULTANT will deliver the electronic preliminary title reports to RTC. CONSULTANT assumes one update to each of the (12) title reports will be required for the duration of the project. CONSULTANT will coordinate the updates with the title company and deliver the updated title reports to RTC.

Amendment No. 1: No change

3.2. Boundary Survey and Legal Descriptions

Original Contract: CONSULTANT will review title reports for up to twelve (12) subject parcels to identify existing encumbrances, record mapping, parcel boundary and/or easement legal descriptions detailed within the exceptions portion of said reports. CONSULTANT will utilize County records to obtain deeds and other record data for the parcels to be surveyed. CONSULTANT will use this information to create digital AutoCAD boundary line work necessary for generating search survey coordinates for boundary monuments associated with the subject subdivisions and parcels.

CONSULTANT will then perform field boundary surveys of the subject parcels. During the field survey, existing property corners, section corners, and Right-of-Way monuments, including centerline, will be located as required to resolve the legal boundaries of the subject parcels.

CONSULTANT will utilize record boundary information in conjunction with the data gathered in the field to prepare a digital boundary base map for the subject parcels. The digital base map will depict parcel boundaries, easement boundaries, street Right-of-Ways and found boundary monuments.

CONSULTANT will utilize the boundary base map to prepare up to 12 legal descriptions and exhibit figures.

Right-of-Way appraisal, property owner negotiations, escrow coordination and title clearance are not included within this task.

Amendment No. 1: No change

3.3. Permission to Construct Agreement Exhibits

Original Contract: CONSULTANT will prepare Permission to Construct ("PTC") exhibits for up to 43 parcels. This excludes any legal descriptions relating to the PTC's. PTC's are assumed to be completed for any parcel whose driveway access fronts the affected roadway or whose property would be affected by temporary grading/construction operations for pedestrian ramps and/or bus stops.

Amendment No. 1: No change

3.4. Right-of-Way Setting

Original Contract: CONSULTANT will participate in a meeting to set the Right-of-Way requirements for the project. CONSULTANT will prepare a meeting agenda and meeting summary. CONSULTANT will prepare a Right-of-Way summary in excel format identifying all easements necessary to construct the project including acquisitions, partial acquisitions, permanent easements, public utility easements, temporary construction easements, and permissions to construct. The summary will include APN, property owner, address, easement type, easement size, easement purpose and estimated acquisition valuation and estimated Offer amount; (valuation/estimated Offer information to be provided by RTC). The summary will be updated as needed throughout the project to reflect updated vesting deeds and final easements. A roll plot exhibit will be provided for the meeting.

Amendment No. 1: No change

3.5. Right-of-Way Maps

Original Contract: CONSULTANT will prepare Right-of-Way maps including existing and proposed easements, existing right-of-way, APN, owner information, and size and type of proposed easement. The right-of-way maps will be updated as needed throughout the project to reflect updated vesting deeds and final easements.

Deliverables:

- Preliminary title reports and updated vesting deeds
- Right-of-way setting meeting agenda and summary
- Right-of-way summary in excel format
- Right-of-way maps
- Legal descriptions and exhibits
- Roll plot Exhibit
- PTC Exhibits

Amendment No. 1: No change

4. INVESTIGATION of EXISTING CONDITIONS

Prater Way from E/S Pyramid Way to E/S Stanford Way shall be the limits associated with Work under Task 4.

4.1. Concrete Condition Survey

Original Contract: CONSULTANT will evaluate bus stop pads, curb and gutter, sidewalk, and driveway approaches based upon RTC criteria. The CONSULTANT shall also evaluate existing pedestrian ramps for compliance with current ADA standards. CONSULTANT shall also evaluate the pedestrian access routes including existing pedestrian ramps, sidewalks, and driveway aprons within the project limits for compliance with current ADA standards and potential safety issues, such as sight distance and/or visibility, based upon RTC criteria.

CONSULTANT shall identify catch basin structures to be upgraded to Type 4R catch basin structures. Existing manhole covers will be evaluated within City Right-of-Way and the project limits for potential upgrades, such as, existing 36" SSMH covers being converted to 24" with adapter, or incorrect covers.

CONSULTANT will provide a recommendation on concrete replacement based upon condition and compliance standards to the RTC for consideration.

Amendment No. 1: No change

4.2. Pavement Structural Investigation

Original Contract: CONSULTANT propose**s** a field investigation that will consist of approximately four (4) test pits. Exploration depth for test pits will range from one (1) to five (5) feet below ground surface, or practical refusal, whichever comes first. CONSULTANT will collect samples of each soil type encountered within the test pits and core excavations and document the existing pavement structural section. CONSULTANT will obtain a no-cost encroachment permit from the applicable Local Entity (anticipated to be City of Sparks) for soil sampling. Traffic Control (lane closure) will be provided. CONSULTANT to provide asphalt patching per applicable specification or as directed per

Encroachment/Excavation Permit requirements. CONSULTANT will also complete the USA Dig clearance.

Representative samples of the subgrade soils encountered will be used for the following laboratory testing: soil classification, PI, moisture, gradation, and R-values. Per the 2021 RTC Structural Design Guide for Flexible Pavements, two (2) R-value tests will be conducted per sampling location. If the two (2) tests (at a location) do not fall within the ASTM D2844 precision statement, an additional R-value test will be conducted.

Results of the investigation will be summarized in an updated written report discussing site conditions, field investigation and associated laboratory testing, conclusion, and recommendations. The Pavement Structural Investigation will be supervised by, and the report will be signed/sealed by a registered Professional Engineer in the State of Nevada. A preliminary report has already been provided to the RTC, but only contained cores, and did not include any R-Value sampling or testing.

Amendment No. 1: No change

4.3. Utility Coordination

Original Contract: Based on field investigation, CONSULTANT will provide RTC a list of utility companies whose utilities are likely to be within the project limits or reasonably affected by the project. RTC will issue the initial notification to the utility agencies on the list and CONSULTANT will coordinate with the utility agencies for upcoming work, facility relocation and new installation, and to ensure utilities likely affected by the project are drawn on the plan and profile, evaluate potential conflicts through field investigation, investigate conflict resolution strategies. CONSULTANT will assist in relocation of utilities with prior rights by facilitating meetings and reviewing utility's design/cost for incorporation into a reimbursement agreement and/or incorporation of the utility work into the RTC plans.

Utility coordination meetings will be held with the RTC and affected utility companies. CONSULTANT will coordinate the meetings with the RTC Project Manager, prepare and distribute meeting agendas, and provide and distribute meeting summaries following the meeting. It is assumed two (2) utility coordination meetings will be held.

CONSULTANT will distribute design review submittals (50% and 90%) to utility agencies for review and comment. CONSULTANT will track which utility agencies were provided design review submittals as part of the design review comment matrix for each round of submittals. CONSULTANT will track and incorporate all Utility Agency review comments received into the review comment matrix for each submittal. CONSULTANT will incorporate comments received from Utility Agencies, as appropriate.

Amendment No. 1: No change

4.4. Utility Pothole Exploration

Original Contract: Should insufficient information be available from existing records to determine whether or not conflicts between the proposed work and existing utilities will occur, the CONSULTANT shall request approval from the RTC Project Manager to pothole a sufficient number of locations to make such a determination. CONSULTANT will obtain a no-cost encroachment permit from the applicable Local Entity to complete the work. USA Dig will be contacted prior to starting of potholing activities. Traffic Control (lane closure) will be provided. CONSULTANT to provide asphalt patching per applicable specification or as directed per Encroachment/Excavation Permit requirements. We have assumed up to two

(2) days of traffic control, inspection, and excavation services would be required.

Deliverables (PDF format):

- Concrete Condition Survey Markups
- Updated Pavement Structural Investigation Report

Amendment No. 1: No change

5. DEVELOP ALTERNATIVES ANALYSIS

CONSULTANT will analyze three main alternatives for complete streets or road diet options for the project based upon data obtained and recommendations developed resulting from Task 4. Among the alternatives that will be considered are:

- Re-stripe only with adding Bike Lanes
- Re-stripe Road Diet
- Road Diet by moving curb lines (Complete Streets)

5.1. Alternatives Analysis Traffic Engineering (Headway Transportation)

Original Contract: This task is for the performance of traffic engineering data collection and evaluations which will inform the alternatives analysis and recommendations for a preferred alternative.
Included in this task is:

- Perform mid-week day AM and PM peak period turning movement counts (including all travel modes) at the Pyramid Way/Prater Way intersection. School drop-off and pick-up times will be included.
- Perform a 48-hour volume/speed/classification count on Prater Way east of Pyramid Way
- Determine the design volumes and vehicle mix for pavement design purposes and provide a brief memorandum and table explaining the design traffic volumes
- Obtain the most recent crash data from NDOT and perform a crash analysis for the study limits
- Evaluate safety around Dilworth Middle School including making recommendations regarding crosswalk locations, RRFB locations, student standing areas, sight lines, and conflict reduction
- Provide a comparison (pros/cons/major issues) of up to three (3) complete street or road diet roadway layout alternatives discussing pedestrian safety, bicycle safety, school crossing needs, vehicle capacity, circulation, and turn lane needs, transit movement and stops, and traffic control device requirements
- Assist in the preparation of 30% design level alternatives exhibits
- Provide DRAFT and FINAL alternatives analysis traffic evaluation reports
- Participate in up to four (4) meetings

This task is intended to be flexible but is limited to one hundred sixty (160) hours of professional staff time.

Amendment No. 1: No change

5.2. Alternatives Analysis Summary Report

Original Contract: CONSULTANT will compile a Summary Report, including: description of alternatives analyzed, opportunities and limitations of each alternative, preliminary construction cost estimates for each

alternative based on recent bid tab data, anticipated utility impacts, considerations of extending micro surface treatments to 10th Street and Probasco Way for road diet and complete street options, and any other pertinent information that may directly impact development and consensus of the preferred design alternative. The three alternatives will be schematically designed to 30% in order to accurately analyze the different options and provide enough detail for RTC and City of Sparks to make a decision.

CONSULTANT will document concurrence reached by RTC and City of Sparks and other Stakeholders as applicable. The process of identifying the preferred design alternative shall be included in the final Alternatives Report Submittal. Findings and recommendations of CONSULTANT for all tasks identified in Task 5.1 and Task 4, with the exception of Task 4.3, Utility Coordination, shall be included in the report with backup documentation.

Amendment No. 1: No change

6. AGENCY COORDINATION & PUBLIC OUTREACH

6.1. Public Information Meeting

Original Contract: CONSULTANT will prepare applicable exhibits for and attend one (1) public information meeting. A virtual presentation will be made by RTC to properties adjacent to the project work zone to discuss project improvements, limits, scope, tentative schedule, traffic controls, driveway access, public notification requirements, and concerns of adjacent properties before the plans and specifications are finalized.

CONSULTANT will also participate in and provide a meeting summary for one (1) pre public information meeting with RTC Staff to discuss and review exhibits, topics, and appropriate responses to questions.

CONSULTANT will provide RTC with all publicly viewed information two weeks prior to their public release for review and comment.

It is assumed RTC will identify appropriate venues, design and place print ads, prepare mailers and press releases, cover the direct costs associated with the meeting venues, print ads, court reporter, Spanish translator, and mailers and those costs are not included as part of the CONSULTANT'S fee.

Deliverables:

- Public information meeting exhibits
- Pre public information meeting summary

Amendment No. 1: No change

6.2. Key Stakeholder Coordination (City of Sparks, WCSD, Safe Routes to School)

Original Contract: CONSULTANT will be available for one-on-one briefings/meetings with and presentations to community stakeholders as requested by the RTC Project Manager. It is anticipated that the CONSULTANT will attend up to two (2) one-on-one presentations and/or meetings during this Project. RTC Project Manager will coordinate, set up, and conduct the meetings. CONSULTANT will provide meeting minutes as directed by RTC.

Deliverables:

- Community stakeholder meeting exhibits and summaries

Amendment No. 1: No change

6.3. NDOT Permitting

Original Contract: CONSULTANT will proceed with Task 6.3 upon approval from the RTC Project Manager.
CONSULTANT anticipates the following scope of work relating to NDOT permitting:
Limits of Improvement:

- Either side of Prater Way/Pyramid Way intersection.

Anticipated Civil Design Elements:

- Asphalt reconstruction and/or micro surfacing, utility adjustments, striping, and potentially PCC curb and gutter, sidewalk, and pedestrian ramp replacement.
    - CONSULTANT will provide new improvement design and will produce improvement plans, traffic control plans, and permit application, with the intent of submitting for an NDOT Type VI 'Miscellaneous' Occupancy Permit.

RTC will submit an Occupancy Permit application prepared by the CONSULTANT. CONSULTANT will also provide color-coded improvement plans and documentation pertaining to civil work in accordance with the Nevada Department of Transportation standards. It is anticipated that NDOT will require a Permit Category Type VI 'Miscellaneous Permit'. RTC will be responsible for submission and processing of the NDOT permit.

CONSULTANT will identify and participate in negotiations if RTC and NDOT design standards conflict. CONSULTANT will file a 'Design Variation' request to NDOT with the improvement plan submittal as necessary.

CONSULTANT will provide to RTC the following NDOT permitting documents:

- Title Sheet: providing required information including a vicinity map, NDOT general notes, installation quantities etc.
- Color-coded Plan & Profile, Cross-section and Detail Sheet(s): providing NDOT designated reference materials.
- Support documentation including a Drainage Information form and Technical Drainage Letter, if required. CONSULTANT does not anticipate developing a Drainage Report.
- Traffic control plans reviewed and approved by an ATSSA certified individual.

Assumptions and Exclusions:
In preparing this NDOT scope of work, CONSULTANT had made the following exclusions and/or assumptions:

- CONSULTANT excludes a separate geotechnical investigation for this task, however, if a modified report becomes a requirement of NDOT to submit for a Permit Category Type VI 'Miscellaneous Permit', CONSULTANT can provide a proposal at a later date.
- This scope excludes a Cultural Resource Survey or Underlying Fee Ownership (UFO).
- CONSULTANT assumes the construction schedule will be developed by the General Contractor.
- Utility relocation design other than potential City of Sparks storm drain, is excluded.
- SWPPP submittal and Erosion Control Plan will be the responsibility of the General Contractor.
- Fees for Agency submittal, reviews and permit fees are excluded from the total fee and are the sole responsibility of the RTC.

Amendment No. 1: No change

7. PRELIMINARY DESIGN

7.1. Plans and Estimate

Original Contract: CONSULTANT will prepare 50% preliminary plans and a preliminary cost estimate suitable for RTC and Local Entity review based upon the selected alternative from Task 5. Curb, gutter, and sidewalk that are deficient according to both RTC and Local Entity standards shall be identified. Utility Improvements identified to date and Right-of-Way limits will be included in the 50% Submittal. Vertical design and grading details are excluded from the 50% Submittal. Preliminary design review meeting will be performed under Task 1.

Deliverables:

- Preliminary plans and cost estimate

Amendment No. 1: No change

7.2. Traffic Engineering Support (Headway Transportation)

Original Contract: This task is for traffic engineering design support following the alternatives analysis stage through final design. Work activities are anticipated to include:

- Assistance with design of traffic related items
- Peer review of signing and striping plans
- Participation in design and plan review meetings
- Assist in responding to agency comments

This task is intended to be flexible but is limited to one hundred (100) hours of professional staff time.

Amendment No. 1: No change

8. FINAL DESIGN

8.1. Prepare Final Plans, Specifications, and Estimate

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

The final construction plans will be on 22” x 34” size sheets and will show all elements of the Project construction, including plan/profile view, right-of-way lines, cross-sections, and construction/slope limits. The final plan set will include, as a minimum:

- Cover Sheet
- Legend, General Notes, and Abbreviations
- Plan/Profile Sheets (at 1”=20’ scale)
- Intersection, Grading, and Pedestrian Ramp Sheets (at 1”=20’ scale)
- Signage and Striping Sheets (at 1”=20’ scale)
- Detail Sheets (scale as noted)

Depths of existing sanitary sewer, storm drain and water utilities will be checked and noted on the plans if there is any reason to expect conflict due to vertical clearances. All located, existing underground utilities will be shown on the Plan Sheets accompanied with the following: "Note: Subsurface utilities are depicted by their Quality Levels in accordance with American Society of Civil Engineers Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data (CI/ASCE 38-02). All utility information shown hereon is depicted to Quality Level "C", unless otherwise noted."

The Contract Documents and Technical Specifications will reference the latest edition of Standard Specifications for Public Works Construction (Orange Book) for standard construction items. Technical provisions will be prepared for approved deviations from the Orange Book and unique construction items not adequately covered in the Orange Book. The final plans and specifications will be signed and sealed by a Nevada Registered Professional Civil Engineer in responsible charge of preparation. Plans and specifications will be submitted to the RTC, City of Sparks, Washoe County School District, utility agencies and other affected parties for review at the 50%, 90%, 100% and final stages of completion per the following:

- 50% & 90% Plans – Electronic (PDF); (1) half size and (1) full size set to RTC, Local Entity, and to each utility agency and other affected parties
- 90% Specifications – Electronic (PDF, zipped folder with individual documents in Word format) to RTC, and Electronic PDF to Local Entity
- 100% Plans – Electronic (PDF); (1) half size and (1) full size set to RTC, Local Entity, and to each utility agency and other affected parties
- 100% Specifications – Electronic (PDF, zipped folder with individual documents in Word format) to RTC, and Electronic PDF to Local Entity
- Final Working Plan Set – Electronic (PDF); (1) half size and (1) full size set to RTC, Local Entity, and to each utility agency and other affected parties
- Final Working Specification Document – Electronic (PDF, zipped folder with individual documents in Word format) to RTC, and Electronic PDF to Local Entity
- 50%, 90%, 100%, IFB Engineer's Opinion of Probable Construction Costs – Electronic (PDF, Excel spreadsheet format) to RTC
- 50%, 90%, 100% Submittal Comments will be tracked, addressed, and incorporated as applicable into the subsequent plan set by the CONSULTANT, utilizing a comment resolution matrix. CONSULTANT will assist in distributing the comment resolution matrix in Excel spreadsheet format to appropriate agencies and stakeholders, as directed by RTC.

90% Plans shall include Right-of-Way sheets, detail sheets, existing surface features, existing and proposed subsurface utilities (per paragraph, above), surface Improvements, plan and profile sheets with final roadway design (horizontal and vertical) identified for the Project. Striping and signage plans, pedestrian ramp grading, and any other details necessary for Construction shall be included with the 90% Submittal.

The 90% Submittal will address and incorporate as applicable, all comments generated from the 50% Submittal review.

100% and Issued for Bids (IFB) Submittal will address and incorporate as applicable, all comments generated from the 90% and 100% Submittal reviews, respectively. 90% and 100% design review meetings will be performed under Task 1.

The final plans and specifications will be signed and sealed by a Nevada Registered Professional Civil Engineer in responsible charge of the Project. CONSULTANT will prepare final signed and sealed plans and specifications and distribute as indicated above. The RTC will upload the documents to the

ProcureWare system.

CONSULTANT will provide a final Engineer's opinion of probable construction costs for the Project based on the final design and any alternatives or options, as part of the 90%, 100% and Issued for Bid (IFB) Submittal. The cost opinion will be in the same format as the bid proposal form included in the contract documents.

Amendment No. 1: No change

8.2. Constructability Review Workshop

Original Contract: CONSULTANT will perform a quality control review of the plans, contract documents, technical specifications and Opinion of Probable Construction Costs and Time, which will focus on technical aspects of the plans, specifications and OPCC and will ensure that all items of work are adequately covered.

The CONSULTANT will also estimate the number of working or calendar days, as appropriate, for the construction of the Project.

CONSULTANT shall facilitate a half-day workshop to perform a Constructability Review of the Project prior to the 90% submittal with the RTC. The intent is to review plans, specifications, and construction approach to minimize potential construction change orders and ensure clear intent is provided. Field personnel and designer shall attend a field review of roadway segment is anticipated. Discussion topics may include review of design in the field, conflict identification, maintenance of traffic control, special events, limitations of operations, schedule, and phasing, etc.

Amendment No. 1: No change

8.3. Traffic Engineering Design

Original Contract: If authorized by the RTC Project Manager, CONSULTANT will prepare the plans, technical specifications, and engineer's estimate (PS&E) for:

- Traffic signal modifications at the Prater Way/4th Street intersection
- An overhead (mast arm mounted) Rectangular Rapid Flashing Beacon (RRFB) system at one (1) location.

This work will include:

- Identifying any right-of-way impacts and areas for acquisition at a preliminary level, specific to signalization
- Reviewing the intersection for utility conflicts and other design or implementation issues, specific to signalization, and provide a summary of potential issues and resolutions
- Establishing new equipment locations consistent with the proposed intersection configuration (new pedestrian ramps, new pedestrian buttons, new poles, intersection reconfiguration, etc.)
- Design of new conduit, conductors, push button locations, and other equipment
- Specification of controller and detection equipment
- Coordinate the ADA accessible design for pedestrian buttons with the existing/proposed ped ramp locations with the civil design team
- Providing notes, equipment schedules, and conduit/conductor schedules
- PS&E submittals at the 50%, 90%, and 100%, and Bidding design stages for RTC and City of Sparks review

- Respond to agency comments
- Special Technical Specifications based on City of Sparks/NDOT standards at 90% and beyond
- Engineer's Estimates at each deliverable stage
- Bid Items and Bid Item Clarifications for the work at 90% and beyond.

Amendment No. 1: No change

9. BIDDING SERVICES

9.1. Plan Set and Specification Distribution

Original Contract: CONSULTANT will provide RTC with final plans and specifications, including addenda, in Portable Document Format (PDF), for use in the ProcureWare system. CONSULTANT will issue and distribute the Conformed Set of Plans once the Contract for Construction has been awarded to the successful bidder.

Amendment No. 1: No change

9.2. Pre-bid Meeting

Original Contract: 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.

Amendment No. 1: No change

9.3. Bid Opening

Original Contract: CONSULTANT will attend and participate in the bid opening and review the bids received for irregularities. CONSULTANT will provide a recommendation for award. CONSULTANT will tabulate bid results into an Excel spreadsheet and check multiplication and addition of bid items.

Amendment No. 1: No change

10. DESIGN CONTINGENCY (OPTIONAL)

Original Contract: This task is a contingency for miscellaneous increases within the scope of this contract in the performance of services under Tasks 1 through 9 if authorized. If CONSULTANT determines that it is necessary to perform work to be paid out of contingency, CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's prior written approval. Work will be performed on a time and materials basis in accordance with CONSULTANT'S fee schedule as included per Exhibit B-1.

Amendment No. 1: No change

11. CONSTRUCTION ADMINISTRATION

Original Contract: Not included

Amendment No. 1: CONSULTANT will provide contract administration services as follows:

- Coordinate and lead a preconstruction meeting prior to commencement of work and will prepare and issue via PDF an agenda and meeting summary.
- Coordinate and lead weekly construction progress meetings either on site, at the RTC Terminal building, or via Microsoft Teams, whichever venue may be appropriate. Prepare and issue via PDF an agenda and meeting summary for each weekly meeting.
    - Anticipated 23 weekly meeting occurrences in this Task.
- Perform construction coordination
- Review and provide recommendations on contractor's traffic control plans
- Review contractor submittals 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 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
- Review and assist with responses to Requests for Information (RFI's)
- Develop and maintain an RFI log
- Assist the Contractor and RTC with utility company coordination for relocations and inspections
- Assist the RTC in responding to public inquiries, including but not limited to telephone and e-mail correspondences
- Draft stakeholder updates to be distributed via email on a weekly and as-needed basis
- GCW Engineering support includes up to sixty (60) hours of similar scope as above for the signal/electrical components of their design.

12. CONSTRUCTION SURVEYING

Original Contract: Not included

Amendment No. 1: CONSULTANT will provide construction staking at offsets designated by the contractor for:

- Demolition Limits - Provide 1 set of horizontal only paint marks or stakes around the demolition limits or excavation areas.
- Preliminary Grade - Provide 1 set of stakes on 50' intervals to be used for rough grade and demo limits. A cut/fill to finished grade will be marked on stakes where grading is applicable.
- Utilities - Provide 1 set of offset stakes for storm drain, sewer, light poles, fiber conduit, and RRFBs.
- Final Grade Staking - Provide 1 set of offset stakes to top back of curb or valley gutters on 50' intervals in tangents and 25' intervals in curves including all horizontal and vertical points of curvature, points of tangent and angle points. Cuts or fills will be marked on all stakes to the finished surface grade as shown on the plan and profile sheets. Communication/ITS improvements including conduit and boxes.
- Final Monuments – Provide one set straddlers at each monument well location for the installation

of the survey well monuments and caps. Lumos will provide the pre-stamped monuments for installation by the contractor. After the installation of the well monuments, Lumos will survey and punch the caps in each monument well. A Record of Survey will be prepared and filed with the Washoe County Recorder per NRS 625.340 & 625.350 showing the new monuments.

13. CONSTRUCTION INSPECTION

Original Contract: Not included

Amendment No. 1: The following staffing shall be provided for the duration of project construction:

- Provide Inspector(s) that have the appropriate certification required by the Nevada Alliance for Quality Transportation Construction (NAQTC). Provide one full-time Senior Inspector, ten (10) hour workdays for One Hundred Forty (140) shifts, for a total of 1,400 hours and one full-time materials technician/supplemental inspector, eight (8) hour workdays for Sixty (60) shifts, for a total of 540 hours. In addition, one week of inspection time prior to construction and two weeks post construction are included in the fee estimate.

The inspectors will:

- Attend the preconstruction conference
- Monitor the work performed by the Contractor and verify that the work is in accordance with the plans and specifications
- Assist in problem resolution with the RTC, contractor personnel, utility agencies, the public and others
- Prepare daily inspection reports, submitted weekly to RTC and CC'd to the appropriate government jurisdiction(s).
- Provide quantity reports and assist in review of contractor's monthly progress payments
- Provide verification of the distribution of public relation notices required to be delivered by the contractor
- Assist in preparation of the Punch List
- Maintain a field blue line set of drawings to incorporate contractor record drawing mark-ups

14. MATERIALS TESTING

Original Contract: Not included

Amendment No. 1: CONSULTANT will provide Materials Testing for compliance with the specifications per the Standard Specifications for Public Works Construction, Revision 8 of the 2012 Edition (Orange Book) testing requirements.

The following tests and frequencies shall be performed:

- Materials to be tested will include asphalt concrete, micro-surfacing, aggregate base, native subgrade material, structural fill, pipe bedding, and Portland Cement Concrete. Test reports, accompanied with CONSULTANT's recommendation regarding acceptance/mitigation of materials, shall be submitted promptly to the RTC and CC'd to appropriate governmental jurisdiction(s). Laboratory tests are anticipated to include cement treated base compression tests (108), moisture density curves (18), sieve analysis/plasticity index (18), R-value (12), slurry series (1), emulsion series (1), and concrete compression tests (102 cylinders in 17 samples). A table of the assumed lab tests can be provided upon request.
- Provide On-site Nuclear Gauge Testing & Sampling during the placement of aggregate base and fill

materials, on-site thin-lift Nuclear Gauge testing & sampling for asphalt concrete placement, and on-site PCC testing & sampling. Hours for sampling and field testing are included in the inspection task as they will be performed by our certified inspectors.

- Provide AC Testing. Provide asphalt concrete tests at a frequency of every five hundred (500) tons placed. Laboratory tests shall include ignition oven extraction, aggregate gradation, maximum theoretical specific gravity, flow & stability, and Marshall unit weight. Twenty-Eight (28) – hot mix samples are anticipated.
- Provide Asphalt Concrete Coring and Lab Testing. Lab test shall include core unit weight. Ninety-Six (96) – asphalt cores, including joint cores are anticipated. Test reports will also include percent compaction.

15. PEDESTRIAN AND BIKE COUNTS (POST CONSTRUCTION)

Original Contract: Not included

Amendment No. 1: CONSULTANT will perform bicycle and pedestrian data collection after completion of the Project. This will include conducting 13-hour (6 AM to 7 PM) bicycle and pedestrian counts at two (2) locations withing the Project corridor. A summary table and technical memorandum will be provided that outlines the count locations and observed counts during the data collection period.

16. RECORD DRAWINGS AND PROJECT CLOSEOUT REPORT

Original Contract: Not included

Amendment No. 1: CONSULTANT will prepare a project closeout package with signed/sealed cover sheet/summary letter for the RTC that includes project description, personnel, significant dates, compiled testing and inspection reports, meeting summaries, acknowledgement of improvements, final quantities, liquidated damages, record drawings, substantial completion recommendation and final acceptance and relief of maintenance recommendation.

17. CONSTRUCTION SERVICES CONTINGENCY (OPTIONAL)

Original Contract: Not included

Amendment No. 1: This task is contingency for miscellaneous increases within the scope of this contract in the performance of services. If CONSULTANT determines that it is necessary to perform work to be paid out of contingency, CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's prior written approval. This task may or may not be used at the sole discretion of the RTC.

ASSUMPTIONS/EXCLUSIONS:

Original Contract:

- Construction Services, including but not limited to: Construction Administration, Construction Surveying/Staking, Construction Inspection, Materials Testing, and As-Built Information will be evaluated and is anticipated to be included as a future Amendment to this agreement.

- Work outside the established scope of work can be performed on a time and materials basis in accordance with Exhibit B-1 as approved by the RTC Project Manager
- RTC will coordinate directly with NDOT during the preliminary design phase.
- Scope excludes drainage analysis and report for the project.

Amendment No. 1:

- Work outside the established scope of work can be performed on a time and materials basis in accordance with Exhibit B-1
- Prevailing wages are not assumed for our technicians and surveyors

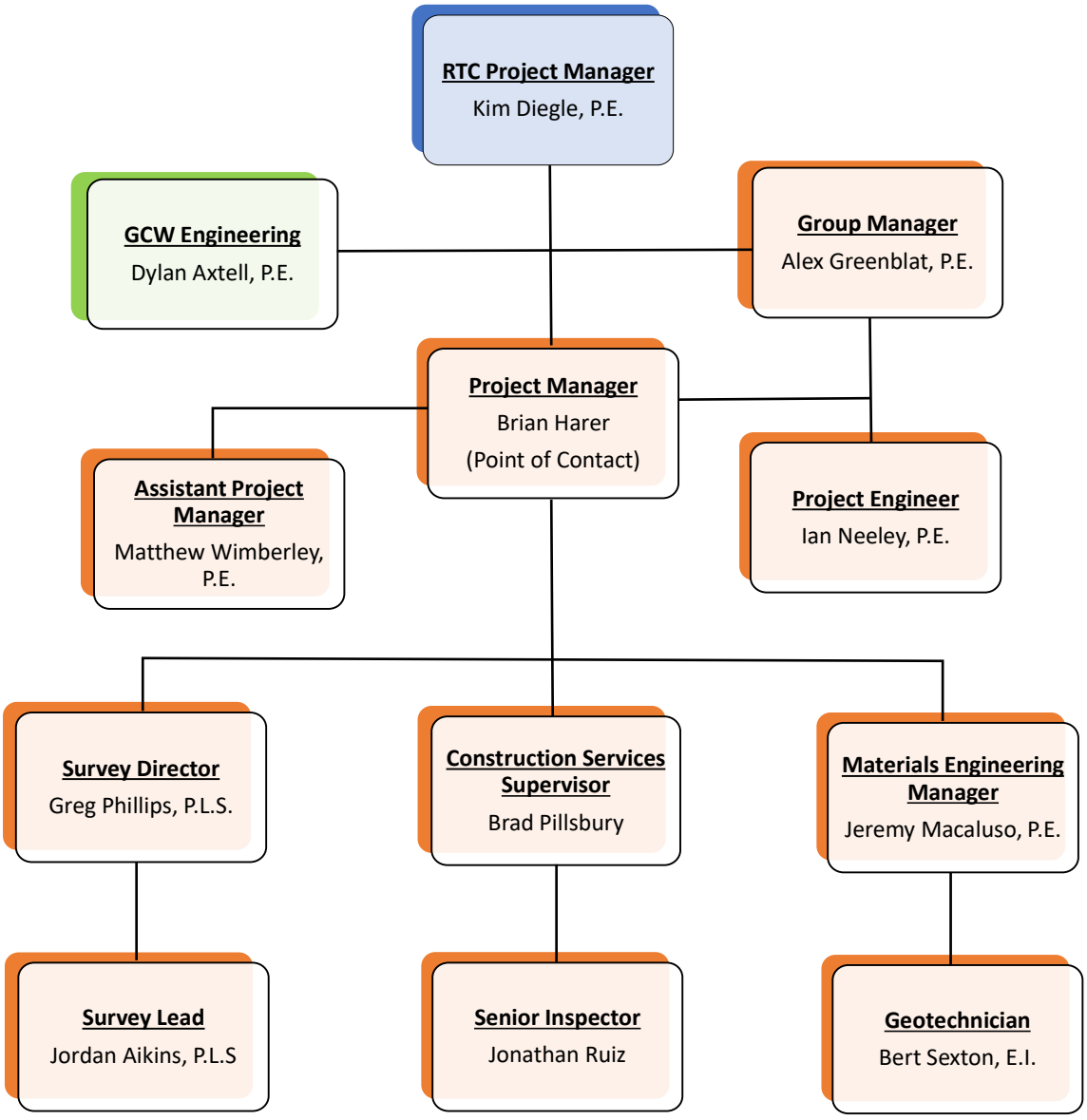
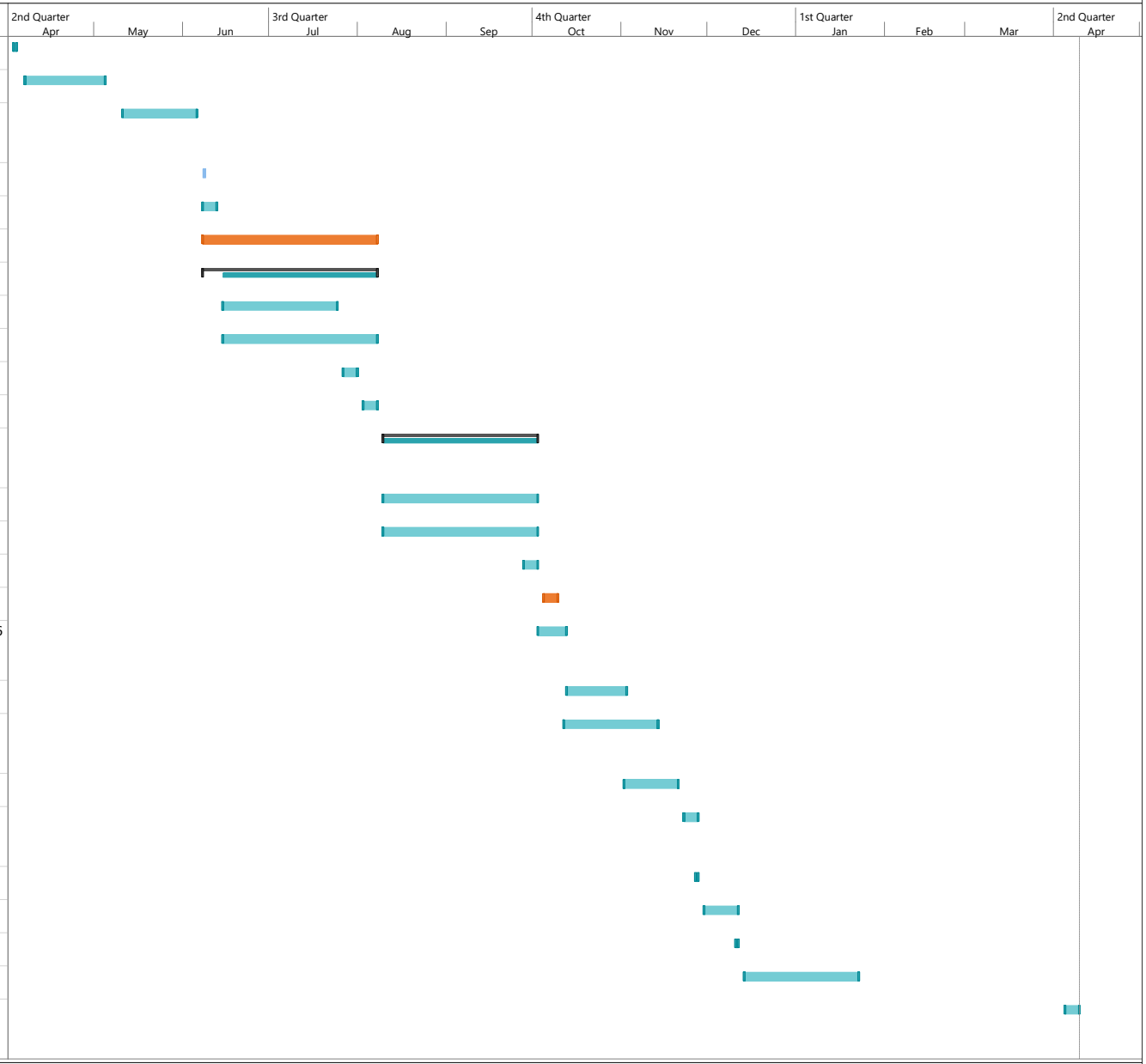

RTC Project Manager
Kim Diegle, P.E.
GCW Engineering
Dylan Axtell, P.E.
Group Manager
Alex Greenblat, P.E.
Project Manager
Brian Harer
(Point of Contact)
Assistant Project Manager
Matthew Wimberley, P.E.
Project Engineer
Ian Neeley, P.E.
Survey Director
Greg Phillips, P.L.S.
Construction Services Supervisor
Brad Pillsbury
Materials Engineering Manager
Jeremy Macaluso, P.E.
Survey Lead
Jordan Aikins, P.L.S
Senior Inspector
Jonathan Ruiz
Geotechnician
Bert Sexton, E.I.

EXHIBIT A-3 Schedule of Services

ID	Task Name	Duration	Start	Finish
1	Contract Amendment Due	1 day	Fri 4/3/26	Fri 4/3/26
2	Bidding and Protest Period	4 wks	Tue 4/7/26	Mon 5/4/26
3	Pre-construction activities, Submittal Review	4 wks	Mon 5/11/26	Fri 6/5/26
4	Start of Construction	1 day	Mon 6/8/26	Mon 6/8/26
5	Soft Start and Potholing	1 wk	Mon 6/8/26	Fri 6/12/26
6	Dilworth Summer Break	9 wks	Mon 6/8/26	Fri 8/7/26
7	School Zone (4th to Stanford)	9 wks	Mon 6/8/26	Fri 8/7/26
8	Underground Utilities	6 wks	Mon 6/15/26	Fri 7/24/26
9	Concrete Improvements	8 wks	Mon 6/15/26	Fri 8/7/26
10	Roadbed Modification	1 wk	Mon 7/27/26	Fri 7/31/26
11	Bottom Lift Paving	1 wk	Mon 8/3/26	Fri 8/7/26
12	Non-School Zone (Pyramid to 4th & Stanford to Probasco)	8 wks	Mon 8/10/26	Fri 10/2/26
13	Underground Utilities	8 wks	Mon 8/10/26	Fri 10/2/26
14	Concrete Improvements	8 wks	Mon 8/10/26	Fri 10/2/26
15	Roadbed Modification	1 wk	Mon 9/28/26	Fri 10/2/26
16	Dilworth Fall Break	1 wk	Mon 10/5/26	Fri 10/9/26
17	Paving Bottom Lifts, All Top Lift, and Slurry Seal	1.4 wks	Sat 10/3/26	Mon 10/12/26
18	Raise Utilities	3 wks	Tue 10/13/26	Mon 11/2/26
19	RRFB, and Signal Improvements (Long Lead)	5 wks	Mon 10/12/26	Fri 11/13/26
20	Signage and Striping	3 wks	Mon 11/2/26	Fri 11/20/26
21	Landscaping and Cleanup Items	1 wk	Mon 11/23/26	Fri 11/27/26
22	Substantial Completion	1 day	Fri 11/27/26	Fri 11/27/26
23	Punch List	2 wks	Mon 11/30/26	Fri 12/11/26
24	Final Completion	1 day	Fri 12/11/26	Fri 12/11/26
25	Project Closeout	6 wks	Mon 12/14/26	Fri 1/22/27
26	Post-Construction Bike & Ped Counts	1 wk	Mon 4/5/27	Fri 4/9/27



Project: PRATER WAY REHABILITATION PROJECT
Date: 4/3/2026

Project: PRATER WAY REHABILITATION PROJECT
Date: 4/3/2026

Note: This Schedule is based on 125 Working Days, but does not account for Holidays or Weekend work, which is expected based on Project phasing.

Task		Inactive Task		Manual Summary Rollup		External Milestone	
Split		Inactive Milestone		Manual Summary		Deadline	
Milestone		Inactive Summary		Start-only		Progress	
Summary		Manual Task		Finish-only		Manual Progress	
Project Summary		Duration-only		External Tasks			

LUMOS & ASSOCIATES

Exhibit B-1 Fee Schedule

Engineering	Per Hour
Director	$295
Group Manager	280
Assistant / Project / Senior Project Manager	205/235/250
Staff / Project / Senior Engineer	185/200/215
Assistant / Project / Senior Project Coordinator	145/180/190
Project / Senior Project Designer	160/170
Engineering Technician I / II / III	110/140/150
Construction	**Per Hour**
Director	$285
Materials Engineering Manager	250
Assistant / Project / Senior Project Manager	195/225/240
Staff / Project / Senior Geotechnical Engineer	180/195/205
Construction Services Supervisor / Engineer	160/185
Assistant / Project / Senior Project Coordinator	140/175/185
Geotechnician	160
Inspector / Senior Inspector (includes nuclear gauge)	150/160
Construction Technician I / II / III	115/125/135
Materials Technician I / II / III (includes nuclear gauge)	105/115/125
Administrative Technician	85/95/105
Surveying	**Per Hour**
Director	$285
Group Manager	270
Assistant / Project / Senior Project Manager	195/225/240
Staff / Project / Senior Surveyor	180/195/205
Assistant / Project / Senior Project Coordinator	140/175/185
Photogrammetrist / Photogrammetry Manager	155/180
GIS Analyst	135
Surveying Technician I / II / III	90/135/145
Party Chief	180
Administrative & Other Services	**Per Hour**
Administrative Support	$125

LUMOS & ASSOCIATES

Exhibit B-1 Fee Schedule

Testing/Inspection	Per Hour
Director	$285
Materials Engineering Manager	250
Assistant / Project / Senior Project Manager	195/225/240
Staff / Project / Senior Geotechnical Engineer	180/195/205
Construction Services Supervisor / Engineer	160/185
Assistant / Project / Senior Project Coordinator	140/175/185
Geotechnician	160
Inspector / Senior Inspector (includes nuclear gauge)	150/160
Construction Technician I / II / III	115/125/135
Materials Technician I / II / III (includes nuclear gauge)	105/115/125
Administrative Technician	85/95/105

Particle Size Testing For Soils/Aggregates		Each
Sieve Analysis	(ASTM C-136/C-117)	$200
Wash	(ASTM C-117)	150
Grain Size Analysis Soils	(ASTM D-421/422)	300
Sieve Analysis/Wash (coarse combined)	(ASTM C-136/C-117)	250

Soils & Aggregate Testing		Each
Specific Gravity & Absorption — Coarse or Fine Aggregate	(ASTM C-127/C-128)	$150
Sand Equivalent	(ASTM D-2419)	200
Dry Unit Weight of Aggregate	(ASTM C-29)	100
Organic Impurities	(ASTM C-40)	100
Fractured Faces	(NDOT T-230)	100
L.A. Abrasion	(ASTM C-131)	250
Sodium Sulfate Soundness (5 cycles)	(ASTM C-88)	500
Moisture Content	(ASTM C-566)	50
Moisture Content and Unit Density	(ASTM D-2937)	100
Plastic Index	(ASTM D-4318)	225
Expansion Index	(ASTM D-4829)	300
R-Value	(ASTM D-2844)	350
Direct Shear	(ASTM D-3080)	350
Consolidation	(ASTM D-2435)	500
Clay Lumps/Friable Parts	(ASTM C-142)	100
Cement Treated Base Compression Test		75
Fine Durability Index	(ASTM D-3744)	250
Coarse Durability Index	(ASTM D-3744)	300
Cleanness Value	(CAL 229)	250

Moisture Density Testing		Each
Compaction	(ASTM D-698 or ASTM D-1557)	$275
Rock Correction	(ASTM D-4718)	150
Harvard Miniature	(NDOT T-101)	150
CAL 216		300
Check Point	(ASTM D-1557)	125
Emulsion Testing		**Each**
% Residue By Evaporation/Softening Point (Ring & Ball)	(AASHTO T-53 & T-59) 24 hr. turnaround	$400
% Residue By Evaporation/Softening Point (Ring & Ball)	(AASHTO T-53 & T-59) 3-day turnaround	350
Saybolt Furol Viscosity Test @ 122°	(AASHTO T-59)	275
Rotational Paddle Viscosity	(ASTM D-7226 & AASHTO T-382)	550

LUMOS & ASSOCIATES

Exhibit B-1 Fee Schedule

Concrete Testing		Each
Compression Concrete Cylinders	(ASTM C-39)	$40
Hold Cylinder (Cured but not tested)		30
Compression, Concrete Core	(ASTM C-42)	40
Flexural Strength of Concrete Beams	(ASTM C-78/C-293)	80
Compression, Grout Cylinder	(UBC 24-28)	40
Compression, Mortar Cylinder	(UBC 24-28)	40

Asphalt Concrete Testing		Each
Sieve Analysis	(ASTM D-5444)	$125
Unit Weight on Compacted Sample	(ASTM D-2726)	50
Unit Weight on Core	(ASTM D-2726)	75
Marshall Stability & Flow	(ASTM D-1559)	50
Max. Theoretical Specs. Gravity	(ASTM D-2041)	100
Bitumen Content	(ASTM D-6307)	150
A.C. Series (Marshall)		675
Oven Correction	(ASTM D-6307)	300

LUMOS & ASSOCIATES

Exhibit B-1.2 Fee Schedule

Added Positions effective 1/1/2026 not in Original Fee Schedule

Engineering	Per Hour
Project Designer I / II / III / IV / V	115/145/155/165/175
Construction	**Per Hour**
Construction Technician IV	155
Materials Technician IV (includes nuclear gauge)	145
Surveying	**Per Hour**
Surveying Technician IV/ V	165/175
Sr. Party Chief	225

PRATER WAY
REHABILITATION PROJECT

EXHIBIT B-2
FEE DETAIL

DATE: 9/4/2024

BUDGET ESTIMATE	ENGINEERING															ADMIN	OTHER	TOTALS
FEE	$280	$250	$250	$215	$170	$150	$160	$160	$190	$135	$225	$180	$270	$135		$125		
TITLE	GROUP	SR. PROJECT	MATERIALS	SR. PROJECT	SR. PROJECT	ENGR	SENIOR	GEO	SR. PROJECT	CONSTRUCTION	SURVEY	PHOTOGRAMMETRY	2 MAN	SURVEY			SUBS	
TASK	MANAGER	MANAGER	MANAGER	ENGINEER	DESIGNER	TECH III	INSPECTOR	TECHNICIAN	COORDINATOR	TECHNICIAN III	MANAGER	MANAGER	CREW	TECH II		ADMINISTRATOR	OTHER	TOTAL
1 - Project Management																		
Project Management	8	40		40														$20,840
Project Meetings/Coordination		50		30														$18,950
Sub Total Hrs.	8	90		70														168
Sub Total $	$2,240	$22,500		$15,050														$39,790
2 - Topographic Mapping																		
Project Basemap											8	70	70	40			$2,000	$40,700
Subsurface Investigation (including Traffic Control)									8				16				$7,500	$13,340
Sub Total Hrs.									8		8	70	86	40				212
Sub Total $									$1,520		$1,800	$12,600	$23,220	$5,400			$9,500	$54,040
3 - Right-of-Way Engineering																		
3.1 - Preliminary Title Reports (Max 12)											12						$18,000	$20,700
3.2 - Boundary Survey and Legal Descriptions (Max 12)											100		20	180				$52,200
3.3 - PTC Exhibits (Max 43)		4			20	40												$10,400
3.4 - Right-of-Way Setting		16			20													$7,400
3.5 - Right of Way Maps		4		40		40												$15,600
Sub Total Hrs.		24		40	40	80					112		20	180				496
Sub Total $		$6,000		$8,600	$6,800	$12,000					$25,200		$5,400	$24,300			$18,000	$106,300
4 - Investigation of Existing Conditions																		
4.1 - Concrete Condition Survey																		
Concrete and ADA Assessments		4				12	24											$6,640
Sub Total Hrs.		4				12	24											40
Sub Total $		$1,000				$1,800	$3,840											$6,640
4.2 - Pavement Structural Investigation																		
Field Investigation			2					2		12							$13,200	$15,640
E&E Permit Coordination (City of Sparks)			2					4										$1,140
Update Report & Lab Testing		4	4					8								4	$8,000	$11,780
Report Modifications & Meeting w/ RTC		2	2					8								4		$2,780
Sub Total Hrs.		6	10					22		12						8		58
Sub Total $		$1,500	$2,500					$3,520		$1,620						$1,000	$21,200	$31,340
4.3 - Utility Coordination																		
Initial mapping requests and utility meetings		20			24													$9,080
Sub Total Hrs.		20			24													44
Sub Total $		$5,000			$4,080													$9,080
4.4 - Utility Pothole Exploration																		
Potholing and Traffic control			4				20										$17,900	$22,100
Sub Total Hrs.			4				20											24
Sub Total $			$1,000				$3,200										$17,900	$22,100
5 - Develop Alternatives Analysis																		
5.1 - Alternatives Analysis Traffic Engineering																		
Traffic Counts, Crash Study/Safety Analysis, Alternate Layouts, meetings		12		12													$32,000	$37,580
Sub Total Hrs.		12		12														24
Sub Total $		$3,000		$2,580													$32,000	$37,580
5.2 - Alternatives Analysis Summary Report																		
Civil scope, schematic design, Estimates, report compilation		24		80		100												$38,200
Sub Total Hrs.		24		80		100												204
Sub Total $		$6,000		$17,200		$15,000												$38,200

PRATER WAY
REHABILITATION PROJECT

EXHIBIT B-2
FEE DETAIL

DATE: 9/4/2024

BUDGET ESTIMATE	**ENGINEERING**															**ADMIN**	**OTHER**	**TOTALS**
FEE	$280	$250	$250	$215	$170	$150	$160	$160	$190	$135	$225	$180	$270	$135	$125			
TITLE	GROUP	SR. PROJECT	MATERIALS	SR. PROJECT	SR. PROJECT	ENGR	SENIOR	GEO	SR. PROJECT	CONSTRUCTION	SURVEY	PHOTOGRAMMETRY	2 MAN	SURVEY	ADMINISTRATOR	SUBS		
TASK	MANAGER	MANAGER	MANAGER	ENGINEER	DESIGNER	TECH III	INSPECTOR	TECHNICIAN	COORDINATOR	TECHNICIAN III	MANAGER	MANAGER	CREW	TECH II		OTHER	TOTAL	
6 - Agency Coordination & Public Outreach																		
6.1 - Public Information Meeting and Exhibits		8				16												$4,400
6.2 - Stakeholder Coordination		8				16												$4,400
6.3 - NDOT Permitting		10		20		30												$11,300
Sub Total Hrs.		26		20		62												108
Sub Total $		$6,500		$4,300		$9,300												$20,100
7 - Preliminary Design																		
7.1 - Preliminary Plan Sheets (50%), & Estimate		8		60	80	120												$46,500
7.2 - Traffic Engineering Support																	$20,000	$20,000
Sub Total Hrs.		8		60	80	120												268
Sub Total $		$2,000		$12,900	$13,600	$18,000											$20,000	$66,500
8 - Final Design																		
90% Improvement Plans & Specs		8		120	120	140												$69,200
100% Improvement Plans & Specs		8		40	40	80												$29,400
Final Bid Documents		4		20	40	40												$18,100
8.2 - Quality Assurance/Quality Control/Constructability Workshop	4	20	4	24			40											$18,680
8.3 - Traffic Engineering Design - Signal and RRFB																	$35,000	$35,000
Sub Total Hrs.	4	40	4	204	200	260	40											752
Sub Total $	$1,120	$10,000	$1,000	$43,860	$34,000	$39,000	$6,400										$35,000	$170,380
9 - Bidding Services																		
RFIs/Addendums/Bid Tabs/Attendance in Pre-bid and opening		8		16		12												$7,240
Sub Total Hrs.		8		16		12												36
Sub Total $		$2,000		$3,440		$1,800												$7,240
10 - Design Contingency (OPTIONAL)																		
Design Contingency																	$20,000	$20,000
Sub Total Hrs.																		
Sub Total $																	$20,000	$20,000
Total Hrs.	12	262	18	502	344	646	84	22	8	12	120	70	106	220	8			2434
TOTAL DESIGN SERVICES	$3,360	$65,500	$4,500	$107,930	$58,480	$96,900	$13,440	$3,520	$1,520	$1,620	$27,000	$12,600	$28,620	$29,700	$1,000	$173,600		**$629,290**

PRATER WAY
REHABILITATION PROJECT

EXHIBIT B-2.2
CS FEE DETAIL

140 Total Working Days (5 Pre-construction, 125 Construction, 10 Post-construction)

Amendment No. 1

DATE: 4/1/2026

BUDGET ESTIMATE	MANAGEMENT		ENGINEERING			CONSTRUCTION				SURVEY				ADMIN	OTHER	TOTALS
FEE	$280	$250	$235	$200	$165	$160	$160	$145	$205	$225	$180	$270	$165	$125		
TITLE	GROUP	SR. PROJECT	PROJECT	PROJECT	PROJECT	CONS. SERV.	SENIOR	MATERIALS	ASST. PROJ.	SURVEY	PHOTOGRAMMERTY	2 MAN	SURVEY	ADMINISTRATIV	SUBS (GCW)	
TASK	MANAGER	MANAGER	MANAGER	ENGINEER	DESIGN IV	SUPERVISOR	INSPECTOR	TECHNICIAN IV	MANAGER	MANAGER	MANAGER	CREW	TECH IV	E SUPPORT	LAB COSTS	TOTAL
11 - Construction Administration																
Construction Administration	40	180		200	40				40					40	$12,000	$128,000
Sub Total Hrs.	40	180		200	40				40					40		540
Sub Total $	$11,200	$45,000		$40,000	$6,600				$8,200					$5,000		$128,000
12 - Construction Staking																
Construction Staking										22	18	180	108			$74,610
Record of Survey										12		16	24			$10,980
Sub Total Hrs.										34	18	196	132			380
Sub Total $										$7,650	$3,240	$52,920	$21,780			$85,590
13 - Construction Inspection																
Inspection Coordination and Oversight		50				80			40							$33,500
Construction Inspection							1400	540								$302,300
Sub Total Hrs.		50				80	1400	540	40							2,110
Sub Total $		$12,500				$12,800	$224,000	$78,300	$8,200							$335,800
14 - Materials Testing																
Materials Testing Coordination and Oversight		20	54											50		$23,940
Materials Testing (Lab)															$59,430	$59,430
Sub Total Hrs.		20	54											50		124
Sub Total $		$5,000	$12,690											$6,250		$83,370
15 - Pedestrian and Bike Counts																
Sub-consultant (GCW)															$5,000	$5,000
16 - Project Closeout Report																
Record Drawings and Report Compiling and Summary	4	10		16	30		24							24		$18,610
Sub Total Hrs.	4	10		16	30		24							24		108
Sub Total $	$1,120	$2,500		$3,200	$4,950		$3,840							$3,000		$18,610
17 - Construction Services Contingency (OPTIONAL)																
Construction Contingency															$30,000	$30,000
Sub Total Hrs.																
Sub Total $															$30,000	$30,000
Total Hrs.	44	260	54	216	70	80	1,424	540	80	34	18	196	132	114		3,262
TOTAL CONSTRUCTION SERVICES:	$12,320	$65,000	$12,690	$43,200	$11,550	$12,800	$227,840	$78,300	$16,400	$7,650	$3,240	$52,920	$21,780	$14,250	$106,430	**$686,370**

DESIGN SERVICES	$609,290
OPTIONAL DESIGN SERVICES	-
DESIGN CONTINGENCY	$20,000
EDC SERVICES	$656,370
OPTIONAL EDC SERVICES	-
EDC CONTINGENCY	$30,000
PROJECT TOTAL AMENDMENT #1	**$1,315,660**

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.3.4**

To: Regional Transportation Commission

From: LaShonn Ford, Project Manager

SUBJECT: TSMO CMM Assessment Final Report

RECOMMENDED ACTION

Acknowledge receipt of RTC's Transportation Systems Management and Operations (TSMO) Capability Maturity Model (CMM) Assessment Final Report.

BACKGROUND AND DISCUSSION

With the continued growth in population and congestion in the region, and the other transportation challenges this brings, RTC recognizes the need to be more efficient with transportation funding and the strategies we deploy to manage the transportation network. Transportation Systems Management and Operations (TSMO) is a nationally recognized approach for transportation agencies and is defined by the Federal Highway Administration (FHWA) as a set of strategies that focuses on operational improvements that can maintain and even restore the performance of the existing transportation system without constructing additional capacity.

Understanding the importance of improving the transportation system, the RTC conducted a TSMO Capability Maturity Model (CMM) Assessment to score current TSMO capabilities and identify opportunities to advance our utilization of its strategies. This scoring process involved conducting interviews with internal departments and partner agencies, hosting workshops to educate and refine CMM scoring and report recommendations, and gaining consensus with the RTC Director Team.

The information gathered during the assessment is summarized in the final report, including a roadmap with actionable items and a timeline for future TSMO planning.

This item supports Strategic Roadmap Goal #4, "Proactively manage congestion" and FY2026 RTC Goal, "Launch full operations of the Regional Traffic Management Center".

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

11/15/2024 - Approved the Professional Services Agreement (PSA) for the TSMO CMM Self-Assessment Project.

TSMO CAPABILITY MATURITY MODEL ASSESSMENT REPORT

DATE: February 2026







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Introduction

PROJECT OVERVIEW

Transportation Systems Management and Operations (TSMO), as defined by Federal Highway Administration (FHWA), is a set of strategies that focuses on operational improvements that can maintain and even restore the performance of the existing transportation system without constructing extra capacity. Understanding the importance of improving the transportation system, the Regional Transportation Commission of Washoe County (RTC) conducted a TSMO Capability Maturity Model (CMM) Assessment to score TSMO capabilities and identify opportunities to enhance TSMO. The information gathered during the assessment is summarized in this report, including a roadmap with actionable items and a timeline for future TSMO planning.

Figure 1 shows the process used to gather input from RTC departments and external stakeholders. Meeting notes from the workshops are provided in ***Appendix A:*** Executive & Stakeholder Kickoff Workshop Notes, ***Appendix B:*** Department and Stakeholder Interview Notes, and ***Appendix C:*** CMM Assessment Notes.

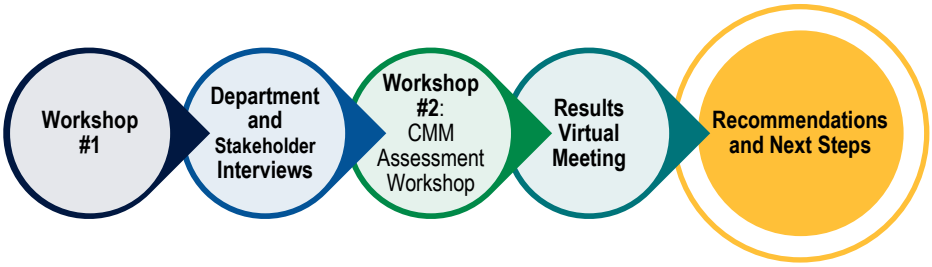


Figure 1 *Project Process*

BACKGROUND: TSMO

TSMO equips transportation professionals with strategies to improve the operations of the existing system before expanding capacity. TSMO is about identifying and utilizing the right tools in the toolbox to prioritize and address problems with cost effective solutions. Some TSMO solutions such as signal timing optimization can reduce recurring congestion. Some TSMO strategies and approaches are built for handling non-recurring congestion like incidents, weather, special events, and work zones.

- TSMO does **NOT** construct roadway capacity, rather optimizes operational performance of existing facilities.
- TSMO is **NOT** one thing, it is a collection of multi-faceted, multi-discipline approaches. Approaches can be strategic, programmatic, or tactical.
- TSMO does **NOT** just consider vehicles, it provides reliable, multi-modal options to spread demand on the entire system.

RTC Alignment

TSMO aligns with the RTC's mission—**Building a Better Community Through Quality Transportation**. The agency has a unique role in regional transportation management as the metropolitan planning organization (MPO) planning, funding, designing, and delivering projects on behalf of other jurisdictions in the region. The region faces challenges like multi-jurisdictional traffic management, special event traffic, multi-modal needs, and limited alternate routes. Formalizing a TSMO program where RTC staff and its external partners are equipped with the tools to approach these challenges will provide customers with a better transportation system.

Regional Transportation Plan (RTP) Goals

1. Safety
2. Maintain Infrastructure Condition
3. Congestion Reduction
4. System Reliability and Resiliency
5. Efficient Freight Movement and Economic Vitality
6. Equity and Environmental Sustainability
7. Reduced Project Delivery Delays
8. Accessibility and Mobility
9. Integrated Land-Use and Economic Development

Many of the goals described in the RTP align with TSMO goals and objectives, some could even be used to define TSMO such as maintaining infrastructure, reducing congestion, and improving system reliability and resiliency. Many TSMO strategies positively impact safety by reducing crashes and their causal factors through congestion reduction. TSMO solutions are often lower in cost than traditional capital improvements and yield higher benefit to cost ratios. For example, Missouri DOT reported **5.64 to 1 benefit to cost for adaptive signal control**[1] and FHWA reported **10:1 benefit to cost for smart work zone systems**[2].

As part of the CMM Assessment, internal and external stakeholders were provided with an introduction to TSMO concepts and strategies at the first workshop. Nineteen attendees from nine unique departments/agencies were trained on TSMO. Workshop meeting notes and presented content are summarized in ***Appendix A:*** Executive & Stakeholder Kickoff Workshop Notes.

BACKGROUND: ITS STRATEGIC MASTER PLAN

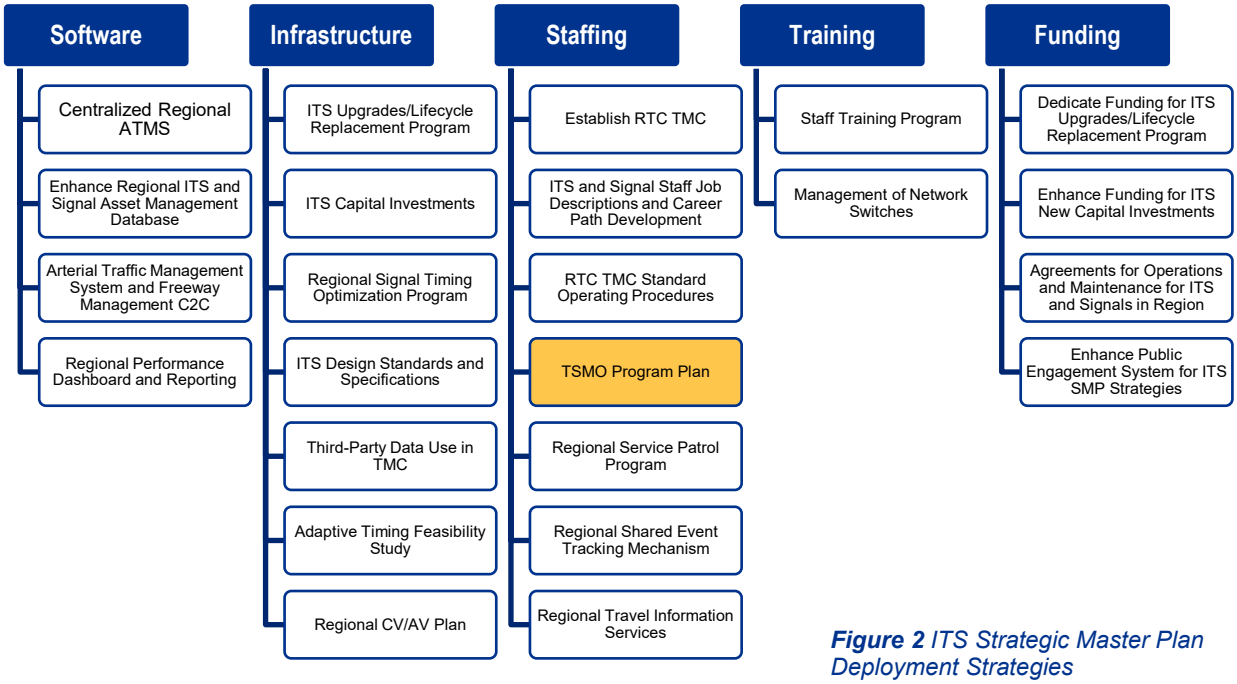


***Figure 2** ITS Strategic Master Plan Deployment Strategies*

In December 2024 the RTC published the *Intelligent Transportation System (ITS) Strategic Master Plan*. This plan provides a review of existing ITS inventory, existing software capabilities, summary of deployed technologies in the region, and existing signal agreements with external stakeholders. It documents software, infrastructure, staffing, training, and funding needs—and deployment strategies, which are relevant to the RTC and should be considered while formalizing the TSMO program. Deployment strategies are summarized in ***Figure 2***.

The first step in developing a TSMO program is to conduct a TSMO CMM Assessment. Results from this project will inform the RTC TSMO program planning. Recommendations documented in this report as a part of this project are not intended to duplicate recommended actions in the ITS Strategic Master Plan (SMP).

[1] Missouri DOT study *https://www.modot.org/sites/default/files/documents/BC%20Reference%20memo_0.pdf*
[2] FHWA / USDOT study *http://rosap.ntl.bts.gov/view/dot/65728*

Capability Maturity Model

OVERVIEW

CMM assessments are tools to evaluate and improve how an agency implements TSMO. The role of the CMM Assessment is to determine the current TSMO capabilities across an organization. The CMM Assessment is comprised of six dimensions to effectively measure TSMO capability, as summarized in ***Figure 3***.



Figure 3 *CMM Assessment Scoring Dimensions Defined*

The scoring dimensions are evaluated with capability levels. Part of the CMM Assessment includes identifying action items to advance from the current capability level to the *desired* level of capability. The four levels are summarized in ***Figure 4*** below:

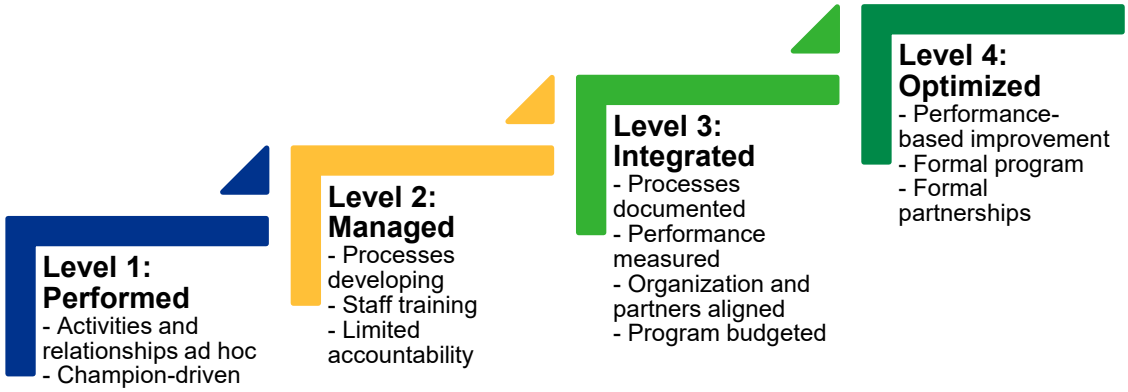


Figure 4 *CMM Assessments Capability Levels Defined*

SCORING CRITERIA

Custom scoring criteria were developed for each dimension for the CMM Assessment Workshop. Discussions from the department and stakeholder interviews were used to develop custom scoring criteria. The criteria are summarized in ***Table 1***.

Table 1 *CMM Assessment Scoring Criteria*

	Level 1 Performed	Level 2—	Level 3 Integrated	Level 4 Optimized
Business Processes	TSMO projects are	Departments work	There is a process to	TSMO is integrated into
Example	*Projects are prioritized in planning documents with specific criteria. Feasibility studies are conducted for those projects.*			
Systems & Technology	Ad hoc approaches to technology and systems implementation. There is no formal, regionally adopted, procurement processes.		Systems and technology are regionally standardized and integrated.	Technology is routinely upgraded system-wide with integrated components that have interoperability.
Example	*Equipment is independently installed by each agency. Vendors supply equipment based on low bid.*		*Agencies have an approved product list resulting in consistency and quality of device procurement.*	*An all-internet protocol (IP) based network of devices is installed, and older equipment is replaced on set schedules.*
Performance	Some traffic operations outputs are measured and reported.		Performance measures are used to make system and program improvements.	
Example	*Operations-based data is shared when requested.*		*Operations-based performance measures (e.g., travel time reliability) are used to identify and prioritize future projects.*	
Organization & Workforce	TSMO staffing is not clearly defined and is dependent on technical champions.		The staff has direct access to upper management. Job specifications, certification, and training for core positions are developed.	

	Level 1 Performed		Level 3 Integrated	Level 4 Optimized
				Management-level TSMO staff at RTC are empowered to make programming decisions.
 **Culture**	Individual staff members champion TSMO. The staff work with other agencies and jurisdictions as needed on TSMO.			
Example	*Champions at RTC manage TSMO projects and collaborate with external partners on operations improvements.*		*A TSMO Program Plan is published to define RTC's approach to TSMO integration, staffing, and business development.*	
 **Collaboration**				
Example	*External partners collaborate with RTC to discuss operational improvements as needed.*		*Committees have a defined mission, vision, and objectives to prioritize TSMO.*	*A formal committee serves as an avenue to collaborate on project needs, real-time traffic management, construction, technology, skills/training needs, etc.*

SCORING RESULTS

The workshop included RTC staff and external stakeholders to score the following dimensions: Business Processes, Systems & Technology, Performance, and Collaboration. A meeting held later that afternoon included only RTC staff, as the remaining two dimensions—Organization & Workforce and Culture—were specific to internal RTC operations and responsibilities.

Workshop attendees were provided the custom scoring criteria for each dimension and submitted the score they believed most accurately represented the current capability level for the RTC. Once the scores were submitted via the live poll, attendees discussed the results and came to consensus on scoring each of the dimensions. Initial live polling results and discussion topics are reflected in ***Error! Reference source not found.***.

***Table 2** CMM Assessment Scoring Discussion*

DIMENSION	NUMBER OF VOTES	DISCUSSION	CONSENSUS SCORING
Business Processes	Level 1: 1 Level 2: 11 Level 3: 2 Level 4: 0	• Project goals informally incorporate TSMO concepts and priorities, typically implemented through the Traffic Engineering (TE)/ITS program. • There is an opportunity to integrate TSMO into the project prioritization process.	**2**
Systems & Technology	Level 1: 6 Level 2: 7 Level 3: 1 Level 4: 0	• The RTC developed and is currently working on implementing an ITS SMP (e.g., real-time data collaboration efforts). • Maintenance considerations are the primary factor influencing why ITS equipment is selected for installation. While there are some regional standards, local standards and preferences typically take precedence. • The RTC is not currently factoring long-term device health into its procurement decisions. • The group aligned around the concept that systems and technology are being managed, correlating with a Level 2.	**2**
Performance	Level 1: 12 Level 2: 2 Level 3: 0 Level 4: 0	• While the RTC uses a data-driven tool to rank and prioritize projects, TSMO is not a specific criterion input. • The RTC has various data sets available; however, they don't have a process to analyze, use, or share this data. • Data that is relevant to TSMO strategies is not currently being used to drive project identification and prioritization.	**1**
Organization & Workforce	Not applicable.	• There are specific individuals within the organization that are driving TSMO*, roles and responsibilities for TSMO are not clearly defined.*	**1**
Culture	Not applicable.	• The RTC understands the benefits of TSMO. However, those benefits have not been branded or relayed to the public. • The RTC is prioritizing TSMO, including planning steps for TMC development, managing the signal timing program, conducting operations-focused spot projects through the TE/ITS program, and implementing the ITS SMP; however, this work is not well understood within or outside of those doing the work.	**2**
Collaboration	Level 1: 0 Level 2: 14 Level 3: 0 Level 4: 0	• Project goals/objectives, strategies, and performance measures exist; however, they could be better aligned across departments and with external partners. • Informal collaboration takes place during monthly TOMS meetings. • Other collaboration avenues include: RTC's board, the technical advisory committee, and RTC Planning/Engineering meetings.	**2**

BREAKOUT GROUPS

After the scoring process was completed, workshop attendees were broken into four groups. The groups were led by a facilitator to discuss specific ideas for recommendations for how the RTC could improve their score for each dimension: Business Processes, Systems & Technology, Performance, and Collaboration. Ideas were written on sticky notes, posted on boards (photographed below in ***Figure 5***), and presented at the end of the workshop.

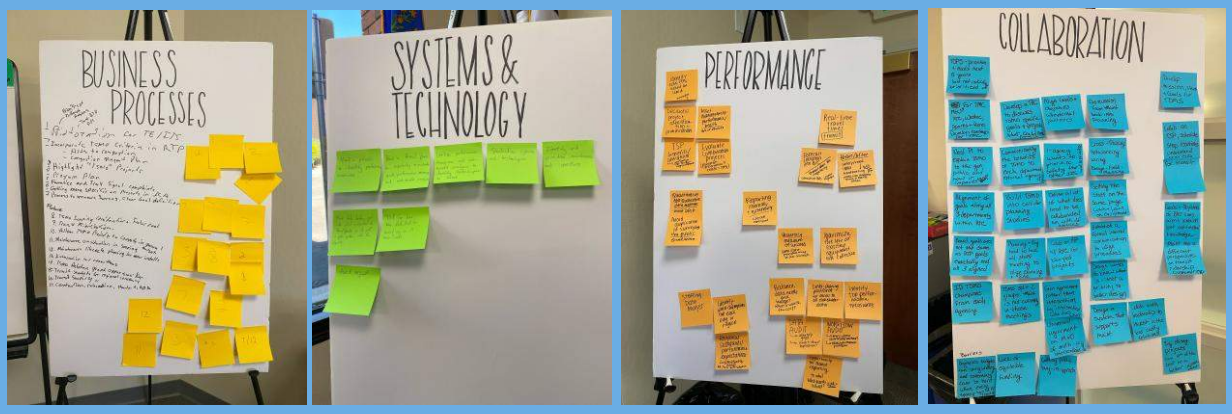


Figure 5 *Breakout Group Poster Boards with Ideas to Advance to the Next Level*

IDEAS TO ADVANCE TO THE NEXT LEVEL SUMMARY

A comprehensive list of all ideas written on sticky notes can be found in ***Appendix C:*** CMM Assessment Notes. A high-level summary of the highest priority ideas from the workshop is summarized in the bullet list below. Official recommendations are summarized at the end of this report.

- **Business Processes**—The RTC should develop processes to integrate TSMO into project planning and scoping. Project definitions, goals, and objectives should align with TSMO.
- **Systems & Technology**—The RTC should continue its efforts implementing deployment strategies outlined in the ITS SMP, such as establishing the Traffic Management Center (TMC) and developing standards for regional systems and technologies. A data gap analysis could inform the RTC of priority investments for technological advancements (what devices should be procured, when fiber should be installed, etc.).
- **Performance**—A data gap analysis could provide understanding of existing datasets and what datasets are needed to support performance measurement. The data gap analysis should cover data collection, processing, sources, etc. and identify target performance measures for reporting.
- **Collaboration**—The RTC should develop a process to formalize project definition, goals, and objectives to align with TSMO. TSMO program goals should be defined and aligned with organizational and departmental goals, which will improve collaboration.
- **Organization & Workforce**—Clearly defining how TSMO fits into the organization will assist the RTC in planning for staffing needs.
- **Culture**—The RTC should align organizational goals and develop a branding structure for TSMO internally and externally.

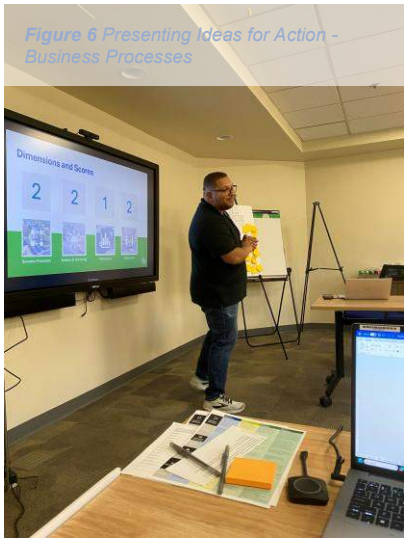


Figure 6 Presenting Ideas for Action - Business Processes



Figure 7 Presenting Ideas for Action - Collaboration

Recommendations and Next Steps

The recommendations and next steps outlined in this document have been identified through stakeholder feedback, CMM Assessment scoring results, and national best practices. The implementation of the recommendations will help advance TSMO maturity at the RTC. The recommendations are grouped by TSMO element (Programmatic, Strategic, and Tactical) and listed in ***Table 3***. Each recommendation has a worksheet with relevant information for implementation. A supplemental action plan was developed to show the recommendations by TSMO element (Programmatic, Strategic, and Tactical) and their actions within short-term, intermediate, and long-term timeframes.

Table 3 *Summary of Recommendations*

TSMO ELEMENT	#	RECOMMENDATION
Programmatic	1	Develop a TSMO Framework
	2	Include TSMO in RTC Goals
	3	Conduct a Data Gap Analysis
Strategic	4	Develop a Process to Integrate TSMO into the Planning Process
	5	Update the Congestion Management Plan Analysis Process
	6	Revise the RTP Scoring Tool to Include TSMO
Tactical	7	Integrate TSMO into the Project Scoping Process
	8	Develop an Identification and Prioritization Process for the TE/ITS Program | Formalize TOMS
	9	Implement Priority Deployment Strategies in the ITS Strategic Master Plan

RECOMMENDATION 1: DEVELOP A TSMO FRAMEWORK

Description

The purpose of this recommendation is to develop a set of rules of engagement as to how TSMO is integrated into processes and projects at the RTC. A framework provides the structure for the RTC to identify how they define TSMO, how they want to communicate it, and how it guides decision making. The framework should define how and when TSMO initiatives are pursued, who to engage, and what to consider during implementation.

Actions

- Host a workshop with Engineering, Planning, and Transit to discuss the high-level objectives of the TSMO framework (RTC TSMO visioning, key initiatives, goals, etc.). Engineering department leads decision making.
- Audit the RTC's projects to identify potential TSMO use cases, including example TSMO flagship projects and lessons learned on missed opportunities for TSMO integration.
- Identify "quick wins" that can be completed within the TSMO framework. These would be low-effort activities that would improve business processes and strengthen culture.
- Develop cut sheets and presentation material on the use cases including TSMO strategies and benefits for mobility, safety, reliability, and other key performance indicators (KPI).
- Develop TSMO rules of engagement that outline current RTC activities that are aligned with TSMO principles, to illustrate and justify RTC's continued pursuit of deeper TSMO integration.

Future Opportunities

- Document how data will be collected and reported for KPI's (*see recommendation #3)*.
- Host a workshop to discuss roles and responsibilities of each RTC department in achieving TSMO program goals.
- Plan for TSMO in RTC's organizational structure to make strategic staffing decisions.
    - Identify what skills and capabilities are needed for those positions. Needs expressed during the CMM Assessment include center-to-center coordination/TMC management, fiber/networking, and data analytics.

Barriers

- Limitations on current staff availability to develop TSMO framework supporting materials.
- Limitations on staff TSMO understanding and expertise to envision the future of the program.

Related Dimensions

CMM Assessment dimensions the recommendation supports advancing:



Responsibility

- **Leading:** RTC Traffic Engineering TSMO Program Manager
- **Supporting:** RTC Traffic Engineering TOMS Program Manager, RTC Director of Engineering

Priority

Low | Medium | **High**

Level of Effort

Low | **Medium** | High

Peer Review

- *Nevada DOT TSMO Program Documents.* NDOT has a program plan and other documents relevant to the RTC, including the Business Case, Performance Management Plan, Case Studies, etc.
- *Portland, Oregon Metro TSMO Strategy.* Adopted as part of the MPO's RTP, this plan outlines goals, objectives, performance measures and targets, and roles/responsibilities for enhancing TSMO as a region.

RECOMMENDATION 2: INCLUDE TSMO IN RTC GOALS

Description

Alignment of RTC goals with TSMO concepts will provide clear direction to staff on how TSMO fits into the organization and the role they have in accomplishing those goals. Clearly documented goals will result in improved collaboration and culture development.

Milestone: TSMO inclusion in FY27 goals, utilizing support from consultant (OnStrategy).

Actions

- Review existing documentation of RTC goals:
  - Mission, culture statement, and strategic goals from the 2024 Annual Report
  - Goals outlined in the latest version of the RTP (2050)
  - RTC Board of Directors goals
  - RTC Department goals
  - RTC TSMO Program goals (*see recommendation #1).* The program goals should inform the organizational goals.
- Host a workshop with Engineering, Planning, Transit, and other staff (Administrative Services, IT, Finance, etc.) to discuss where TSMO fits into the existing goals of the organization.
- Report out TSMO program vision/framework and organizational goals to the following groups:
  - RTC Directors
  - TOMS (external stakeholders)
  - CMAQ Committee
  - Active Traffic Management Committee
- In the next version of the RTP and other publications, update documentation of goals to include TSMO alignment.

Barriers

- Limitations on staff TSMO understanding and expertise to make decisions on alignment with current agency goals and activities.
- Gaining buy-in from local stakeholders on RTC's TSMO vision, goals, and objectives because it will influence how the RTC programs and implements projects on behalf of the jurisdictions.

Related Dimensions

CMM Assessment dimensions the recommendation supports advancing:



Responsibility

- **Leading:** RTC Traffic Engineering TSMO Program Manager, RTC Executive Principal Analyst
- **Supporting:** RTC Director of Planning, RTC Director of Engineering, RTC Executive Director

Priority

Low | Medium | **High**

Level of Effort

Low | Medium | High

Peer Review

- Compare and contrast *One Nevada goals*, *NDOT's business goals*, and *NDOT's TSMO Program Plan* goals. All three sources of goals are aligned; the TSMO Program Plan expands on objectives to accomplish the goals.

RECOMMENDATION 3: CONDUCT A DATA GAP ANALYSIS

Description

The purpose of the data gap analysis is to obtain a holistic view of what data RTC currently has, what's missing, and how to better support decision making—through identification of priority performance measures that support program goals. The gap analysis will help the RTC approach data collection, analysis, and performance measurement more intentionally. This will also help the RTC prioritize investments in data and technology.

Actions

- Identify resources to conduct a gap analysis including the formal review and documentation of:
  - **Available datasets, sources, and access**— There are many resources available across different agencies. What data is the RTC or stakeholder agencies in need of? How can access to available data be improved? The gap analysis should document opportunities to streamline access and reporting.
  - **Review of Congestion Management Plan (CMP)/RTP performance measures**—are they in alignment with TSMO? How are they being measured and reported? What is the measure of success?
  - **Review of CMP INRIX congestion analysis**—incorporate datasets to measure non-recurring congestion and arterial/local roadway operational performance.
  - **Review of Active Transportation Plan and Safety Action Plan**—these include elements of data collection and related performance measures. There may be overlapping data needs identified in these plans.
  - **Reporting needs and expectations**—who needs what performance measures reported to them for decision-making?
  - **Formalization of benefit-cost analysis and before/after studies**—what is needed to regularly report this information?
  - **Data's role in asset management**—what data is needed to leverage the installation and maintenance of systems and technology?
  - **Regional standards and roles/responsibilities**—clearly outline how regional partners can support measuring regional performance.
- Assign data collection, management, and procurement responsibilities to an existing RTC position. This person should be known as the steward of regional traffic operations data. This assignment could be modified based on the outcomes from the data gap analysis.

Barriers

- Collaboration across RTC departments and with stakeholder agencies for accurate representation of current data collection and maintenance practices.
- Gaining buy-in and consensus from local stakeholders on making data decisions for the region.
- Technical expertise from accessing existing datasets to conducting analysis (manipulation and interpretation).

Related Dimensions

CMM Assessment dimensions the recommendation supports advancing:



Responsibility

- **Leading:** RTC Traffic Engineering TSMO Program Manager, RTC Planning Project Manager
- **Supporting:** RTC Traffic Engineering TOMS Program Manager, RTC Director of Planning

Priority

Impacts other recommendations.

Low Medium **High**

Level of Effort

Low Medium **High**

Peer Review

- *Ohio DOT Performance Measures Brief.* Summarizes program goals, objectives, and related performance measures.
- Congestion Analysis Examples
  - INRIX bottleneck ranking tool – to account for non-recurring congestion.
  - Incident data—where are the incidents happening, when are they happening, how are they impacting traffic?
  - Signal timing performance.

RECOMMENDATION 4: DEVELOP A PROCESS TO INTEGRATE TSMO INTO THE PLANNING PROCESS

Description

This recommendation addresses the identification of TSMO strategies and concepts at project conception. There are opportunities in the existing planning process to consider alternatives to capacity projects and documenting those TSMO strategies and concepts in planning documents that inform the RTP.

Actions

- A call for projects is issued during the development of the Unified Planning Work Program (UPWP). Engineering should develop and submit TSMO scope item requests/proposals for consideration.
- Investigate revising the UPWP scoring criteria for planning studies to include a criterion for TSMO strategies and concepts.
- Identify opportunities to incorporate TSMO strategies and concepts into planning studies currently identified in the UPWP. This includes scoping the consideration of operational and multimodal strategies to be the solutions to the problems the study identifies.
- Identify a process for completed planning studies to be reviewed by Engineering. Short-term TSMO strategies identified in the planning studies should inform project identification for the TE/ITS Program (TOMS) *(see recommendation #8).*
- Develop a collaboration step for the project identification process of the RTP update: Engineering and Planning collaborate and achieve consensus on more detailed RTP "scope statements" for projects. The scope should include a high-level project definition and identify project goals to provide clarity on competing corridor priorities. The collaboration should engage a variety of subject matter experts on pavement preservation, traffic operations, active transportation, and safety to identify strategic project goals and priorities.

Barriers

- Current projects documented in the RTP are classified as "multimodal" or "capacity." Determining how TSMO alternatives are documented and classified in planning documents is a barrier.
- Formalizing how TSMO solutions identified in planning documents/studies are programmed (RTP or programmatic).

Related Dimensions

This section details which CMM Assessment dimensions the recommendation supports advancing.



Responsibility

- **Leading:** RTC Director of Planning
- **Supporting:** RTC Traffic Engineering TSMO Program Manager, RTC Director of Engineering

Priority

Low **Medium** High

Level of Effort

Low **Medium** High

RECOMMENDATION 5: UPDATE THE CONGESTION MANAGEMENT PLAN ANALYSIS PROCESS

Description

This recommendation strengthens TSMO integration in RTC's CMP and Safety Action Plan (SAP) by expanding analysis beyond peak-hour congestion to include non-recurring events. The actions will result in documentation of TSMO opportunities in the CMP and streamlined project identification for the TE/ITS program with data-driven decision-making.

Complete the actions in coordination with the **next CMP update.**

Actions

- Identify resources to develop a TSMO strategy toolbox to assist the RTC in identifying applicable TSMO strategies to include in their projects. The toolbox should include guidance and measurable criteria on when the countermeasure should be deployed, projected cost, key outcomes/benefits, performance measures, and measures of effectiveness. The resulting recommended strategies should be supplemented with evidence that these strategies will resolve the root issue.
- Revise the CMP INRIX congestion analysis process to account for non-recurring congestion *(see recommendation #3)*. Document the top areas for potential TSMO improvements in the CMP.
- Run 2050 RTP, CMP, and SAP identified areas/corridors through the TSMO strategy toolbox to identify applicable TSMO strategies.
- Formalize the documentation of how the CMP and SAP identified projects are programmed. The CMP and SAP should recommend the avenue for implementation (e.g., RTP or Programmatic *[see recommendation #8])*.

Barriers

- Data availability for TSMO-based evaluation/analysis (e.g., non-recurring congestion datasets).
- Limitations on current staff availability and TSMO understanding to analyze and interpret non-recurring congestion datasets.
- Potential lack of political support for operational and multimodal strategies to be implemented because they aren't as "marketable" to the public and can come with financial implications (strategies such as managed lanes, tolling, park and ride, etc.).

Related Dimensions

CMM Assessment dimensions the recommendation supports advancing:



Responsibility

- **Leading:** RTC Planning Project Manager
- **Supporting:** RTC Traffic Engineering TSMO and TOMS Program Managers

Priority

Low Medium **High**

Level of Effort

Low Medium **High**

Peer Review

- *Pennsylvania TSMO Guidebook Part I: Planning (Publication 851 5-23). Chapter 6.* Provides a table of TSMO strategies and applicability based on six causes of congestion: bottlenecks, poor signal timing, traffic incidents, inclement weather, work zones, and special events. Also provides cutsheets for each TSMO strategy/countermeasure.
- *Chattanooga/North Georgia Region RTP* and *CMP*. Develops a list of the top 20 bottlenecks and conducts corridor-level analysis. It provides a summary of potential TSMO strategies and outlines how to measure strategy effectiveness.

RECOMMENDATION 6: REVISE THE RTP SCORING TOOL TO INCLUDE TSMO

Description

Integration of TSMO concepts into the RTP scoring tool will result in the RTC formally prioritizing TSMO solutions through data-driven decision-making.

Complete the actions in coordination with the **next RTP update**.

Actions

- Audit the RTP scoring tool. What RTP scoring criteria and performance measures are currently aligned with TSMO concepts & how can they be used to strengthen TSMO's influence in the RTP? Use discussions from the workshops identified in *recommendations #1 & #2.* The RTC TSMO framework and goals should influence decision-making identified in this recommendation.
- Incorporate language on the scoring tool update into the RTP solicitation.
- Add TSMO/ITS metrics to the RTP scoring tool.
  - *Qualitative example: Has the project been found to include TSMO opportunities through the TSMO strategy toolbox/CMP* (*see recommendation #5)?*
  - This would give points to projects that have TSMO elements and/or have been identified through TSMO-focused data analysis.
- Rank projects in the next RTP update with the updated scoring tool.

Future Opportunities

- Consider revising RTP project classification (e.g., by geographical scale and/or by project type [TSMO]). This can help the RTC culture in identifying TSMO opportunities early in the planning process and giving non-capacity projects improved opportunities to compete in the scoring process.
- Future considerations for TSMO project scoring tool measures when datasets become available:
  - Planning time index
  - Buffer time index
  - Event incident clearance time
  - Installation of technology to support operations
  - Estimated benefit-cost ratio

Barriers

- Potential schedule constraints to incorporate TSMO vision, goals, and objectives into the next RTP update.
- Data availability for TSMO-based evaluation/analysis to develop criteria and score projects appropriately.
- Limitations on current staff availability and TSMO understanding.

Related Dimensions

CMM Assessment dimensions the recommendation supports advancing:



Responsibility

- **Leading:** RTC Director of Planning
- **Supporting:** RTC Traffic Engineering TSMO Program Manager, RTC Director of Engineering

Priority

Low **Medium** High

Level of Effort

Low Medium **High**

Peer Review

- *Chattanooga/North Georgia Region RTP*. Provides an example of project classification and prioritization of projects by geographical scale.
- *Genessee Transportation Council Project Evaluation Criteria.* TSMO projects are evaluated with the following criteria:
  - Reduce travel times on major roadways (up to 10 points)
  - Reduce incident clearance times (up to 10 points)
  - Increase the productivity of regional transportation agencies/providers (up to 5 points)
  - Support or advance ITS elements (up to 5 points)

RECOMMENDATION 7: INTEGRATE TSMO INTO THE PROJECT SCOPING PROCESS

Description

This recommendation supports integrating TSMO into RTC's project scoping process to improve collaboration between Planning and Engineering during project handoff. The activities described in this recommendation will assist in informing RTC staff on TSMO and allow many TSMO solutions to be considered throughout a project's lifecycle. Effective collaboration during the scoping process can result in:

- Effective public outreach and buy-in by telling a story of what the project aims to achieve.
- Measurement of project success by evaluating project goals, objectives, and outcomes after implementation.

Actions

- Develop a quick reference guide of considerations for developing project definition, goals, objectives, and outcomes.
- Add to the scoping process: when a project is assigned to an RTC Project Manager, the definition, goals, objectives, and outcomes should be developed and agreed upon by Engineering, Planning, and Transit.
- Develop a checklist of questions related to TSMO concepts for the Project Manager to answer during the scoping process. The checklist purpose is to identify strategies that limit traffic impacts during construction, opportunities to combine with other projects, or add on TSMO activities like installing ITS devices or signal timing improvements/upgrades. Checklist topics:
  - Safety
  - Mobility (consider how the project impacts transit operations during and after construction)
  - Reliability (consider work zone management strategies)
  - Preserve Infrastructure
  - Maintenance (consider future maintenance for asset owners)
  - Sustainability
  - Assets (consider reviewing the existing fiber network or other ITS devices)
  - Collaboration (engage subject matter experts/ multidisciplinary review for other opportunities)
- Revise the Project Manger Procedure Manual to account for TSMO concepts such as concurrent construction projects.
- Investigate opportunities to integrate TSMO concepts (such as combining projects to reduce construction traffic impacts) into the Street & Highway Policy.

Barriers

- Limitations on current staff availability to develop resources that support RTC Project Managers (i.e., QRG and checklist).
- Identification of when in the project lifecycle TSMO recommendations are made. Typically, a budget has been assigned at project initiation so TSMO elements could be viewed as scope creep and could be challenging to implement due to budget constraints.
- Lack of awareness on active and upcoming construction to coordinate project construction activity.

Related Dimensions

CMM Assessment dimensions the recommendation supports advancing:



Responsibility

- **Leading:** RTC Engineering Manager
- **Supporting:** RTC Traffic Engineering TSMO and TOMS Program Managers, RTC Engineering Manager, RTC Director of Engineering

Priority

Low | Medium | **High**

Level of Effort

Low | **Medium** | High

Peer Review

- *NDOT TSMO Evaluation Tool.* Includes a series of questions on safety, mobility, reliability, and sustainability to help users determine opportunities for TSMO at the scoping level.
- *Pennsylvania TSMO Guidebook Part I: Planning (Publication 851 5-23).* Provides guidance on developing SMART objectives and performance measures.

RECOMMENDATION 8: DEVELOP AN IDENTIFICATION & PRIORITIZATION PROCESS FOR THE TE/ITS PROGRAM | FORMALIZE TOMS

Description

The TE/ITS Program is how operational spot improvements are currently implemented by the RTC. This recommendation aims to formalize the TE/ITS Program's project identification and prioritization process using a data-driven approach, and through formalization of TOMS. This effort requires stakeholder collaboration to use existing processes and agree upon roles and responsibilities. Many agencies have already developed data-driven frameworks to identify projects.

Actions

- Identify resources to support the development of a TE/ITS programmatic prioritization/project ranking process and related resources.
- Formalize TOMS by giving the group structure. Examples include identifying group mission, vision, and goals and defining clear roles for participants. The group should be the central decision-making body for regional TSMO activities. The group should advocate for TSMO projects and serve as a forum for cross-training on TSMO skills.
  - Include maintenance staff and signal technicians as appropriate for TSMO training.
- Use the UPWP call for projects process and the 2050 RTP scoring tool criteria to evaluate and prioritize identified projects. TOMS should serve as a platform to gain feedback on the newly defined processes.
- Conduct a call for projects via a digital form for stakeholder agencies to submit ideas. Ask stakeholder agencies to submit project definitions, goals, objectives, and projected outcomes. Ask for supporting data to justify the project need.
- Develop an internal RTC project list through formal, data-driven project identification:
  - Review the CMP/SAP analysis and recommendations for the top areas for TSMO improvements (*see recommendation #5).*
  - Review operations-focused or multimodal projects identified in planning studies (*see recommendation #4).*
- Score internally identified projects and those submitted via the call for projects using the 2050 RTP scoring tool criteria..
- Consider updating how TE/ITS projects are scored and prioritized as new data becomes available. Criteria considerations:
  - Safety
  - Mobility
  - Reliability
  - Maintenance
  - Sustainability
  - Assets
  - Constructability/Feasibility

Barriers

- Data availability for TSMO-based criteria and scoring.
- Limitations on current staff availability and expertise to analyze and interpret datasets.
- Gaining buy-in from local stakeholders on decisions since the RTC does not own and maintain infrastructure.

Related Dimensions

CMM Assessment dimensions the recommendation supports advancing:



Responsibility

- **Leading:** RTC Traffic Engineering TOMS Program Manager
- **Supporting:** RTC Traffic Engineering Project Manager and TSMO Program Manager

Priority

Low Medium **High**

Level of Effort

Low Medium **High**

Peer Review

- *Portland, Oregon TransPort.* Subcommittee of the Transportation Policy Alternatives Committee (TPAC), charged with advancing TSMO by coordinating investments and advocating for TSMO projects. This group has been leveraged for regional implementation of cloud-based Next Gen Transit Signal Priority (TSP).

RECOMMENDATION 9: IMPLEMENT PRIORITY DEPLOYMENT STRATEGIES FROM THE ITS STRATEGIC MASTER PLAN

Description

In December 2024 the RTC published the *Intelligent Transportation System (ITS) Strategic Master Plan*. Deployment strategies recommended in that plan are summarized in ***Figure 2***. The CMM Assessment process resulted in the need for a reprioritization of the deployment strategies. Priority recommendations are summarized in this recommendation.

Actions

- Prioritize deployment strategy: *formalize the signal timing program.*
  - Document roles and responsibilities, how signal performance is measured and reported, how retiming efforts are prioritized, how proposed timing plans are reviewed and implemented by involved parties, etc.
  - Developing a public complaint and work order tracking system for the Traffic Signal Hotline. A system to monitor work being conducted (specifically across jurisdictions), including complaint resolution documentation would formalize the program. *RTC is currently planning these efforts for the Traffic Signal Hotline as part of TMC development.*
- Prioritize deployment strategy: *enhance regional ITS and signal asset management database.*
- Prioritize deployment strategy: *dedicate funding for ITS infrastructure.*
  - Determine funding and financing opportunities that can be used to promote TSMO and networking within Washoe County.
  - Determine needs for dedicated staffing and training resources/skills development for operating and maintaining the fiber network.
- Develop a TMC roadmap. Include plans for:
  - Obtaining access to real-time data for transit travel times.
- Collaborate with NDOT's TOTS section to explore opportunities for joint use of the NDOT fiber network and coordination on shared construction projects.

Barriers

- RTC staff and regional understanding of and skills regarding ITS infrastructure/network maintenance.
- Avoiding duplicating the efforts of local partner agencies (tracking public complaints/work orders, asset management, etc.).
- Gaining buy-in from local stakeholders for standardized regional deployment on technology (software and hardware).
- Providing data-driven decisions and justification to dedicate funding for ITS improvements.

Related Dimensions

CMM Assessment dimensions the recommendation supports advancing:



Responsibility

- **Leading:** RTC Traffic Engineering TOMS Program Manager
- **Supporting:** RTC Traffic Engineering TSMO Program Manager

Priority

Low **Medium** High

Level of Effort

Low Medium **High**

Peer Review

- *Kansas City Mid-American Regional Council Operation Green Light (OGL).* The Kansas City MPO funds and operates OGL, which is collocated with KC Scout (DOT TMC). OGL operates over 750 signals in real-time during events/incidents and conducts signal retiming efforts across many jurisdictions in the metro area.
- Evaluate the use of the work order tracking system in use by Southern Nevada FAST for applicability in Washoe.

Reference Information: RTC Planning Processes

The RTC is responsible for transportation planning, construction/project delivery, and operations for the Reno/Sparks Metropolitan Area in Washoe County. The agency serves a unique role developing federally required planning documents, providing the funding for projects, and designing and constructing those projects through agreements with the asset owner. Understanding current processes is critical to providing valuable recommendations for integration of TSMO concepts. The following section summarizes RTC transportation planning and project implementation processes.

REGIONAL TRANSPORTATION PLAN

The RTP is the RTC's 25-year planning document. The RTP includes a prioritized and fiscally constrained list of the regionally significant transportation projects that are needed in the region over the next 25 years. Projects are identified through planning study recommendations and a Call for Projects to member jurisdictions. Projects are prioritized through a data-driven process that measures the ability of a project to meet plan goals. The prioritization tool is provided in ***Table 4***. More information on the project selection process can be found in the *RTP 2050 Update*. Projects identified for the first 10 years in the RTP are eligible to be programmed for funding through the Regional Transportation Improvement Plan (RTIP).

Table 4 *2050 RTP Update Project Scoring Tool Criteria and Scoring*

GOAL	OBJECTIVE	METRIC
Safety	Reduce Traffic Fatalities and Serious Injuries	Number of crashes per year at project location (High=50, Medium=30, Low=10)
		Bike/ped crashes at project location (High=50, Medium=30, Low=10)
Maintain Infrastructure Condition	Manage Existing Infrastructure Efficiently	Pavement Condition Index (PCI) for project location (Poor=90, Fair=50, Good=0)
		Bridge Rating (Poor=10, Fair=5, Good=0)
Congestion Reduction	Manage Vehicle Travel Demand and Reduce Congestion	Travel Time Index for peak hour (>1.5=50, 1.5-0.6=30, <0.6=0)
		Average Daily Traffic (>14,000=50, 14,000-5,000=30, <5,000=0)
System Reliability and Resiliency	Integrate All Travel Modes and Increase Travel Options	Is the project a new road segment? (Yes=60, No=0)
		Does the project fill technology or facility gaps in the existing network? (Yes=20, No=0)
		Is the project a bike/ped project? (Yes=20, No=0)
Efficient Freight Movement and Economic Vitality	Improve the Movement of Freight and Goods	Distance to freight corridor (roadway, air, and rail) (0=50, <5mi=30, >5mi=0)
		Provides access to employment center (Large=50, Medium=30, Small=20)
Equity and Environmental Justice	Promote Equity and Environmental Justice	Does the project provide benefit to an EJ area? (Yes=40, No=0)
		Does the project improve Pedestrian Experience Index (PEI) rating and/or Bicycle Level of Traffic Stress (BLTS) rating (as defined in the Active Transportation Plan [ATP])? (Yes=60, No=0)
Accessibility and Mobility	Provide a Regional Transit System and Other Transportation Services	Does the project location have a transit stop? (Yes=40, No=0)
		Distance from fixed route transit service (<0.25mi=30, 0.25-0.5mi=20, >0.5mi=0) and/or distance from BRT service (</=0.5mi=30, >0.5mi=0)
		Does the project promote transit? (Yes=30, No=0)
Integrate Land-Use and Economic Development	Improve Inter-Regional Connectivity	Project is within which of the five TMRPA tiers? (1=70, 2=60, 3=40, 4=20, 5=10)
		Does the project improve connectivity for tourism? (Yes=30, No=0)
Reduced Project Delivery Delays	Monitoring Implementation and Performance	What is the project's status? (Planning=20, Environmental=50, Design=60, Construction=70)
		Private/Other agency funding (Yes=20, No=0)
		Project feasibility (High=10, Medium=5, Low=0)

PROGRAMMATIC PROJECTS



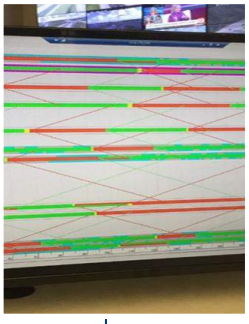
TE/ITS

The Traffic Operations Program (TE/ITS) is used to implement projects identified through an annual call for projects with the Traffic Operations and Management Subcommittee (TOMS). TOMS is managed by RTC Engineering staff and includes active participation from regional stakeholder agencies (city, county, and state). The group meets monthly to discuss regional traffic operations, including presentations on projects, project updates, and ideas for improvements. The TE/ITS Program budget is $10 million/year. Examples of "spot" projects that get implemented through this program include installing new signal heads or lengthening turn pockets at an intersection.



SIGNAL TIMING PROGRAM

The RTC and the University of Nevada, Reno (UNR) have a research agreement to support the Signal Timing Program and other traffic engineering needs. UNR students evaluate and retime signals at the direction of the RTC, Reno, and Sparks. The Signal Timing Program outlines that signals be retimed on a three-year basis, although signals can be retimed in response to public complaints submitted through the signal hotline that the RTC manages. UNR students use probe data for proactive signal timing decision-making and prioritization and develop algorithms to process and analyze the data. Timing plans are developed by students and reviewed by UNR faculty prior to submission to the RTC and implementation by the local jurisdiction.



DATA-DRIVEN SIGNAL PERFORMANCE

The 2023 Regional Traffic Signal Coordination Performance Evaluation, conducted by UNR, assesses signal timing effectiveness across 36 arterial corridors in the region. The study utilizes high-resolution vehicle trajectory data from Wejo to evaluate signal performance over ten days in March 2023. Using a custom scoring system that factors in average speed, stop frequency, signal cycle length, and intersection spacing, the research assigns each corridor a signal performance index (SPI) grade from A (excellent) to F (poor). The study recommends prioritizing retiming for low-scoring corridors. **These findings support data-driven improvements to the RTC's Signal Timing Program for 2024–2027,** aiming to enhance mobility, reduce delays, and improve regional traffic flow.

The Pavement Preservation Program is used to implement roadway reconstruction and preventative or corrective maintenance projects. Transit Roadway and Accessibility Projects are implemented to advance transit infrastructure. Combining pavement preservation projects with TE/ITS, other programmatic projects, or RTP projects, can strengthen RTC's TSMO culture by reducing construction traffic impacts and better aligning project goals, objectives, and outcomes.

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

The RTP list of projects (street and highway, transit, bicycle and pedestrian) identified for the first 10 years is used to develop a 5-year program of projects for implementation through the RTIP. The RTC Engineering department performs the high-level cost estimating and project scoping that are included in the RTIP. There are standard scopes, typical cross sections, and typical cost estimates that are used to complete this analysis.

PROJECT IMPLEMENTATION

After being included in the RTIP, if there are additional traffic concerns to address, the project gets prioritized into RTC Engineering's workflow to determine the project's feasibility and inclusion into the Street & Highway Program (two-year outlook of projects). RTC Engineering develops a feasibility analysis/white paper for priority projects. An example bullet scope of activities conducted during the feasibility study phase is provided below.

Example Feasibility Study Scope

- Conduct traffic counts at specified locations.
- Develop traffic forecasts for roadway network scenarios.
- Perform Synchro and/or HCS analysis for the corridor.
- Identify need for intersection improvements at surrounding intersections/corridors.
- Identify potential access management strategies for the corridor.
- Identify need for widening and cost range.
- Identify approximate right-of-way acquisition needs and cost range.
- Identify the need to relocate major utilities and cost range.
- Provide rough plan exhibit of improvements and cross-sections.
- Identify and include any multimodal improvements or modifications that would be required along the corridor.

Once a project has been included in the Street & Highway Program, Interlocal Cooperative Agreements (ICAs) are signed with the local entities to design and implement the project. RTC Engineering will coordinate with local entities during design.

SHORT-RANGE TRANSIT PLAN

A short-range transit plan is updated every five years in coordination with the RTP. It evaluates transit service using ridership data and public engagement feedback. The plan expands on operating and capital recommendations to improve transit service (e.g., RAPID, RIDE, and FlexRIDE route changes, bus stop amenities, facilities, and technology).

Department and Stakeholder Interviews Summary

A series of interviews was conducted as part of the project process to audit RTC TSMO capabilities and future opportunities. The feedback was used to guide the CMM Assessment scoring criteria. Information from the interviews is summarized in ***Table 5***.

Street and Highway Program (S&H) & Interlocal Cooperative Agreements (ICAs)

The S&H Program Policy is the RTC's guiding document on how to consistently deliver projects across all its programs. It clearly categorizes projects into types:

1. **Roadway projects:** improvements to create new roadway connections and/or extend existing roadway, improvements to increase vehicle capacity by adding lanes, or adding infrastructure for other modes (bike/ped).
2. **Traffic operations projects:** ITS improvements or improvements to existing intersections that improve operations and safety such as widening, reconfiguration, signal installation, and alternative intersection installation (e.g., roundabouts, traffic signal detection, and equipment enhancements).
3. **Pavement preservation projects:** preventative or corrective maintenance, road rehabilitation, road reconstruction, or Portland Cement Concrete (PCC) rehabilitation or reconstruction.

The policy allows for the RTC to incorporate and combine projects with other RTC projects and local public works projects, utility projects, and private projects.

The ICAs give the RTC the authority to design and program projects on behalf of the entity signing the agreement. The ICA specifies construction and maintenance responsibilities for existing and newly constructed improvements upon the completion of the project.

Table 5 *Department and Stakeholder Interview Matrix*

DIMENSION	DEPARTMENT/AGENCY								
	RTC ENGINEERING	RTC PLANNING	RTC TRANSIT	RENO	SPARKS	WASHOE COUNTY	NDOT HQ	NDOT DISTRICT II	UNR
Business Processes	The organization struggles with **competing priorities**—balancing bike/ped, transit, capacity, signal operations—along a single corridor. There is some inconsistency in how a project becomes a project at RTC, especially when **operating outside of projects identified in the RTP**. There is interest in **defining a threshold for work zone analysis on projects**. The pavement preservation program may be an **opportunity to integrate/formalize fiber installation**.	TSMO projects are mostly being programmed by the RTC as part of the TE/ITS program. The planning process has opportunities to integrate TSMO—like **restructuring the RTP prioritization tool or developing a secondary TSMO evaluation tool**.	Before the internal project kickoff meeting, Planning, Engineering, and Transit discuss the RTP, joint discretionary grants, etc. to **review the list of projects to align activities and schedules appropriately**. An internal kickoff meeting is held for each project and **serves as an opportunity for Transit to bring concerns.** The meeting focuses on high-level discussions and verifies the project was scoped correctly. The RTC project manager has a checklist to complete prior to the kickoff meeting.	Investigate feasibility to **modify the S&H Policy and ICAs to better define opportunities to group TSMO-related improvements** (viability, scope, and priority) into rehab/pavement preservation, traffic/ITS, or other capacity projects. Reno developed a robust crash analysis map that provides ranked crash locations (intersections and corridors). From that list of locations, they developed a **process to analyze opportunities for projects** (with or without RTC). RTC's TE/ITS Program project prioritization can model this framework.	Need a TSMO decision matrix for common operational issues, including maintenance considerations and scoping guidance**. There are opportunities to share ideas for TSMO solutions and guidance to scope those solutions**.	The County projects that get submitted to the RTP are usually developer driven. Developers can construct projects on behalf of the RTC and get reimbursed through the Regional Road Impact Fee (RIF). If the project impacts regional roads and/or is funded through RRIF, RTC is involved in traffic impact study and plan set reviews. **The County only conditions a developer to install signals or fiber as part of a project if that was requested by the RTC during scoping**.	**Fiber projects along NDOT right of way are implemented ad hoc by the RTC.** Example: McCarran project. The RTC knows NDOT installed fiber at this location and is trying to install fiber there now (no formal way to track fiber locations/gaps).	NDOT District II's role does not include planning and advocating for projects in NDOT's right of way. There are opportunities to discuss and integrate TSMO into project development early and often (between NDOT HQ, RTC, and District II). Specifically**, projects need to consider maintenance impacts and plan for those changes.**	There are opportunities to **standardize and properly document procedures and workflows for the Signal Timing Program** and other research efforts from project identification to the retiming process to implementation/coordination with city partners.
Systems & Technology	There is a need for **regional standards, details, and specifications** for consistency in how technology is programmed and installed in the region.		Engineering is investigating a regional traveler information system. **The Transit real-time information system(s) and corresponding datasets should be integrated**.	Reno does not have a qualified provider list (QPL) but does have an ad hoc approach to ensuring requirements are met when requesting bids. **Need to create and maintain a regional QPL.**	Priorities for technology enhancements: fiber connectivity to all traffic signal controllers, pan-tilt-zoom (PTZ) cameras, data collection automation, rectangular rapid flashing beacons (RRFBs). **Need dedicated staff to manage the network functions.**		Current practice is to collaborate with NDOT when the project scope includes signal, lighting, or ITS. NDOT responds to other ad hoc requests like camera installations from the cities. **There is a formalized local agreement for fiber with the RTC.**	**District II oversees the permitting process**, but approvals need to go through HQ divisions and departments (SLI, structures, hydraulics, environmental, etc.). SLI is the primary reviewer and decision maker. SLI then coordinates with District II on questions and get local input.	Priorities for data collection/technology enhancements: pedestrian/vulnerable user counts (currently extracted from ATMS or permanent LIDAR) and video detection for automated counts (opportunity to fund through SS4A grants).
Performance	There is interest in maintaining other datasets on **asset management and work zones.** RTC is currently investigating vendors like Gridsmart and Miovision to collect multimodal data.	There is a need to better understand what data is available, where it is being stored, and who has access to it. The Planning Department staffs a GIS specialist.	TSP performance is not currently being monitored, and changes are being made ad hoc. Transit would like to **measure TSP performance with travel time savings or delay cost savings**.	Reno is conducting a **before/after study as part of the safety program this year.** They are also conducting a demo with Flow Labs to analyze the effectiveness of signal timing modifications.		There is a need to better understand what data is available, where it is being stored, and who has access to it.	Considerations for TMC data collection, reporting, and performance measurement: crash data, freeway service patrol data, interoperability, define how and why the data is being used, and reporting frequency to NDOT.		UNR developed a 2023 Regional Traffic Signal Coordination Performance Evaluation report that **summarizes signal performance measure recommendations and a roadmap for implementation for the RTC.**

Table 5 (Cont.) *Department and Stakeholder Interview Matrix*

DIMENSION	DEPARTMENT/AGENCY								
	RTC ENGINEERING	RTC PLANNING	RTC TRANSIT	RENO	SPARKS	WASHOE COUNTY	NDOT HQ	NDOT DISTRICT II	UNR
Collaboration	**Formalize TOMS collaboration** for TE/ITS project identification and prioritization. Need a **public complaint and work order tracking** process.	Collaboration between Planning and Engineering is ad hoc. There are monthly standing meetings to bring a list of touchpoints and upcoming projects to align activities. **This meeting could be formalized to meet TSMO objectives.**		Need a public complaint and work order tracking process that ranks and prioritizes requests.	Signal timing program: institutional knowledge is lost when UNR students graduate. **RTC needs a champion with signal timing expertise that can work closely with UNR** (justify as part of the TMC).	Washoe County rarely brings projects for the TE/ITS program via TOMS meetings. Usually, they bring issues they are having at an intersection to brainstorm with all partners on how to resolve. Signal complaints go to the RTC through the signal timing modification program. **Maintenance roles and responsibilities:** Need a regional policy to understand why projects are being driven by the RTC and what future maintenance plans are.	The monthly TOMS meetings provide a great avenue for sharing upcoming projects and give NDOT the opportunity to provide feedback. **Construction coordination:** NDOT's traffic management plan should include informing all stakeholders of all projects being constructed, but construction occurs on alternate routes at the same time (e.g., North Valleys and Pyramid Way). Construction coordination is being done ad hoc.	District II and RTC **collaboration is project dependent and is conducted through informal meetings/phone calls.** Discussing at the project level helps with decision making as sometimes the larger update meetings focus on education rather than collaboration. The Road Operations Center (ROC) coordinates live traffic operations for NDOT right of way in District II. There are opportunities to collaborate with or co-locate the ROC and the RTC's TMC.	**Formalize the need for TSMO-related research** in the RTC/UNR research agreement.
Organization & Workforce	Regional knowledge gap in **networking and cybersecurity.**			Concerns about balancing staff resources across project implementation, monitoring, maintenance, and upgrades.	RTC doesn't have the capabilities to maintain ITS devices and these responsibilities fall to the local jurisdictions. **Investigate if RTC could fund dedicated staff for maintaining signals** (justify as part of the TMC).		Need better documentation and education on regional agency roles and responsibilities.		UNR currently offers courses on planning and safety, ITS and automation, traffic operations, and data science. There may be future opportunities to integrate IT and networking into the curriculum, but they **need to be formally supported by RTC to implement.**
Culture	**Staffing constraints** are the main barriers to formalizing TSMO into RTC's culture.		The RTC has **a culture of innovation and continuous improvement.** There aren't many barriers to implementing new programs or initiatives, just need technical expertise to bring the right ideas.	Reno has a culture of innovation, **often piloting emerging technologies through partnerships with vendors like adaptive signal control** near the University for special event management and transit signal priority (TSP) on Virginia Street.			Strengthen TSMO culture at RTC Engineering and NDOT Traffic Operations division and develop regional, consistent goals and objectives.		There is an opportunity for a Signal Timing Program culture shift to **retime signals based on data-driven needs rather than retiming on a schedule or fixed timeline.**

APPENDIX A: EXECUTIVE & STAKEHOLDER KICKOFF WORKSHOP NOTES

NOTES

SUBJECT: **TSMO CMM ASSESSMENT WORKSHOP 1**

DATE & TIME: March 12, 2025 11 a.m. – 1:30 p.m. PST

LOCATION: 1105 Terminal Way, Reno, NV

WELCOME AND INTRODUCTIONS

See attached sign in sheet for list of attendees.

DEFINE TSMO

- TSMO does NOT construct roadway capacity, rather optimizes operational performance.
- TSMO is NOT one thing, it is a collection of multi-faceted, multi-discipline approaches. Approaches can be strategic, programmatic, or tactical.
- TSMO is NOT just vehicles, it looks like providing reliable, multi-modal options to spread out the demand on the entire system.
- Non-recurring congestion makes up 55% of all congestion in urban areas and 95% in rural areas. TSMO strategies and approaches are built for handling non-recurring congestion like incidents, weather, special events, and work zones.

Example – leading pedestrian intervals (LPIs).

Problem: A request gets submitted to evaluate pedestrian timings at an intersection because there are near misses/safety concerns.

Solution: LPIs is identified as the signal timing strategy to implement & it mitigates the reported problems.

Solution with TSMO mindset: A well-functioning TSMO program would approach this globally – evaluating pedestrian safety and signal timing performance at many intersections, implementing LPIs, and reporting the strategy's effectiveness. Processes and procedures on when and how to implement LPIs would be documented.

WHY IS TSMO IMPORTANT TO RTC?

- Challenges
  - Multi-jurisdictional metro area: users don't know or care which jurisdiction their commute is along, they want a reliable, easy commute.
  - Special event and tourist traffic: results in non-recurring congestion.
  - Mode shift: providing mode options to users to spread out travel demand.
  - Limited alternate routes: when a crash occurs on I-80, there are not a lot of options for diverting interstate traffic.
- Developing a TSMO culture where RTC staff and its external partners are equipped with the tools to **approach these challenges** will provide customers with a better transportation system.
- TSMO addresses RTC's Regional Transportation Plan (RTP) goals like improving safety, maintaining infrastructure, reducing congestion, and improving reliability.

TSMO BENEFITS

- **Improves Reliability:** Consistency or dependability in travel times, as measured from day to day or across different times of day. What causes the system to be unreliable? Unplanned events and non-recurring congestion.
- **Improves Safety:** 386 people died in traffic incidents in Nevada in 2021, equating to $2.6B in economic loss. TSMO solutions improve safety through reducing congestion, eliminating causal factors, and reducing crashes. Missouri DOT reported queue warning systems resulted in a 14-45% reduction in crashes (1.6:1 - 2.4:1 benefit to cost).
- **Cost Savings:** TSMO solutions are typically lower in cost than capital improvements. FHWA reports smart work zones have a 10:1 benefit to cost ratio because they improve merging at lane closures, display travel times and alternate route information on message signs (divert traffic), and alert drivers of slowed or stopped traffic, reducing the risk of a crash.

OVERVIEW OF TSMO STRATEGIES

- Refer to slides for examples of TSMO strategies.
- What activities or programs are you already doing that you consider to be part of TSMO?

Bus rapid transit	Utility coordination meetings	Traffic incident management
Pavement preservation/active transportation coordination	Signal timing optimization & coordination	Towing recovery incentive program
Freight signal priority	Active traffic management	Ramp metering
Work zones	Fiber implementation	NV511
Traffic management center	Wrong way driving detection	Wind warning
Pan-tilt-zoom cameras at all signals	Advanced traveler information system	Construction coordination on regional projects
Regional fiber sharing agreement	Dynamic message signs	Bicycle facility map
Cloud based dynamic signal timing	Intelligent transportation systems	Access management policy
Communications between traffic signals/cybersecurity		

- What operational issues are you having right now? What TSMO solution(s) could be implemented to resolve these issues?

Bottlenecks caused by poorly timed signals	Equipment, methods, and practices each jurisdiction prefers. Standardize policies to promote uniformity in the region	
Streamlining trips analyzation at the micro level so that we can better identify capital improvement projects		Human caused events that impact the network
Construction smart work zones	Different emergency vehicle preemption (EVP) standards for each fire agency. Regional EVP working group	
Quick clearance of commercial vehicles during incidents and weather events. Towing Recovery Incentive Program (TRIP)		Data driven strategy selection and prioritization
NDOT permits	Multiple signal control servers (ATMS). Consolidated ATMS for all regional traffic signals	

- There was some discussion on the City of Reno's pedestrian crosswalk retiming/ prioritization project. They looked at crosswalk locations and quantified pedestrian exposure and demand (through measures like rectangular rapid flashing beacons [RFBs] and pedestrian hybrid beacons [PHBs]). Evaluated speed limits and roadway widths to improve pedestrian safety and operations of intersections. **This is an example of TSMO – developing formal processes and using data/performance metrics to prioritize locations.**
- A challenge that was discussed is there is a lack of ITS infrastructure on arterials. This inhibits the ability to do dynamic route suggestions.
- NDOT permitting can be difficult because a lot are written for private utility partners, therefore local agency-to-NDOT permits are difficult to complete.

WHAT IS A CMM ASSESSMENT?

A Capability Maturity Model, or CMM, is a process to identify what TSMO strategies the RTC is employing today, determine future RTC TSMO priorities, and define next steps to institutionalize TSMO culture. This project includes conducting a CMM Assessment to gather information and facilitate discussions on RTC's TSMO business processes, culture, and planning to identify actions and next steps. The following are just a few examples for reference.

SCORING DIMENSION	CONSIDERATIONS
Business Processes	How are TSMO solutions planned, programmed, and installed? Are there silos within the agency regarding the above?
Systems and Technology	How is the agency procuring and managing technology/devices and other assets?
Performance	How is the agency measuring performance? Is data readily available? How is it being reported and used?
Culture	Does staff across multiple divisions understand the tools in the TSMO toolbox? Does leadership prioritize TSMO mindset and strategies?
Organization and Workforce	How has the agency staffed TSMO? Does TSMO play an integral role in the agency structure? Is training provided to the workforce to retain TSMO skills?
Collaboration	How does the agency's staff collaborate internally and externally? What is the depth and breadth of those partnerships?

LEVELS

- Level 1: Performed — Ad-hoc
- Level 2: Managed — Processes developing; limited accountability
- Level 3: Integrated — Processes documented; performance measured
- Level 4: Optimized — Data-driven decisions; formal partnerships

CREATING TSMO CULTURE

- Who are the current TSMO champions? Who should be involved in TSMO?

Traffic complaint respondents	Signal timing system managers	UNR (signal timing optimization)
NDOT TSMO team	Traffic signal technicians	Decision makers (budget)[1]
GIS analysts	NDOT Traffic Operations	

[1]Engaging decision makers is important because having a dedicated budget for TSMO means that TSMO projects/activities have dedicated funding. This is important for long term sustainability of a TSMO program.

- What are the barriers to further implementing TSMO culture?

Funding/budget	Lack of dedicated staffing	Political drivers[2]
Agency specific standards and preferences[3]	Training and technical knowledge	Additional job responsibilities/ competing priorities
Obtaining buy-in up and down the ladder	Lack of experience with certain technologies	Mentorship for younger staff to get interested in TSMO
Building out TSMO program with room for growth and advancement	TSMO is too broad – responsibility can be overwhelming in practice	Focus on capacity projects instead of long-term maintenance and life cycle needs

[2]If capacity projects aren't being completed and publicized, the public perception can be that the agency isn't completing any work. Political positions and boards can influence decision-making that doesn't align with TSMO policies and programs.

[3]Agencies can have different or even conflicting standards and preferences across the RTC region. They also have different visions, missions, and goals.

- How might agency career paths align with TSMO?

Integrate TSMO into local university's curriculum[4]	Teach TSMO without saying TSMO. Maybe in middle/high school	Strong coordination and collaboration are useful skills for all government positions
Training or mentorship – transfer of institutional knowledge	Cross training	Give real world experience, show them the impact
TSMO training could count toward PDH or CEU credits		

[4]Introducing students to TSMO concepts is important to building career opportunities that align with growing TSMO programs. Teaching concepts like application programming interface (API) or networking material would be beneficial.

SURVEY NEXT STEPS

- The next step of this project is gathering your input through this survey. The answers you provide will be used to inform interviews with each RTC department and agency.
- We want to know how and in what ways your agency is currently collaborating with the RTC on TSMO. This information is crucial for our team to ask the right questions and make interviews productive and valuable.

APPENDIX B: DEPARTMENT AND STAKEHOLDER INTERVIEW NOTES

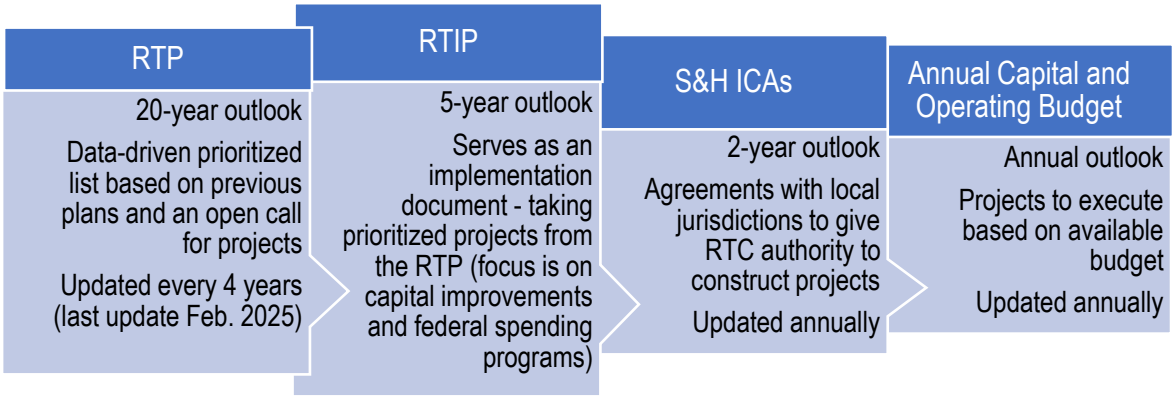
TSMO CMM ASSESSMENT INTERVIEW: ENGINEERING

Attendees: Jeff Wilbrecht (RTC), Alex Wolfson (RTC), LaShonn Ford (RTC), Laycee Kolkman (HDR), Kelsey Johns (HDR)

BACKGROUND

This project includes conducting a Capability Maturity Model (CMM) Assessment to gather information and facilitate discussions on RTC's TSMO business processes, culture, and planning to identify actions and next steps. A series of interviews was conducted to bring information on existing capabilities and future opportunities to the CMM Assessment workshop that will guide the scoring.

PLANNING PROCESS



- Engineering performs the high-level cost estimating and project scoping pieces of the RTP update. There are standard scopes, typical cross sections, and typical cost estimates that are utilized during this process.
- After the RTIP is published, Engineering compares projected funding with project rankings. If there are additional traffic concerns to address, the project gets prioritized in Engineering's workflow.
- Next, Engineering develops feasibility analyses/white papers on priority projects (e.g., the RTP identifies a need for 10 miles of roadway widening on a corridor, but through the analysis only 5 miles needs to be widened in the next 5 years).
  - During this stage, Engineering will coordinate with local entities – what developments need to be considered? Are there other projects being planned in this area? Does the owner have the ability to maintain the infrastructure?
- ICAs are signed with the local entities when the project feasibility has been analyzed by Engineering.

KEY OBSERVATIONS BY CMM DIMENSION

Business Processes | Planning & Programming

- The TE/ITS Program budget is $10 million/year to address projects not identified in the RTP (usually projects less than $1-2 million in construction costs). Project prioritization is ambiguous, conducted through a TOMS call for projects and integrating considerations like public complaints and schedule (*see Collaboration key observations).*
- There is some inconsistency in analyzing how a project becomes a project at RTC, especially when operating outside of projects identified in the RTP.
- The pavement preservation program may be an opportunity to integrate/formalize fiber installation, depending on funding constraints. Currently, these projects are ranked and prioritized by PCI.
- **Competing priorities:** plans for corridors across RTC departments and external partner agencies do not always align; attempting to implement solutions on a corridor with a limited amount of right of way. When are multimodal/transit solutions prioritized over vehicle-based solutions? Need a tool to evaluate and prioritize competing priorities along the same corridor (e.g., bike/ped, transit, signal retiming, capacity improvements, etc.).

Systems and Technology

- **Regional standards, details, and specifications:** Reno and Sparks technicians have their preferences on technology/vendors (e.g., Reno prefers Trafficware while Sparks uses Eagle; Reno uses video detection while Sparks uses loop detection). There are some items that are used consistently across jurisdictions like ATMS, signal poles, and signal heads. The RTC needs to regionalize standards and details to improve working cross-jurisdictionally.

Performance

- RTC has access to Reno Police Department crash data.
- **Priorities for datasets:** asset management, public complaints and workorders (through the traffic signal hotline), historical studies or plans, and work zone management information.

Organization and Workforce

- There is a regional knowledge gap in networking and cybersecurity. There is currently a lack of equity with IT departments in the region. Need dedicated staff to manage the network functions.

Culture

- There is desire and engagement from RTC executive staff to formalize TSMO but there are time and staffing constraints. How can RTC develop efficiencies and resources?
- There is a lack of formal procedures at RTC, meaning there is no bureaucracy to slow down initiatives, but not enough formal direction to deliver consistently.

Collaboration

- Collaboration between Planning and Engineering is ad hoc. Need to collaborate at the RTIP stage to (1) conduct a sensitivity analysis on the capacity projects (i.e., identify other TSMO opportunities) and (2) identify things that could impact scope and schedule challenges. Formalize the sensitivity analysis with a multidisciplinary checklist.
- Need a public complaint and work order tracking process that ranks and prioritizes requests. **Why?** To better define roles and responsibilities across jurisdictions and better manage the service requests. For example, the RTC hosts the signal complaint hotline and there is no formal process on reporting when the service request has been addressed. Usually, service requests are passed off to UNR or the city jurisdiction. The city implements any signal timing modifications. If a formal process were in place, progress could be properly documented. The documentation could then be used when scoping projects to see common issues at project locations.
- **Priority program to formalize** is the signal timing modification program (e.g., clearly defining the threshold on when and why signals will be retimed and what should be documented).
- **Work zone management:**
  - RTC evaluates – how significant will the traffic impacts be? How long is the duration? What are the detours? What access is lost?
  - If there are significant closures, RTC communicates with external partners.
    - **Example:** Sparks Boulevard. RTC pushed Sparks Blvd. project schedule because of other work in NDOT's right of way that would be impacted. Traditionally, RTC has not analyzed construction/closure traffic impacts.
  - RTC does not well define traffic control plan requirements.
  - Engineering is interested in defining a threshold for work zone analysis.
- Traffic Operations and Management Subcommittee (TOMS) is a group that meets monthly to discuss regional traffic operations, including presentations on projects, project updates, and ideas for improvements. TOMS objectives are loosely defined in the Interlocal Cooperative Agreements (ICAs). A call for projects is put out through this group annually to program projects through the RTC's TE/ITS Program. There is interest in formalizing the TOMS project prioritization process with TSMO criteria. Need to determine how information from TOMS gets distributed beyond Engineering.

TSMO CMM ASSESSMENT INTERVIEW: PLANNING

Attendees: Vanessa Lacer (RTC), LaShonn Ford (RTC), Laycee Kolkman (HDR), Kelsey Johns (HDR)

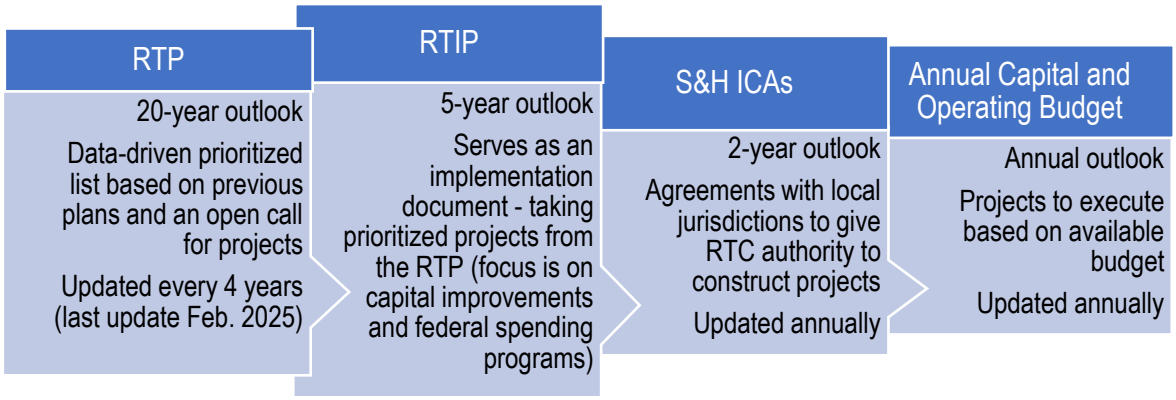
BACKGROUND

External partners typically collaborate on projects with the RTC on two levels described below. The threshold of when a project is advocated to the RTC is usually based on expected project cost.

RTP | LONG-TERM
The Regional Transportation Plan (RTP) is the RTC's 20-year planning document that includes capacity and multimodal projects. External partners can submit project ideas during a formal call for projects. The list of projects is prioritized through a formulaic process. *Projects submitted through this level are typically longer-term, capacity-driven projects.* RTP projects get prioritized into the Regional Transportation Improvement Program (RTIP) (5-year outlook), then into the Street & Highways Interlocal Cooperative Agreements (ICAs) (2-year outlook) for implementation.

TE/ITS PROGRAM | SHORT-TERM
Traffic Operations and Management Subcommittee (TOMS) is a group that meets monthly to discuss regional traffic operations, including presentations on projects, project updates, and ideas for improvements. A call for projects is put out through this group annually to program projects through the RTC's TE/ITS Program. There is interest in formalizing the TOMS project prioritization process with TSMO criteria.
Examples of TE/ITS program projects: new signals or longer turn pockets.

PLANNING PROCESS



- The planning department also develops a two-year workplan (UPWP) that outlines the plans and activities to be conducted over the next two years, including staff time. The UPWP helps obtain federal funding. There is a call for projects as part of the UPWP development, asking project details and anticipated benefits.
- Planning studies have to come from projects identified in the RTP. Engineering can perform traffic studies or other analysis once a project is published in the RTP.

KEY OBSERVATIONS BY CMM DIMENSION

Business Processes | Planning & Programming

- TSMO projects are mostly being programmed by the RTC as part of the TE/ITS program.
- The planning process has opportunities to integrate TSMO concepts. The current prioritization tool could be modified, or a secondary TSMO evaluation tool could be developed to be used to integrate TSMO into RTP projects. A different tool should be developed for every plan update (i.e., every 4 years) because goals, objectives, conditions, etc. change.
- The RTP call for projects is open-ended. It would be helpful to get more details and direction from the entities submitting their needs and could be formalized as part of this process.

Performance

- Data is tracked a monthly basis through a dashboard for the board. The dashboard reports metrics like delay per mile and peak travel time and pulls in NDOT datasets that they are required to report out on.
- The board's strategic plan/roadmap identifies goals and corresponding KPIs that are tracked and reported quarterly. These goals traditionally align with the RTP.
- Neighborhood mobility is also being measured as part of the Active Transportation Program Plan.
- There is a need to understand what data sets are available (what data are we collecting and where is it being stored?). **Idea for a solution:** GIS database of all turning movement counts (e.g., counts from all jurisdictions, spot counts from traffic impact studies). There is interest from the RTC to obtain turning movement counts with video detection.
  - The planning department staffs a GIS specialist who is currently working on an open data hub including a bike map to have datasets available to download.
  - Opportunity to gain regional consistency in how data is collected and reported.
- **Data gap:** multimodal. UNR is currently collecting some multimodal data with Lidar; RTC is investigating vendors like Gridsmart and Miovision to collect multimodal data.

Culture/Collaboration

- Collaboration between Planning and Engineering is ad hoc. There is a monthly standing meeting to bring a list of touchpoints, upcoming projects, etc. to align activities. There are opportunities to formalize this meeting.
  - **Example:** Active Transportation Program Plan implementation. Planning is more involved in the implementation of plan activities (dedicated program funding), so this meeting is being used to align with Engineering and other project schedules.

TSMO CMM ASSESSMENT INTERVIEW: TRANSIT

Attendees: Jim Gee (RTC), Sai Sun (RTC), Jeff Wilbrecht (RTC), LaShonn Ford (RTC), Laycee Kolkman (HDR), Kelsey Johns (HDR)

TRANSIT ROLE AND RESPONSIBILITIES

- Transit is responsible for installing bus stops, dedicated bus lanes, transit signal priority (TSP), and stations. They also plan, operate, and maintain the day-to-day operations of the transit system to meet ridership needs. Touchpoints with Engineering are traditionally conducted for large projects that impact transit, TSP, and bus rapid transit (BRT) corridors.
- As part of the Bus Stop Improvement Program, Transit develops a prioritized list based on ridership for Engineering to analyze and execute new bus stop locations or improvements.
- Collaboration between Planning, Engineering, and Transit occurs at the very beginning so the RTC can collaborate and compete for discretionary grants. The grants typically require anticipated user benefits like ridership, travel time improvements, etc.
- Customer service complaints are reported to Engineering.
- Transit develops the Transportation Optimization Plan Strategies (TOPS) document. TOPS is a 5-year transit plan focused on ridership, customer service, operations, etc.
  - Components include KPIs/performance, routes/schedule service, disabled service, fares, technology, and funding.
  - Route expansion needs are identified in TOPS and are scored based on demographic data, ridership, and developments.
- Any capital replacements are included in the RTP and transit asset management plan.

KEY OBSERVATIONS BY CMM DIMENSION

Business Processes | Planning & Programming

- Project process
  - Before the internal project kickoff meeting, Planning, Engineering, and Transit discuss the RTP, joint discretionary grants, etc. to review the list of projects to align activities and schedules appropriately.
  - An internal kickoff meeting is held for each project and serves as an opportunity for Transit to bring concerns. The meeting focuses on high-level discussions and verifies the project was scoped correctly. The RTC project manager has a checklist to complete prior to the kickoff meeting.
- Need access to public complaint documentation when scoping projects.

Performance

- Engineering develops the timing plans and implements TSP in the ATMS. TSP performance is not currently being monitored, and changes are being made ad hoc when they receive a public complaint or when making signal timing modifications along the corridor. Transit would like to see metrics on TSP performance like travel time savings or delay cost savings.

  - Cloud-based emergency vehicle preemption and video detection technology is being investigated by RTC and can report these measurements.
- The Bus Stop Program grows ridership and saves money by providing equitable access to the transit system. Disabled users do not have to call access for rides so that money can be invested back in the service. Transit would like to measure how investments into the system are improving financial performance.
- Transit performance measures are influenced by bus stop placement and frequency along a corridor.
- *Performance measures are summarized in the TOPS plan.*

Culture

- RTC has a culture of innovation and continuous improvement. There aren't many barriers to implementing new programs or initiatives, just need technical expertise to bring the right ideas.
  - **Example:** Microtransit app (first in the nation). The app assists users to make informed trips, receive real-time information, get service alerts, and pay for trips. During construction, real-time detours are displayed on the map. If a stop is closed for utility work, notifications are sent to app users.
- **Competing priorities:** plans for corridors across RTC departments and external partner agencies do not always align; attempting to implement solutions on a corridor with a limited amount of right of way. When are multimodal/transit solutions prioritized over vehicle-based solutions? Need a tool to evaluate and prioritize competing priorities along the same corridor (e.g., bike/ped, transit, signal retiming, capacity improvements, etc.).

Collaboration

- **Future opportunity for collaboration:** Engineering is investigating a regional traveler information system. The Transit real-time information system(s) and corresponding datasets should be integrated.
- Transit does not collaborate with the City of Reno, City of Sparks, or other external partners. If there are reasons to collaborate, it comes through Engineering. The cities obtain ownership of bus stops through encroachment approvals; some coordination may involve Transit because of this process.

TSMO CMM ASSESSMENT INTERVIEW: NDOT TRAFFIC OPS

Attendees: Juan Hernandez (NDOT), Kevin Maxwell (NDOT), Tim Mueller (NDOT), Rupali Mohansingh (NDOT), Jordan James (NDOT), Josh Smith (NDOT), LaShonn Ford (RTC), Laycee Kolkman (HDR), Kelsey Johns (HDR)

KEY OBSERVATIONS BY CMM DIMENSION

Business Processes | Planning & Programming

- One Nevada is not yet aligned with the ITS master plan or other formal planning documents like the STIP.
- Fiber projects along NDOT right of way are implemented ad hoc by the RTC.
  - **Example:** McCarran project. RTC knows NDOT installed fiber at this location and is trying to install fiber there now (no formal way to track fiber locations/gaps).

Systems and Technology

- Current practice is to collaborate with NDOT when the project scope includes signal, lighting, or ITS. NDOT responds to other ad hoc requests like camera installations from the cities. There is a formalized local agreement for fiber with the RTC.
- **Use case:** FAST TMC maintains and operates NDOT ITS devices. Standards, details, and specifications are heavily influenced by FAST because the RTC of Southern Nevada sets the standard and everyone has to meet that standard. Need regional consistency and predictability in standards, details, and specifications. The development of the TMC provides justification for there to be a regional standard.
- NDOT is using a lifecycle cost tool for asset management. RTC can model this framework for asset management and/or technology feasibility assessments.

Performance

- **Considerations for WRTC TMC data collection, reporting, and performance measurement:**
  - Crash data
  - Freeway service patrol data
  - Interoperability/real-time sharing with NDOT
  - Define how and why the data is being used
  - Reporting frequency to NDOT (e.g., FAST develops quarterly reports)

Organization and Workforce

- Need better documentation and education on regional agency roles and responsibilities from project identification to maintenance. NDOT found answering some questions during the interview challenging because they had limited knowledge on what the work the RTC manages and delivers.
- There is a regional knowledge gap in networking and cybersecurity. Need dedicated staff to manage the network functions.

Culture

- Discussed strengthening TSMO culture at RTC Engineering and NDOT Traffic Operations division to develop regional, consistent goals and objectives. Focus on this collaboration rather than educating all NDOT divisions/staff on TSMO. Projects in NDOT's right of way that are being implemented by the RTC, and other jurisdictions, could better align with NDOT and RTC TSMO goals and objectives (example: McCarran Boulevard).

Collaboration

- The monthly TOMS meetings provide a great avenue for sharing upcoming projects and give NDOT the opportunity to provide feedback. When scoping projects, there is a level of effort engaging local agencies and TOMS is a good avenue to have those discussions and aligns with TSMO practices. The meetings rely heavily on the RTC, City of Reno, and City of Sparks to provide updates, even on projects in NDOT's right of way.
- **Construction coordination:** NDOT's traffic management plan should include informing all stakeholders of all projects being constructed, but construction occurs on alternate routes at the same time (e.g., North Valleys and Pyramid Way). Construction coordination is being done ad hoc.

TSMO CMM ASSESSMENT INTERVIEW: NDOT DISTRICT II

Attendees: Jeff Graham (NDOT), Kelly Gaworski (NDOT), LaShonn Ford (RTC), Laycee Kolkman (HDR), Kelsey Johns (HDR)

KEY OBSERVATIONS BY CMM DIMENSION

Business Processes | Planning & Programming

- NDOT and the RTC coordinate projects at the planning level (federally required that the STIP [NDOT] and RTP [RTC] are aligned). NDOT District II's role does not include planning and advocating for projects in NDOT's right of way.
- RTC has recently increased the number of projects implemented in NDOT right of way because of regional growth and evolving needs. NDOT has to prioritize projects statewide and compete against itself for state funds. NDOT relies on RTC championing and performing some of the work like corridor studies.

Systems and Technology

- **Limited workforce:** District II sees a benefit in working with the local agencies through maintenance agreement due to their range of responsibilities and limited workforce. NDOT has an agreement with City of Reno to maintain and operate signals. City of Reno follows NDOT's standards and specifications. The ITS maintenance agreement has lapsed – this is the agreement between NDOT and Reno to maintain other technology like pedestrian crossing RFBs.
- **Permitting:** District II oversees the permitting process, but approvals need to go through HQ divisions and departments (e.g., SLI, structures, hydraulics, environmental, etc.). SLI is the primary reviewer and decision maker throughout the permitting process, looking for what needs to match NDOT requirements. SLI then coordinates with District II on questions and get local input.

Performance

- NDOT HQ is championing performance measurement. It is encouraged that the RTC be mindful about data collection and measurement. What analysis will be done with the data/how will it be used? Why do you need it? How will the data be reported to implement change?

Organization and Workforce

- **District II organizational chart:** Road Operations (ROC), Permitting, Traffic Engineering, and Utilities report to the Engineering Services Manager.

Culture

- There are opportunities to discuss and integrate TSMO into project development early and often (between NDOT HQ, RTC, and District II). Specifically, projects need to consider maintenance impacts and plan for those changes (more infrastructure means more maintenance and more maintenance means more staffing/funding required).

Collaboration

- If a project is being implemented by NDOT, some coordination still occurs with the RTC as part of the process (like reviewing plans).
  - **Example:** North Valleys. This is an NDOT project, but it impacts local arterials. The RTC and City of Reno are working on strategies to help with managing traffic during construction with signal timing modifications and restriping an intersection. NDOT District II, NDOT HQ, and the construction crew are involved in this coordination and decision making.
- Traffic Operations and Management Subcommittee (TOMS) is a group that meets monthly to discuss regional traffic operations, including presentations on projects, project updates, and ideas for improvements. A call for projects is put out through this group annually to program projects through the RTC's TE/ITS Program. District II staff occasionally attends TOMS meetings.
- District II and RTC collaboration is project dependent and is conducted through informal meetings/phone calls. Discussing at the project level helps with decision making as sometimes the larger update meetings focus on education rather than collaboration.
- **Public comments:** District II gets comments on signals and coordinates as appropriate with the City of Reno to address the complaint.
- The Road Operations Center (ROC) coordinates live traffic operations for NDOT right of way in District II (construction, incident management, traveler information). Local law enforcement agencies help monitor roadways for events. There will be future opportunities to collaborate between or co-locate the ROC and the RTC's TMC to balance real-time roles and responsibilities for managing traffic regionally.

TSMO CMM ASSESSMENT INTERVIEW: WASHOE COUNTY

Attendees: Michon Reede (Washoe), LaShonn Ford (RTC), Laycee Kolkman (HDR), Kelsey Johns (HDR)

KEY OBSERVATIONS BY CMM DIMENSION

Business Processes | Planning & Programming

- During the execution of a project being implemented through an ICA, Washoe County will review the plans and provide comments.
- The county does not have a formal project prioritization process. The projects that get submitted to the RTP are usually developer-driven. The county relies on RTC's rehab projects in places where regular maintenance conducted by county staff isn't going to improve conditions.
- Developers can construct projects on behalf of the RTC and get reimbursed through the Regional Road Impact Fee (RIF). If the project impacts regional roads and/or is funded through RIF, RTC is involved in traffic impact study and plan set reviews. The county only conditions a developer to install signals or fiber as part of a project if that was requested by the RTC during scoping. Signals, fiber, and technology is not a county priority because of the maintenance level of effort.

Performance

- The county does not have a demand internally for operations-specific data.
- **Data gap:** speeds, volumes, and turning movement counts on rural roads. Currently, the county is putting out counters and tubes to collect data ad hoc.
- There is a need to understand what data sets are available. **Idea for a solution:** GIS database of all turning movement counts (e.g., counts from all jurisdictions, spot counts from traffic impact studies). There is interest from the RTC to obtain turning movement counts with video detection.

Collaboration

- The county coordinates with RTC at TOMS meetings and through the traffic signal timing modification programs. Washoe County rarely brings projects for the TE/ITS program via TOMS meetings. Usually, they bring issues they are having at an intersection to brainstorm with all partners on how to resolve. Signal complaints go to the RTC through the signal timing modification program.
- **Maintenance roles and responsibilities:** Need a regional policy to understand why projects are being driven by the RTC and what future maintenance plans are. Currently, everyone assumes someone else is taking care of maintenance.
  - Example: if multi-use paths are not being maintained by an HOA, who is maintaining the path?
- The county owns signals but has a maintenance agreement/contract with City of Reno. The city reviews signal plans, signal timing modifications, etc. for county signals. There is not a formal process on who programs the control and develops the timing plans. It is

formalized that City of Reno specifications/standards are used for Washoe County signals.
  - City of Reno does NOT maintain RFBs or PHBs. NDOT is asking for these systems to be added into another agreement with Washoe County, who has an agreement with City of Reno. Right now, RFBs and PHBs are not being maintained.
  - The county maintains speed feedback signs.
- Before/after studies are not formalized but would like a process for measuring signal project effectiveness.
- Opportunity to improve coordination between emergency response (Trucking Meadow Fire Protection District) and City of Reno.

TSMO CMM ASSESSMENT INTERVIEW: CITY OF RENO

Attendees: Khalil Wilson (Reno), Dani Palffy (Reno), Tara Smaltz (Reno), David Hutchinson (Reno), LaShonn Ford (RTC), Laycee Kolkman (HDR), Kelsey Johns (HDR)

KEY OBSERVATIONS BY CMM DIMENSION

Business Processes | Planning & Programming

- Investigate feasibility to modify the Street and Highway Policy and ICAs to better define opportunities to group TSMO-related improvements (viability, scope, and priority) into rehab/pavement preservation, traffic, ITS, or other capacity projects. The current policy/agreement limits the ability for the project to dictate what improvements need to be made. Funding is a potential barrier to implement any policy changes.
  - **Example**: 7th Street/Keystone Bicycle Facility project. That intersection has a high crash rate, significant access management issues, and signals often get hit. Other improvements could have been made during the construction of the bicycle facility if the policy supported those considerations at the planning and scoping levels.
- The City of Reno developed a robust crash analysis map that provides ranked crash locations (intersections and corridors). From that list of locations, they developed a process to analyze opportunities for projects (with or without RTC). RTC's TE / ITS Program project prioritization can model this framework.
  - **Example:** Pedestrian infrastructure needs are identified like rectangular rapid flashing beacons (RRFB). There currently is a process to identify if the improvements can be handled with city funds or if the RTC needs to be involved.

Systems and Technology

- The City of Reno maintains Reno, Washoe County, and NDOT traffic devices via maintenance agreements. Need regional consistency and predictability in standards, details, and specifications. Although NDOT and Washoe County (and RTC when applicable) use the City of Reno's standards because of the maintenance agreements, there are opportunities to formalize this.
- The City of Reno does not have a qualified provider list (QPL) but does have an ad hoc approach to ensuring requirements/needs are met when requesting bids. Need to create and maintain a regional QPL.
- Need a TSMO decision matrix for common operational issues and relevant technological solutions, with high level details on benefit-cost, lifecycle and maintenance costs, etc. **Why?** The City of Reno expressed it is hard to identify what technology/solution is going to provide the most benefit.

Performance

- The City of Reno is conducting a before/after study as part of the safety program this year. They are also conducting a demo with flow labs to analyze the effectiveness of signal timing modifications.

- **Priorities for datasets:** travel time, speeds (to analyze traffic calming effectiveness), granular ADT and turning movement counts (to analyze alternate route usage/diverting traffic from priority multi-modal corridors).

Organization and Workforce

- Concerns on balancing staff resources across project implementation, monitoring, maintenance, and upgrades.

Culture

- The City of Reno has a culture of innovation, often piloting emerging technologies through partnerships with vendors like adaptive signal control near the University for special event management and transit signal priority (TSP) on Virginia Street.

Collaboration

- Need a public complaint and work order tracking process that ranks and prioritizes requests. **Why?** To better define roles and responsibilities across jurisdictions and better manage the service requests. For example, the RTC hosts the signal complaint hotline and there is no formal process on reporting when the service request has been addressed. Usually, service requests are passed off to UNR or the city jurisdiction. The city implements any signal timing modifications. If a formal process were in place, progress could be properly documented. The documentation could then be used when scoping projects to see common issues at project locations.

TOPICS FOR WORKSHOP #3

The City of Reno is interested in hearing about what other local agencies or regional areas are implementing for TSMO. Specific topics mentioned include:

- Construction delivery methods/agreements
- Smart work zones/project coordination
- Special event management
- Freight parking
- Prioritization (across modes, along the same corridor)

TSMO CMM ASSESSMENT INTERVIEW: CITY OF SPARKS

Attendees: Andrew Jayankura (Sparks), LaShonn Ford (RTC), Laycee Kolkman (HDR), Kelsey Johns (HDR)

KEY OBSERVATIONS BY CMM DIMENSION

Business Processes | Planning & Programming

- Need a TSMO decision matrix for common operational issues, including maintenance considerations and scoping guidance. **Why?** There are opportunities to share ideas for TSMO solutions and guidance to scope those solutions. Current ICAs typically don't include maintenance items like rewiring, signing, etc.
  - This could resolve conflict from project initiation to completion/handoff because maintenance responsibilities are better defined.
- **Competing priorities:** City of Sparks' plans for corridors and the RTCs' plans for corridors do not always align. Need a tool to evaluate and prioritize competing priorities along the same corridor (e.g., bike/ped, transit, signal retiming, capacity improvements, etc.).

Systems and Technology

- **Priorities for technology enhancements:** fiber connectivity to all traffic signal controllers, pan-tilt-zoom (PTZ) cameras, data collection automation, rectangular rapid flashing beacons (RRFBs).
  - There is a regional knowledge gap in networking and cybersecurity. Need dedicated staff to manage the network functions.
- **Jurisdictional preferences:** Reno and Sparks technicians have their preferences on technology/vendors (e.g., Reno prefers Trafficware while Sparks uses Eagle; Reno uses video detection while Sparks uses loop detection). There are some items that are used consistently across jurisdictions like ATMS, signal poles, and signal heads. The RTC needs to regionalize standards and details to improve working cross-jurisdictionally.

Performance

- City of Sparks is not tracking performance measures but will use data collected by UNR for ad hoc traffic analysis. If there is a speeding issue, they will perform a speed and volume analysis to determine if traffic calming devices are needed.

Organization and Workforce

- City of Sparks traffic engineer position to be filled this summer. It is expected that this position will be the agency's TSMO champion.
- RTC doesn't have the capabilities to maintain ITS devices and these responsibilities fall to the local jurisdictions. Investigate if RTC could fund dedicated staff for maintaining signals (justify as part of the TMC).

Culture

- City of Sparks executive staff have a high-level understanding of TSMO.

Collaboration

- *See Business Processes | Planning & Programming dimension for more information on project collaboration.*
- **Signal timing program:** UNR has students that graduate and institutional knowledge goes away. RTC needs a champion with signal timing expertise that can work closely with UNR (justify as part of the TMC).

TSMO CMM ASSESSMENT INTERVIEW: UNIVERSITY OF NEVADA, RENO (UNR)

Attendees: Aobo Wang (UNR), LaShonn Ford (RTC), Laycee Kolkman (HDR), Kelsey Johns (HDR)

BACKGROUND

The RTC and UNR have a research agreement primarily to support the Signal Timing Program, and other traffic engineering needs. UNR students evaluate and retime signals at the direction of the RTC, City of Reno, and City of Sparks. UNR has a unique role to serve as a neutral third party to conduct data-driven analysis across jurisdictions without bias.

The Signal Timing Program outlines that signals be retimed on a three-year basis. Previously, master's students were taught traffic signal timing concepts during ad hoc training sessions for specific projects. UNR students now use probe data for proactive signal timing decision-making and prioritization and develop algorithms to process and analyze the data. Timing plans are developed by students and reviewed by UNR faculty.

KEY OBSERVATIONS BY CMM DIMENSION

Business Processes | Planning & Programming

- There are opportunities to standardize and properly document procedures and workflows for the Signal Timing Program and other research efforts from project identification to the retiming process to implementation/coordination with city partners.
  - All corridors are retimed on a 3-year basis and sometimes supported by probe data analysis to be prioritized. UNR occasionally gets requests for signal timing changes when there are major disruptions like special events or work zones.
  - There is a bimonthly meeting with Cities of Reno and Sparks to discuss retiming projects with UNR.
  - Proposed timings are developed by UNR, reviewed by RTC and the proper city jurisdiction, and sent for implementation by the city.

Systems and Technology

- **Priorities for data collection/technology enhancements:** pedestrian/vulnerable user counts (currently extracted from ATMS or permanent LIDAR) and video detection for automated counts (opportunity to fund through SS4A grants).

Performance

- UNR developed a 2023 Regional Traffic Signal Coordination Performance Evaluation report that summarizes performance measure recommendations and a roadmap for implementation for the RTC. *This report will be summarized as appropriate in future documentation for this CMM Assessment project.*

Organization and Workforce

- UNR currently offers courses on planning and safety, ITS and automation, traffic operations, and data science. There may be future opportunities to integrate IT and networking into the curriculum but needs to be formally supported by RTC to implement.
- Incorporate RTC's TSMO goals & approach in course development.

Culture

- There is an opportunity for a Signal Timing Program culture shift to retime signals based on data-driven needs rather than retiming on a schedule or fixed timeline.

Collaboration

- UNR participates in the Traffic Operations and Management Subcommittee (TOMS) meetings to share updates on research projects and the signal timing program efforts.
- Formalize the need for TSMO-related research in the RTC/UNR research agreement.
- **Signal timing program:** UNR has students that graduate and institutional knowledge goes away. RTC needs a champion with signal timing expertise that can work closely with UNR (justify as part of the TMC), or fund a dedicated research position at UNR.

APPENDIX C: CMM ASSESSMENT NOTES

NOTES

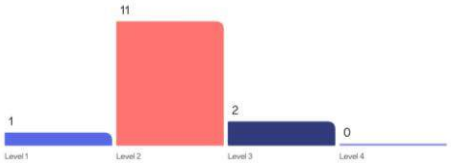
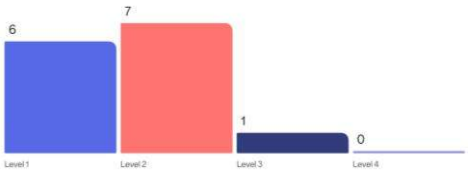
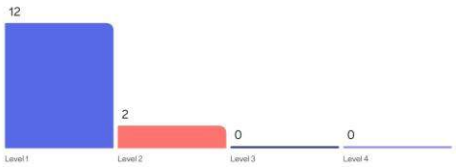
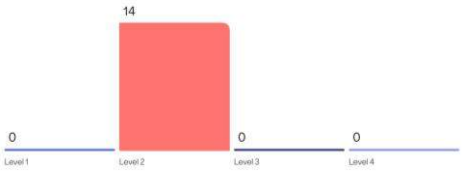
SUBJECT: **TSMO CMM ASSESSMENT WORKSHOP**

DATE & TIME: July 21, 2025 11 a.m. – 1 p.m.

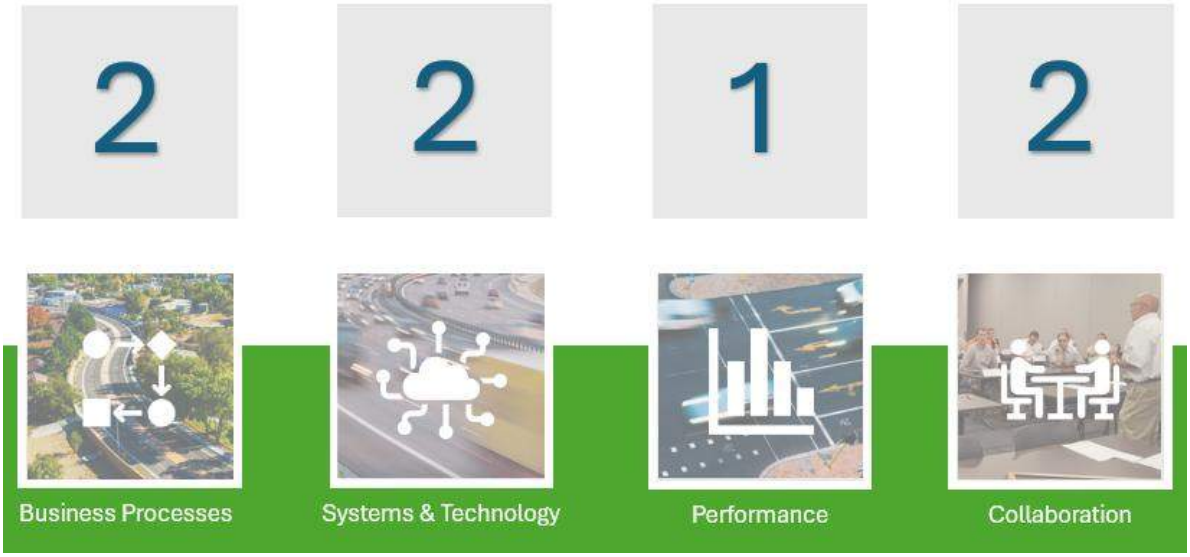
LOCATION: 1105 Terminal Way, Reno, NV

CMM ASSESSMENT

Attendees were given a summary of understanding on each scoring dimension based on input provided during the department and stakeholder interviews (as shown in the handout). Each attendee was able to submit a score via a live poll. If needed, the attendees discussed the topic and then came to consensus on scoring as a group. The RTC will use input during this workshop to determine final dimension scoring for the final report.

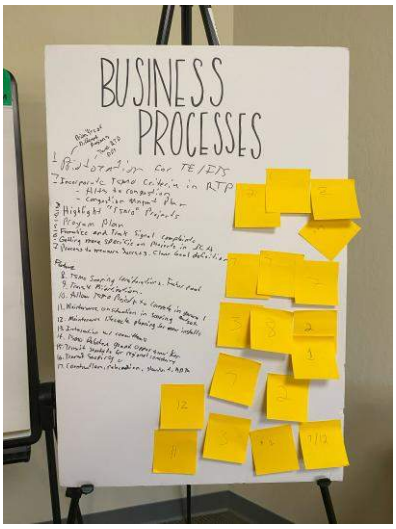
DIMENSION	SCORING	DISCUSSION
Business Processes		• There is an ITS Strategic Master Plan, but RTC is currently working on implementation (e.g., center-to-center efforts). • The RTC is not considering long-term device health during procurement. • Agreed with the sentiment of "managed."
Systems & Technology		• While the RTP uses a data-driven tool to rank and prioritize projects, TSMO is not a specific criteria being used. • There is a data available to the RTC, but they don't have a process on how to analyze, use, or share data.
Performance		• Project goals/objectives, strategies, and performance measures are not aligned across departments and with external partners.
Collaboration		

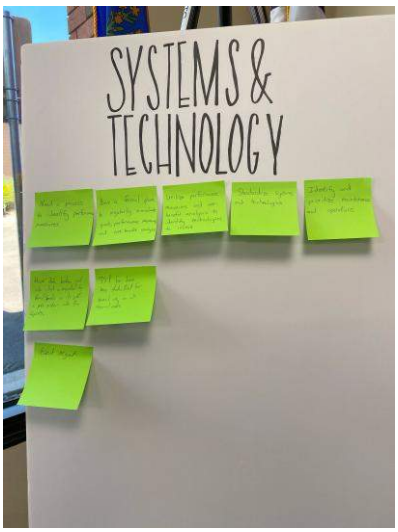
Consensus Scoring

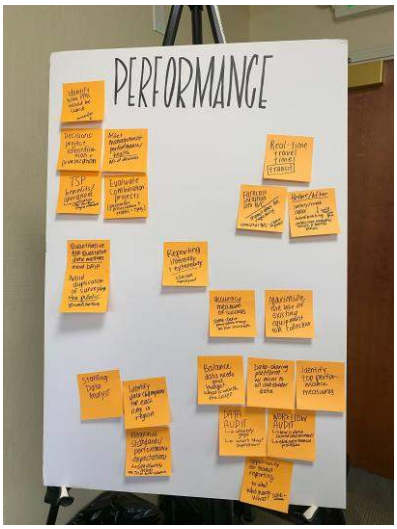


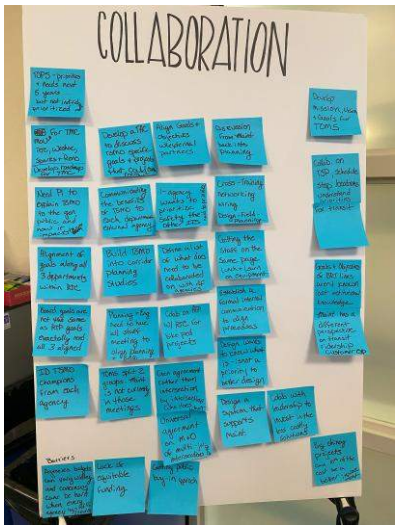
BREAKOUT GROUPS

After coming to consensus for each dimension score, the attendees were broken into four groups. The groups were led in discussion by a facilitator to develop next steps for each dimension. Thoughts and ideas were written on sticky notes, posted on boards, and the top themes were presented to the group.









Ideas to Advance to the Next Level Summary

- **Business Processes** –The RTC should develop processes to integrate TSMO into project planning and scoping. Project definitions, goals, and objectives should align with TSMO.
- **Systems & Technology** – The RTC should continue its efforts implementing deployment strategies outlined in the ITS Strategic Master Plan, such as establishing the TMC and developing standards for regional systems and technologies. A data gap analysis could inform the RTC of priority investments for technology advancements (e.g., what devices should be procured, when should fiber be installed, etc.).

- **Performance** – A data gap analysis could provide understanding of existing datasets and what datasets are needed to support performance measurement. The data gap analysis should cover data collection, processing, sources, etc. and identifying target performance measures for reporting.
- **Collaboration** – The RTC should develop a process to formalize project definition, goals, and objectives to align with TSMO. TSMO program goals should be defined and align with organizational and departmental goals, which will improve collaboration.

Poster Board Sticky Notes

Dimension	Sticky Note Text	Discussion/Comments
Business Processes	Prioritization for TE/ITS	Existing prioritization in the RTP including their tool can be a good starting place. Already making progress through using crash data and fiber prioritization.
	Program plan	Development of RTC specific plan to identify the specific goals and priorities of our agency when it comes to TSMO. This will help guide the types of performance measures and projects are implemented.
	Process to measure success; clear project and goal definition	In order to tell a story, and to have a more optimal design process. Defining this early on will help engineers make decisions when there are competing interests. Can tell the story to the public regarding the successes our projects have.
	TSMO scoping considerations; future proof	How can we better take into consideration future needs? Example is strategizing pull box locations for future fiber corridor. This allows us to be more efficient with our funding.
	Incorporate TSMO criteria in RTP (congestion management plan)	This one is layered. We need to gain a better understanding on the planning process and existing metrics. Once we have a working understanding identify opportunities to bolster or add additional TSMO specific considerations.
	Formalize and track signal complaints	
	Transit prioritization	This goes along with the earlier note about defining clear outcomes for projects. This will allow engineering staff to make more informed decisions around transit on their project.
	Highlight “TSMO” projects	This will culturally help people at RTC understand what is considered “TSMO”.
	Getting more specific on projects in ICA	
	Maintenance lifecycle planning for new installs	
	Integration with committees	Several standing committees already exist with large overlap with TSMO. How do we ensure that TSMO is understood and discussed on those levels?
	Allow TSMO projects to compete in general budget	
	TSMO related grant opportunities	More specifically establishing a process to identify and apply for these opportunities as they arise.
	Maintenance consideration in scoping	Always difficult for RTC. Understand the maintenance impact of strategies up front, so

		that we can clearly communicate that to our partners, and use it in project decision making.
	Construction, relocation, standard, ADA	This was for Transit. Making sure that we are better taking into consideration bus stop impacts during roadwork (work zone management) earlier on in the design process. This could include identifying alternate bus stop locations that can be maintained during construction instead of closing, and clearly communicating bus stop impacts to the public via traveler information. Having a standard detail for temporary bus stops and maintaining ADA during construction.
	Transit standards for regional consistency	With the changes we are seeing when it comes to floating bus stops and other strategies, establishing a standard would help the community so that they know what to expect and how to navigate each time they approach one of our transit stops.
	Transit scoping	
Systems & Technology	Need a process to identify performance measures	This was related to developing a formal process for how to evaluate current and future technolgy that could be utilized within the region.
	Standardize systems and technologies	If systems and technolgy among the City Sparks, City of Reno and Washoe County could be standardized that would help with training, interoperability and staffing.
	Utilize performance measures and cost-benefit analysis to identify technologies to install	Related to the previously mentioned performance measures discussion, but formalizing it for prioritizing specific technology.
	Have a formal plan to regularly re-evaluate goals, performance measures, and cost-benefit analysis	Developing a plan and schedule for the evaluation of systems and technology to develop a better and consistent understanding of the performance of the devices.
	Asset management	Discussion of the need for a formal database and mapping to store pertinent information about deployed technolgy.
	Have data broken out into what is requested by Reno/Sparks so its just a push system rather than requests	Was related to a discussion about how transit information is regularly requested and how instead they could develop a system where the data was automatically pushed out to provide better customer service.
	Understand the differences in technology regionally	Discussed the need to have more open discussion around the region about the pros and cons of deployed technology and what works and doesn't work to make better informed decisions.
	TSP for buses being standardized for transit use on all regional roads	Transit voiced that TSP would be the next incremental step for improvement for bus operations, but understood that it could negatively impact signal timing in some instances.
	Identify and prioritize maintenance and operations	Related to asset management and the need to better maintain technology and the lack of

		available resources to do on a regular basis. Would like to move from reactive to proactive maintenance.
Performance	Identify how performance measures would be used by the RTC	Ideas included: decision-making on project identification and prioritization, evaluating opportunities for combination projects (pavement preservation + traffic = 1 project), and evaluating transit signal priority benefits/operations to justify further improvements.
	Workflow audit – how is data shared and stored? Eliminate manual processes. Data audit – identify gaps, what's there, duplication?	Conduct an audit on data throughout its lifecycle – collection, storage, sharing, etc. Use to inform decisions on other ideas.
	Opportunity for reporting – define who needs what? What does each department have and what do they need? How do they share what they have? Transit has access to a lot of data, but doesn't know what Engineering or Planning would want beyond what they already need/ask for	This is related to the "audit" idea above.
	Identify top performance measures	
	Regional standards/performance expectations – identify what is needed. Is it more important to do traffic impact study or before/after studies?	Related to the "identify top performance measures." Make it clear to partners what data is the highest priority so they can focus efforts/align.
	Accuracy – measure of success; some data providers are 40% accurate but might have meaningful insights. What is appropriate?	Related to "regional standards/expectations." Provide insight on what data vendors meet standards & what is defined as "accurate."
	Asset management/device health -> benefit-cost of devices	Measure and report on device health to be able to justify costs to maintain and/or upgrade ITS devices.
	Maximize the use of existing equipment for collection	Related to "asset management/device health." Want to better utilize existing equipment before purchasing more devices or access to data.
	Achieve consistency in when and how benefit-cost is evaluated – be able to appropriately forecast inflation into costs. Transit does this regularly because they have easy access to costs	Identify when benefit/cost analysis should be used and formalize it into processes. Have access to data that can result in more accurate estimates of costs and benefits.
	Start reporting internal and external – clean and analyzed data	Want to be able to focus on sharing findings in addition to data.
	Need real-time travel times for transit	
	Avoid DRIP	Data rich, information poor (DRIP) – have a plan for how the data will be used and inform the organization.
	Before/after studies. Use safety/crash data, INRIX, hard braking, predictive analytics.	Formalize us of before/after studies with some ideas on what data can be leveraged to measure performance.
	Quantitative AND Qualitative data matters	Avoid duplication – specifically when surveying the public for qualitative data
	Balance data needs and budget – what is worth the investment?	Consideration.
	Develop data-sharing platform with access to all stakeholder data across jurisdictions	
	Staffing – data analyst	

	Identify data champions for each organization in the region	
Collaboration	TOPS – priorities and needs next 5 years, but not individually prioritized	Projects or opportunities in the TOPS plan are not individually prioritized.
	MOU for TMC: RTC, Washoe, Sparks, Reno & Develop roadmap for TMC	An MOU and roadmap for the RTC TMC will help formalize collaboration amongst agencies for real-time traffic monitoring responsibilities.
	Develop a TAC to discuss TSMO specific goals and projects that could come from it	There is a need to formalize regional collaboration and establish a decision-making body that guides regional TSMO growth.
	Build TSMO into corridor planning studies	Internal collaboration between Planning and Engineering could lead to the identification of TSMO opportunities at the corridor study-level.
	Discussion from maintenance back into planning.	To improve collaboration between the RTC and external agencies, discussions on maintenance impacts during scoping and responsibilities/handoff after implementation is a need.
	Design a system that supports maintenance	Related to the above.
	Cross-training – networking, wiring, design-field-planning	When collaboration occurs, these topics need to be covered to grow TSMO skills.
	Communicating the benefits of TSMO to each department and external agency	The RTC could provide “marketing” material on TSMO to gain support for TSMO projects internally and externally.
	Collaborate with leadership to invest in the less costly solutions	Related to the above. Provides justification for TSMO projects.
	Big shiny projects 10x the cost of a better improvement	Related to the above. Provides justification for TSMO projects.
	Need public involvement to explain TSMO to the general public and how it impacts them	Related to communicating the benefits of TSMO, sharing this message to the public can help gain support on TSMO projects/initiatives.
	Define a list of what does need to be collaborated on with different agencies.	
	Develop mission, vision, goals for TOMS (RTC and External)	Better define how TOMS can support the RTC’s TSMO vision.
	TOMS split into 2 groups. Maintenance is not currently in those meetings	When determining TOMS mission, vision, goals, consider who is involved and how maintenance staff could be included in discussions.
	Alignment of goals along all 3 departments within RTC. Board goals are not the same as RTP goals exactly; need all 3 aligned. Align goals and objectives with external partners	Alignment of goals will help the RTC define how TSMO fits into the agency. This will help guide how the RTC collaborates with external partners on TSMO, generally and project-specific.
	1 agency wants to prioritize safety, the other ITS (barrier – not aligned)	Related to goal alignment. If goals are clearly defined and aligned, the RTC and the agency can collaborate better.
	Planning and Engineering need to have all staff meeting to align planning and engineering	There are opportunities to formalize when Planning and Engineering collaborate on projects throughout the project lifecycle.
	Establish a formal internal communication to align processes	Related to the above.
	Getting the staff on the same page. Lunch and learn on equipment.	Providing training/learning opportunities to all staff on TSMO concepts could help grow skills and TSMO understanding/culture.

	General agreement rather than intersection by intersection on who does what; universal agreement on maintenance and operations of multi-jurisdictional intersections	This is related to the need for regional standards on maintenance and operations of equipment.
	Design wants to know what is and is not a priority to better design	Related to collaborating on project goals and objectives during the scoping phase.
	Collaborate on TSP, schedule stop locations understand priorities for transit	There are opportunities to formalize collaboration between Transit and Engineering to measure TSP effectiveness and opportunities.
	Collaborate on ATP with RTC for bike and ped projects	The ATP should be referenced during project identification stages to find opportunities to integrate/implement bike and ped projects.
	Goals and objectives of BRT lines aren't known, lost institutional knowledge	Related to revisiting agency goals and objectives.
	Maintenance has a different perspective of transit ridership – customer experience	Collaboration with maintenance personnel should be prioritized to incorporate unique perspectives into project approaches. Especially obtaining qualitative data.
	Identify TSMO champions from each agency	The identification of TSMO champions will lead to formalized collaboration.
	Barrier: Getting public buy-in on approach	
	Barrier: Lack of equitable funding	
	Barrier: Agencies budgets can vary widely and consensus can be hard when every agency has different resources	

RTC CMM ASSESSMENT – ORGANIZATION & WORKFORCE AND CULTURE

The remaining two dimensions were scored at a separate meeting after the workshop; these factors are considered internal to the RTC.

DIMENSION	SCORING	DISCUSSION
Organization & Workforce	Level 1	While a TSMO-specific committee is developed within the organization, roles and responsibilities for TSMO are not *clearly* defined.
Culture	Level 2	RTC messages the benefits of TSMO but it isn't necessarily branded as "TSMO." Examples of how RTC is prioritizing operations include development of the TMC, management of the signal timing program, conducting operations-focused spot projects through the TE/ITS program, and development of the ITS Strategic Master Plan.

Ideas to Advance to the Next Level Summary

- **Organization & Workforce** –
  - The RTC should evaluate its organizational structure and determine short- and long- term configurations to clearly assign TSMO responsibilities and to appropriately develop titles for TSMP leadership positions.
    - There could be a new "Operations Manager" that oversees the TMC and TSMO project deployment. In the future, there could be a "Director of Operations" with access to the Executive Director to manage dedicated funding sources for projects.
    - Consider avoiding operating in silos by developing a matrix style organizational structure. This will allow TSMO to be integrated throughout the organization (e.g., Planning can staff people with GIS and data analytics skills that can also be used for TSMO).

    - Identify what skills/capabilities the positions need. For example, center-to-center coordination/TMC, fiber/networking, and data analytics, and understand that these may not be traditional Engineering skill sets.
  - Collaborate with NDOT regarding ITS infrastructure management. Could there be an opportunity for the RTC to partner with NDOT and receive NDOT funding, similar to how FAST operations work? Could NDOT operate the network on behalf of RTC? Does RTC need to hire someone to maintain regional ITS infrastructure and if so, what does NDOT recommend as needed skills?
    - In the short term, work with NDOT to provide a training session on what NDOT does for networking and what components and considerations as well as lessons learned they have.
- **Culture** –
  - The RTC should align mission, vision, and goals for all 3 departments (not re-writing, but identifying where TSMO fits very clearly within the departments).
  - Develop a branding structure for TSMO internally and externally. Use cases can include identification of previously delivered "core TSMO" projects (e.g., BRT and TSP), projects that could have been done differently to be classified as TSMO, and future projects in the RTP that have opportunities for TSMO.
  - Integrate into the project delivery process: when a project manager gets assigned a project, they brainstorm TSMO countermeasures when developing the project scope.

PEER AGENCY REVIEW

During the department and stakeholder interviews, there was interest expressed in learning about what the RTC's peer agencies are doing to formalize TSMO. Prioritization best practices shared during this workshop are summarized here:

- **Multimodal** – a best practice is to appropriately prioritize across all modes by accounting for and weighting modal-focused criteria.
- **Benefit-cost** – a best practice is to conduct a high-level benefit-cost analysis to influence project prioritization. This helps advance TSMO because low-cost operational efficiencies can compete with larger cost capacity projects.
  - **Example:** Atlanta Regional Commission (ARC) evaluates benefits using different methods for different project types. The project types and cost-effectiveness/methodology is summarized in the table below. The benefit-cost ratios are combined with project performance scores to develop project evaluation tiers (i.e., Tier 1 projects are "high performance" and "high cost-effectiveness," Tier 2 projects are "low performance" and "high cost-effectiveness," etc.).
  - More information can be found in the ARC's TIP Project Evaluation Framework document here: The ARC TIP Project Evaluation Framework

Project Type	Cost Effectiveness & B/C Methods	Units
Bike/Ped/Trail	Users per lifecycle cost per year	Users/$/year
Roadway Asset Management and Resiliency	Annual average daily traffic per lifecycle cost per year	AADT/$/year
Roadway Expansion	Traditional B/C Ratio	-

Transit Expansion	Boardings per lifecycle cost per day	Boardings/$/day
Transit Asset Management and System Upgrades	Passenger trips per lifecycle cost per year	Passenger trips/$/year

- **Classification and categorization** – a best practice to integrate TSMO concepts into prioritization is to classify projects into bins of similar attributes.
  - **Example:** Chattanooga-Hamilton County/North Georgia Transportation Planning Organization (CHCRPA) classifies projects by scales of impact (within-community, community-to-region, and region-to-region). Scoring criterion and weighting systems are developed accordingly. For example, *system maintenance* is weighted higher for region-to-region projects and *multimodal* is weighted higher for within-community projects. The result is a ranked list of projects for each of the geographic scales. Projects are combined across scales and sorted into one of four funding tiers based on the grouping of the scores.
  - More information can be found at CHCRPA's 2045 RTP website here: 2045 RTP – CHCRPA

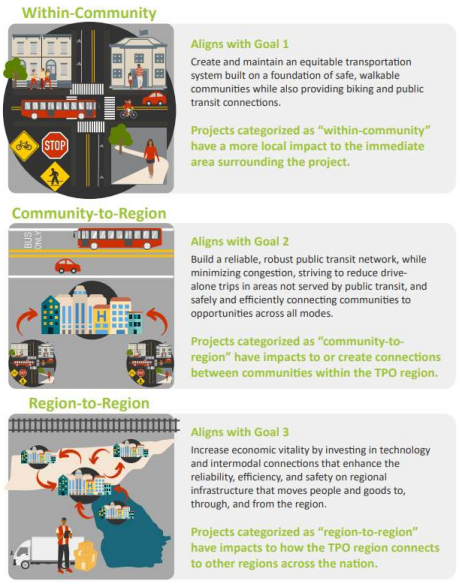


Figure 1 Chattanooga, TN Geographical Scales

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.3.5**

To: Regional Transportation Commission

From: Austin McCoy, Project Manager

SUBJECT: Highland Ranch Parkway Capacity & Safety Project PSA

RECOMMENDED ACTION

Approve a contract with Jacobs Engineering Group for design services associated with the Highland Ranch Parkway Capacity and Safety Project, in an amount not-to-exceed $4,461,771.

BACKGROUND AND DISCUSSION

This Professional Services Agreement (PSA) with Jacobs Engineering Group (Jacobs) is for professional design services for the Highland Ranch Parkway Capacity and Safety Project (Project) in the amount of $4,286,771, with a project contingency in the amount of $175,000. The project aims to add capacity, enhance traffic operations, and improve safety along Highland Ranch Parkway, stretching from Sun Valley Boulevard to Pyramid Highway.

Jacobs was selected as the most qualified firm through the Request for Proposals (RFP) process to perform professional design services including, but not limited to, environmental and geotechnical studies, traffic analysis, drainage analysis, final design engineering, cost estimates and technical specifications, public outreach, and design services during construction for the Highland Ranch Parkway Capacity and Safety Project. Negotiation of the scope, schedule and budget resulted in the not-to-exceed fee amount that is within the appropriated budget.

- Design Notice-to-Proceed: April 2026
- 60% Design Submittal: Summer 2027
- Final Design Submittal: Spring 2028
- Construction: Summer 2028

This item supports the FY2026 RTC Goal, "Begin Project Design: Highland Ranch Parkway Capacity & Safety Project".

FISCAL IMPACT

Fuel Tax appropriations are included in the FY 2027 Budget.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

AGREEMENT
FOR
PROFESSIONAL SERVICES

This agreement (this "Agreement") is dated and effective as of _____, 2026, by and between the Regional Transportation Commission of Washoe County ("RTC") and Jacobs Engineering Group, Inc. ("CONSULTANT").

WITNESSETH:

WHEREAS, RTC issued a Request for Proposals for interested persons and firms to perform Design services in connection with the Highland Ranch Parkway Capacity Project; and

WHEREAS, CONSULTANT submitted a 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, 2030, unless terminated at an earlier date, or extended to a later date, pursuant to the provisions herein.

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

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

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

ARTICLE 2 - SERVICES OF CONSULTANT

2.1. SCOPE OF SERVICES

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

2.2. SCHEDULE OF SERVICES

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

2.3. CONTINGENCY

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

2.4. OPTIONS

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

2.5. ADDITIONAL SERVICES

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

2.6. PERFORMANCE REQUIREMENTS

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

responsibility of supplying all items and details required for the deliverables required hereunder.

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

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

2.7. ERRORS AND OMISSIONS

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

ARTICLE 3 - COMPENSATION

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

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

Design Services	$3,957,901.00
Design Contingency	$125,000.00
Engineering During Construction Services	$328,870.00
Engineering During Construction Services Contingency	$50,000.00
Total Not-to-Exceed Amount	$4,461,771.00

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 Austin McCoy 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 Kaci Stansbury 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
Austin McCoy, P.E.
RTC Project Manager
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502
Email: ammcoy@rtcwashoe.com
(775) 335-1824

CONSULTANT:
Kaci Stansbury, P.E.
Project Manager
Jacobs Engineering Group, Inc.
50 West Liberty Street, Suite 205
Reno, NV 89501
Email: Kaci.Stansbury@jacobs.com
Phone: (775) 772-7270

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.

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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

JACOBS ENGINEERING GROUP, INC.

By: _____
Ken Gilbreth, P.E., Vice President

Exhibit A

Scope of Services

Exhibit A

SCOPE OF SERVICES
FOR THE
HIGHLAND RANCH PARKWAY CAPACITY PROJECT
Roadway Widening: Sun Valley Boulevard to 5 Ridges Parkway
Multimodal Improvements: Sun Valley Boulevard to Pyramid Highway
RTC Project No. 0247016

INTRODUCTION

The Highland Ranch Parkway Capacity Project will increase safety, add roadway capacity, and improve multimodal facilities along Highland Ranch Parkway between Sun Valley Boulevard and Pyramid Highway. The proposed improvements will widen Highland Ranch Parkway from two to four lanes between Sun Valley Boulevard and 5 Ridges Parkway, approximately 2.2 miles in length. It is anticipated that intersection improvements will be necessary at the intersection of Sun Valley Boulevard to accommodate four travel lanes and multimodal improvements. Multimodal facilities will be enhanced on the south side of the roadway between Sun Valley Boulevard and Pyramid Highway, approximately 2.5 miles in length.

Private developers, in coordination with the RTC through the development review process and the RRIF Program, will widen Highland Ranch Parkway to four lanes between 5 Ridges Parkway and Pyramid Highway, and install traffic signal improvements at the intersection of 5 Ridges Parkway and Midnight Drive. These improvements are expected to be completed by early 2026.

Highland Ranch Parkway traverses through various agency owned properties, including Bureau of Land Management (BLM) and Sun Valley General Improvement District (SVGID), and multiple jurisdictions, including Washoe County, City of Sparks, and NDOT. Construction of these improvements will require detailed coordination with numerous agencies and public utility entities. Several potential actions are foreseeable that would require federal agency review and possibly a nexus for the National Environmental Policy Act (NEPA) processes.

The Scope of Work for the CONSULTANT includes Preliminary through Final Design, support during the bidding process, and Engineering Services during construction. General tasks identified in the base scope of work include completing 30% design, 60% design, 100% design, final design, cost estimate, special provisions, structure type selection report, drainage report, geotechnical investigation, pavement design, utility coordination, topographic survey, traffic analysis, and right-of-way engineering services. The RTC will execute an amendment with the CONSULTANT after the 100% design submittal for construction staking when the level of effort can be accurately calculated.

It is assumed **NO federal monies** will be used for design or construction. Use of federal monies for design or construction would require additional environmental documents and clearances for compliance with NEPA and are not included in this scope of work.

BACKGROUND

Highland Ranch Parkway serves as an important regional arterial roadway through Washoe County, Nevada, connecting the Spanish Springs and Sun Valley areas. This corridor provides an essential transportation link and must function safely and reliably for both local and regional connectivity.

The Highland Ranch Parkway Capacity Project is identified in the near-term fiscally constrained project list within the RTC's 2050 Regional Transportation Plan with construction improvements anticipated to be completed in the 2028-2029 time period. This project was included in the FY2026 ICA with Washoe County and the City of Sparks.

The RTC (via Wood Rodgers) prepared a Highland Ranch Parkway Capacity Project Scoping Study (HRP Scoping Study) in November 2025 to evaluate the feasibility and conceptual design considerations, and to identify deficiencies and potential solutions to roadway capacity and safety issues, environmental considerations, projected land use, and future right-of-way needs and constraints.

SCHEDULE

Major milestones anticipated to maintain the Project schedule provided by the RTC are listed below:

- April 17, 2026 – Notice To Proceed
- November 2026 – 30% Design Submittal (Plans, Quantities, Estimate-RTC Only)
- May 2027 – 60% Design Submittal (Plans, Specifications, and Estimate)
- November 2027 – 100% Design Submittal (Plans, Specifications, and Estimate)
- January 2028 – Final Design Package for Bidding
- January 2028 through April 2028– Bidding and award construction contract
- May 2028 through December 2029 Construction
- January & February 2030 – As-Builts and Project Closeout

TASK 1. PROJECT MANAGEMENT

1.1. PROJECT EXECUTION

CONSULTANT will provide project management services for the Highland Ranch Parkway Capacity Project for the design through bidding services scope of work, for engineering services during construction, and project close-out activities; assumed to be forty-seven (47) months, April 2026 through February 2030. 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), preparation and monthly updates of the project schedule, continued management of Subconsultants, quality assurance on deliverables, coordination with the RTC Project Manager, and project closeout.

The CONSULTANT Project Manager will be responsible for the ongoing project coordination of CONSULTANT activities for the duration of the work. The CONSULTANT Project Manager shall also maintain communication, as appropriate, with local, state, federal, and private stakeholders as required for the progress of the scope of work detailed in this document. All significant communications shall be documented and reported to the RTC Project Manager. The CONSULTANT Project Manager will coordinate with team leaders under his/her responsibility to discuss the progress of the project and identify issues and action items to be addressed.

The Project Manager is responsible for the contracting, coordination, and management of all Subconsultants. The CONSULTANT will be the primary point of contact for the RTC for all team Subconsultants and will be responsible for communicating and coordinating the direction from the RTC to all team members.

1.2. PROJECT MANAGEMENT MEETINGS

1.2.1. Project Kickoff Meetings

CONSULTANT will hold a kickoff meeting with RTC, Washoe County, City of Sparks, Sun Valley General Improvement District (SVGID), Nevada Department of Transportation (NDOT), and other agency staff as appropriate, to confirm the project objectives, approach, milestones, stakeholder and outreach approach, and potential project challenges. Eleven (11) CONSULTANT and Subconsultant staff will attend the meeting. CONSULTANT will prepare a meeting agenda, take and distribute meeting minutes, and track concerns about the project from the attendees.

CONSULTANT will also hold an internal kickoff meeting with entire CONSULTANT staff, and Subconsultants to internally align the team with the goals of the RTC and the goals of the project.

1.2.2. Project Management Meetings

During the twenty-five (25) months of design, CONSULTANT will facilitate bi-weekly Project Management Phone-Meetings with the RTC PM, as appropriate, to discuss the design progress, upcoming milestones, scope, schedule, budget, risk status, key technical issues, and on-going To-Do list status updates.

During the twenty-two (22) months of construction, CONSULTANT will facilitate monthly Project Management Phone-Meetings with the RTC PM, as appropriate, to discuss schedule, budget, and any key technical issues that relate to construction progress.

1.2.3. Agency Design Review Coordination Meetings (DRC)

CONSULTANT will facilitate monthly Design Review Coordination (DRC) Meetings with the RTC, City of Sparks, Washoe County, NDOT, Utility companies, key stakeholders, and other parties, as appropriate, to discuss design coordination and key technical issues by discipline to ensure quality development of the final plans and completion on time for construction to begin in spring-2028. These meetings will also serve as review comment resolution meetings and constructability review meetings, when necessary. It is assumed twenty (20) DRC meetings will be conducted.

This Task also includes ongoing coordination as necessary with BLM, SVGID, Washoe County, City of Sparks, and NDOT.

1.2.4. Internal Design Coordination Meetings

CONSULTANT will hold a 1-hour bi-weekly design coordination meeting with task leads, design staff as appropriate, and Subconsultants to ensure cross-discipline coordination with design and schedule. It is assumed fifty (50) internal design coordination meetings will occur. Task leads and design staff will charge their time to the appropriate submittal design discipline.

1.3. PROJECT MANAGEMENT PLAN (PMP)

CONSULTANT will prepare a Project Management Plan (PMP) that will include Project Instructions, Risk Management Plan, Risk Register, Communications Protocols, Project Directory, Scope, Schedule, Budget, File/Information Sharing/Storage Protocols, and the Health and Safety Plan.
CONSULTANT will update the risk register quarterly, or as necessary, throughout the project design phase, and it is assumed two meetings will be held to discuss the risk register in detail with the RTC and agencies as applicable.

A OneDrive Folder, or similar, will be used for electronic filing / information sharing.

The PMP will be distributed to the CONSULTANT team, including Subconsultants. It is assumed no updates will be made to the PMP throughout the project duration.

1.4. QUALITY MANAGEMENT PLAN (QMP)

CONSULTANT will prepare a Quality Management Plan (QMP) specific to the Highland Ranch Parkway Capacity Project. A project Quality Manager will be assigned who be

responsible for the development and implementation of the plan and provide initial training. The QMP will apply to both prime and Subconsultant team members. An independent quality review will be performed at each design deliverable when submitting the 30%, 60%, and 100% milestone packages.

1.5. FILE AND DOCUMENT MANAGEMENT

CONSULTANT will update and maintain the Project Management Plan and all project files (electronic and hardcopy as appropriate) throughout the duration of the project. Copies of all outgoing and incoming correspondence will be provided to the Project Manager, or designee, on a continuing basis and distributed to the RTC Project Manager as needed. Word processing, databases, spreadsheets, etc. will be prepared using a format compatible with Microsoft Office. A dedicated, project specific, OneNote, will be set up with access provided to RTC and Agency Staff. A SharePoint and/or OneDrive folder will be used for document sharing & deliverables.

1.6. DELIVERABLES

- Monthly Invoices that show staff names, hours, classifications, and billing rates, for each month of the anticipated project schedule
- Monthly Progress Reports to be included with the invoices
- Monthly Schedule Update
- Meeting Agenda & Minutes for Kickoff Meetings
- Meeting Agenda, Minutes and Action Item Log for Project Management Meetings
- Meeting Agenda, Minutes and Action Item Log for the Design Coordination Meetings
- Project Management Plan
- Quality Management Plan

TASK 2. PUBLIC AND AGENCY INVOLVEMENT

2.1. PUBLIC OUTREACH PLAN AND METHODS

The CONSULTANT will develop a Public Outreach and Involvement Plan that outlines specific objectives, organization and roles of stakeholders, and definition/schedule of target activities to accomplish the objectives of the project. RTC will review the plan and provide input as requested.

2.1.1. Stakeholder Database

The RTC will develop a strategic and comprehensive stakeholder list. The RTC will obtain an updated list of property owners within ½-mile of the project corridor from the County Assessor's Office. RTC will also obtain lists of homeowner's associations/neighborhood associations within the project area. The stakeholder database will include project team members, elected officials, businesses, agencies, residents, community organizations and

media. The database will include owners' name and physical property location for property owners, and mailing and email address for elected officials, and other stakeholders. The database will be Microsoft Excel based and be updated quarterly or as needed by the RTC.

2.1.2. Website / Digital Outreach

A Project website will be established and maintained by the RTC. CONSULTANT will provide materials for website updates quarterly, at a minimum, and more often as project activity requires. Project information maintained on the website will include project descriptions, project photos, frequently asked questions (FAQs), project schedules with updates to emphasize current activities, public meeting notices, and public meeting information. All website content will be approved by the RTC Public Informational Officer prior to being available to the public.

The RTC will ensure the website and content posted to the website are compliant with Web Content Accessibility Guidelines (WCAG), including measures for those with visual impairments.

The comment page will be linked to an RTC domain email address, allowing the RTC to monitor and respond to any comments or project inquiries at their discretion.

RTC will be responsible for providing public meeting notices to newspapers and television news media, as well as posting announcements and project updates to social media such as Facebook, Twitter, Instagram, etc.

2.2. ONE-ON-ONE STAKEHOLDER MEETINGS

As the project progresses, it is assumed that certain interest groups, individuals, and/or public officials may request specific meetings to discuss project issues, concerns, and/or provide input to the project or process. These groups include residents, businesses, community organizations, Tribal Entities, and/or interested parties. CONSULTANT, RTC PIO and/or RTC PM will attend individual one-on-one meetings with these groups during the course of the project. The specific need, number, and nature of these meetings will be dynamic and as necessary; however, ten (10), 2-hour duration meetings, attended by one (1) CONSULTANT staff, are assumed in the base fee. The RTC will manage a list of meetings, meeting attendees, and will provide meeting materials for distribution.

Ongoing coordination with BLM, SVGID, Washoe County, City of Sparks, and NDOT is included in Task 1.2.3.

2.3. PUBLIC INFORMATION MEETINGS

Public Information Meetings will be held with businesses, property owners adjacent to the project improvements and other members of the public to discuss project limits, scope, tentative schedule, driveway access, public notification requirements, and concerns of adjacent properties. It is anticipated that one (1) public meeting will be held after the 30% design phase, focusing on the design and right-of-way impacts. Three (3) preparation meetings with RTC staff prior to the meeting are anticipated. Media placement will be coordinated through the RTC public information officer. CONSULTANT Project Manager, Design Manager, and up to two (2) additional CONSULTANT staff will attend the public meeting as appropriate. CONSULTANT will provide up to six (6) total display boards covering the project limits, a PowerPoint presentation, and a project factsheet handout.

A second Public Information Meeting focusing on final design, possible construction traffic control and construction schedule will be held once the Contractor has been selected. Two (2) preparation meetings with RTC staff prior to the meeting are anticipated. Media placement will be coordinated through the RTC public information officer. CONSULTANT Project Manager, Design Manager and up to two (2) additional CONSULTANT/SUBCONSULTANT staff will attend the public meeting as appropriate. CONSULTANT will provide up to four (4) total display boards covering the project limits, and one display board with the construction schedule (schedule to be provided by the Contractor).

The Public Information Meetings will be held at a location secured by the RTC. The RTC will provide flyers in English and Spanish for distribution. Translation to Spanish will be provided by the RTC. The RTC will use the Stakeholder Database prepared by the RTC under Task 2.1.1 to print, address, and mail post cards, including postage costs, themselves. Additionally, public meetings will be promoted on the project website and social media by the RTC.

2.4. REGIONAL TRANSPORTATION COMMISSION BOARD MEETINGS

CONSULTANT will provide assistance with graphics and information development for the RTC's PowerPoint presentation for bi-yearly presentations to the RTC Board of Commissioners.

CONSULTANT Project Manager will attend the monthly RTC Board Meetings to support the RTC Project Manager during Highland Ranch Parkway presentations and assist in responding to any questions from the RTC Board Members.

2.5. DELIVERABLES

- Preparation and Attendance at ten (10) One-on-One Stakeholder Meetings, including BLM and SVGID
- Preparation and Attendance at two (2) Public Information Meetings
- Presentation Material and Attendance at two (2) RTC Board Meetings with one (1) preparation meeting for each RTC Board Meeting

TASK 3. TRAFFIC OPERATIONS ANALYSIS

3.1 TRAFFIC OPERATIONS ANALYSIS

3.1.1 Data Collection

CONSULTANT will collect intersection turning movement volume counts for seven (7) intersections on a typical Tuesday, Wednesday, or Thursday. Peak period counts will be collected at all intersections during the following periods: 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM.

The seven (7) study intersections are as follows:

- Highland Ranch Parkway / Debussey Drive and Sun Valley Boulevard
- Highland Ranch Parkway and Donatello Drive
- Highland Ranch Parkway and Kettle Ridge Drive
- Highland Ranch Parkway and Midnight Drive
- Highland Ranch Parkway and Highland Ranch Park Access Road
- Highland Ranch Parkway and Five Ridges Parkway
- Highland Ranch Parkway / Sparks Boulevard and Pyramid Highway

CONSULTANT will collect high-level vehicle classification information at all intersections, including passenger vehicles, light and heavy trucks. In addition, pedestrian and bicycle data will be collected.

3.1.2 Develop Year 2050 Forecast Volumes

CONSULTANT will evaluate the existing conditions (year 2026) based on the collected field counts and one future scenario year (2050) using outputs of the RTC's travel demand model and historical growth indicators. RTC will provide base year and 2050 travel demand model files. Traffic forecasts will be developed for the "Without Connector" scenario, consistent with the HRP Scoping Study. CONSULTANT will obtain the RTC travel demand model and create a "Without Connector" scenario by removing the Pyramid Highway / US 395 Connector from the forecast network. No other modifications to the travel demand model will be performed. The modified model will be run to produce year 2050 forecast volumes for the "Without Connector" condition.

CONSULTANT will develop year 2050 forecast volumes using the guidance available in the Nevada Department of Transportation's (NDOT) Traffic Forecasting Guidelines. CONSULTANT will perform basic post-processing of the model outputs to develop traffic forecasts for Highland Ranch Parkway.

CONSULTANT will coordinate with RTC's Highland Ranch Parkway Capacity Project, Scoping Study, November 2025, to maintain consistency in forecasting assumptions, growth rates, and scenario definitions.

Assumptions/Clarifications/Exclusions:

- Developer-built improvements, including the widening of Highland Ranch Parkway between Five Ridges Parkway and Pyramid Highway and the traffic signals at Five Ridges Parkway and Midnight Drive, are assumed to be complete at the time of analysis.
- Traffic calming improvements on Midnight Drive are assumed to be in place, consistent with the HRP Scoping Study assumptions.

3.1.3 Traffic Capacity Analysis

CONSULTANT will complete traffic operations analysis using the Synchro software for existing (year 2026) and future (year 2050) conditions, for three (3) Build Alternatives, at the seven (7) study intersections identified in Section 3.1.1. Minor stop-controlled side-street and driveway intersections will not be evaluated. Results from the year 2050 analysis will be the basis for turn-lane / storage-length recommendations at the intersections.

Assumptions/Clarifications/Exclusions:

- Signal warrant analysis is excluded from this scope of services. Developer-installed traffic signals at Five Ridges Parkway and Midnight Drive are being handled independently of this project.

3.1.4 Traffic Operations Report

CONSULTANT will prepare a Traffic Operations Report that outlines existing and future traffic volumes and describes the necessary lane configurations, turn-lane and storage-length recommendations at all the intersections.

Deliverables:

- One Draft version of the Traffic Operations Report
- One Final version of the Traffic Operations Report

3.2 ACCESS MANAGEMENT

According to the RTC's 2050 Regional Transportation Plan (RTP), Highland Ranch Parkway is classified as a "Moderate Access Control Arterial."

RTC's 2050 RTP Access Management Standards for moderate access control will be used to evaluate access throughout the corridor.

3.3 SAFETY ASSESSMENT

CONSULTANT will obtain the latest five (5) years of crash data available from NDOT for the Highland Ranch Parkway corridor. Crash data will be reviewed to identify existing hot spots or trends along the corridor. Crash types will be characterized to help identify potential countermeasures for consideration in project design.

3.4 SPEED SURVEY AND SPEED ANALYSIS

The existing speed limit along Highland Ranch Parkway is 35 MPH west of Midnight Drive and 45 MPH east of Midnight Drive. (The HRP Scoping Study does not mention the change to 45 MPH east of Midnight Drive.) In order to create a consistent speed limit, a speed analysis may be required by Washoe County. The FHWA's USLIMITS2, a web-based system tool, will be used for the speed analysis using speed data collected over a 24-hour period. Work under this task shall proceed only with the RTC Project Manager's prior written approval.

TASK 4. SURVEY / UTILITIES / RIGHT OF WAY

4.1. TOPOGRAPHIC SURVEY

4.1.1. Topographic Survey

To ensure adequate detailed topography along curb flowlines, ADA compliant pedestrian pathways, and minimization and correct right of way impacts along properties, CONSULTANT will conduct field surveys and office support to provide topographic design surveys for the Highland Ranch Parkway Capacity Project. The survey information, including cross-sections at 50-ft interval minimum, will be provided for the full right-of-way width, and up to 100 feet maximum beyond, to allow widening to occur mostly to one side of the alignment or the other between Sun Valley Boulevard and 5 Ridges Parkway. At the intersection of Sun Valley Boulevard, survey will include the east half of the intersection, 200' south and 75' north of Highland Ranch Parkway. For the adjoining side streets, the existing ground topography shall extend 125' past the intersections with Donatello Drive, Apple Blossom Drive, Kettle Ridge Drive, Highland Ranch Park access

road; 250’ past the intersections with Midnight Drive and 5 Ridges Parkway. Between 5 Ridges Parkway and Pyramid Way survey information will include from the outside travel lane stipe to a width of 50’ along each side for multimodal improvements only, and a 100’ width from the western edge of pavement for a distance of 150’ north and south at the Pyramid Way intersection.

Field survey will include but is not limited to, centerline elevations, existing stripping, edge of pavement, curb/gutter, sidewalks, driveways, median islands, ADA ramps, multiuse paths, retaining walls, drainage headwalls, ditch features, hinge points, location/invert/rim elevations of all sewer and storm drain manholes and cross-manholes, location/invert/rim elevations of culverts, invert and rim elevations for all water and gas valves/boxes/vaults, location/invert/rim elevations of storm drain inlets/catch basins, utility poles/anchors, fences, signs, existing survey monuments, location of underground utility markings, carsonite markers (if any), and any other key existing features.

4.1.2. Aerial Mapping

Aerial Survey LiDAR and Imagery Acquisition:

To support the development of high-accuracy geospatial products, aerial LiDAR and imagery will be collected using a fixed-wing aircraft operated by an approved subcontractor. The acquisition will cover the full project area and will be completed in accordance with industry best practices and project requirements.

Acquisition specifications include:

- Imagery Resolution: 2-inch (5 cm) pixel resolution
- LiDAR Point Density: 20 points per square meter (ppsm)

Acquisition Deliverables:

- Calibrated LAS 1.4 all-return LiDAR dataset
- Exterior Orientation (E/O) file
- Camera calibration report
- Raw 2-inch (5 cm) TIFF imagery

LiDAR Processing and Ground Surface Development:

Jacobs will perform post-acquisition processing of the calibrated LiDAR dataset provided by the subcontractor. Processing will focus on generating a high-quality bare-earth Digital Elevation Model (DEM) suitable for analysis and design. Automated ground-classification tools will be used initially, followed by manual QA/QC to ensure accuracy and completeness.

Processing Deliverables:

- LAS/LAZ bare-earth (Class 2) ground-classified point cloud

Orthomosaic, Topographic Data, and Mapping:

Jacobs will convert the bare-earth point cloud into three-dimensional (3D) Geographic Information System (GIS) Digital Elevation Models (DEMs) covering the project area. These DEMs will support both topographic mapping and orthomosaic production efforts. If requested by the client, Jacobs will perform feature extraction of planimetric features, including natural and manmade elements. Planimetric extraction will depict these features using 2D bounding geometry to show their precise location.

The collected imagery will be processed through an aero-triangulation (A/T) workflow to ensure alignment accuracy. Once individual frames are corrected and properly aligned, the imagery will be mosaicked to create a seamless orthomosaic. This orthomosaic will serve as the basis for identifying and extracting visible planimetric features. Additionally, the raw imagery frames will be used to generate stereo models, from which 3D mapping features will be extracted as required.

Assumptions:

• A single file defining project limits will be confirmed prior to Notice to Proceed (NTP).
• Specific features to be collected will be mutually agreed upon before NTP.
• Orthomosaic and DEM extents will be limited to the defined project boundary.

Deliverables:

• Orthomosaic imagery
• Planimetric mapping
• Bare-earth GIS Digital Elevation Models (DEMs), including contours and/or raster datasets representing the final LiDAR-derived topographic surface, delivered in MicroStation ORD format.

4.1.3. Field Staking of Fee Acquisitions and/or Easements

CONSULTANT will provide paint marks for limits of fee acquisitions and/or easements as requested by property owners. It is assumed that fifteen (15) properties will request impact limits being delineated.

4.1.4. Final Design Match Line Checks

To ensure the final design matches into the existing topography, CONSULTANT will conduct field surveys at the proposed match lines of features where grades are critical, including roadways, sidewalks, curbs, and driveways, and ADA compliant grades.

4.1.5. Deliverables

- MicroStation ORD 2D file with topographic linework and label callouts for rim and pipe inverts of Storm Drains, Sewer Systems, and other Utilities
- MicroStation ORD 3D file with 3D topographic features
- MicroStation ORD Existing Ground Surface with 3D breaklines only, (no zero elevation features)
- One-half (1/2)-Foot existing ground contour intervals at a scale of 1" = 40' for full width of existing right of way and beyond, and along each side street intersection as described above.

4.2. EXISTING SUBSURFACE UTILITIES

4.2.1. Obtaining Records and Utility Locates

CONSULTANT will coordinate with NV Energy, Sun Valley General Improvement District, Washoe County, City of Sparks, NDOT, TMWA, Charter, AT&T, Verizon, MCI, and all other utility companies as necessary for obtaining records of existing improvements, upcoming work, facility relocations, and new installations.

According to the Highland Ranch Parkway Capacity Project Scoping Study, November 2025, Highland Ranch Parkway is mostly void of longitudinal underground or overhead utilities except for existing underground natural gas and proposed SVGID water line within the existing roadway from west of Midnight Drive to Pyramid Way. Other existing utilities within the corridor include portions of sanitary sewer, gas, and drainage culverts.

The HRP Scoping Study stated that the proposed roadway improvements are not anticipated to cause the need for relocation, or impact, of any of the existing utilities, therefore no utility coordination meetings are anticipated throughout the duration of the project.

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. CONSULTANT and produce an existing utility MicroStation ORD, 2D CADD file.

4.2.2. Utility Impact Coordination

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

The HRP Scoping Study stated that the proposed roadway improvements are not anticipated to cause the need for relocation, or impact, of any of the existing utilities, therefore it is not anticipated that CONSULTANT will need to coordinate any utility relocations necessary to accommodate the project with the utility companies. However, the utility companies will be invited to the monthly DRC Meetings to facilitate regular updates with design progression along the corridor, and impacts that will require adjustments to new finished grade elevations.

If any utility relocations are determined to be necessary, RTC will provide authorization and funding under Task 13 - Design Contingency for additional coordination necessary for relocation design to be completed by the affected utility company.

No upgrading or expansion of facilities shall be included in the project scope with the exception of Washoe County, City of Sparks, and/or SVGID storm drainage, which may require additional inlets and connectivity to existing outlets to accommodate the additional pavement area. The work associated with storm drainage modifications is included in Tasks 9 through 11 with the 30% through final design.

Where modifications to existing utility easements are necessary or new utility easements are required, the needed utility easement(s) will be reflected in the plans and provided to the agency or company for their right-of-way acquisition process.

No utility appraisal document preparation or utility acquisition and relocation activities are included in this scope.

As it is difficult to estimate the level of effort required to perform this task, a budget estimate of fifty (50) hours is included in this scope of services for Task 4.2.2. Should the actual time required to coordinate exceed the budget estimate, CONSULTANT will notify the RTC, and the budget will be adjusted.

4.3. UTILITY POTHOLING

The HRP Scoping Study stated that the proposed roadway improvements are not anticipated to cause the need for relocation, or impact, of any of the existing utilities, therefore it is not anticipated that CONSULTANT will need to perform potholing to support the design and avoidance of utility impacts. However, if utility potholing is determined to be necessary, RTC will provide authorization before proceeding.

4.4. EXISTING RIGHT-OF-WAY MAPPING

CONSULTANT will provide the following services for this project:

- Obtain property ownerships and Assessor's Parcel Numbers (APNs) within the project limits from the Washoe County Regional Mapping System.

- Prepare right-of-way based on field survey of centerline monuments, section corners, and record maps. The field survey fee for this task includes up to a total of 100 right-

of-way centerline monuments, property corners, section corners, and applicable public land survey monuments within the project limits.

- Prepare right-of-way plan sheets as part of the overall construction plan sheet set. Identify the affected parcels by APN, address, and ownership name. Right-of-way plans will include existing easements, new easements, and property acquisitions.

4.5. RIGHT-OF-WAY ENGINEERING SERVICES

CONSULTANT will provide the following services for this project:

- Obtain and review current preliminary title reports (PTR) for the affected ownerships along Highland Ranch Parkway. For budgetary purposes, it is estimated that twenty-five (25) property ownerships will be affected resulting in thirty-five (35) right-of-way acquisitions, temporary easements, and/or permission to construct.
- Review title reports to determine if any easements exist that will affect the proposed route design – if any easements exist, copies of the easement documents will be obtained, and they will be delineated on the base mapping.
- Where necessary, locate information not provided in the PTR, as necessary, perform research with the County of Washoe to obtain available record maps, assessor's parcel map, vesting ownership deeds, and easement documents to provide to the Project Team and identify existing rights of way.
- Visually inspect each property (aerial and street-level views) and note the effects of all proposed acquisitions; work with design engineers to ensure proposed acquisitions are minimal.
- Develop temporary and/or permanent easement documents including legal descriptions and sketch maps for use by the RTC per the RTC standards. Assume twenty (20) temporary construction easements (TCE).
- Develop fee acquisition documents including legal descriptions and sketch maps for use by the RTC per the RTC standards. Assume ten (10) fee acquisitions.
- Develop Permission to Construct (PTC) sketch maps for use by the RTC per the RTC standards. Assume five (5) Permission to Construct sketch maps.

4.5.1. Right-Of-Way Setting Meetings

CONSULTANT will facilitate a preliminary right-of-way setting meeting with RTC, Washoe County, SVGID, BLM, City of Sparks, and NDOT staff to review all the rights to be acquired and to review the responsibilities of the RTC, Washoe County, SVGID, BLM, City of Sparks, and NDOT, CONSULTANT, and Subconsultants, as applicable.

CONSULTANT will facilitate a final right-of-way setting meeting with RTC, Washoe County, SVGID, BLM, City of Sparks, and NDOT staff to finalize all the rights to be acquired and to document the responsibilities of the RTC, Washoe County, SVGID, BLM, City of Sparks, and NDOT, CONSULTANT, and Subconsultants, as applicable.

4.5.2. Exclusions

- CONSULTANT will not prepare an estimate of the total services and incidental costs associated with each real estate acquisition (appraisals, acquisition and title/escrow, legal services, etc.).
- CONSULTANT will not include easement, acquisition, or relocation costs in the Engineer's Probable Cost Option.
- CONSULTANT will not prepare a preliminary estimate of probable cost estimate, including temporary and/or permanent easements, acquisitions, and relocations based on readily available published information.
- CONSULTANT will not set any boundary monuments or prepare any record maps except those mentioned above for Acquisition, TCE and PTC areas.

TASK 5. GEOTECHNICAL INVESTIGATION

Subconsultant Construction Materials Engineers, Inc. (CME) will perform geotechnical investigations and associated laboratory testing to develop geotechnical design recommendations for Highland Ranch Parkway.

The current roadway consists of two (2) lanes (one in each direction). The scope of the project is to design and construct four (4) travel lanes consisting of two (2) travel lanes in each direction, one (1) median/turn lane, and a designated trail/multi-use path for an overall roadway and multi-use path width of approximately 90 feet. We assume finished grade of the new asphalt will be within 1 foot of the existing pavement. Due to the significant widening and existing topography, significant retaining walls, slopes, and drainage features are anticipated.

CME understands that the proposed improvements will be completed within the City of Sparks and Washoe County rights-of-way.

At this time, retaining walls, slopes, drainage features, and other structures are not clearly defined as they will be defined at a later date when Jacobs has performed preliminary roadway and grading design. To facilitate a comprehensive scope and budget amount at this time, we have broken our scoping into two phases:

- Phase 1 scope includes borings, laboratory testing, analyses, and reporting related to pavement design. This scope is clearly defined below in this proposal.
- Phase 2 scope will be defined later when retaining walls, slopes, drainage features, and other structures are clearly defined (location, type, height, loading, etc.). Once defined, RTC will provide written authorization before proceeding.

Based on preliminary information, we understand the project will follow this general timeline and construction cost:

- Preliminary design / Phase 1 investigation: 2026
- Final design / Phase 2 investigation: 2027
- Construction: 2028 -2029
- Anticipated construction cost estimate - $50-60M

Figure 1 presents the assumed project alignment and CME's proposed exploration locations for Phase 1.

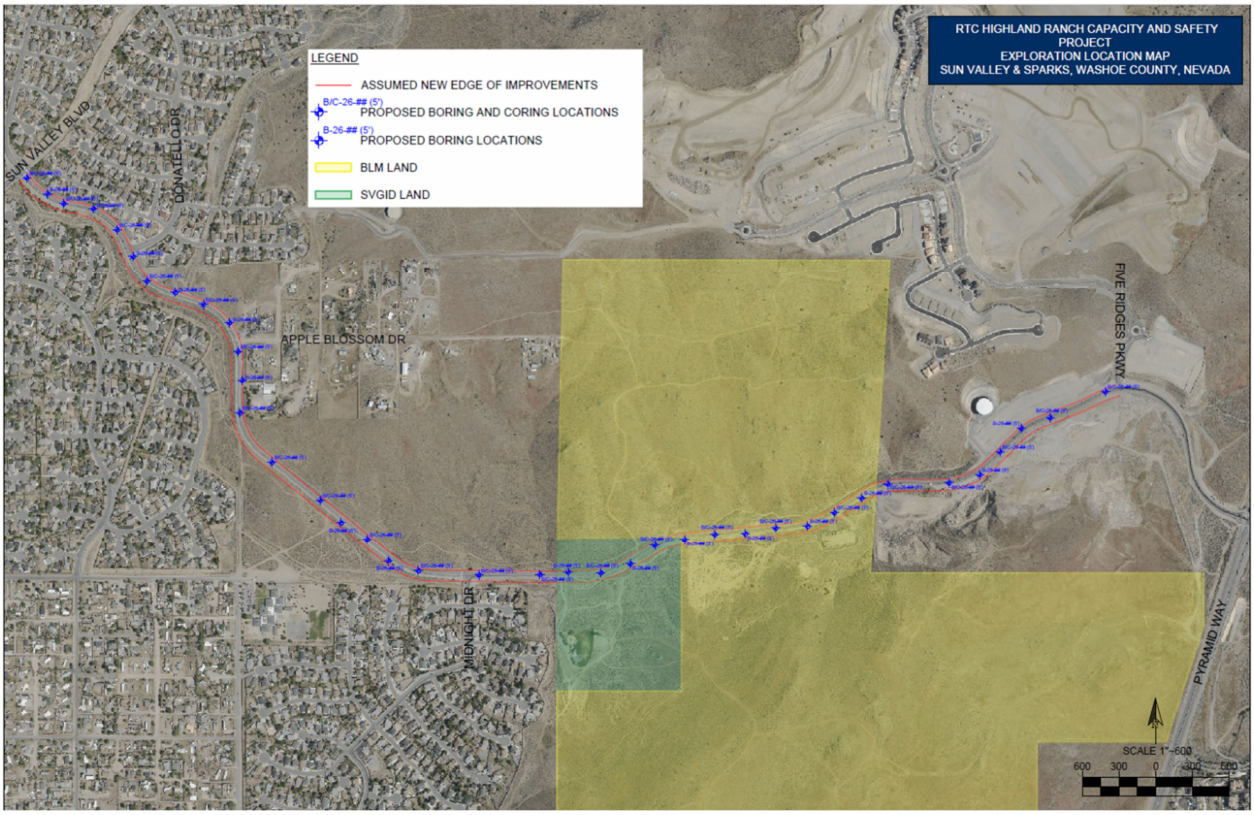


Figure 1: Proposed Alignment and Phase 1 Exploration Locations

5.1. PHASE 1 (PAVEMENT INVESTIGATION)

5.1.1 Field Exploration – Phase 1

5.1.1.1 Permitting, Traffic Control, Work Hours, and USA North

CME will obtain an encroachment permit from the City of Sparks and Washoe County for this work, and we assume the permit fees will be waived; **any Bureau of Land Management (BLM), Sun Valley General Improvement District (SVGID) or environmental permitting (if needed) will be obtained by Jacobs or RTC**. A traffic

control plan and set up will be subcontracted through Silver State Barricade & Sign. Traffic control is anticipated to include alternating one-way traffic with flaggers and no pilot car. Due to high traffic volumes and the lane closure, night work is assumed to be required. Work hours are assumed to be Sunday through Thursday from 6PM to 6AM. We have budgeted 8 days to complete the field work.

Prior to initiating the subsurface exploration, CME will contact USA North to determine the location of existing utilities adjacent to our proposed boring locations. CME will take standard precautions to lower the risk of damaging underground structures; however, underground exploration is inherently risky as it is not possible to precisely locate all underground structures. Our fee is not adequate to compensate for damage or disruption of service and repair costs. If insufficient or incorrect data results in damage to underground structures, the cost for repair will be the responsibility of the client.

For the purposes of drilling and traffic control subcontractors, we assume this is a non-prevailing wage project.

5.1.1.2 Exploratory Borings – Phase 1

The subsurface field exploration will consist of drilling thirty-nine (39) borings (some in the existing roadway, some in proposed widened roadways) to depths of 5 feet below the existing ground surface or to refusal, whichever comes first, using a truck-mounted drill rig equipped with solid-stem augers. The intent of the exploration is to:

- Measure the thickness of the existing roadway structural section (includes thickness of asphalt concrete pavement, aggregate base, and/or subbase if present).
- Collect bulk samples and/or drive samples of underlying aggregate base and subgrade soils for laboratory testing. In order to collect sufficient material to perform the laboratory testing required per *2022 Structural Design Guide for Flexible Pavement Section 5.2.d* (refer to Section 0), approximately 200 pounds of material will be sampled from each boring location. Due to the amount of material obtained, backfill material for each boring will be required and will consist of excess soil cuttings, crushed gravel, or dry bags of concrete mix.

Our geotechnical personnel will log material encountered during exploration in the field. The existing structural section (asphalt and aggregate base) will be measured. Bulk samples of the subgrade soils will be obtained for R-value testing, sieve analyses, plasticity index, and moisture density curve testing. Borings will be capped with 6-inches of rapid set, quick strength, concrete or non-shrink grout.

Phase 1 work is assumed to be completed in one mobilization.

5.1.1.3 Asphalt Cores – Phase 1

To accurately define the thickness of the existing structural section, prior to boring, pavement cores will be collected at twenty-three (23) of the boring locations in the existing roadway. Pavement cores will be collected using the mobilized drill rig. Our field technician will photograph and document each pavement core.

5.1.1.4 Pavement Condition Assessment – Phase 1

CME will perform a brief pavement distress/condition survey within the project limits. The *FHWA Distress Identification Manual for Long-Term Pavement Performance* will be used to identify the distresses. CME will provide a qualitative summary of the pavement distresses present, along with their severity and general magnitude. This survey will not document the lengths of the various cracks or areas of alligator cracking, fatigue failure, etc., or calculate pavement condition indices (PCIs). The general extent and severity of these distresses will serve to support a selection of pavement rehabilitation or reconstruction alternative.

CME will work with the RTC and Jacobs to obtain, if any, PAVER reports to include previous work history, distress survey reports, as well as overall pavement condition index (PCI) from previous inspections.

5.1.1.5 Traffic Study – Phase 1

We assume that Jacobs will perform a traffic study for this project that will provide current and projected AADT (i.e., total trips per day), truck percentage of total traffic, and average truck factor (i.e., average ESAL load per truck). Alternatively, CME may obtain this information for an additional fee. CME will use the data provided in the study to perform pavement design for the project.

5.1.1.6 Ground Penetrating Radar (GPR) – Phase 1

Ground penetrating radar (GPR) will be performed on the existing pavement to determine asphalt concrete (AC) thicknesses in all through lanes. GPR data collection is estimated to be completed within 1 day.

The collected GPR data will be provided to Infrasense for determination of pavement layer thickness. The deliverables will include tabular results of the pavement layer thicknesses (asphalt concrete and aggregate base, where detectable) reported at a 5-ft interval with corresponding GPS coordinates and stationing from a consistent starting point, identified by direction and lane.

5.1.2 Laboratory Testing – Phase 1

Representative samples of subgrade soil will be tested in the laboratory as to index and mechanical properties in accordance with the *2022 Structural Design Guide for Flexible Pavement*. In accordance with the *2022 Structural Design Guide for Flexible Pavement Section 5.2.d,* in order to calculate resilient modulus of the subgrade (at least every 1,000 feet along the project), we will need to perform:

- 2 to 3 R-value tests, depending on R-value variability (ASTM D2844)
- 1 Sieve Analysis (ASTM C136 or D6913)
- 1 Plasticity Index (ASTM D4318)
- 1 Moisture Density Relationship (ASTM D1557)

Three (3) roadbed modification mix designs along the alignment (where subgrade changes) using 3 different cement and/or lime percentages. For each roadbed modification mix design, laboratory testing will include:

- One (1) Atterberg Limits (PI, PL, LL) before the addition of lime;
- Plasticity indices using three (3) different lime contents to determine optimal lime content (if required);
- One (1) Moisture Density Relationship Curve with optimal lime content;
- Two (2) R-Value tests with optimal lime content (required per 2022 Structural Design Guide for Flexible Pavement); and
- Nine (9) unconfined compressive strength tests with three (3) different cement content.

To support potential mill and overlay recommendations, we will perform the following lab testing on select base sample locations (total of 10 locations for this project):

- 1 R-value test (ASTM D2844)
- 1 Sieve Analysis (ASTM C136 or D6913)
- 1 Plasticity Index (ASTM D4318)

5.1.3 Preliminary Pavement Investigation Report – Phase 1

Upon completion of the field, laboratory testing, and analysis phases of our investigation, a Preliminary Pavement Investigation report will be completed for the project and include the following:

- Description of the project site with the approximate locations of our explorations, presented on a Site Plan;
- Descriptive logs of the explorations performed for this study;
- Pavement Distress/Condition Survey Results;
- Heavy vehicle estimate;
- Summary of existing structural section thicknesses;
- General summary of subgrade soil description;
- Laboratory test results;
- Subgrade soil design resilient moduli;

- Pavement design[1] and construction recommendations including:
  - Discussion of options for:
    - Reconstruction with roadbed modification and asphalt concrete pavement
    - Construction of widened sections and/or reconstruction with aggregate base and asphalt concrete
  - Design and construction recommendations for selected pavement rehabilitation technique;
  - Design and construction recommendations for selected pavement widening technique.
- Construction Recommendations including:
  - Site preparation and grading recommendations;
  - Anticipated construction difficulties.

Any additional work, if required for this investigation and deemed necessary by RTC, will be billed on a time and materials basis in accordance with CME's Standard Fee Schedule and funded under Task 13 – Design Contingency.

5.2. PHASE 2 (STRUCTURES AND WALLS)

5.2.1 Field Exploration – Phase 2

Field explorations will need to be finalized once additional information about retaining walls and culverts are available, including locations, sizes, and types of improvements.

5.2.1.1 Permitting, Traffic Control, Work Hours, and USA North – Phase 2

CME will obtain an encroachment permit from the City of Sparks and Washoe County for this work, and we assume the permit fees will be waived; **any Bureau of Land Management (BLM), Sun Valley General Improvement District (SVGID) or environmental permitting (if needed) will be obtained by Jacobs or RTC**. A traffic control plan and set up will be subcontracted through Silver State Barricade & Sign. Traffic control is anticipated to include alternating one-way traffic with flaggers and no pilot car. Due to high traffic volumes and the lane closure, night work is assumed to be required. Work hours are assumed to be Sunday through Thursday from 6PM to 6AM. We have budgeted 8 days to complete the field work.

Prior to initiating the subsurface exploration, CME will contact USA North to determine the location of existing utilities adjacent to our proposed boring locations. CME will take standard precautions to lower the risk of damaging underground structures; however, underground exploration is inherently risky as it is not possible to

[1] Flexible pavement field exploration, laboratory testing, and design will be performed in general accordance with the 2022 Structural Design Guide for Flexible Pavement dated February 2022

precisely locate all underground structures. Our fee is not adequate to compensate for damage or disruption of service and repair costs. If insufficient or incorrect data results in damage to underground structures, the cost for repair will be the responsibility of the client.

For the purposes of drilling and traffic control subcontractors, we assume this is a non-prevailing wage project.

5.2.1.2 Exploratory Borings – Phase 2

The locations of structure and slope improvements are currently unknown. Due to this, a specific number of borings, depths, and types could not be selected for this scope at this time; proposed field exploration will be finalized as information becomes available.

5.2.1.2.1 Bedrock – Phase 2

Bedrock may be encountered. If bedrock is encountered, rock coring may be included.

During coring operations, the bedrock physical characteristics will be recorded, measured, and identified. These physical characteristics may include:

- Core recovery percentage (identifies areas of highly fractured and/or soft, friable rock);
- Estimated boulder size based on drilling efforts and core recovery;
- For bedrock (if encountered) RQD (Rock Quality Designation) will be determined. RQD is the ratio of intact pieces of recovered core greater than 4 inches to the total length of recovered core;
- Schmidt Hammer test results (unconfined compressive strength estimates)
- Discontinuities (spacing and orientation of fractures);
- Weathering; and
- Rock type description.

Upon completing the rock coring, bedrock core samples will be retained in core boxes and photographed. Core samples may be bagged in the field depending on the integrity of the material and percent recovery. Our geotechnical personnel will log material encountered during exploration in the field. Representative soil samples and rock will be returned to our laboratory for testing. Borings will be backfilled with cuttings, bentonite chips, or grout. Excess soil cutting will be hauled offsite.

5.2.1.3 Geophysical Testing – Phase 2

Supplemental geophysical measurements will be performed at the site to provide generalized subsurface soil characterization data to determine the seismic site classification in accordance with the AASHTO LRFD Bridge Design Specifications. Geophysical field measurement using ReMi will be performed in general accordance with the method described by Louie (2001). The ReMi method provides an effective and efficient means to obtain basic subsurface profile information on an essentially continuous basis across the explored location.

5.2.2 Laboratory Testing – Phase 2

The purpose of the laboratory testing program will be to evaluate the engineering and mechanical properties of soil samples collected in the field. We anticipate that our laboratory testing program will consist of the following:

- Testing for index properties such as moisture content, grain size distribution and plasticity;
- Moisture-density relationship (ASTM D1557) to determine density properties for direct shear testing and slope stability modeling;
- Remolded and in-situ direct shear testing and/or triaxial shear testing to estimate strength properties for slope stability modeling;
- Uniaxial compressive strength (UCS) testing on competent bedrock.
- Corrosion testing including soluble sulfates.

5.2.3 Geotechnical Investigation Report – Phase 2

Upon completion of the field, laboratory testing, and analysis phases of our investigation, a Geotechnical Investigation report will be completed for the project, which will incorporate the findings and recommendations in the Preliminary Pavement Investigation report and will include the following:

- Description of the project site with the approximate locations of our explorations, presented on a Site Plan;
- Descriptive logs of the explorations performed for this study;
- General summary of subgrade soil description;
- Bedrock classification and estimated rock mass strength;
- General discussion of potential geologic hazards, faulting, and general seismic design parameters[2];
- Laboratory test results;
- Geotechnical design recommendations including:
    - Slopes
        - Acceptable permanent slope angles / gradients

[2] Assumes a site-specific spectral response analyses and/or fault investigation is not required.

        - Slope erosion control techniques
    - Walls
        - All Walls: Static and seismic lateral earth pressures for retaining walls up to 25 feet in retained height;
        - Soil Nail Walls: Conduct global slope stability analyses, minimum soil nail lengths, soil nail bond strengths, appropriate nail types, maximum nail spacing, and nail installation angle. Structural analysis for soil nail shotcrete facing, facing plates, and bolts will not be included, as these are expected to be performed by Jacobs.
        - CIP Cantilever: Perform global slope stability analyses, provide factored bearing pressures for various Limit States, sliding coefficients, and factored passive pressures.
        - MSE Walls: Conduct global slope stability analyses, provide factored bearing pressures for various Limit States, sliding coefficients, and factored passive pressures. To allow for maximum flexibility in wall types and reduce construction costs, sliding, overturning, and internal stability analyses will be conducted during the bidding or construction phase by the selected wall manufacturer.
    - Seismic design parameters using general procedures (not performing a site-specific spectral response analyses).
- Construction Recommendations including:
    - Site preparation and grading recommendations;
    - Suitability of site soils for reuse as structural fill;
    - Site drainage recommendations that may affect foundation performance;
    - Concrete slab-on-grade subgrade soil preparation and base course recommendations will be provided including moisture prevention recommendations;
    - Subgrade soil preparation and remedial earthwork recommendations for flatwork;
    - Trench excavatability, backfill, and bottom of trench preparation
    - Recommendations for trench excavations and shoring requirements as required by soil conditions including anticipated caving and/or sloughing soil conditions
    - Corrosion potential of concrete to site soils;
    - Anticipated construction difficulties.

Any additional work, if required for this investigation, will be billed on a time and materials basis in accordance with our Standard Fee Schedule.

5.3. GEOTECHNICAL DELIVERABLES

- Draft Geotechnical Report for Agency Review
- Final Geotechnical Report

TASK 6. DEVELOPMENT OF PURPOSE AND NEED

Clarifying project needs and goals early is crucial to identifying a recommended design alternative, especially with several agencies and stakeholders along the project corridor. CONSULTANT will identify draft project needs and goals based on the HRP Scoping Study and information gathered through discussions with RTC, Washoe County, City of Sparks, and other stakeholders. A brief (2 - 3 pages) project needs and goals summary will be submitted to RTC for review and used as a guide in the development of the 30% design. The CONSULTANT will revise the project needs and goals summary per RTC comments. The Purpose and Need will be shared with stakeholders and the public to introduce and define the intent of the project.

TASK 7. BLM STANDARD FORM (SF) 299 APPLICATION

7.1. FACILITATE SF 299 APPLICATION PROCESS

CONSULTANT will prepare for and facilitate the ROW Pre-Application Meeting.

7.1.1. Prepare to discuss the scope of the proposed project:
- Project type and preliminary plans
- Potential alternative routes
- Duration of use
- Other Federal agencies involved
- Offsite or ancillary facilities

7.1.2. Prepare to discuss compliance with land use planning:
- Conformity with BLM land use plan (RMP or MFP)
- Potential conflicts with BLM special designation areas
- Activity plans that may affect the application
- Mining claims or other authorized uses that may conflict with the proposal
- Potential corridor considerations

7.1.3. Prepare to discuss potential controversy and public engagement approach.

7.1.4. Identify resources in the project area and identify anticipated environmental studies to confirm that a CE is the appropriate level of NEPA.

7.1.5. Schedule and facilitate the ROW Pre-Application Meeting with RTC, Washoe County, and BLM representatives.
- Prepare an agenda, Power Point presentation to address the topics listed in this task, and a meeting summary documenting key conclusions and action items.

- This scope assumes the meeting will be up to 2 hours and be held virtually.

7.2. PROJECT DESCRIPTION AND MAPPING

CONSULTANT will prepare a memorandum including narrative, maps, and design drawings to address Box 7, 8, and 12 of SF 299, including the following topics:

- Type of use or occupancy
- Related structures and facilities
- Physical specifications
- Term of days/years needed
- Time of year of use or operation
- Volume or amount of product to be transported
- Duration and timing of construction
- Temporary work areas needed for activity/construction
- Technical and financial capability to operate and maintain

Submit memorandum to RTC for review. Address comments and finalize memorandum for attachment to SF 299.

7.3. ENVIRONMENTAL STUDIES

CONSULTANT will conduct data collection and environmental studies needed to support a Categorical Exclusion (CE) and the SF 299 application. Most studies under this task will address project impacts on BLM land only. Specific topics including wetlands and other waters of the US, federally listed species, noise, and hazardous materials will address the entire projects limits to determine the need for federal permits, local noise ordinance issues, or project specifications to address potential contamination. The following studies will be conducted:

7.3.1. Social and Economic Resources – Collect and review data from US Census and Washoe County on the population, community, and businesses surrounding BLM land within the project area and prepare a brief memorandum (maximum of 2 pages) to describe probably effects on the population in the vicinity, including social and economic aspects, and rural lifestyles. This memorandum will address physical impacts to adjacent property, long-term effects of widening Highland Ranch Parkway, and temporary effects during construction. Submit memorandum for review by RTC. Address comments and prepare final memorandum for attachment to the SF 299.

7.3.2. Air Quality – Review preliminary design information including construction staging areas relative to adjacent residences and businesses to assess potential for temporary air quality impacts during construction. Prepare a brief memorandum (maximum of 2 pages) to describe anticipated temporary air quality impacts

along the corridor within BLM land during construction. Submit memorandum for review by RTC. Address comments and prepare final memorandum for attachment to the SF 299. This scope assumes the project would not use federal funds and therefore would not be subject to conformity. This scope also assumes that while federal approval is required from BLM, an air quality analysis is not required under NEPA because the project will be cleared with a Categorical Exclusion. The project is located within the Reno Planning Area Hydrographic Area 87 which is designated as an attainment area for all criteria pollutants. This area is no longer subject to conformity for PM10 and CO and therefore, hot spot analyses would not be required.

7.3.3. Visual Quality – Prepare a Visual Impact Assessment following FHWA's 2015 Guidelines for the Visual Impact Assessment of Highway Projects to assess potential project impacts. Because the project is located on BLM land, the visual analysis will be supplemented with data from BLM's 2022 Visual Resource Inventory Nevada which highlights the location, status, and condition of public land scenic values throughout the state. BLM's updated Visual Resource Inventory and Scenic Quality Rating Units will be used as a part of the visual character and quality analysis. The project area is designated as Visual Resource Inventory (VRI) Level III, which indicates moderate visual values. This scope assumes a VIA Memorandum (maximum of 4 pages) will be adequate and that no visual simulations will be prepared. Submit memorandum for review by RTC. Address comments and prepare final memorandum for attachment to the SF 299.

7.3.4. Noise – Conduct a traffic noise screening analysis to develop noise contours to provide RTC and local partners with information about anticipated changes in noise levels in the project area. Field noise measurements will be taken at two locations to document existing noise levels. Noise contours will be estimated using a simplified noise model assuming flat terrain. This data is not sufficient to predict noise levels at specific receptors or assess potential noise abatement measures. Because the project would not use federal funds, it is not subject to 23 CFR 772 or the NDOT noise policy. Therefore, a traffic noise study consistent with FHWA requirements for Type 1 projects is not included in this scope. Prepare a memorandum (maximum 3 pages plus contour maps) documenting the noise screening analysis and results. Submit memorandum for review by RTC. Address comments and prepare final memorandum for attachment to the SF 299.

7.3.5. Historic Resources – Prepare documentation needed for BLM consultation with the Nevada State Historic Preservation Office. Develop the Area of Potential Effects (APE) that accounts for anticipated direct and indirect effects along the corridor within BLM land. Given the scope of the project, and lack of significant vertical elements for the portion of the project on BLM land, the indirect APE is assumed to be a maximum of 125 feet beyond the limits of BLM's ROW. Conduct background research through the NVCRIS system of previously recorded built environment resources and previously conducted investigations.

Additional research will be completed with local, state, and federal agencies, as well as local groups and stakeholders, to identify resources that may not be included in the NVCRIS results. If needed, an architectural survey will be completed for the APE. The survey will record and evaluate resources constructed before 1977 and up to 2 resources will be recorded and evaluated through ARA forms. The survey will be completed in one day by an architectural historian, excluding travel. This scope assumes no historic districts need to be recorded and evaluated. An architectural memorandum will be prepared that summarizes the identification and evaluation efforts for historic resources within the APE. This scope assumes that no eligible resources are present on BLM land within the APE. Submit memorandum for review by RTC. Address comments and prepare final memorandum for attachment to the SF 299.

7.3.6. Archaeological Resources - Prepare documentation needed for BLM consultation with the Nevada State Historic Preservation Office. Develop the Area of Potential Effects (APE) that accounts for anticipated direct and indirect effects along the corridor within BLM land. Conduct background research through the NVCRIS system of previously recorded cultural resources and previously conducted investigations. Additional research will be completed with relevant local, state, and federal agencies to identify resources that may not be included in the NVCRIS results. An archaeological survey will be completed for the APE. Up to 1 archaeological site will be recorded and evaluated through IMACS forms. The survey will be completed in one day by two archaeologists, excluding travel. An archaeological report will be prepared that summarizes the identification and evaluation efforts for resources within the APE. This scope assumes that no eligible cultural resources are present on BLM land within the APE. Submit technical report for review by RTC and BLM. Address comments and prepare a final report. Submit memorandum for review by RTC. Address comments and prepare final memorandum for attachment to the SF 299.

7.3.7. Protected Species - Collect and analyze resource data for the project area, including information from the U.S. Fish and Wildlife Service (USFWS), Nevada Division of Natural Heritage (NDNH), BLM Nevada Special Status Species List, and BLM Resource Staff regarding migratory birds, threatened, endangered, sensitive, or rare species in the project area. Concurrent with the hazardous materials and aquatic resources site visit, assess habitat for protected species. This scope does not include species specific protocol surveys or GPS mapping of vegetation (beyond what is required for the aquatic resources delineation). Assess potential project effects and identify appropriate mitigation measures for protected species. Prepare a memorandum to document the results of the data collection, survey, and impact assessment. Submit memorandum for review by RTC. Address comments and prepare final memorandum for attachment to the SF 299.

This scope assumes no suitable habitat will be identified and no USFWS consultation is required. If it is determined that the project requires Section 7 consultation with USFWS, RTC will provide authorization and funding under Task 13 – Design Contingency.

7.3.8. Hazardous Materials Initial Site Assessment (ISA) - Conduct an initial site assessment of hazardous materials to identify potential sources of contamination that could impact the Project. Findings will be documented in a hazardous materials technical memorandum. Tasks under this scope of services include the following:

- Data collection – a regulatory records search will be conducted by Environmental Data Resources (EDR), or an equivalent service. The search distance to obtain information will be based on the standard ASTM search distances up to one mile from the proposed project.
- Historical resources, such as aerial photographs, city directories, and Sanborn fire insurance maps, will be reviewed (if available) to evaluate changes in past property usage within the study area.
- Site reconnaissance will be conducted to locate listed sites identified in the EDR report as well as other sites not listed, but which are suspected to have hazardous material concerns within the study area. The site reconnaissance will consist of a windshield survey and visual inspection for indications of soil contamination and/or other indications of potential hazardous materials concerns that may have the potential to impact the project. Inspection of structures and private properties will not be conducted. Site reconnaissance will be completed concurrently with the wetland site visit.

Prepare and submit memorandum for review by RTC. Address comments and prepare final memorandum for attachment to the SF 299.

The RTC acknowledges that the CONSULTANT is not, by virtue of this CONTRACT, the owner or generator of any waste materials generated as a result of the Hazardous Materials/ Contamination Assessments services performed by the CONSULTANT under this CONTRACT.

If any right-of-way acquisitions require a Phase I Environmental Analysis, or if any right-of-way acquisitions require a Phase II Environmental Analysis to be completed at RTC's direction, RTC will provide authorization and funding under Task 13 - Design Contingency.

7.3.9. Water Quality - Prepare a technical memorandum documenting existing water resources and water quality conditions, and potential changes resulting from the Project on BLM land. Check NDEP database for listed Section 303(d) waters. Qualitatively evaluate potential water quality impacts from stormwater runoff and construction-related contaminants, as well as any changes to permanent water quality features and the potential impacts of those changes on the water

quality of receiving waters. Quantitatively evaluate changes in impervious surface resulting from the Project to assess potential impacts of stormwater runoff. Submit memorandum for review by RTC. Address comments and prepare final memorandum for attachment to the SF 299.

7.3.10. Wetlands and Other Waters of the U.S. - Review desktop data resources to identify potential wetlands and waters of the U.S. in the project corridor. Conduct a site visit, to be done concurrently with the hazardous materials site visit, to confirm if any wetlands or other waters of the U.S. exist in the project area.

If wetlands or other waters of the U.S. are identified in the project area, this scope of services includes the following:

- Delineate wetlands and waters of the U.S. per the Corps of Engineers 1987 Wetland Delineation Manual and Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region and the National Ordinary High Water Mark Field Delineation Manual for Rivers and Streams. Delineate jurisdictional waters using Trimble Pathfinder GPS to submeter accuracy.
- Post process and include delineation in GIS mapping.
- Assess impacts to waters of the U.S. based on design.
- Work with designers to avoid and minimize impacts.
- Prepare an aquatic resources memorandum to document existing conditions and avoidance and minimization measures to be implemented (if any).

Submit memorandum for review by RTC. Address comments and prepare final memorandum for attachment to the SF 299.

This scope assumes no permanent or temporary impacts to wetlands or other waters of the U.S. would result from the project and no compensatory mitigation is needed. If it is determined that the project requires a Clean Water Act Section 404 permit or Section 401 Water Quality Certification, RTC will provide authorization and funding under Task 13 – Design Contingency.

7.4. PREPARE AND SUBMIT SF 299

CONSULTANT will prepare and submit the SF 299 form to RTC for review. Address comments and prepare final form for submittal to BLM.

7.5. DELIVERABLES

- Draft and Final meeting materials for the ROW Pre-Application Meeting
- Draft and Final Project Description and Mapping
- Draft and Final Purpose and Need Memorandum

- Draft and Final Social and Economic Resources Memorandum
- Draft and Final Air Quality Memorandum
- Draft and Final Visual Impact Assessment Memorandum
- Draft and Final Noise Memorandum
- Draft and Final Historic Resources Memorandum
- Draft and Final Archaeologic Resources Memorandum
- Draft and Final BLM Protected Species Memorandum
- Draft and Final Federal Threatened and Endangered Species Memorandum
- Draft and Final Hazardous Material Technical Memorandum
- Draft and Final Water Quality Memorandum
- Draft and Final Aquatic Resources Memorandum
- Draft and Final BLM SF 299

TASK 8. BLM NEPA CLEARANCE

This scope assumes that BLM will prepare the Categorical Exclusion (CE) form and provide the NEPA clearance for project work on BLM land. Task 7 deliverables will be provided to BLM for this purpose. CONSULTANT will coordinate with BLM to provide clarification or answer questions on topics to be covered in the CE. This scope assumes that limited support will be needed and does not include additional work or deliverables beyond correspondence with BLM.

TASK 9. 30% DESIGN

9.1. DATA COLLECTION

CONSULTANT will obtain as-built data (pdf and electronic CAD files as available) for Highland Ranch Parkway and the intersections of the side streets to Highland Ranch Parkway within the project limits from RTC, Washoe County, City of Sparks, and NDOT.

CONSULTANT will obtain as-built data (pdf and electronic CAD files as available for facilities along the Highland Ranch Parkway corridor and the side streets within the project limits from each utility company.

9.2. DESIGN CRITERIA & SOFTWARE

9.2.1. Design Criteria

CONSULTANT will develop design criteria for Highland Ranch Parkway. Design standards will be established based on the following references:

- Standard Specifications for Public Works Construction (Orange Book), Revision 8 of the 2012 Edition
- Washoe County Development Code (Chapter 110)
- AASHTO Policy for Geometric Design of Highways and Streets (Green Book) 7th Edition, 2018
- Manual on Uniform Traffic Control Devices, 11th Edition, December 2023
- AASHTO Roadside Design Guide, 4th Edition, 2011, with July 2015 errata
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2nd Edition, AASHTO, 2021
- RTC 2050 Regional Transportation Plan, and updates
- RTC Washoe Active Transportation Plan: Walk and Roll Truckee Meadows, 2024
- Truckee Meadows Regional Drainage Manual, latest version and accompanying Errata
- Nevada Department of Transportation Structures Manual, 2008, and subsequent revisions
- Washoe County Standard Details for Public Works Construction
- City of Sparks Standard Details for Public Works Construction
- Sun Valley General Improvement District Development Details
- Nevada Department of Transportation, 2024 Standard Plans for Road and Bridge Construction

CONSULTANT will prepare draft design criteria, consisting of a tabular format document of critical criteria and a summarized listing of the governing standards and references, for review and approval by the RTC, Washoe County, and City of Sparks. A meeting will be held with the RTC, Washoe County, and City of Sparks to reconcile any outstanding review comments and prepare and submit the Final Design Criteria.

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

9.2.2. Software

Project design and plans will be produced using OpenRoads Designer (ORD), with the understanding that master files can be translated to AutoCAD at the completion of final design for final delivery to the RTC, if required. ProjectWise will be used to organize CADD files, including those of the Subconsultants.

9.2.3. Deliverables

- Draft Design Criteria for Agency Review
- Final Design Criteria

9.3. 30% DESIGN

Incorporating the results of the traffic operations report, CONSULTANT will prepare a preliminary design for widening Highland Ranch Parkway from two to four lanes between Sun Valley Boulevard to 5 Ridges Parkway. It is anticipated that intersection improvements will be necessary at the intersection of Sun Valley Boulevard to accommodate four travel lanes and multimodal improvements. Multimodal facilities will be enhanced along Highland Ranch

Parkway between Sun Valley Boulevard and Pyramid Highway, approximately 2.5 miles in length.

It is assumed the traffic signals at the intersections of Sun Valley Boulevard, Midnight Drive, and 5 Ridges Parkway are protected in place.

Roadway alignment and features will be designed in accordance with the approved design criteria in subtask 9.2.1. Design deviations are not anticipated, however, where an exception has been included as part of the design, CONSULTANT will prepare a list of the deviation(s), identifying station limits, standards, and potential mitigations.

9.3.1. Drainage Analysis and Design

Highland Ranch Parkway west of Kettle Ridge Drive resides in the northern limits of the 28,421-acre Peavine Creek-Truckee River watershed. East of Kettle Ridge Drive, Highland Ranch Parkway is in the western limits of the 20,641-acre Spanish Springs watershed.

This scope is based upon the drainage criteria outlined by the *Truckee Meadows Regional Drainage Manual (TMRDM), Truckee Meadows Structural Controls Design and Low Impact Development Manual.* TMRDM section 709.2. It is assumed stormwater quality mitigation measures will not be required. Calculations for routing of peak flows shall be based on the 5- and 100-year, 24-hour storm event.

CONSULTANT will estimate street surface flow characteristics (i.e., depth, velocity, spread width/dry lane, and velocity times depth) using Manning's Equations for 5- and 100-year design storm events. Roadway inlets will be designed based on a 5-year flow, with inundation allowed to half the width of the outside vehicular travel lane. Roadside ditches will be designed based on a 100-year peak flow.

CONSULTANT will determine whether or not existing drainage facilities meet drainage criteria using Manning's Equation for roadside ditches and storm drain facilities, and HEC-22 for drop inlets.

CONSULTANT will complete a preliminary 30% design of proposed drainage facilities (culverts, roadside ditches, drop inlets, and storm drain facilities) to meet drainage criteria. Where possible, use of and tie-ins into existing drainage systems along Highland Ranch Parkway will be incorporated into the design.

9.3.2. Structure Type Selection

CONSULTANT will prepare one type selection memorandum for the project retaining walls. CONSULTANT will also prepare a memorandum summarizing the basis of design for one concrete box culvert that will cross the alignment just east of Midnight Drive.

For retaining walls, the type selection memorandum will include:

- Location and extend (length and height) of each retaining wall.
- A location map identifying walls and limits along the corridor.
- A discussion of potential items of concern, including specialty retaining wall structures that might be anticipated, restrictions on construction activities and/or access, and potential conflicts with existing and/or proposed facilities.
- A summary of wall types recommended for implementation during final design.
- Concept-level construction costs.

Retaining wall plan and elevation sheets will not be developed during the type selection phase but will be prepared as part of the 60 percent design effort.

This scope assumes there will be up to four (4) gravity retaining walls, totaling up to 1,200 feet in length, and one soil nail wall totaling up to 700 feet in length.

For the reinforced concrete box culvert east of Midnight Drive, CONSULTANT will prepare a basis of design memorandum that will summarize:

- Governing design specifications.
- Design loading, including vertical and lateral soil pressures and live load.
- Hydraulic requirements.
- Foundation considerations.

CONSULTANT will not develop structural details for the Box Culvert until 60%.

CONSULTANT will meet with RTC to review the draft memoranda and collect comments prior to finalizing the retaining wall and culvert memoranda.

Deliverables: Retaining Wall Type Selection Memo; Box Culvert Basis of Design Memo

9.3.3. Lighting and Electrical Design

No lighting or electrical analysis or design will be included in the 30% design.

9.3.4. Landscape and Aesthetics

The preliminary 30% landscape design efforts by Subconsultant, LAGE Design, shall evaluate and produce a report and plans addressing the existing landscape, irrigation system, and existing pedestrian circulation pathways, and adjacent land use and connections to Highland Ranch Parkway that will be impacted from the roadway widening. The report and plans will identify native and non-native plant material, top-dress material (i.e. decomposed granite, decorative rock, native desert material, etc.), existing visible irrigation components, pedestrian walkways/trails, existing structures, etc. and make

recommendations on the impacts of these items. Such recommendations may include removal (demo), salvage and reuse, or items to be protected in place and will be discussed in a preliminary Existing Site Inventory Report and shown on a Site Inventory Plan for review and comment by the Project Engineer and Project Manager. Upon addressing comments provided by the Project Engineer and Project Manager, a revised Report and Site Inventory Plan will be prepared for inclusion into the Design Plans. These 30% landscape report and design plans will be conceptual only, with no details.

9.3.5. 30% Plan Set

Plan sheets will be drafted electronically at half size, approximately 1" = 50' scale, on an 11" x 17" paper size.

The following is a listing of plan sheets and amount of detail (approximate # of sheets) anticipated in the project contract documents for the 30% submittal:

Title Sheet (1)

Index of Sheets, Digital Signature Page (1)

General Notes, Legend, and Abbreviations, Key Map (3)

Alignment Summary (2) / Survey Control (1)
- Highland Ranch Parkway and Side Street Alignment Information including horizontal curve data, bearings, distances
- Survey Control

Right of Way Sheets (25)
- Existing Right of Way
- Preliminary Right of Way Impacts that may require fee acquisitions
- Preliminary Temporary Construction Easements
- Preliminary Permanent Easements
- Preliminary Right of Entry, Permission to Construct
- Preliminary NDOT encroachment

Typical Section Sheets (2)
- As-constructed and proposed improvement typical sections for Highland Ranch Parkway
- Minimum and maximum roadway widths and lane configurations
- Preliminary roadside designs (slopes, curbs, gutters, dikes, and traffic barriers)
- Proposed pedestrian and bicycle improvements
- Removal limits
- Pavement section depths

Removal Sheets (25)

- Roadway feature removal limits
- Drainage and utility removals to be shown on their respective discipline sheets

Roadway – Plan Sheets (25)

- Preliminary locations for curbs, gutters, sidewalk, and shared-use path
- Preliminary roadway plan view, intersection layout, driveway layout
- Preliminary cut and fill slope limits
- NO - Station and offsets for angle points, tapers, and curves

Roadway – Profile Sheets (25)

- Vertical grade and curve data
- Superelevation Diagrams

Drainage – Plan Sheets (25)

- Existing and proposed drainage facilities
- Drainage Removals
- Proposed Drainage Structures/Pipes/Ditches
- Existing utilities shown in plan view
- Proposed ground contours at 1' interval
- Existing ground contours at 1' interval

Drainage – Profile Sheets (5)

- Profile View of Proposed Drainage Structures, multiple profiles per sheet
- Locations of utility crossings in pipe profile view

Striping /Signing Sheets (25)

- Proposed striping showing lane arrangements including turn lanes, storage lengths, acceleration lanes, and deceleration lanes
- Lane widths
- Existing Sign Removals
- Proposed Signs

Traffic Signal Sheets (2)

- Modifications to Signal Heads/Signage on existing traffic signal system at Sun Valley Boulevard – Schematic plan view only – no phasing diagrams, wiring, or signal interconnect details

Utility Sheets (25)

- Existing Utilities and Proposed Utility adjustments/relocations

Structures Sheets (1)

- Retaining Wall Location Plan
- Gravity Retaining Wall Plan and Elevation sheets (up to 4)
- Soil Nail Wall Plan and Elevation sheets (up to 2)

Landscape and Aesthetics Sheets (10)
- Existing Site Inventory Report
- Site Inventory Plans

Details (15)
- City of Sparks and Washoe County Standard Details Being Used on the Project

Approximately **218 Sheets** Total.

Exclusions/Assumptions from the 30% Scope of Work:
- Cross Sections will not be included in the plans or provided to the agency(s)
- Detailed grading sheets for pedestrian ramps, driveways, intersection grading will not be prepared
- Specific/Custom details will not be prepared
- Retaining Wall details will not be prepared
- Culvert and headwall details, if necessary, will not be prepared
- No public art design is included, nor identification of potential location(s)
- No soundwalls are required for the project
- Utility specific generated design (water, gas, etc.), as necessary resulting from utility conflicts, will not be prepared
- Utility Companies are responsible for their own design and plan sheets.
- Site reconstruction plans for adjacent properties will not be prepared
- Signal and Traffic Signal Interconnect plans will not be prepared
- Detailed analysis for lighting and/or electrical will not be completed
- No landscape and aesthetic design for remediation of impacts to adjacent private parcels is included

9.3.6. 30% Design Report

CONSULTANT will prepare a 30% design report that includes:
- Traffic forecast and corridor recommendation summary
- Design criteria and standards
- Design Summary, including cross section, horizontal & vertical geometry, any design deviations and proposed mitigation measure(s), multimodal facilities, and access management
- Proposed Storm Drain Design
- Utility Impacts
- Geotechnical and Pavement Design Summary
- General Earthwork
- Retaining Wall Design Summary

- Right of Way Impacts
    - BLM Easement
    - Sun Valley GID Easement
- Environmental Discussion
- Quantities

list of any design exceptions identifying station limits, standards, and potential mitigation measures.

9.3.7. 30% Quantities and Cost Estimate (RTC Only)

CONSULTANT will prepare a detailed unit price engineer's estimate of probable construction cost based on bid tabs from recently awarded RTC projects.

CONSULTANT will reconcile the engineer's estimate with the Independent Cost Estimate prior to providing it to the RTC.

9.3.8. 30% Constructability Review, Independent Cost Estimate and Construction Schedule

Subconsultant Construction Materials Engineers, Inc. (CME) will provide a constructability review of the 30% design plans. A constructability meeting with the RTC, Washoe County, SVGID, City of Sparks, NDOT, and CONSULTANT design team will summarize results from the constructability review and identify possible value engineering design alternatives.

CME will provide an independent cost estimate (ICE) based on material unit takeoffs, while recognizing productivity, and constructability. The Engineer's Opinion of Probable Cost will be reconciled with the ICE prior to submittal to the RTC.

CME will provide a preliminary construction schedule based on the 30% design and quantities.

9.3.9. Quality Assurance / Quality Control

CONSULTANT will perform quality assurance / quality control on all plans and documents as described in the Quality Management Plan in Task 1.4.

9.3.10. 30% Preliminary Design Submittal Deliverables

CONSULTANT will post the 30% preliminary design submittal package to a Bluebeam Studio Session for reviewing agencies and utility companies to provide comments.

CONSULTANT will provide instructions and tool boxes for consistency amongst reviewers. Documents will also be posted to a OneDrive folder for download by Utility Companies that can't utilize Bluebeam.

- 30% Design Plans (11"x17" pdf)
- 30% Design Report
- Traffic Operations Report
- Draft Hydraulic Report
- Draft Geotechnical Report
- 30% Design Quantities
- Constructability Meeting Notes
- 30% Engineer's Opinion of Probable Cost (RTC Only)
- 30% Draft Construction Schedule (RTC Only)
- 30% Comment Review Form

TASK 10. 60% DESIGN

10.1. 60% DESIGN

CONSULTANT will organize a 30% review comment reconciliation meeting with the RTC, Washoe County, City of Sparks, SVGID, NDOT, utility companies, and other agencies, as necessary. Six (6) CONSULTANT team members are anticipated to attend the comment reconciliation meeting. The agreed upon revisions will be incorporated into the plans, allowing the CONSULTANT to advance the design plans and engineer's estimate to 60%.

10.1.1. 60% Lighting and Electrical Design

Based on current project understanding, no new traffic signals are anticipated as part of this design effort; however, modifications to existing signal systems and intersection lighting will be required to accommodate the proposed roadway widening, revised lane configurations, and multimodal improvements.

Continuous lighting along the shared-use path or corridor is not assumed at this time. Lighting design will focus on intersection illumination, conflict areas, and safety enhancements consistent with RTC, Washoe County, City of Sparks, and NDOT standards unless directed otherwise during design development.

PK Electrical will evaluate existing roadway and intersection lighting impacted by the proposed improvements to determine required relocations, removals, or supplemental installations necessary to maintain illumination levels and roadway safety. Services include design of relocated lighting poles affected by curb shifts, sidewalk additions, grading changes, or median construction, as well as design of any required new street and pathway

lighting. Lighting at side street intersections will be added as needed to meet applicable standards. Photometric analyses will be performed to verify compliance with agency and industry criteria.

We will assess the existing Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossing at Donatello Drive and develop lighting enhancements to improve pedestrian visibility. Services include photometric evaluation of existing conditions and design of necessary improvements, which may include new luminaires, pole relocations, conduit extensions, wiring, junction boxes, grounding systems, and associated electrical infrastructure.

Traffic signal work is limited to electrical service connection modifications only. No modifications to signal poles, mast arms, detection systems, cabinets, phasing, communications systems, or structural components are included. Existing signal services at Midnight Drive, 5 Ridges Parkway, and other signalized intersections within the project limits will be reviewed to determine if relocation or extension of electrical service laterals is required. Services include coordination with the serving power utility and design of relocated or extended service connections consistent with RTC and NV Energy standards.

Work includes design of service pedestals, meter relocations, conduit systems, junction boxes, grounding systems, irrigation control power, miscellaneous electrical connections (if required), electrical service points for lighting and signalized intersections, and associated power distribution systems necessary to support lighting relocations, RRFB enhancements, and signal service modifications. Electrical improvements will be coordinated with grading, drainage, and other utility design to minimize conflicts and construction impacts. Photometric calculations, along with electrical load and voltage drop calculations, will be provided.

Subconsultant PK Electrical, Inc. services include site investigation, consultation, calculations, permit & construction documents and specifications suitable for permitting, bidding and construction. Attendance (in person or virtual) at design meetings as required to coordinate with other disciplines. Quality assurance and quality control reviews on all deliverables will be performed at each milestone to ensure compliance with RTC, Washoe County, and City of Sparks standards and coordination with the overall project design.

10.1.2. 60% Landscape and Aesthetics

Subconsultant LAGE Design shall develop Preliminary Landscape and Aesthetic Design plans (60% design) for the selected roadway and intersection improvement alternative that graphically detail the requirements and application of themes for the aesthetics on proposed aesthetic structures, including but not limited to retaining walls, barriers, bicycle and pedestrian facilities, sidewalks, and shared-use path locations that are in compliance with ADA accessibility requirements within the Project limits. The following plans and documents will be provided:

- 60% Design Plans
  - Prepare rendered design concept with support graphics that show enhancements or proposed improvements. Graphics will show plan, elevation or perspective views with alternative hardscape materials as needed (horizontal and/or vertical) and treatment of the ground plane within the right-of-way will be shown at a conceptual level of treatment to convey variations of the preferred concepts
  - Prepare a suggested seed mix, seeding methods and material, and plant list for and proposed revegetation and planting.
- A preliminary opinion of probable Landscape and Aesthetic costs to the Project Engineer that reflect the improvements illustrated in the Preliminary Landscape and Aesthetic Design plans (60% design).
- Quality Assurance/ Quality Control (QA/QC) will be performed to review the accuracy and completeness of the plans and related design prior to submittal to the Project Engineer and Project Manager.

Deliverables:

1. One (1) Preliminary Landscape and Aesthetic Design plans (60% Design) for Project Engineer and Project Manager review and comment
2. One (1) revised Preliminary Landscape and Aesthetic Design plans (60% Design) for Project Engineer and Project Manager approval
3. One (1) 60% Preliminary opinion of probable Landscape and Aesthetic costs for the preferred design concept and maintenance cost estimate for the selected preferred alternative.

10.1.3. Structures Design

CONSULTANT will advance selected wall types to a 60% level of design. This will include development of plan and elevation sheets, wall typical section sheets, and wall detail sheets for each wall identified in the type selection. This scope assumes there will be up to four (4) gravity retaining walls, totaling up to 1,200 feet in length, and one soil nail wall totaling up to 700 feet in length.

CONSULTANT will develop structural details and quantities for the Box Culvert to a 60% level of design.

10.1.4. 60% Plan Set

Plan sheets included in the 30% submittal will be advanced to the 60% level of detail. Additional sheets to be included are:

- Traffic Signal Sheets (Additional 4)
- Lighting and/or electrical (16)
- Landscaping and Aesthetics (Additional 15)

- Gravity Retaining Wall Plan and Elevation sheets (up to 4)
- Soil Nail Wall Plan and Elevation sheets (up to 2)
- Gravity Retaining Wall Typical Section and Details (2)
- Soil Nail Wall Typical Section and Details (2)
- Detail Sheets (Additional 4)

Approximately **267 Sheets** Total.

Exclusions from the 60% Scope of Work:

- Cross Sections will not be included in the plans or provided to the agency(s)
- Detailed grading sheets for pedestrian ramps, driveways, intersection grading
- No public art design is included, nor identification of potential location(s)
- No soundwalls are required for the project
- Utility specific generated design (water, gas, etc.), as necessary resulting from utility conflicts, will not be prepared
- Utility Companies are responsible for their own design and plan sheets.
- Site reconstruct plans for adjacent properties will not be prepared
- No landscape and aesthetic design for remediation of impacts to adjacent private parcels is included

10.1.5. 60% Specifications

RTC will provide CONSULTANT with the most current boilerplate version of the specifications including the supplemental general provisions, special provisions, special technical specifications, and bid item clarifications.

CONSULTANT will revise/update the specifications to be specific to the Highland Ranch Parkway Capacity Project. Detailed technical specifications as determined up through the 60% design will be included. Technical provisions will reference Revision 8 of the 2012 Edition of Standard Specifications for Public Works Construction (Orange Book) for standard construction items. Environmental preconstruction surveys and mitigation requirements will be included in specifications as needed.

CONSULTANT will submit 60% plans and specifications to RTC, Washoe County, City of Sparks, Sun Valley GID, BLM, NDOT, and utility companies with facilities in the project limits to verify all comments have been responded to, reconciled, and incorporated into the plans.

10.1.6. 60% Cost Estimate

CONSULTANT will prepare a detailed unit price engineer's estimate of probable construction cost based on bid tabs from recently awarded RTC projects.

CONSULTANT will reconcile the engineer's estimate with the Independent Cost Estimate prior to providing it to the RTC.

10.1.7. 60% Independent Cost Estimate and Construction Schedule

CME will provide an updated independent cost estimate based on material unit takeoffs, while recognizing productivity, and constructability. The Engineer's Opinion of Probable Cost will be reconciled with the ICE prior to submittal to the RTC.

CME will provide an updated preliminary construction schedule based on the 60% design and quantities.

10.1.8. Quality Assurance / Quality Control

CONSULTANT will perform quality assurance / quality control on all plans and documents as described in the Quality Management Plan in Task 1.4.

10.1.9. 60% Design Submittal Deliverables

CONSULTANT will post the 60% design submittal package to a Bluebeam Studio Session for reviewing agencies and utility companies to provide comments. CONSULTANT will provide instructions and tool boxes for consistency amongst reviewers. Documents will also be posted to a OneDrive folder for download by Utility Companies that can't utilize Bluebeam.

- 60% Design Plans (11"x 17" .pdf)
- 60% Specifications
- Design Report – Updated for 60% Design Modifications (As Necessary)
- Traffic Operations Report
- Draft Hydraulic Report
- Draft Geotechnical Report
- Responses to 30% Review Comments
- Engineer's Opinion of Probable Cost (RTC Only)
- 60% Draft Construction Schedule (RTC Only)
- 60% Comment Review Form

TASK 11. 100% DESIGN AND FINAL DESIGN

11.1. 100% DESIGN

CONSULTANT will organize a 60% review comment reconciliation meeting with the RTC, Washoe County, City of Sparks, Sun Valley GID, BLM, NDOT, utility companies, and other agencies, as necessary. Six (6) CONSULTANT team members are anticipated to attend the comment reconciliation meeting. The agreed upon revisions will be incorporated into the plans, allowing the CONSULTANT to finalize the design plans, specifications, and engineer's estimate to 100%.

11.1.1. 100% Landscape and Aesthetics

Subconsultant, LAGE Design will advance the preliminary 60% design to final (100%) Landscape & Aesthetic Construction Document Plans. These plans will illustrate the final design of the aesthetics shown in the Preliminary Landscape and Aesthetic Design plans (60% design). The following plans and documents will be provided:

- 100% Design Plans
  - Cover Sheet with Project Notes, Schedules and Data Tables
  - Landscape Protection and Removal Plan
  - Landscape Planting Plans and Details
  - Irrigation Plans and Details
  - Decorative Structure and/or Decorative Figure elevations, sections and details
  - Applicable Technical Specifications or Special Provisions
- Provide HOA exhibits illustrating impacts to HOA developments/communities and attending on-site meetings to review findings with the HOA's, Project Engineer and Project Manager
- Provide design revisions as necessary based on 100% plan reviews by Project Engineer and RTC project manager, public meeting and stakeholder meetings.
- Provide an updated opinion of probable Landscape & Aesthetic cost estimate only as directed by Project Engineer and RTC project manager.
- Quality Assurance/ Quality Control will be performed to review the accuracy and completeness of the plans and related design prior to submittal to the Project Engineer and Project Manager. QAQC

Landscape and Aesthetic Deliverables:

1. One (1) Set of Adjacent Landowner and HOA exhibits for on-site meeting coordination with the stakeholders.
2. One (1) 100% Design Plan set for Project Engineer and Project Manager review and comment
3. One (1) Revised 100% Design Plan set for Project Engineer and Project Manager approval
4. One (1) Final opinion of probable Landscape and Aesthetic costs for the preferred design concept and maintenance cost estimate for the selected preferred alternative.

11.1.2. Structures Design

CONSULTANT will complete an independent check on the 60% wall and culvert designs. Once Independent check has been completed, CONSULTANT will advance selected wall types and culvert to a 100% level of design.

This scope assumes there will be up to four (4) gravity retaining walls, totaling up to 1,200 feet in length, and one soil nail wall totaling up to 700 feet in length.

11.1.3. 100% Plan Set

Plan sheets included in the 60% submittal will be advanced to the 100% level of detail.

Additional sheets to be included are:

Detailed grading sheets for pedestrian ramps, driveways, intersection grading (25)
Additional structural design sheets (13)

Approximately **305 Sheets** Total.

11.1.4. 100% Specifications

CONSULTANT will revise/update the specifications to be specific to the Highland Ranch Parkway Capacity Project 100% Design.

11.1.5. 100% Cost Estimate

CONSULTANT will prepare a detailed unit price engineer's estimate of probable construction cost based on bid tabs from recently awarded RTC projects.

CONSULTANT will reconcile the engineer's estimate with the Independent Cost Estimate prior to providing it to the RTC.

11.1.6. 100% Independent Cost Estimate and Construction Schedule

CME will provide an updated independent cost estimate based on material unit takeoffs, while recognizing productivity, and constructability. The Engineer's Opinion of Probable Cost will be reconciled with the ICE prior to submittal to the RTC.

CME will provide an updated preliminary construction schedule based on the 100% design and quantities.

11.1.7. Quality Assurance / Quality Control

CONSULTANT will perform quality assurance / quality control on all plans and documents as described in the Quality Management Plan in Task 1.4.

11.1.8. 100% Design Submittal Deliverables

CONSULTANT will post the 100% design submittal package to a Bluebeam Studio Session for reviewing agencies and utility companies to provide comments. CONSULTANT will provide instructions and tool boxes for consistency amongst reviewers. Documents will also be posted to a OneDrive folder for download by Utility Companies that can't utilize Bluebeam..

- 100% Design Plans (11"x17" .pdf)
- 100% Specifications
- Final Design Report (60% updated as necessary)
- Traffic Operations Report
- Final Hydraulic Report
- Final Geotechnical Report
- Responses to 60% Review Comments
- Engineer's Opinion of Probable Cost (RTC Only)
- 100% Draft Construction Schedule (RTC Only)
- 100% Comment Review Form

11.1.9. NDOT Coordination

CONSUTLANT will coordinate with NDOT for all work to be performed in NDOT Right of Way. It is assumed that CONSULTANT will NOT prepare Encroachment Permit Application for all work to be performed in NDOT Right of Way.

NDOT-approved traffic control plans will NOT be the responsibility of the CONSULTANT. The contractor that successfully wins the construction contract shall prepare them.

11.2. FINAL DESIGN

CONSULTANT will organize a 100% review comment reconciliation meeting with the RTC, Washoe County, City of Sparks, Sun Valley GID, BLM, NDOT, utility companies, and other agencies, as necessary. Six (6) CONSULTANT team members are anticipated to attend the comment reconciliation meeting.

Once the agencies verify that all review comments have been addressed and no additional changes are required, CONSULTANT will sign and stamp the design plans and technical specifications for use by the RTC to advertise the project.

11.2.1. Final Design Submittal

CONSULTANT will provide 11" x 17" PDFs and a PDF of the Technical Specifications via a USB or FTP to the RTC for posting on their ProcureWare website for advertisement.

TASK 12. BIDDING SERVICES

CONSULTANT will provide services during bidding for the project. CONSULTANT Project Manager will attend the RTC hosted pre-bid meeting, respond to any Request for Information (RFIs) during the bidding period, and prepare any addenda that may be required.

CONSULTANT Project Manager will attend the project bid opening, review the bids received for any irregularities, and create a tabulation of the bid results in an excel spreadsheet-based format to verify the quantities and costs of the bid items and provide a recommendation to award.
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.

CONSULTANT will post conformed plans and specifications to a OneDrive folder for download by RTC, Contractor, and Agencies.

Subconsultant, PK Electrical, Inc., services include responding to bidder questions and issuing written narratives and revision sketches, as required.

Subconsultant, Construction Materials Engineers, Inc., services include responding to bidder questions and issuing written narratives, as required.

Subconsultant, LAGE Design, services include responding to bidder questions and issuing written narratives and revision sketches, as addenda, as required.

TASK 13. DESIGN CONTINGENCY

This is a contingency for miscellaneous increases within the scope of this contract in the performance of services under Tasks 1 to 12. If CONSULTANT determines that it is necessary to perform work to be paid out of contingency, CONSULTANT shall provide a letter detailing the

need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's prior written approval.

TASK 14. ENGINEERING SERVICES DURING CONSTRUCTION

CONSULTANT will provide project management services for the scope of work of this task for the duration of construction and preparation of the Record Drawings, assumed to occur from May 2028 through February 2030, a duration of twenty-two (22) months. Project management includes task setup and administration, continued management of Subconsultants, quality assurance on deliverables, coordination with the RTC Project Manager and Construction Management Team, and task closeout.

CONSULTANT will provide engineering services during construction assumed to be from May 2028 through February 2030. The CONSULTANT Project Manager will be responsible for the ongoing coordination with the RTC Project Manager and the construction management team's Construction Manager; including attending weekly construction progress meetings and as necessary field site visits to the project construction site to observe the progress and the general quality of the work, and project specific questions.

CONSULTANT will review and prepare written responses to Requests for Information (RFIs) from the Contractor for resolution of conflicts, providing clarifications, and/or interpretations of the plan and/or specifications prepared by CONSULTANT. CONSULTANT will not maintain document control for the questions and responses, this will be the responsibility of the independent Construction Manager hired by the RTC for construction.

Subconsultant PK Electrical, Inc., services during construction include consultation, submittal and shop drawings review, responses to RFIs and revisions to contract drawings. It is assumed that 60 hours will be required for services during construction.

Subconsultant Construction Materials Engineers, Inc., services during construction include consultation, submittal review as appropriate, and responses to RFIs. It is assumed that 105 hours will be required for services during construction.

Subconsultant, LAGE Design, services during construction include consultation, submittal review as appropriate, and responses to RFIs. It is assumed that 80 hours will be required for services during construction.

It is assumed that 40 RFIs will require CONSULTANT responses.

- 10 Roadway (8 hours each)
- 3 Drainage (8 hours each)
- 20 Structures (7 hours each)
- 1 Utilities (8 hours)

- 3 Landscape
- 3 Electrical

CONSULTANT will review submittals and shop drawings as requested by the construction management team to ensure accuracy and conformance with the project plans and specifications.

Submittals that will require review by CONSULTANT include

- Eight (8) Retaining Wall Submittals (Reviewed twice at 10 hours per review)
- Four (4) Soil Nail Wall Submittals (Reviewed twice at 10 hours per review)
- One (1) Box Culvert Submittal (Reviewed twice at 10 hours per review)
- Miscellaneous Landscape
- Miscellaneous Electrical

CONSULTANT shall participate in the final inspection field review and shall coordinate with the construction management team regarding deficiencies to be included as part of the project punch/deficiency list.

Upon the Contractor achieving final project acceptance, or upon receipt of the as-built drawings from the Contractor, CONSULTANT shall complete a Record Drawing set of plan accounting for all known field revisions occurring during construction. Revision shall be shown in blue ink and shall be inserted by electronic methods. Each sheet of the plan set shall be dated and marked "RECORD DRAWING." CONSULTANT shall furnish one (1) USB Drive containing images of the Record Drawings to the RTC, Washoe County, City of Sparks, Sun Valley GID, BLM, and NDOT. The images shall be 11" x 17" and in .tiff or .pdf format with a resolution of not less than 300 dpi.

SITE SAFETY, CONTRACTOR MEANS AND METHODS. The presence or duties of CONSULTANT's personnel at a construction site, whether as onsite representatives or otherwise, do not make CONSULTANT or its personnel in any way responsible for those duties that belong to the RTC and/or the construction contractors or other entities, and do not relieve the construction contractors or any other entity of their obligations, duties, and responsibilities, including, but not limited to, all construction methods, means, techniques, sequences, and procedures necessary for coordinating and completing all portions of the construction work in accordance with the construction Contract Documents and any health or safety precautions required by such construction work.

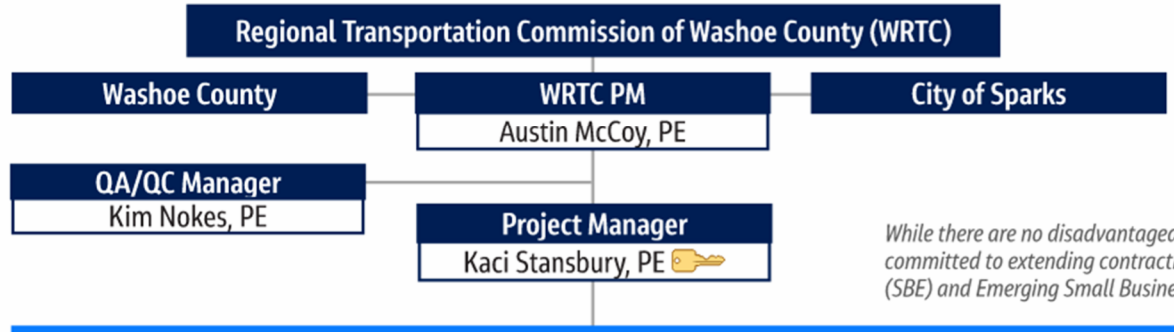
TASK 15. ENGINEERING SERVICES DURING CONSTRUCTION CONTINGENCY

This is a contingency for miscellaneous increases within the scope of this contract in the performance of services under Task 14. If CONSULTANT determines that it is necessary to perform work to be paid out of contingency, CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's prior written approval.

TASK 16. CONSTRUCTION STAKING

The RTC will execute an amendment with the CONSULTANT after the 100% design submittal for construction staking when the level of effort can be accurately calculated.

Project Team Organization Chart



LEGEND

1 LAGE Design [DBE]
2 PK Electrical [DBE]
3 CME
4 PCSG
5 Silver State Traffic [DBE]
Key Personnel

While there are no disadvantaged business enterprise (DBE) goals for this project, Jacobs is committed to extending contracting opportunities to qualified DBE, Small Business Enterprise (SBE) and Emerging Small Businesses (ESB) on the project as opportunities exist.

HIGHLAND RANCH PARKWAY DESIGN SERVICES TEAM

Roadway/Multimodal
Jared Hudson, PE
Brian Pearson, PE
Luz De La Mora

Drainage/Hydraulics
Kayann Jongsma, PE
Calvin Black, PE
Brian Pearson, PE

Traffic/Access Management/Safety
Sharan Dhanaraju, PE
Anil Mudigonda, PE, PTOE, RSP1

Traffic Counts
Susan Thomason 5

Project Automation Lead
John Chelonis

Striping/Signing/Signal
Michael Heugh, PE
Alfredo Cabrera-Ventura, PE, TE

Electrical/Lighting
Karen Purcell, PE 2
Bryan Dagerman, PE 2

Structures
Robbie Coomes, PE
Tim Vesco, PE

Landscape/Streetscape/Aesthetics
Doug Prouty, PLA 1

Geotechnical
Nick Anderson, PE, GE 3

Environmental Studies & Services
Laura Meyer, AICP
Glennda Luhnow

BLM Coordination
Nancy Shelton, AICP

Survey & Aerial Mapping
Roland "Duke" Brooks
Tyler Brown, PLS

Subsurface Utility Engineering
David Heisen
Cody Seabolt

Utilities
Kaci Stansbury, PE

Right-of-Way (ROW)
ROW Engineering
James Bedard, PLS
Halana Salazar, PLS
ROW Engineering QA/QC
Heidi Mireles

Public/Stakeholder Involvement
Debi Bohnet
Cassie Wagoner

Website Design
Chad Tilton

Constructability, Independent Cost Estimate, Risk & Value Assessment
John Collins, MBA, CCM 4

HIGHLAND RANCH PARKWAY CAPACITY PROJECT

Sun Valley Boulevard to 5 Ridges Parkway (Roadway Capacity and Multimodal Facility Improvements)
Sun Valley Boulevard to Pyramid Highway (Multimodal Facility Enhancements)
RTC Project No. xxxxx

Design and Construction Schedule

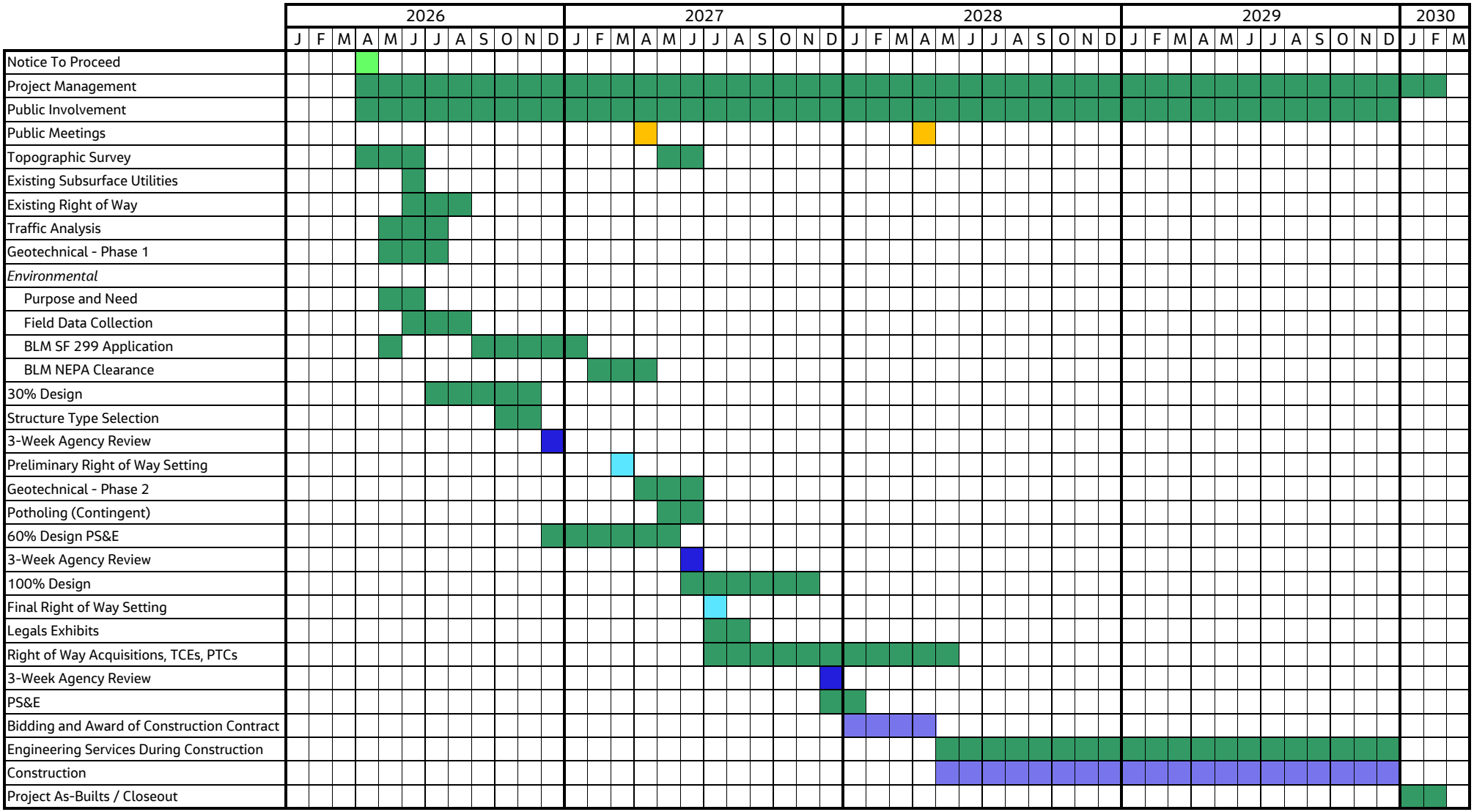


Exhibit B

Compensation

Jacobs Fee Summary for Highland Ranch Parkway (Sun Valley Blvd to 5 Ridges Prkwy/Pyramid Highway) Preliminary through Final Design, Bidding Support and Engineering Services During Construction- v260303

Tasks		Classifications, Hours, and Fee																								
Project Title		Sr. Project Manager	Project Manager III	Sr. Structural	Structural Engineer V	Structural Engineer IV	CADD Structural III	CADD Structural I	Enviro Lead	Env/NEPA Specialist IV	Env/NEPA Specialist III	Env/NEPA Specialist II	Env/NEPA Specialist I	GIS Tech II	Sr. Proj Engineer	Project Engineer IV	Project Engineer III	Project Engineer II	Project Engineer I	Project Designer	GID Sr	Traffic Engineer IV	Traffic Engineer II	Scan Data Extractor III	Scan Data Extractor II	Scan Data Extractor I	Office Survey Chief
Proposed Staff		Doug S.	Kaci	Mark Brady	Robbie, Jennifer Elwood	Vesco	Pat Walker	Obee	Laura Meyer;	Glennda Luhnow, Keith Dewey	Dana Ragusa, Scott Thompson	Dan Soucy, Sabra McNeish, Carrie Wencel, Will Packard, Kevin Grant		Jill Rosenberger	Jeff Griest	Micheal Heugh	Calvin Black, Kayann Jongsma, Jared	Brian Pearson	Luz De La Mora	Luke	Senior Level GID Staff	Sharan	Victor Molano	Kim Engesath	Matt Vossman, Todd Wisely, Scott Fitchen	David Crouse	Roland Brooks
RATE	*2026 Rate*	$285.00	$235.00	$275.00	$225.00	$205.00	$155.00	$115.00	$235.00	$200.00	$170.00	$140.00	$115.00	$105.00	$260.00	$210.00	$180.00	$155.00	$130.00	$115.00	$140.00	$200.00	$140.00	$170.00	$150.00	$130.00	$190.00
	2027 Rate (2026 + 2%)	$ 290.70	$ 239.70	$ 280.50	$ 229.50	$ 209.10	$ 158.10	$ 117.30	$ 239.70	$ 204.00	$ 173.40	$ 142.80	$ 117.30	$ 107.10	$ 265.20	$ 214.20	$ 183.60	$ 158.10	$ 132.60	$ 117.30	$ 142.80	$ 204.00	$ 142.80	$ 173.40	$ 153.00	$ 132.60	$ 193.80
	2028 Rate (2027 + 2%)	$ 296.51	$ 244.49	$ 286.11	$ 234.09	$ 213.28	$ 161.26	$ 119.65	$ 244.49	$ 208.08	$ 176.87	$ 145.66	$ 119.65	$ 109.24	$ 270.50	$ 218.48	$ 187.27	$ 161.26	$ 135.25	$ 119.65	$ 145.66	$ 208.08	$ 145.66	$ 176.87	$ 156.06	$ 135.25	$ 197.68
	2029 Rate (2028 + 2%)	$ 302.44	$ 249.38	$ 291.83	$ 238.77	$ 217.55	$ 164.49	$ 122.04	$ 249.38	$ 212.24	$ 180.41	$ 148.57	$ 122.04	$ 111.42	$ 275.91	$ 222.85	$ 191.02	$ 164.49	$ 137.96	$ 122.04	$ 148.57	$ 212.24	$ 148.57	$ 180.41	$ 159.18	$ 137.96	$ 201.63
	2030 Rate (2029 + 2%)	$ 308.49	$ 254.37	$ 297.67	$ 243.55	$ 221.90	$ 167.78	$ 124.48	$ 254.37	$ 216.48	$ 184.02	$ 151.54	$ 124.48	$ 113.65	$ 281.43	$ 227.31	$ 194.84	$ 167.78	$ 140.72	$ 124.48	$ 151.54	$ 216.48	$ 151.54	$ 184.02	$ 162.36	$ 140.72	$ 205.66
Task																										
1.0	**Project Management**	33	798	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.1a	Project Setup	8	40																							
1.1b	Project Management Activities, Scheduling, Monthly Invoicing, Accounting, File Management (April '26 - April '28)	25	300																							
1.2.1	Kickoff Meetings		16																							
1.2.2	Bi-Weekly PM Coordination		100																							
1.2.3	Monthly Agency Design Coordination Meetings		240																							
1.2.4	Bi-Weekly Internal Design Coordination Mtg		50																							
1.3	Project Management Plan		44																							
1.4	Quality Management Plan		8																							
	Task 1 Rate Escalation																									
2.0	**Public Outreach**	0	173	0	16	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0
2.1	Public Outreach Plan		4																							
2.1.2	Website FAQs/Materials/Branding		67														16									
2.2	One-On-One Stakeholder Mtgs		20																							
2.3	Public Information Mtgs (2 mtgs + 3/2 prep/mtg)		58		16												16									
2.4	RTC Board Meetings (4 mtgs/prep/attnd)		24																							
	Task 2 Rate Escalation																									
3.0	**Traffic**	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	333	369	0	0	0	0
3.1	Traffic Operations Analysis																									
1.2.1	Kickoff Meetings																					4				
1.2.3	Monthly DRC Meetings																					8	8			
1.2.4	Bi-Weekly Internal Design Coordination Mtg																					25	25			
3.1.1	Data Collection																					16	16			
SUB	Silver State (Volume Counts, Vehicle Classification)																					8				
3.1.2	Develop Year 2050 Forecast Volumes																					80	100			
3.1.3	Traffic Capacity Analysis																					80	100			
3.1.4	Traffic Operations Report		8																			60	80			
3.2	Access Management																8					8				
3.3	Safety Assessment																8					24	40			
3.4	Speed Analysis																					20				
SUB	Silver State (24-hr Speed Survey)																									
	Task 3 Rate Escalation																									
4.0	**Survey / Utilities / Right of Way**	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	32	16	0	0	0	0	0	50	174	24	164
4.1	Topographic Survey																										
	Setting Control																										40
4.1.1	Topography																								50		20
4.1.2	LiDAR & Imagery Processing																							50	100	24	20
SUB	Keystone (Purchase LiDAR & Imagery Data)																										

Jacobs Fee Summary for Highland Ranch Parkway

	Tasks																	
	Project Title	Office Survey II	**Field** Survey Chief	**Field** Survey II	**Field** Survey I	ROW Eng IV	ROW Eng III	QA/QC Manager	Sr. Public Involvment	Public Involvment II	Proj Automation Lead	CADD Tech	Visualization Specialist	Technical Editor / QC	Admin / Proj Controls III	**Hours**	**Subtask Cost**	**Sub-Consultants**	**Total Costs**
	Proposed Staff	Tyler Brown	Roland Brooks	Tyler Brown	James Rosenberg	Heidi Mireles	James Bedard	Mark Lamutt	Debi	Cassie	John Chelonis,	Trevor	Gary Allison	Meagan Thompson; Tim McMillan	Jay Hartfield				
RATE	*2026 Rate*	$150.00	$215.00	$175.00	$150.00	$205.00	$185.00	$255.00	$225.00	$135.00	$155.00	$115.00	$200.00	$120.00	$130.00				
RATE	*2027 Rate (2026 + 2%)*	$ 153.00	$ 219.30	$ 178.50	$ 153.00	$ 209.10	$ 188.70	$ 260.10	$ 229.50	$ 137.70	$ 158.10	$ 117.30	$ 204.00	$ 122.40	$ 132.60				
RATE	*2028 Rate (2027 + 2%)*	$ 156.06	$ 223.69	$ 182.07	$ 156.06	$ 213.28	$ 192.47	$ 265.30	$ 234.09	$ 140.45	$ 161.26	$ 119.65	$ 208.08	$ 124.85	$ 135.25				
RATE	*2029 Rate (2028 + 2%)*	$ 159.18	$ 228.16	$ 185.71	$ 159.18	$ 217.55	$ 196.32	$ 270.61	$ 238.77	$ 143.26	$ 164.49	$ 122.04	$ 212.24	$ 127.35	$ 137.96				
RATE	*2030 Rate (2029 + 2%)*	$ 162.36	$ 232.72	$ 189.42	$ 162.36	$ 221.90	$ 200.25	$ 276.02	$ 243.55	$ 146.13	$ 167.78	$ 124.48	$ 216.48	$ 129.90	$ 140.72				
Task																			
1.0	**Project Management**	0	0	0	0	0	0	8	0	0	0	0	0	0	260	1,099	$ 236,623	$ -	
1.1a	Project Setup														16	64	$ 13,760		
1.1b	Project Management Activities, Scheduling, Monthly Invoicing, Accounting, File Management (April '26 - April '28)														200	525	$ 103,625		
1.2.1	Kickoff Meetings														16	32	$ 5,840		
1.2.2	Bi-Weekly PM Coordination															100	$ 23,500		
1.2.3	Monthly Agency Design Coordination Meetings															240	$ 56,400		
1.2.4	Bi-Weekly Internal Design Coordination Mtg															50	$ 11,750		
1.3	Project Management Plan							4							16	64	$ 13,440		
1.4	Quality Management Plan							4							12	24	$ 4,460		
	Task 1 Rate Escalation																$ 3,848		
2.0	**Public Outreach**	0	0	0	0	0	0	0	16	24	0	0	48	0	0	309	$ 67,554	$ -	
2.1	Public Outreach Plan								8	16						28	$ 4,900		
2.1.2	Website FAQs/Materials/Branding												24	0		107	$ 23,425		
2.2	One-On-One Stakeholder Mtgs															20	$ 4,700		
2.3	Public Information Mtgs (2 mtgs + 3/2 prep/mtg)								8	8			24			130	$ 27,790		
2.4	RTC Board Meetings (4 mtgs/prep/attnd)															24	$ 5,640		
	Task 2 Rate Escalation																$ 1,099		
3.0	**Traffic**	0	0	0	0	0	0	8	0	0	0	0	0	0	0	734	$ 125,060	$ 6,500	
3.1	Traffic Operations Analysis															0	$ -		
1.2.1	Kickoff Meetings															4	$ 800		
1.2.3	Monthly DRC Meetings															16	$ 2,720		
1.2.4	Bi-Weekly Internal Design Coordination Mtg															50	$ 8,500		
3.1.1	Data Collection															32	$ 5,440		
SUB	Silver State (Volume Counts, Vehicle Classification)															8	$ 1,600	$ 5,500	
3.1.2	Develop Year 2050 Forecast Volumes															180	$ 30,000		
3.1.3	Traffic Capacity Analysis															180	$ 30,000		
3.1.4	Traffic Operations Report							8								156	$ 27,120		
3.2	Access Management															16	$ 3,040		
3.3	Safety Assessment															72	$ 11,840		
3.4	Speed Analysis															20	$ 4,000		
SUB	Silver State (24-hr Speed Survey)																	$ 1,000	
	Task 3 Rate Escalation																$ -		
4.0	**Survey / Utilities / Right of Way**	100	335	485	390	304	564	0	0	0	0	0	0	0	0	2,720	$ 502,305	$ 82,500	
4.1	Topographic Survey															0	$ -		
	Setting Control		40	70	70		10									230	$ 40,800		
4.1.1	Topography	80	80	180	180		50									640	$ 108,250		
4.1.2	LiDAR & Imagery Processing		25	25												244	$ 40,170		
SUB	Keystone (Purchase LiDAR & Imagery Data)																	$ 7,500	

Jacobs Fee Summary for Highland Ranch Parkway (Sun Valley Blvd to 5 Ridges Prkwy/Pyramid Highway) Preliminary through Final Design, Bidding Support and Engineering Services During Construction- v260303

Tasks		Classifications, Hours, and Fee																							
Project Title		Sr. Project Manager	Project Manager III	Sr. Structural	Structural Engineer V	Structural Engineer IV	CADD Structural III	CADD Structural I	Enviro Lead	Env/NEPA Specialist IV	Env/NEPA Specialist III	Env/NEPA Specialist II	Env/NEPA Specialist I	GIS Tech II	Sr. Proj Engineer	Project Engineer IV	Project Engineer III	Project Engineer II	Project Engineer I	Project Designer	GID Sr	Traffic Engineer IV	Traffic Engineer II	Scan Data Extractor III	Scan Data Extractor II	Scan Data Extractor I	Office Survey Chief
Proposed Staff		Doug S.	Kaci	Mark Brady	Robbie, Jennifer Elwood	Vesco	Pat Walker	Obee	Laura Meyer;	Glennda Luhnow, Keith Dewey	Dana Ragusa, Scott Thompson	Dan Soucy, Sabra McNeish, Carrie Wencel, Will Packard, Kevin Grant		Jill Rosenberger	Jeff Griest	Micheal Heugh	Calvin Black, Kayann Jongsma, Jared	Brian Pearson	Luz De La Mora	Luke	Senior Level GID Staff	Sharan	Victor Molano	Kim Engesath	Matt Vossman, Todd Wisely, Scott Fitchen	David Crouse	Roland Brooks
RATE	*2026 Rate*	$285.00	$235.00	$275.00	$225.00	$205.00	$155.00	$115.00	$235.00	$200.00	$170.00	$140.00	$115.00	$105.00	$260.00	$210.00	$180.00	$155.00	$130.00	$115.00	$140.00	$200.00	$140.00	$170.00	$150.00	$130.00	$190.00
	2027 Rate (2026 + 2%)	$ 290.70	$ 239.70	$ 280.50	$ 229.50	$ 209.10	$ 158.10	$ 117.30	$ 239.70	$ 204.00	$ 173.40	$ 142.80	$ 117.30	$ 107.10	$ 265.20	$ 214.20	$ 183.60	$ 158.10	$ 132.60	$ 117.30	$ 142.80	$ 204.00	$ 142.80	$ 173.40	$ 153.00	$ 132.60	$ 193.80
	2028 Rate (2027 + 2%)	$ 296.51	$ 244.49	$ 286.11	$ 234.09	$ 213.28	$ 161.26	$ 119.65	$ 244.49	$ 208.08	$ 176.87	$ 145.66	$ 119.65	$ 109.24	$ 270.50	$ 218.48	$ 187.27	$ 161.26	$ 135.25	$ 119.65	$ 145.66	$ 208.08	$ 145.66	$ 176.87	$ 156.06	$ 135.25	$ 197.68
	2029 Rate (2028 + 2%)	$ 302.44	$ 249.38	$ 291.83	$ 238.77	$ 217.55	$ 164.49	$ 122.04	$ 249.38	$ 212.24	$ 180.41	$ 148.57	$ 122.04	$ 111.42	$ 275.91	$ 222.85	$ 191.02	$ 164.49	$ 137.96	$ 122.04	$ 148.57	$ 212.24	$ 148.57	$ 180.41	$ 159.18	$ 137.96	$ 201.63
	2030 Rate (2029 + 2%)	$ 308.49	$ 254.37	$ 297.67	$ 243.55	$ 221.90	$ 167.78	$ 124.48	$ 254.37	$ 216.48	$ 184.02	$ 151.54	$ 124.48	$ 113.65	$ 281.43	$ 227.31	$ 194.84	$ 167.78	$ 140.72	$ 124.48	$ 151.54	$ 216.48	$ 151.54	$ 184.02	$ 162.36	$ 140.72	$ 205.66
4.1.3	Field Staking of Fee Acquisitions and/or Easements																										
4.1.4	Final Design Match Point Checks																								24		40
4.2	Subsurface Utilities																										
4.2.1	Utility Locates																										20
4.2.2	Utility Impact Coordination		50																								
4.3	Utility Potholing (Contingent)		8														16	8									
SUB	Pothole Sub TBD (Contingent)																										
4.4	Existing Right of Way																										
	Property Corner Search																										
	Resolution and Drafting																										
4.5	Right of Way Engineering Services																										
	Boundary of affected (assume 25)																										
	Legal Descriptions and Exhibits																										
	TCE (assume 20)																										
	Fee Acquisition (assume 10)																										
	PTC (assume 5)																										
4.5.1	Right of Way Setting Meetings		24														16	8									24
	Task 4 Rate Escalation																										
5.0	**Geotechnical Investigation**	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
5.1	Phase 1 (Pavement Investigation)																										
SUB	Construction Materials Engineers, Inc.																										
5.2	Phase 2 (Structures and Walls)																										
SUB	Construction Materials Engineers, Inc.																										
12	Bidding Services																										
SUB	Construction Materials Engineers, Inc.																										
6.0	**Purpose and Need**	0	8	0	0	0	0	0	12	0	0	40	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
6.1.1	Purpose and Need		8						12			40		6													
7.0	**BLM SF 299**	0	36	0	0	0	0	0	82	38	92	372	80	78	0	0	0	0	0	0	0	4	0	0	0	0	0
7.1	Facilitate Application Process		8						8			24		4													
7.2	Project Description and Mapping		8						8			24		8													
7.3	Environmental Studies																										
7.3.1	Social and Economic								6			20		4													
7.3.3	Visual Quality								6	4		32		6													
7.3.4	Noise		4						6		40	60		8								4					
7.3.5	Historic Resources								6		52	8	40	12													
7.3.6	Archaeological Resources								6	34		8	40	12													
7.3.7	Protected Species								6			50		4													
7.3.9	Haz Mat ISA		4						6			50		8													
7.3.10	Water Quality		4						6			24		4													
7.3.11	Wetlands and other Waters of the US		4						6			40		8													
7.4	Prepare and Submit SF 299		4						12			32															

Jacobs Fee Summary for Highland Ranch Parkway

Tasks																			
Project Title		Office Survey II	**Field** Survey Chief	**Field** Survey II	**Field** Survey I	ROW Eng IV	ROW Eng III	QA/QC Manager	Sr. Public Involvment	Public Involvment II	Proj Automation Lead	CADD Tech	Visualization Specialist	Technical Editor / QC	Admin / Proj Controls III	**Hours**	**Subtask Cost**	**Sub-Consultants**	**Total Costs**
Proposed Staff		Tyler Brown	Roland Brooks	Tyler Brown	James Rosenberg	Heidi Mireles	James Bedard	Mark Lamutt	Debi	Cassie	John Chelonis,	Trevor	Gary Allison	Meagan Thompson; Tim McMillan	Jay Hartfield				
RATE	*2026 Rate*	$150.00	$215.00	$175.00	$150.00	$205.00	$185.00	$255.00	$225.00	$135.00	$155.00	$115.00	$200.00	$120.00	$130.00				
	2027 Rate (2026 + 2%)	$ 153.00	$ 219.30	$ 178.50	$ 153.00	$ 209.10	$ 188.70	$ 260.10	$ 229.50	$ 137.70	$ 158.10	$ 117.30	$ 204.00	$ 122.40	$ 132.60				
	2028 Rate (2027 + 2%)	$ 156.06	$ 223.69	$ 182.07	$ 156.06	$ 213.28	$ 192.47	$ 265.30	$ 234.09	$ 140.45	$ 161.26	$ 119.65	$ 208.08	$ 124.85	$ 135.25				
	2029 Rate (2028 + 2%)	$ 159.18	$ 228.16	$ 185.71	$ 159.18	$ 217.55	$ 196.32	$ 270.61	$ 238.77	$ 143.26	$ 164.49	$ 122.04	$ 212.24	$ 127.35	$ 137.96				
	2030 Rate (2029 + 2%)	$ 162.36	$ 232.72	$ 189.42	$ 162.36	$ 221.90	$ 200.25	$ 276.02	$ 243.55	$ 146.13	$ 167.78	$ 124.48	$ 216.48	$ 129.90	$ 140.72				
4.1.3	Field Staking of Fee Acquisitions and/or Easements		140													140	$ 30,100		
4.1.4	Final Design Match Point Checks			80	40											184	$ 31,200		
4.2	Subsurface Utilities															0	$ -		
4.2.1	Utility Locates	20		60	80											180	$ 29,300		
4.2.2	Utility Impact Coordination															50	$ 11,800		
4.3	Utility Potholing (Contingent)			20	20											72	$ 12,500		
SUB	Pothole Sub TBD (Contingent)																$ -	$ 75,000	
4.4	Existing Right of Way					40	40									80	$ 15,600		
	Property Corner Search		50	50												100	$ 19,500		
	Resolution and Drafting						60									60	$ 11,100		
4.5	Right of Way Engineering Services															0	$ -		
	Boundary of affected (assume 25)					100	100									200	$ 39,000		
	Legal Descriptions and Exhibits															0	$ -		
	TCE (assume 20)					80	160									240	$ 46,000		
	Fee Acquisition (assume 10)					40	80									120	$ 23,000		
	PTC (assume 5)					20	40									60	$ 11,500		
																0	$ -		
4.5.1	Right of Way Setting Meetings					24	24									120	$ 23,680		
	Task 4 Rate Escalation																$ 8,855		
5.0	**Geotechnical Investigation**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	$ -	$ 542,250	
5.1	Phase 1 (Pavement Investigation)																		
SUB	Construction Materials Engineers, Inc.																	$ 240,250	
5.2	Phase 2 (Structures and Walls)																		
SUB	Construction Materials Engineers, Inc.																	$ 300,000	
12	Bidding Services																		
SUB	Construction Materials Engineers, Inc.																	$ 2,000	
6.0	**Purpose and Need**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	$ 10,930	$ -	
6.1.1	Purpose and Need															66	$ 10,930		
7.0	**BLM SF 299**	0	0	0	0	0	0	0	0	0	0	0	0	20	0	802	$ 123,640	$ -	
7.1	Facilitate Application Process															44	$ 7,540		
7.2	Project Description and Mapping													2		50	$ 8,200		
7.3	Environmental Studies																		
7.3.1	Social and Economic													2		32	$ 4,870		
7.3.3	Visual Quality													2		50	$ 7,560		
7.3.4	Noise													2		124	$ 19,430		
7.3.5	Historic Resources													2		120	$ 17,470		
7.3.6	Archaeological Resources													2		102	$ 15,430		
7.3.7	Protected Species													2		62	$ 9,070		
7.3.9	Haz Mat ISA													2		70	$ 10,430		
7.3.10	Water Quality													2		40	$ 6,370		
7.3.11	Wetlands and other Waters of the US													2		60	$ 9,030		
7.4	Prepare and Submit SF 299															48	$ 8,240		

Jacobs Fee Summary for Highland Ranch Parkway (Sun Valley Blvd to 5 Ridges Prkwy/Pyramid Highway) Preliminary through Final Design, Bidding Support and Engineering Services During Construction- v260303

Tasks		Classifications, Hours, and Fee																								
Project Title		Sr. Project Manager	Project Manager III	Sr. Structural	Structural Engineer V	Structural Engineer IV	CADD Structural III	CADD Structural I	Enviro Lead	Env/NEPA Specialist IV	Env/NEPA Specialist III	Env/NEPA Specialist II	Env/NEPA Specialist I	GIS Tech II	Sr. Proj Engineer	Project Engineer IV	Project Engineer III	Project Engineer II	Project Engineer I	Project Designer	GID Sr	Traffic Engineer IV	Traffic Engineer II	Scan Data Extractor III	Scan Data Extractor II	Scan Data Extractor I	Office Survey Chief
Proposed Staff		Doug S.	Kaci	Mark Brady	Robbie, Jennifer Elwood	Vesco	Pat Walker	Obee	Laura Meyer;	Glennda Luhnow, Keith Dewey	Dana Ragusa, Scott Thompson	Dan Soucy, Sabra McNeish, Carrie Wencel, Will Packard, Kevin Grant		Jill Rosenberger	Jeff Griest	Micheal Heugh	Calvin Black, Kayann Jongsma, Jared	Brian Pearson	Luz De La Mora	Luke	Senior Level GID Staff	Sharan	Victor Molano	Kim Engesath	Matt Vossman, Todd Wisely, Scott Fitchen	David Crouse	Roland Brooks
RATE	*2026 Rate*	$285.00	$235.00	$275.00	$225.00	$205.00	$155.00	$115.00	$235.00	$200.00	$170.00	$140.00	$115.00	$105.00	$260.00	$210.00	$180.00	$155.00	$130.00	$115.00	$140.00	$200.00	$140.00	$170.00	$150.00	$130.00	$190.00
	2027 Rate (2026 + 2%)	$ 290.70	$ 239.70	$ 280.50	$ 229.50	$ 209.10	$ 158.10	$ 117.30	$ 239.70	$ 204.00	$ 173.40	$ 142.80	$ 117.30	$ 107.10	$ 265.20	$ 214.20	$ 183.60	$ 158.10	$ 132.60	$ 117.30	$ 142.80	$ 204.00	$ 142.80	$ 173.40	$ 153.00	$ 132.60	$ 193.80
	2028 Rate (2027 + 2%)	$ 296.51	$ 244.49	$ 286.11	$ 234.09	$ 213.28	$ 161.26	$ 119.65	$ 244.49	$ 208.08	$ 176.87	$ 145.66	$ 119.65	$ 109.24	$ 270.50	$ 218.48	$ 187.27	$ 161.26	$ 135.25	$ 119.65	$ 145.66	$ 208.08	$ 145.66	$ 176.87	$ 156.06	$ 135.25	$ 197.68
	2029 Rate (2028 + 2%)	$ 302.44	$ 249.38	$ 291.83	$ 238.77	$ 217.55	$ 164.49	$ 122.04	$ 249.38	$ 212.24	$ 180.41	$ 148.57	$ 122.04	$ 111.42	$ 275.91	$ 222.85	$ 191.02	$ 164.49	$ 137.96	$ 122.04	$ 148.57	$ 212.24	$ 148.57	$ 180.41	$ 159.18	$ 137.96	$ 201.63
	2030 Rate (2029 + 2%)	$ 308.49	$ 254.37	$ 297.67	$ 243.55	$ 221.90	$ 167.78	$ 124.48	$ 254.37	$ 216.48	$ 184.02	$ 151.54	$ 124.48	$ 113.65	$ 281.43	$ 227.31	$ 194.84	$ 167.78	$ 140.72	$ 124.48	$ 151.54	$ 216.48	$ 151.54	$ 184.02	$ 162.36	$ 140.72	$ 205.66
	Task 7 Rate Escalation																										
8.0	**BLM NEPA CLEARANCE**	0	12	0	0	0	0	0	16	4	4	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8.1	Limited Consultant Support		12						16	4	4	4		4													
	Task 8 Rate Escalation																										
9.0	**30% - Design**	0	346	56	168	72	100	0	30	0	0	0	0	0	8	66	632	276	234	250	360	30	18	0	0	0	36
9.1	Data Collection		8		8												8	8									8
9.2	Design Criteria and Software/ProjectWise Setup		8		8												8	16									
9.3	30% Design (April 2026 - November 2026)																										
1.2.1	Kickoff Meetings								4							4	4	4				4					2
1.2.3	Monthly DRC Meetings				8	8			8							8	16	8	8	8		8					8
1.2.4	Bi-Weekly Internal Design Coordination Mtg				18	18			18							18	36	18	18	18		18	18				18
	Gen, Rdwy, Rmvls, ROW, Typ, Utility, Traffic Signals, Sign, Stripe, Details		250													32	450	200	200	200	200						
5.1	Phase 1 (Pavement Investigation)		8		6	6											6	6									
9.3.1	Drainage and Report														8		80				80						
9.3.2	Structure Type Selection			16	120	40	100																				
9.3.3	Lighting and Electrical (NO 30% Effort)																										
9.3.4	Landscape & Aesthetics																										
SUB	LAGE Design																										
9.3.5	30% Plan Set																				80						
9.3.6	30% Design Report		40														8	8									
9.3.7	30% Quantities & Cost Estimate		16													4	16	8	8	24							
9.3.8	30% Constructability, ICE, Construction Schedule																										
SUB	CME																										
9.3.9	QA/QC			40																							
9.3.10	30% Submittal		16																								
	Task 9 Rate Escalation																										
10.0	**60% - Design**	0	350	56	214	314	200	90	28	0	4	8	0	0	8	46	588	310	236	268	380	0	0	0	0	0	20
10.1	60% Design (November 2026 - May 2027)																										
	30% Review Comments		16		8	8										4	16	8		8							
1.2.3	Monthly DRC Meetings				6	6			6							6	12	6	6	6							6
1.2.4	Bi-Weekly Internal Design Coordination Mtg				14	14			14							14	28	14	14	14							14
	Gen, Rdwy, Rmvls, ROW, Typ, Utility, Traffic Signals, Sign, Stripe, Details, Report Updates		250													20	450	200	200	200	200						
	Drainage and Report														8		60	60			100						
5.2	Phase 2 (Structures and Walls)		8		6	6											6	6									
10.1.1	Lighting & Electrical																										
SUB	PK Electrical																										
10.1.2	Landscape & Aesthetics																										
SUB	LAGE Design																										

Jacobs Fee Summary for Highland Ranch Parkway

	Tasks																		
	Project Title	Office Survey II	**Field** Survey Chief	**Field** Survey II	**Field** Survey I	ROW Eng IV	ROW Eng III	QA/QC Manager	Sr. Public Involvment	Public Involvment II	Proj Automation Lead	CADD Tech	Visualization Specialist	Technical Editor / QC	Admin / Proj Controls III	**Hours**	**Subtask Cost**	**Sub-Consultants**	**Total Costs**
	Proposed Staff	Tyler Brown	Roland Brooks	Tyler Brown	James Rosenberg	Heidi Mireles	James Bedard	Mark Lamutt	Debi	Cassie	John Chelonis,	Trevor	Gary Allison	Meagan Thompson; Tim McMillan	Jay Hartfield				
RATE	*2026 Rate*	$150.00	$215.00	$175.00	$150.00	$205.00	$185.00	$255.00	$225.00	$135.00	$155.00	$115.00	$200.00	$120.00	$130.00				
RATE	*2027 Rate (2026 + 2%)*	$ 153.00	$ 219.30	$ 178.50	$ 153.00	$ 209.10	$ 188.70	$ 260.10	$ 229.50	$ 137.70	$ 158.10	$ 117.30	$ 204.00	$ 122.40	$ 132.60				
RATE	*2028 Rate (2027 + 2%)*	$ 156.06	$ 223.69	$ 182.07	$ 156.06	$ 213.28	$ 192.47	$ 265.30	$ 234.09	$ 140.45	$ 161.26	$ 119.65	$ 208.08	$ 124.85	$ 135.25				
RATE	*2029 Rate (2028 + 2%)*	$ 159.18	$ 228.16	$ 185.71	$ 159.18	$ 217.55	$ 196.32	$ 270.61	$ 238.77	$ 143.26	$ 164.49	$ 122.04	$ 212.24	$ 127.35	$ 137.96				
RATE	*2030 Rate (2029 + 2%)*	$ 162.36	$ 232.72	$ 189.42	$ 162.36	$ 221.90	$ 200.25	$ 276.02	$ 243.55	$ 146.13	$ 167.78	$ 124.48	$ 216.48	$ 129.90	$ 140.72				
	Task 7 Rate Escalation																$ -		
8.0	**BLM NEPA CLEARANCE**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	$ 9,087	$ -	
8.1	Limited Consultant Support															44	$ 9,040		
	Task 8 Rate Escalation																$ 47		
9.0	**30% - Design**	0	24	24	0	0	18	68	0	0	302	40	0	0	0	3,158	$ 552,537	$ 22,970	
9.1	Data Collection															40	$ 7,880		
9.2	Design Criteria and Software/ProjectWise Setup							2			40					82	$ 14,310		
9.3	30% Design (April 2026 - November 2026)															0			
1.2.1	Kickoff Meetings										1					23	$ 4,455		
1.2.3	Monthly DRC Meetings															88	$ 16,200		
1.2.4	Bi-Weekly Internal Design Coordination Mtg						18				18					252	$ 45,090		
	Gen, Rdwy, Rmvls, ROW, Typ, Utility, Traffic Signals, Sign, Stripe, Details															1532	$ 254,470		
5.1	Phase 1 (Pavement Investigation)		24	24												80	$ 15,830		
9.3.1	Drainage and Report							8								176	$ 29,720		
9.3.2	Structure Type Selection															276	$ 55,100		
9.3.3	Lighting and Electrical (NO 30% Effort)															0		$ -	
9.3.4	Landscape & Aesthetics															0	$ -		
SUB	LAGE Design															0		$ 13,400	
9.3.5	30% Plan Set										235	40				355	$ 52,225		
9.3.6	30% Design Report							8								64	$ 14,120		
9.3.7	30% Quantities & Cost Estimate															76	$ 12,520		
9.3.8	30% Constructability, ICE, Construction Schedule															0	$ -		
SUB	CME															0		$ 9,570	
9.3.9	QA/QC							50								90	$ 23,750		
9.3.10	30% Submittal										8					24	$ 5,000		
	Task 9 Rate Escalation																$ 1,867		
10.0	**60% - Design**	0	24	24	0	0	14	80	0	0	202	45	0	0	0	3,509	$ 619,767	$ 90,530	
10.1	60% Design (November 2026 - May 2027)																		
	30% Review Comments															68	$ 13,080		
1.2.3	Monthly DRC Meetings															60	$ 10,950		
1.2.4	Bi-Weekly Internal Design Coordination Mtg						14				14					168	$ 30,310		
	Gen, Rdwy, Rmvls, ROW, Typ, Utility, Traffic Signals, Sign, Stripe, Details, Report Updates															1520	$ 251,950		
	Drainage and Report															228	$ 36,180		
5.2	Phase 2 (Structures and Walls)		24	24												80	$ 15,830		
10.1.1	Lighting & Electrical															0	$ -		
SUB	PK Electrical															0	$ -	$ 46,800	
10.1.2	Landscape & Aesthetics															0	$ -		
SUB	LAGE Design															0	$ -	$ 31,260	

Jacobs Fee Summary for Highland Ranch Parkway (Sun Valley Blvd to 5 Ridges Prkwy/Pyramid Highway) Preliminary through Final Design, Bidding Support and Engineering Services During Construction- v260303

Tasks		Classifications, Hours, and Fee																								
	Project Title	Sr. Project Manager	Project Manager III	Sr. Structural	Structural Engineer V	Structural Engineer IV	CADD Structural III	CADD Structural I	Enviro Lead	Env/NEPA Specialist IV	Env/NEPA Specialist III	Env/NEPA Specialist II	Env/NEPA Specialist I	GIS Tech II	Sr. Proj Engineer	Project Engineer IV	Project Engineer III	Project Engineer II	Project Engineer I	Project Designer	GID Sr	Traffic Engineer IV	Traffic Engineer II	Scan Data Extractor III	Scan Data Extractor II	Scan Data Extractor I	Office Survey Chief
	Proposed Staff	Doug S.	Kaci	Mark Brady	Robbie, Jennifer Elwood	Vesco	Pat Walker	Obee	Laura Meyer;	Glennda Luhnow, Keith Dewey	Dana Ragusa, Scott Thompson	Dan Soucy, Sabra McNeish, Carrie Wencel, Will Packard, Kevin Grant		Jill Rosenberger	Jeff Griest	Micheal Heugh	Calvin Black, Kayann Jongsma, Jared	Brian Pearson	Luz De La Mora	Luke	Senior Level GID Staff	Sharan	Victor Molano	Kim Engesath	Matt Vossman, Todd Wisely, Scott Fitchen	David Crouse	Roland Brooks
RATE	*2026 Rate*	$285.00	$235.00	$275.00	$225.00	$205.00	$155.00	$115.00	$235.00	$200.00	$170.00	$140.00	$115.00	$105.00	$260.00	$210.00	$180.00	$155.00	$130.00	$115.00	$140.00	$200.00	$140.00	$170.00	$150.00	$130.00	$190.00
	2027 Rate (2026 + 2%)	$ 290.70	$ 239.70	$ 280.50	$ 229.50	$ 209.10	$ 158.10	$ 117.30	$ 239.70	$ 204.00	$ 173.40	$ 142.80	$ 117.30	$ 107.10	$ 265.20	$ 214.20	$ 183.60	$ 158.10	$ 132.60	$ 117.30	$ 142.80	$ 204.00	$ 142.80	$ 173.40	$ 153.00	$ 132.60	$ 193.80
	2028 Rate (2027 + 2%)	$ 296.51	$ 244.49	$ 286.11	$ 234.09	$ 213.28	$ 161.26	$ 119.65	$ 244.49	$ 208.08	$ 176.87	$ 145.66	$ 119.65	$ 109.24	$ 270.50	$ 218.48	$ 187.27	$ 161.26	$ 135.25	$ 119.65	$ 145.66	$ 208.08	$ 145.66	$ 176.87	$ 156.06	$ 135.25	$ 197.68
	2029 Rate (2028 + 2%)	$ 302.44	$ 249.38	$ 291.83	$ 238.77	$ 217.55	$ 164.49	$ 122.04	$ 249.38	$ 212.24	$ 180.41	$ 148.57	$ 122.04	$ 111.42	$ 275.91	$ 222.85	$ 191.02	$ 164.49	$ 137.96	$ 122.04	$ 148.57	$ 212.24	$ 148.57	$ 180.41	$ 159.18	$ 137.96	$ 201.63
	2030 Rate (2029 + 2%)	$ 308.49	$ 254.37	$ 297.67	$ 243.55	$ 221.90	$ 167.78	$ 124.48	$ 254.37	$ 216.48	$ 184.02	$ 151.54	$ 124.48	$ 113.65	$ 281.43	$ 227.31	$ 194.84	$ 167.78	$ 140.72	$ 124.48	$ 151.54	$ 216.48	$ 151.54	$ 184.02	$ 162.36	$ 140.72	$ 205.66
10.1.3	Structure Design			16	180	280	200	90																			
10.1.4	60% Plan Set																				80						
10.1.5	60% Specifications		60						8		4	8								24							
10.1.6	60% Quantities & Cost Estimate															2	16	16	16	16							
10.1.7	60% ICE & Construction Schedule																										
SUB	CME																										
10.1.8	QA/QC			40																							
10.1.9	60% Submittal		16																								
	Task 10 Rate Escalation																										
11.0	**100% and Final Design**	0	404	46	284	259	100	40	29	0	0	0	0	0	8	84	658	355	296	234	380	0	0	0	0	0	29
11.1	100% Design (May 2027 -January 2028)																										
	60% Comment Review & Resolution		16		8	8											16	8		8							
1.2.3	Monthly DRC Meetings				8	8			8							8	16	8	8	8							8
1.2.4	Bi-Weekly Internal Design Coordination Mtg				18	18			18							18	36	18	18	18							18
11.1.1	Landscape & Aesthetics																										
SUB	LAGE Design																										
	Gen, Rdwy, Rmvls, ROW, Typ, Utility, Traffic Signals, Sign, Stripe, Details		240													48	500	250	200	200	300						
	Drainage and Report														8		60										
	Lighting & Electrical																										
SUB	PK Electrical																										
11.1.2	Structures Design			6	250	225	100	40																			
11.1.3	100% Plan Set																				80						
11.1.4	100% Specifications		80																								
11.1.5	100% Cost Estimate															2	8	24	24								
11.1.6	100% ICE and Construction Schedule																										
SUB	CME																										
11.1.7	100% QA/QC																										
11.1.8	100% Submittal		16																								
11.1.9	NDOT Coordination		8														10										
11.2	PS&E Final Design (October 2026 - November 2026)																										
	100% Comment Review & Resolution																										
1.2.2a	QRTly Project Management Team Meetings		10						1							1	1	1									1
1.2.3a	Bi-Weekly Internal Design Coordination Mtg		2						2							2	2	2	2								2
	All Disciplines															4	8	40	40								
SUB	PK Electrical																										
	PS&E Cost Estimate		8													1	1	4	4								
	PS&E Specifications		8																								
	PS&E QA/QC			40																							
11.2.1	PS&E Submittal		16																								
	Task 11 Rate Escalation																										
12.0	**Bidding Services**	0	40	0	28	12	0	0	0	0	0	0	0	0	0	0	16	8	0	0	0	0	0	0	0	0	0

Jacobs Fee Summary for Highland Ranch Parkway

Tasks																			
Project Title		Office Survey II	**Field** Survey Chief	**Field** Survey II	**Field** Survey I	ROW Eng IV	ROW Eng III	QA/QC Manager	Sr. Public Involvment	Public Involvment II	Proj Automation Lead	CADD Tech	Visualization Specialist	Technical Editor / QC	Admin / Proj Controls III	**Hours**	**Subtask Cost**	**Sub-Consultants**	**Total Costs**
Proposed Staff		Tyler Brown	Roland Brooks	Tyler Brown	James Rosenberg	Heidi Mireles	James Bedard	Mark Lamutt	Debi	Cassie	John Chelonis,	Trevor	Gary Allison	Meagan Thompson; Tim McMillan	Jay Hartfield				
RATE	*2026 Rate*	$150.00	$215.00	$175.00	$150.00	$205.00	$185.00	$255.00	$225.00	$135.00	$155.00	$115.00	$200.00	$120.00	$130.00				
	2027 Rate (2026 + 2%)	$ 153.00	$ 219.30	$ 178.50	$ 153.00	$ 209.10	$ 188.70	$ 260.10	$ 229.50	$ 137.70	$ 158.10	$ 117.30	$ 204.00	$ 122.40	$ 132.60				
	2028 Rate (2027 + 2%)	$ 156.06	$ 223.69	$ 182.07	$ 156.06	$ 213.28	$ 192.47	$ 265.30	$ 234.09	$ 140.45	$ 161.26	$ 119.65	$ 208.08	$ 124.85	$ 135.25				
	2029 Rate (2028 + 2%)	$ 159.18	$ 228.16	$ 185.71	$ 159.18	$ 217.55	$ 196.32	$ 270.61	$ 238.77	$ 143.26	$ 164.49	$ 122.04	$ 212.24	$ 127.35	$ 137.96				
	2030 Rate (2029 + 2%)	$ 162.36	$ 232.72	$ 189.42	$ 162.36	$ 221.90	$ 200.25	$ 276.02	$ 243.55	$ 146.13	$ 167.78	$ 124.48	$ 216.48	$ 129.90	$ 140.72				
10.1.3	Structure Design															766	$ 143,650		
10.1.4	60% Plan Set										180	45				305	$ 44,275		
10.1.5	60% Specifications															104	$ 20,540		
10.1.6	60% Quantities & Cost Estimate															66	$ 9,700		
10.1.7	60% ICE & Construction Schedule															0	$ -		
SUB	CME															0	$ -	$ 12,470	
10.1.8	QA/QC							80								120	$ 31,400		
10.1.9	60% Submittal										8					24	$ 5,000		
	Task 10 Rate Escalation																$ 6,902		
11.0	**100% and Final Design**	0	0	0	0	0	18	120	0	0	390	146	0	0	0	3,880	$ 692,541	$ 179,130	
11.1	100% Design (May 2027 -January 2028)																		
	60% Comment Review & Resolution															64	$ 12,240		
1.2.3	Monthly DRC Meetings															80	$ 14,600		
1.2.4	Bi-Weekly Internal Design Coordination Mtg						18				18					216	$ 38,970		
11.1.1	Landscape & Aesthetics															0	$ -		
SUB	LAGE Design																	$ 82,360	
	Gen, Rdwy, Rmvls, ROW, Typ, Utility, Traffic Signals, Sign, Stripe, Details															1738	$ 286,230		
	Drainage and Report															68	$ 12,880		
	Lighting & Electrical															0	$ -		
SUB	PK Electrical															0	$ -	$ 62,400	
11.1.2	Structures Design															621	$ 124,125		
11.1.3	100% Plan Set										217	146				443	$ 61,625		
11.1.4	100% Specifications															80	$ 18,800		
11.1.5	100% Cost Estimate															58	$ 8,700		
11.1.6	100% ICE and Construction Schedule															0	$ -		
SUB	CME															0	$ -	$ 10,970	
11.1.7	100% QA/QC							80								80	$ 20,400		
11.1.8	100% Submittal										8					24	$ 5,000		
11.1.9	NDOT Coordination										12					30	$ 5,540		
																0	$ -		
11.2	PS&E Final Design (October 2026 - November 2026)															0	$ -		
	100% Comment Review & Resolution															0	$ -		
1.2.2a	QRTly Project Management Team Meetings															15	$ 3,320		
1.2.3a	Bi-Weekly Internal Design Coordination Mtg										2					16	$ 2,980		
	All Disciplines										125					217	$ 33,055		
SUB	PK Electrical															0	$ -	$ 23,400	
	PS&E Cost Estimate															18	$ 3,410		
	PS&E Specifications															8	$ 1,880		
	PS&E QA/QC							40								80	$ 21,200		
11.2.1	PS&E Submittal										8					24	$ 5,000		
	Task 11 Rate Escalation																$ 12,586		
12.0	**Bidding Services**	0	0	0	0	0	0	0	0	0	12	0	0	0	0	116	$ 25,088	$ 11,640	

Jacobs Fee Summary for Highland Ranch Parkway (Sun Valley Blvd to 5 Ridges Prkwy/Pyramid Highway) Preliminary through Final Design, Bidding Support and Engineering Services During Construction- v260303

Tasks		Classifications, Hours, and Fee																								
	Project Title	Sr. Project Manager	Project Manager III	Sr. Structural	Structural Engineer V	Structural Engineer IV	CADD Structural III	CADD Structural I	Enviro Lead	Env/NEPA Specialist IV	Env/NEPA Specialist III	Env/NEPA Specialist II	Env/NEPA Specialist I	GIS Tech II	Sr. Proj Engineer	Project Engineer IV	Project Engineer III	Project Engineer II	Project Engineer I	Project Designer	GID Sr	Traffic Engineer IV	Traffic Engineer II	Scan Data Extractor III	Scan Data Extractor II	Scan Data Extractor I	Office Survey Chief
	Proposed Staff	Doug S.	Kaci	Mark Brady	Robbie, Jennifer Elwood	Vesco	Pat Walker	Obee	Laura Meyer;	Glennda Luhnow, Keith Dewey	Dana Ragusa, Scott Thompson	Dan Soucy, Sabra McNeish, Carrie Wencel, Will Packard, Kevin Grant		Jill Rosenberger	Jeff Griest	Micheal Heugh	Calvin Black, Kayann Jongsma, Jared	Brian Pearson	Luz De La Mora	Luke	Senior Level GID Staff	Sharan	Victor Molano	Kim Engesath	Matt Vossman, Todd Wisely, Scott Fitchen	David Crouse	Roland Brooks
RATE	*2026 Rate*	$285.00	$235.00	$275.00	$225.00	$205.00	$155.00	$115.00	$235.00	$200.00	$170.00	$140.00	$115.00	$105.00	$260.00	$210.00	$180.00	$155.00	$130.00	$115.00	$140.00	$200.00	$140.00	$170.00	$150.00	$130.00	$190.00
	2027 Rate (2026 + 2%)	$ 290.70	$ 239.70	$ 280.50	$ 229.50	$ 209.10	$ 158.10	$ 117.30	$ 239.70	$ 204.00	$ 173.40	$ 142.80	$ 117.30	$ 107.10	$ 265.20	$ 214.20	$ 183.60	$ 158.10	$ 132.60	$ 117.30	$ 142.80	$ 204.00	$ 142.80	$ 173.40	$ 153.00	$ 132.60	$ 193.80
	2028 Rate (2027 + 2%)	$ 296.51	$ 244.49	$ 286.11	$ 234.09	$ 213.28	$ 161.26	$ 119.65	$ 244.49	$ 208.08	$ 176.87	$ 145.66	$ 119.65	$ 109.24	$ 270.50	$ 218.48	$ 187.27	$ 161.26	$ 135.25	$ 119.65	$ 145.66	$ 208.08	$ 145.66	$ 176.87	$ 156.06	$ 135.25	$ 197.68
	2029 Rate (2028 + 2%)	$ 302.44	$ 249.38	$ 291.83	$ 238.77	$ 217.55	$ 164.49	$ 122.04	$ 249.38	$ 212.24	$ 180.41	$ 148.57	$ 122.04	$ 111.42	$ 275.91	$ 222.85	$ 191.02	$ 164.49	$ 137.96	$ 122.04	$ 148.57	$ 212.24	$ 148.57	$ 180.41	$ 159.18	$ 137.96	$ 201.63
	2030 Rate (2029 + 2%)	$ 308.49	$ 254.37	$ 297.67	$ 243.55	$ 221.90	$ 167.78	$ 124.48	$ 254.37	$ 216.48	$ 184.02	$ 151.54	$ 124.48	$ 113.65	$ 281.43	$ 227.31	$ 194.84	$ 167.78	$ 140.72	$ 124.48	$ 151.54	$ 216.48	$ 151.54	$ 184.02	$ 162.36	$ 140.72	$ 205.66
12	Bidding Services (January 2028 - April 2028)																										
	Pre-Bid Meeting		4		4																						
	RFIs during Bidding - Plans and Specs		20		12	12											8	8									
	Bid Opening & Bid Tabulations		6		4																						
	Conformed Plans & Specs		10		8												8										
SUB	PK Electrical																										
SUB	LAGE Design																										
	Task 12 Rate Escalation																										
13.0	**Design Contingency - RTC**	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
	Design Contingency As Approved By RTC																										
14.0	**Engineering Services During Construction**	22	504	0	276	136	20	20	0	0	0	0	0	0	0	0	74	50	0	0	0	0	0	0	0	0	0
	Weekly Construction Meetings (May -28- Dec '29)		160																								
	RFIs		48		100	40											64	40									
	Submittals		60		160	80																					
SUB	PK Electrical																										
SUB	LAGE Design																										
SUB	Construction Materials Engineers, Inc.																										
1.1b	Project Mngmnt During SDC / Doc Control / Invoicing / PM Coord (May '28 - Feb '30)	22	220																								
	As-Builts		16		16	16	20	20									10	10									
	Task 14 Rate Escalation																										
15.0	**Construction Services 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	0	0
	Construction Services Contingency As Approved By RTC																										0
	Hours Per Staff	55	2761	158	986	793	420	150	197	42	100	424	80	88	24	196	2048	1015	766	752	1120	367	387	50	174	24	249
	Base Scope Direct Labor Costs	$ 15,675	$ 648,835	$ 43,450	$ 221,850	$ 162,565	$ 65,100	$ 17,250	$ 46,295	$ 8,400	$ 17,000	$ 59,360	$ 9,200	$ 9,240	$ 6,240	$ 41,160	$ 368,640	$ 157,325	$ 99,580	$ 86,480	$ 156,800	$ 73,400	$ 54,180	$ 8,500	$ 26,100	$ 3,120	$ 47,310
	2027 Hrs For Rate Escalation	*15*	*1125*	*82*	*421*	*460*	*232*	*100*	*50*	*1*	*4*	*7*	*0*	*1*	*13*	*110*	*1053*	*554*	*438*	*404*	*618*			*28*	*98*	*14*	*133*
	2027 Additional Direct Labor for Escalation	*$ 86*	*$ 5,288*	*$ 451*	*$ 1,895*	*$ 1,886*	*$ 720*	*$ 230*	*$ 235*	*$ 4*	*$ 14*	*$ 20*	*$ -*	*$ 3*	*$ 68*	*$ 462*	*$ 3,791*	*$ 1,718*	*$ 1,139*	*$ 930*	*$ 1,731*	*$ -*	*$ -*	*$ 96*	*$ 294*	*$ 37*	*$ 506*
	2028 Hrs For Rate Escalation	*14*	*437*	*4*	*158*	*84*	*15*	*11*	*2*						*1*	*6*	*101*	*54*	*23*	*18*	*35*						*2*
	2028 Additional Direct Labor for Escalation	*$ 162*	*$ 4,148*	*$ 45*	*$ 1,437*	*$ 696*	*$ 94*	*$ 52*	*$ 19*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ 11*	*$ 51*	*$ 735*	*$ 339*	*$ 121*	*$ 84*	*$ 199*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ 16*
	2029 Hrs For Rate Escalation	*13*	*291*		*159*	*79*	*12*	*12*									*43*	*29*									
	2029 Additional Direct Labor for Escalation	*$ 227*	*$ 4,185*	*$ -*	*$ 2,190*	*$ 992*	*$ 114*	*$ 85*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ 474*	*$ 276*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*
	2030 Hrs For Rate Escalation	*1*	*17*		*9*	*5*	*1*	*1*									*2*	*2*									
	2030 Additional Direct Labor for Escalation	*$ 24*	*$ 330*	*$ -*	*$ 167*	*$ 85*	*$ 13*	*$ 10*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ 30*	*$ 26*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*
	Direct Expenses																										
	Misc. Exp.	$ 15,000																									
	Public Meeting Boards / Reproduction	$ 6,000																									
	R/W Title Reports (Assume 25 @ $750)	$ 18,750																									
	Environmental Field Surveys / Expenses	$ 7,500																									
	Topo Survey & Cnstrctn Staking Travel Exp	$ 10,000																									

TOTAL PROPOSED BASE FEE / TOTAL SUB-CONSULTANT SERVICES / TOTAL

Jacobs Fee Summary for Highland Ranch Parkway

	Tasks																		
	Project Title	Office Survey II	**Field** Survey Chief	**Field** Survey II	**Field** Survey I	ROW Eng IV	ROW Eng III	QA/QC Manager	Sr. Public Involvment	Public Involvment II	Proj Automation Lead	CADD Tech	Visualization Specialist	Technical Editor / QC	Admin / Proj Controls III	**Hours**	**Subtask Cost**	**Sub-Consultants**	**Total Costs**
	Proposed Staff	Tyler Brown	Roland Brooks	Tyler Brown	James Rosenberg	Heidi Mireles	James Bedard	Mark Lamutt	Debi	Cassie	John Chelonis,	Trevor	Gary Allison	Meagan Thompson; Tim McMillan	Jay Hartfield				
	2026 Rate	$150.00	$215.00	$175.00	$150.00	$205.00	$185.00	$255.00	$225.00	$135.00	$155.00	$115.00	$200.00	$120.00	$130.00				
RATE	*2027 Rate (2026 + 2%)*	$ 153.00	$ 219.30	$ 178.50	$ 153.00	$ 209.10	$ 188.70	$ 260.10	$ 229.50	$ 137.70	$ 158.10	$ 117.30	$ 204.00	$ 122.40	$ 132.60				
	2028 Rate (2027 + 2%)	$ 156.06	$ 223.69	$ 182.07	$ 156.06	$ 213.28	$ 192.47	$ 265.30	$ 234.09	$ 140.45	$ 161.26	$ 119.65	$ 208.08	$ 124.85	$ 135.25				
	2029 Rate (2028 + 2%)	$ 159.18	$ 228.16	$ 185.71	$ 159.18	$ 217.55	$ 196.32	$ 270.61	$ 238.77	$ 143.26	$ 164.49	$ 122.04	$ 212.24	$ 127.35	$ 137.96				
	2030 Rate (2029 + 2%)	$ 162.36	$ 232.72	$ 189.42	$ 162.36	$ 221.90	$ 200.25	$ 276.02	$ 243.55	$ 146.13	$ 167.78	$ 124.48	$ 216.48	$ 129.90	$ 140.72				
12	Bidding Services (January 2028 - April 2028)															0	$ -		
	Pre-Bid Meeting															8	$ 1,840		
	RFIs during Bidding - Plans and Specs															60	$ 12,540		
	Bid Opening & Bid Tabulations															10	$ 2,310		
	Conformed Plans & Specs										12					38	$ 7,450		
SUB	PK Electrical																	$ 7,800	
SUB	LAGE Design																	$ 3,840	
	Task 12 Rate Escalation																$ 948		
13.0	**Design Contingency - RTC**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$ 125,000	$ -	
	Design Contingency As Approved By RTC																$ 125,000		
14.0	**Engineering Services During Construction**	0	0	0	0	0	0	0	0	0	88	0	0	0	88	1278	$ 280,570	$ 48,300	
	Weekly Construction Meetings (May -28- Dec '29)															160	$ 37,600		
	RFIs										40					332	$ 65,900		
	Submittals										8					308	$ 67,740		
SUB	PK Electrical															0	$ -	$ 15,600	
SUB	LAGE Design															0	$ -	$ 9,600	
SUB	Construction Materials Engineers, Inc.															0	$ -	$ 23,100	
1.1b	Project Mngmnt During SDC / Doc Control / Invoicing / PM Coord (May '28 - Feb '30)														88	330	$ 69,410		
	As-Builts										40					148	$ 25,590		
	Task 14 Rate Escalation																$ 14,330		
15.0	**Construction Services Contingency**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$ 50,000	$ -	
	Construction Services Contingency As Approved By RTC		0	0	0														
	Hours Per Staff	100	383	533	390	304	614	284	16	24	994	231	48	20	348	17,715			
	Base Scope Direct Labor Costs	$ 15,000	$ 82,345	$ 93,275	$ 58,500	$ 62,320	$ 113,590	$ 72,420	$ 3,600	$ 3,240	$ 154,070	$ 26,565	$ 9,600	$ 2,400	$ 45,240	*$ 3,195,220*	$ 3,420,701	$ 983,820	
	2027 Hrs For Rate Escalation	*57*	*206*	*291*	*220*	*172*	*345*	*171*	*8*	*11*	*502*	*166*	*23*		*122*				
	2027 Additional Direct Labor for Escalation	*$ 171*	*$ 886*	*$ 1,019*	*$ 660*	*$ 706*	*$ 1,277*	*$ 873*	*$ 36*	*$ 30*	*$ 1,557*	*$ 382*	*$ 92*	*$ -*	*$ 318*	*$ 29,611*			
	2028 Hrs For Rate Escalation						*1*	*11*	*3*	*4*	*76*	*11*	*8*		*80*				
	2028 Additional Direct Labor for Escalation	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ 8*	*$ 114*	*$ 28*	*$ 22*	*$ 476*	*$ 52*	*$ 65*	*$ -*	*$ 420*	*$ 9,394*			
	2029 Hrs For Rate Escalation										*51*				*51*				
	2029 Additional Direct Labor for Escalation	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ 484*	*$ -*	*$ -*	*$ -*	*$ 406*	*$ 9,433*			
	2030 Hrs For Rate Escalation										*3*				*3*				
	2030 Additional Direct Labor for Escalation	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ 39*	*$ -*	*$ -*	*$ -*	*$ 33*	*$ 757*			
	Direct Expenses																$ 57,250		
	Misc. Exp.																		
	Public Meeting Boards / Reproduction																		
	R/W Title Reports (Assume 25 @ $750)																		
	Environmental Field Surveys / Expenses																		
	Topo Survey & Cnstrctn Staking Travel Exp																		
TOTAL PROPOSED BASE FEE / TOTAL SUB-CONSUL																	**$ 3,477,951**	**$ 983,820**	**$ 4,461,771**

Highland Ranch Parkway Rates					
	2026	*2027*	*2028*	*2029*	*2030*
Sr. Project Manager	$ 285.00	$ 290.70	$ 296.51	$ 302.44	$ 308.49
Project Manager III	$ 235.00	$ 239.70	$ 244.49	$ 249.38	$ 254.37
Sr. Structural	$ 275.00	$ 280.50	$ 286.11	$ 291.83	$ 297.67
Structural Engineer V	$ 225.00	$ 229.50	$ 234.09	$ 238.77	$ 243.55
Structural Engineer IV	$ 205.00	$ 209.10	$ 213.28	$ 217.55	$ 221.90
Structural Engineer III	$ 195.00	$ 198.90	$ 202.88	$ 206.94	$ 211.08
Structural Engineer II	$ 165.00	$ 168.30	$ 171.67	$ 175.10	$ 178.60
Structural Engineer I	$ 135.00	$ 137.70	$ 140.45	$ 143.26	$ 146.13
CADD Structural III	$ 155.00	$ 158.10	$ 161.26	$ 164.49	$ 167.78
CADD Structural I	$ 115.00	$ 117.30	$ 119.65	$ 122.04	$ 124.48
Enviro Lead	$ 235.00	$ 239.70	$ 244.49	$ 249.38	$ 254.37
Env/NEPA Specialist V	$ 220.00	$ 224.40	$ 228.89	$ 233.47	$ 238.14
Env/NEPA Specialist IV	$ 200.00	$ 204.00	$ 208.08	$ 212.24	$ 216.48
Env/NEPA Specialist III	$ 170.00	$ 173.40	$ 176.87	$ 180.41	$ 184.02
Env/NEPA Specialist II	$ 140.00	$ 142.80	$ 145.66	$ 148.57	$ 151.54
Env/NEPA Specialist I	$ 115.00	$ 117.30	$ 119.65	$ 122.04	$ 124.48
GIS Tech II	$ 105.00	$ 107.10	$ 109.24	$ 111.42	$ 113.65
GIS Tech I	$ 90.00	$ 91.80	$ 93.64	$ 95.51	$ 97.42
Sr. Proj Engineer	$ 260.00	$ 265.20	$ 270.50	$ 275.91	$ 281.43
Project Engineer V	$ 235.00	$ 239.70	$ 244.49	$ 249.38	$ 254.37
Project Engineer IV	$ 210.00	$ 214.20	$ 218.48	$ 222.85	$ 227.31
Project Engineer III	$ 180.00	$ 183.60	$ 187.27	$ 191.02	$ 194.84
Project Engineer II	$ 155.00	$ 158.10	$ 161.26	$ 164.49	$ 167.78
Project Engineer I	$ 130.00	$ 132.60	$ 135.25	$ 137.96	$ 140.72
Project Designer	$ 115.00	$ 117.30	$ 119.65	$ 122.04	$ 124.48
Project Intern	$ 90.00	$ 91.80	$ 93.64	$ 95.51	$ 97.42
GID Sr	$ 140.00	$ 142.80	$ 145.66	$ 148.57	$ 151.54
GID Int	$ 120.00	$ 122.40	$ 124.85	$ 127.35	$ 129.90
Traffic Engineer IV	$ 200.00	$ 204.00	$ 208.08	$ 212.24	$ 216.48
Traffic Engineer III	$ 170.00	$ 173.40	$ 176.87	$ 180.41	$ 184.02
Traffic Engineer II	$ 140.00	$ 142.80	$ 145.66	$ 148.57	$ 151.54
Traffic Engineer I	$ 115.00	$ 117.30	$ 119.65	$ 122.04	$ 124.48
Sr Landscape	$ 230.00	$ 234.60	$ 239.29	$ 244.08	$ 248.96
L & A	$ 155.00	$ 158.10	$ 161.26	$ 164.49	$ 167.78
Field Utility Locate III	$ 180.00	$ 183.60	$ 187.27	$ 191.02	$ 194.84
Field Utility Locate I	$ 130.00	$ 132.60	$ 135.25	$ 137.96	$ 140.72
Field - Drone Pilot	$ 225.00	$ 229.50	$ 234.09	$ 238.77	$ 243.55
Scan Data Extractor III	$ 170.00	$ 173.40	$ 176.87	$ 180.41	$ 184.02
Scan Data Extractor II	$ 150.00	$ 153.00	$ 156.06	$ 159.18	$ 162.36
Scan Data Extractor I	$ 130.00	$ 132.60	$ 135.25	$ 137.96	$ 140.72
Office Survey Chief	$ 190.00	$ 193.80	$ 197.68	$ 201.63	$ 205.66
Office Survey II	$ 150.00	$ 153.00	$ 156.06	$ 159.18	$ 162.36
Office Survey I	$ 125.00	$ 127.50	$ 130.05	$ 132.65	$ 135.30
Field Survey Chief	$ 215.00	$ 219.30	$ 223.69	$ 228.16	$ 232.72
Field Survey II	$ 175.00	$ 178.50	$ 182.07	$ 185.71	$ 189.42
Field Survey I	$ 150.00	$ 153.00	$ 156.06	$ 159.18	$ 162.36
ROW Eng IV	$ 205.00	$ 209.10	$ 213.28	$ 217.55	$ 221.90
ROW Eng III	$ 185.00	$ 188.70	$ 192.47	$ 196.32	$ 200.25

Exhibit C

Indemnification and Insurance Requirements

ATTACHMENT C

INDEMNIFICATION AND INSURANCE REQUIREMENTS FOR PROFESSIONAL SERVICE AGREEMENTS
[NRS 338 DESIGN PROFESSIONAL]
2022-07-08 Version

1. INTRODUCTION

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

2. INDEMNIFICATION

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

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

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

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

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

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

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

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

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

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

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

3. GENERAL REQUIREMENTS

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

4. VERIFICATION OF COVERAGE

CONSULTANT shall furnish RTC with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein, on forms acceptable to RTC. All deductibles and self-insured retentions requiring RTC approval shall be shown on the certificate. All certificates and endorsements are to be addressed to RTC's Finance Director and be received by RTC before work commences. CONSULTANT agrees that RTC shall have the right to review, with reasonable notice and subject to a nondisclosure agreement, the redacted Declarations Page of the insurance policies required herein and the endorsements or other sections of the policy document that affirm the coverages

requirements detailed above. Copies of applicable policy forms or endorsements confirming required additional insured, waiver of subrogation and notice of cancellation provisions are required to be provided with any certificate(s) evidencing the required coverage.

5. NOTICE OF CANCELLATION

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

6. SUBCONSULTANTS & SUBCONTRACTORS

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

7. DEDUCTIBLES AND SELF-INSURED RETENTIONS

Any deductibles or self-insured retentions that exceed $50,000 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 of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.3.6**

To: Regional Transportation Commission

From: Jessica Dover, Project Manager

SUBJECT: Pyramid Highway Operations Improvements Project ICA

RECOMMENDED ACTION

Approve an Interlocal Cooperative Agreement with the Nevada Department of Transportation for administration, funding, maintenance, and operations responsibilities for the Pyramid Highway Operations Improvements Project.

BACKGROUND AND DISCUSSION

The purpose of this Interlocal Cooperative Agreement (ICA) is to define administration, funding, maintenance, and operational responsibilities for the Pyramid Highway Operations Improvements Project (Project). The Nevada Department of Transportation (NDOT) owns, operates, and maintains the designated right-of-way within the Project limits. NDOT and RTC desire to improve traffic operations and increase capacity along the Pyramid Highway corridor as identified in the RTC Street & Highway Program – Roadway Capacity Project, Statewide Transportation Improvement Program (STIP) ID: WA20210021.

RTC is finalizing design of the Project, which includes adding one additional southbound through lane along Pyramid Highway from Ingenuity Avenue to Egyptian Drive; upgrading the traffic signal at the Calle De La Plata intersection; installing a new signal at the Ingenuity Avenue intersection; and completing necessary right-of-way acquisitions, utility adjustments, grading and drainage improvements, striping, signage, concrete work, and other ancillary improvements as required to complete the Project.

Per the ICA, RTC will fund and administer the entire Project which may include, but is not limited to, engineering, utility relocations, right-of-way engineering and acquisition, preparation of plans, special provisions, construction estimates, construction, construction management, qualify control, quality control testing, and materials testing. This ICA will allow NDOT to assign a Resident Engineer (RE), at NDOT's expense, to act as NDOT's representative for review of construction contract compliance related to NDOT facilities within in the Project. The RE will expeditiously facilitate changes during construction. Further,

a Revocable Permit for Occupancy of Nevada Department of Transportation Right-of-Way will not be required to construct the Project; the ICA will stipulate the terms and conditions in their entirety, required to perform work within the NDOT Right-of-Way as related to the Project.

Construction is scheduled to begin Summer 2026.

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 AtkinsRealis USA, Inc., for additional design and engineering during construction services needed in connection with the Pyramid Highway Operations Improvements Project, in the amount of $2,511,026, for a new total not-to-exceed amount of $3,197,506.

Agreement Number XXX-XX-XXX

INTERLOCAL AGREEMENT

This Agreement, made and entered into on , by and between the State of Nevada, acting by and through its Department of Transportation, hereinafter called the "DEPARTMENT", and the Regional Transportation Commisssion of Washoe County, 1105 Terminal Way, Reno, NV 89502, hereinafter called the "RTC".

WITNESSETH:

WHEREAS, an Interlocal Agreement is defined as an agreement by public agencies to "obtain a service" from another public agency; and

WHEREAS, pursuant to the provisions contained in Chapter 408 of the Nevada Revised Statutes (NRS), the Director of the DEPARTMENT may enter into those agreements necessary to carry out the provisions of the Chapter; and

WHEREAS, NRS 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental service, activity, or undertaking which any of the public agencies entering into the agreement is authorized by law to perform and refers to such as an interlocal contract; and

WHEREAS, the Pyramid Highway Operations Improvements Project (hereinafter "PROJECT") was first identified in Appendix A of the RTC's 2050 Regional Transportation Plan (RTP), (April, 2021) as *Pyramid Hwy – Add Southbound Lane (Egyptian Dr to Ingenuity Ave*) for design in the 2021-2025 listing and construction in the 2026 – 2030 listing; and

WHEREAS, the PROJECT is being advanced by the RTC pursuant to an Interlocal Cooperative Agreement dated April 24, 2023, between Washoe County, the City Sparks and the RTC, as part of the RTC Street & Highway Program - Roadway Capacity Project, Statewide Transportation Improvement Program (STIP) ID: WA20210021; and

WHEREAS, the Project listing has been updated and advanced as a regional Capacity Project under the RTC's updated 2050 Regional Transportation Plan (February 2025), incorporated in the Appendix B 2025-2034 listing; and

WHEREAS, the DEPARTMENT and RTC desire to improve traffic operations and increase capacity along the Pyramid Highway corridor; and

WHEREAS, the purpose of this Agreement is for RTC to design and construct: one additional through lane along Pyramid Highway, in the southbound direction, from Ingenuity Avenue to Egyptian Drive, upgrade traffic signals at the Calle De La Plata intersection, install a new signal at the Ingenuity Avenue intersection, and perform necessary right-of-way acquisitions, utility adjustments, grading and drainage improvements and any other ancillary work that may be determined necessary to complete the PROJECT; and

WHEREAS, the DEPARTMENT owns, operates and maintains the designated right-of-way within the PROJECT limits as depicted in *Exhibit A*; and

WHEREAS, the PROJECT will require additional right-of-way areas that are intended to be conveyed to the Department; and

WHEREAS, the purpose of this Agreement is to define the administration, funding, maintenance and operations responsibility for the PROJECT; and

WHEREAS, the services of the RTC shall be of benefit to the DEPARTMENT and to the people of the State of Nevada; and

WHEREAS, the RTC is willing and able to perform the services described herein.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants herein contained, it is agreed as follows:

ARTICLE I - RTC AGREES

Funding

1. To fund and administer the entire PROJECT which may include, but is not limited to, engineering, right-of-way acquisition, utility relocations, preparation of plans, special provisions, construction estimates, construction, construction management, quality control, quality control testing, and materials testing.

Project Administration

2. To monitor all PROJECT activities to ensure compliance with applicable environmental laws and regulations.

3. To invite the DEPARTMENT to PROJECT meetings, including but not limited to, field reviews, review meetings and the pre-construction conference.

4. To allow the DEPARTMENT to review, comment, and approve PROJECT change orders as well as other changes to the contract documents, plans, and specifications which involve DEPARTMENT facilities. The DEPARTMENT's written response shall be made within five (5) working days of its notice of change order or other changes. No response from the DEPARTMENT within this time frame shall constitute the DEPARTMENT's consent to and acceptance of such change orders or other changes and for the RTC to proceed with the work.

Design Engineering

5. To design and construct the DEPARTMENT facilities using DEPARTMENT standards, specifications, and procedures set forth in the RTC's construction contract with its contractor for the development, analysis, and design of the PROJECT, except with the standards, specifications, and procedures set forth in the construction contract and where agreed upon by both parties.

6. To obtain the DEPARTMENT's approval for all exceptions to DEPARTMENT and AASHTO design standards.

7. To provide the DEPARTMENT with one (1) electronic submittal of each design submittal for the PROJECT and to invite the DEPARTMENT to the review meetings with the RTC to address said comments, if any.

8. To submit to the DEPARTMENT for a fifteen (15) working day review period of: preliminary plans at sixty percent (60%), ninety percent (90%), one hundred percent (100%), and bid set document submittals.

Right-of-Way

9. To provide all services necessary to complete right-of-way acquisition for the PROJECT in compliance with all laws applicable to completing the right-of-way acquisition and in accordance with the DEPARTMENT's Right-of-Way Manual.

10. To prepare and execute all documents necessary to acquire all property rights for the PROJECT on behalf of the DEPARTMENT, and to submit to the DEPARTMENT for a fifteen (15) working day review period, all legal descriptions and exhibits affecting DEPARTMENT right-of-way.

11. To convey to the DEPARTMENT, by means of a grant off easement deed, the right-of-way necessary for the DEPARTMENT to own, operate and maintain the PROJECT improvements within the areas depicted in *Exhibit A*. The legal description shall be included in the grant of easement deed to be prepared by RTC.

Construction

12. To construct the PROJECT and perform all required construction management inspections and quality assurance testing for the PROJECT.

13. To perform and be responsible for the construction administration of those facilities under DEPARTMENT's jurisdiction related to the PROJECT.

14. To allow the DEPARTMENT to observe, review, and comment on all construction work of those facilities under DEPARTMENT's jurisdiction related to the PROJECT. RTC's inspection and testing results will be shared on a weekly basis; DEPARTMENT shall respond within two (2) working days of any inspection and/or materials testing report received. Any such comments shall be immediately directed to the RTC's Project Manager and RTC's Construction Administration Consultant. DEPARTMENT shall not direct nor interfere with the RTC contractor's construction activities. Section 1.20 of the SUPPLEMENTAL GENERAL PROVISIONS of the PROJECT Contract Documents shall be followed in case of any dispute arising between the Contractor and the inspector in regard to non-compliant materials furnished or workmanship performed. Non-compliance shall be determined by RTC's Project Manager and Construction Administration Consultant, in coordination with the DEPARTMENT's Resident Engineer as outlined per Article II, Paragraph 5.

15. The RTC shall, at its own expense, obtain and pay for all licenses, permits, and/or fees and comply with all applicable federal, state, and local laws, statutes, ordinances, rules, and regulations and the orders and decrees of any courts or administrative bodies or tribunals in any manner affecting the performance of this Agreement, including, without limitation, worker's compensation laws, licensing laws, and regulations.

16. To submit the PROJECT's as-built plan for DEPARTMENT review and invite the DEPARTMENT to the RTC final inspection of the PROJECT.

17. To require contractor to warrant equipment, material, and workmanship to be of first quality; contractor shall be required to guarantee that the quality of material and workmanship used in the job will be satisfactory for a period of one (1) year after final acceptance of the work. Material and Workmanship and Warranty of Corrections shall be followed as stipulated per Supplemental General Provisions of the Contract for Construction.

18. RTC shall submit an email to D2DigAlert@dot.nv.gov for all NDOT locates. Supply the route with mile post, plan sheets, location sketch and work schedule. Email submittal must be done not less than five (5) working days before starting any excavation.

19. The DEPARTMENT Standard Plans for Traffic Control shall apply to this Agreement unless a Site-Specific Traffic Control Plan (SPTCP) is submitted to the DEPARTMENT's Resident Engineer. Refer to Article III, Paragraph 26.ii, for the Standard Plans.

20. All persons working in the NDOT right-of-way shall wear OSHA approved reflective clothes, not limited to hats and vests. All vehicles occupying the public Right-of-Way shall be equipped with reflective markings and an overhead strobe light. Survey staff shall use all possible caution while performing facility or topographic surveys.

21. RTC shall not disturb NDOT survey control points. RTC shall coordinate reestablishment of disturbed survey monuments with NDOT Location Division, Gary Nelson at (775) 888-7486. Monuments shall be replaced by a Nevada Licensed Professional Land Surveyor (PLS), per NDOT "Special Instructions for Survey, Mapping, or GIS Consultants" and Nevada Revised Statute (NRS).

22. RTC shall maintain on ongoing dust control program, including watering of open areas, conforming to the latest Federal, State and County air pollution regulations. RTC shall submit a dust control plan for approval to the appropriate air pollution control division and the approved plan shall be available at the job site, prior to commencement of any work within the right-of-way.

23. RTC shall ensure that contractors and subcontractors, that are moving equipment and materials from the PROJECT site into the right-of-way, where noxious weeds are present, shall wash and clean equipment prior to being moved.

24. If any species are listed by either the US Fish and Wildlife Service (USFWS) or by the State, the RTC must have a qualified biologist complete a field assessment and determine species presence or absence and contact the appropriate agencies to determine what mitigation methods are required if found. RTC must submit copies of any reports and documentation of any required agency consultations to NDOT.

25. RTC must follow BMPs to avoid impacts to all federal or state listed species and must submit copies of any reports and documentation of any required agency consultations to NDOT.

26. BATS: If bats are identified roosting within the permitted area contact the Nevada Department of Wildlife (NDOW) for proper guidance. An avoidance area with a 150' radius must be maintained until formal guidance is received. For information on how to contact NDOW go to: https://www.ndow.org/contact-us

27. MIGRATORY BIRD TREATY ACT (MBTA): Vegetation/structure removal shall be conducted to conform with the MBTA to avoid impacts to listed migratory birds (50 CFR 10.13) that may be actively utilizing vegetation or structures for nesting. When possible, vegetation and structure removal should not occur during avian breeding season (generally January 01 through September 30), but raptors and owls may begin nesting as early as January. As these dates are a general guideline, active nests may be observed outside this range. If vegetation/structure removal must occur during avian breeding season, nesting surveys must be conducted by a qualified biologist. If nesting sites are found within the PROJECT limits, US Fish and Wildlife must be consulted to determine a suitable buffer area around the nest site. Buffer areas around the nest site should be flagged as an avoidance area and no disturbance should occur within the

avoidance area while the nest is occupied with eggs and/or young. Once young have left the nest, the avoidance area can be removed, and work can resume. For more information on the Migratory Bird Treaty Act go to: https://fws.gov/law/migratory-bird-treaty-act-1918

28. NOXIOUS WEEDS: RTC shall complete the Noxious Weed Management Checklist/Plan Appendix I (https://www.dot.nv.gov/home/showpublisheddocument/14452/636668977566870000) describing how they will prevent the introduction and spread of noxious weeds. RTC must keep a copy of the completed Noxious Weed Management Checklist/Plan on site while working within the DEPARTMENT's right-of-way. At DEPARTMENT's request, RTC shall provide a copy of the Noxious Weed Management Checklist/Plan to NDOT Environmental Services for review and approval. For more information Nevada noxious weeds, go to: http://agri.nv.gov/NoxiousWeeds/

29. MONARCH BUTTERFLY. The monarch butterfly (*Danaus Plexippus*) and their larval host plant (*Asclepias spp.*) may be found in the PROJECT area. Survey all disturbance areas, including parking and staging areas, for the presence of milkweed species. If observed, RTC must delineate the area for avoidance or work outside of their breeding window (March 15 through November 30). If RTC cannot work outside of the breeding window, RTC must consult with the United States Fish and Wildlife Service and provide a copy of the consultation requirements to NDOT Environmental. RTC may contact the Reno field office or Southern Nevada field office (Reno Fish and Wildlife Office | Contact Us | U.S. Fish & Wildlife Service (fws.gov)),(Southern Nevada Fish and Wildlife Office | Contact Us | U.S. Fish & Wildlife Service (fws.gov)

30. Emergency is defined as a sudden, unexpected occurrence, involving a clear and imminent danger, demanding immediate action to prevent or mitigate the loss of, or damage to, life, health, property, or essential public services. Emergency work is not scheduled, if emergency work can be scheduled as applicable permit will be needed.

31. For emergencies during business hours, 8:00 a.m. to 5:00 p.m. contact the District 2 Permit Office at (775) 834-8330, option 1, and during non-business hours, 5:00 p.m. to 8:00 a.m. contact the District 2 Permit Emergency Line at (775) 834-8344.

32. Provide the following information to the District 2 Permit Office when providing notification of emergency work:

i. RTC's contact information for the emergency.
ii. Location of the emergency. (City/Route)
iii. Description of the emergency.
iv. Description of the traffic impact. (Traffic Control needs)
v. Estimated time to complete emergency work.

33. For emergencies, conducted without a permit, RTC shall submit a permit application to the District 2 Permit Office upon initial completion of the emergency work by the next business day.

34. Should NDOT ITS Fiber Optic Line be encountered during work, immediately contact the NDOT ITS TOTS 24/7 phone number at 1-(877)-638-6777.

35. RTC shall submit "As-built" plans to the District 2 Permit Office showing the exact locations and depths, on both plan and profile, within thirty (30) days of completion of construction.

36. RTC shall return all highway appurtenances, disturbed or destroyed, to a condition equal to or better than the original condition, and in accordance with NDOT Standard Plans and Specifications.

37. All disturbed areas, left undeveloped for longer than twenty (20) days, shall be stabilized by the application of an approved dust palliative. RTC shall be responsible for the condition of the disturbed area until vegetation is established.

38. RTC shall maintain noxious weed control in disturbed areas, until the desired vegetation is established.

39. No work shall be allowed in the NDOT right-of-way from 5:00 AM the working day before a holiday through 7:00 PM the working day after a holiday, unless prior written approval has been given by the District 2 Permit Office. To obtain approval, submit a formal Letter of Request to the District 2 Permit Inspector. The letter shall be addressed to the District 2, District Engineer, Bhupinder Sandhu, signed by the PERMITTEE and submitted at least five (5) working days prior to the holiday.

NDOT recognized holidays are as follows:

- January 1, New Year's Day
- Third Monday in January, Martin Luther King Day
- Third Monday in February, President's Day
- Last Monday in May, Memorial Day
- June 19, Juneteenth National Independence Day
- July 4, Independence Day
- First Monday in September, Labor Day
- Last Friday in October, Nevada Day
- November 11, Veteran's Day
- Fourth Thursday in November, Thanksgiving Day
- Fourth Friday in November, Family Day
- December 25, Christmas Day

40. RTC shall comply with prequalification requirements for bidders on public works projects as set forth in NRS 338.1382. In lieu of adopting separate qualification criteria, the RTC agrees to follow the Nevada Department of Transportation's (DEPARTMENT's) prequalification process established pursuant to NRS 408.333, which conforms to the bidder qualification criteria set forth in NRS 338.1375. Accordingly, the RTC shall deem a bidder qualified to submit a bid for a public works contract if the bidder has been determined by the DEPARTMENT to be prequalified to bid on public works contracts pursuant to the DEPARTMENT's approved prequalification criteria. RTC shall not accept any bid from a contractor who is not properly qualified under the applicable provisions of NRS 338 and 408 at the time of bid submittal.

ARTICLE II - DEPARTMENT AGREES

Project Administration

1. To assign a project manager with approval authority on behalf of the DEPARTMENT to act as the DEPARTMENT's representative and designated point of contact to oversee the DEPARTMENT's portion of the PROJECT and to ensure compliance with applicable DEPARTMENT requirements and a continuity of communications between the RTC and the DEPARTMENT.

2. That the RTC will be the point of contact for all communications with the RTC's contractor for the PROJECT, including, but not limited to, reviewing comments on plans, specifications, traffic control plans, and inspections for the DEPARTMENT's portion of the PROJECT. Comments shall be immediately directed to the RTC's Project Manager and RTC's Construction Administration Consultant. DEPARTMENT shall not direct nor interfere with the RTC contractor's construction activities.

Design Engineering

3. To review and comment on the RTC design (including plans, specifications and estimates) through coordination with the DEPARTMENT's designated representative as prescribed per Article II, Paragraph 1. DEPARTMENT comments shall be provided within fifteen (15) working days from receipt of submittal. Failure of DEPARTMENT to respond within this time frame shall constitute the DEPARTMENT's approval of the plan and specifications, and shall signify the DEPARTMENT's consent for the RTC to proceed.

Right-of-Way

4. To review and provide comments on legal descriptions and associated exhibits affecting DEPARTMENT right-of-way within fifteen (15) working days of receipt. Failure of the DEPARTMENT to respond within this time frame shall constitute the DEPARTMENT's concurrence, and RTC may proceed accordingly.

5. To accept conveyance of right-of-way interests necessary for the DEPARTMENT to own, operate, and maintain the PROJECT improvements. RTC shall acquire the required right-of-way interests and, upon completion of the PROJECT or as otherwise agreed, convey such interests to the DEPARTMENT by means of a grant of easement deed. The limits of the right-of-way and easement areas subject to conveyance are depicted in *Exhibit A*. The legal description shall be included in the grant of easement deed to be prepared by RTC.

Construction

6. To allow the RTC to act on the DEPARTMENT's behalf and accept construction inspection oversight of DEPARTMENT's facilities of the PROJECT.

7. To assign a Project cordinator and/or Resident Engineer, at DEPARTMENT's expense, to act as the DEPARTMENT's representative to review and comment on construction contract compliance of the DEPARTMENT's facilities included in the PROJECT. The Resident Engineer will expeditiously facilitate change during construction following communication protocols established per Article I, Paragraph 11, and the change order process stipulated per Article I, Paragraph 4.

8. To review and approve when appropriate addenda, supplementals and change orders to the PROJECT construction to ensure the compliance with the terms of this agreement within five (5) working days. Failure to respond within five (5) working days shall constitute approval.

9. To observe and review all work associated with the PROJECT during construction with the understanding that any and all items of concern are reported to the DEPARTMENT's Resident Engineer for further evaluation. Requests regarding additional information and/or possible corrective action shall be immediately communicated by the DEPARTMENT's Resident Engineer; directed to the RTC's Project Manager and RTC's Construction Administration Consultant as outlined per Article II, Paragraph 2.

10. To review RTC's as-built plans and attend the RTC final inspection of the PROJECT.

11. To own and maintain PROJECT improvements within the DEPARTMENT right-of-way; unless otherwise identified in any associated DEPARTMENT encroachment permit or agreements.

ARTICLE III - IT IS MUTUALLY AGREED

1. The term of this Agreement shall be from the date first written above through and including March 31, 2028, or until the construction of all improvements contemplated herein have been completed and accepted by the RTC and DEPARTMENT and the (1) Year Warranty Period has expired, save and except the responsibility for maintenance as specified herein, whichever occurs first.

2. This Agreement shall not become effective until and unless approved by appropriate official action of the governing body of each party.

3. The parties agree to allow each other to observe, to inspect PROJECT construction, and to review applicable change orders in a timely manner which prevents PROJECT delay. All change order requests shall be made in writing. Each party shall complete its review of all change orders submitted to it by the other party, within five (5) working days after service of such change orders. In the event the DEPARTMENT does not provide the RTC with a written response to the RTC's change orders within five (5) working days following the RTC's service of such change orders, the RTC shall proceed with the change orders so as not to delay the PROJECT and shall assume no liability therefore. The DEPARTMENT shall be responsible for all costs associated with change orders requested by the DEPARTMENT.

4. This Agreement may be terminated by either party prior to the date set forth above, provided that a termination shall not be effective until thirty (30) calendar days after a party has served written notice upon the other party. This Agreement may be terminated by mutual consent of both parties or unilaterally by either party without cause. The parties expressly agree that this Agreement shall be terminated immediately if for any reason federal and/or State Legislature funding ability to satisfy this Agreement is withdrawn, limited, or impaired.

5. All notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by facsimile with simultaneous regular mail, or by certified mail, return receipt requested, postage prepaid on the date posted, and addressed to the other party at the address set forth below:

FOR DEPARTMENT:

Tracy Larkin Thomason, P.E., Director
Attn.: Natalie Caffaratti, P.E., CPM
Nevada Department of Transportation
Division: Chief Road Design Engineer
1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7797
E-mail: NCaffaratti@dot.nv.gov

FOR RTC:

Bill Thomas, AICP, Executive Director
Attn: Dale Keller, P.E.
Regional Transportation Commission of Washoe County
1105 Terminal Way, Suite 108

Reno, NV 89502
Phone: (775) 335-1827
E-mail: DKeller@rtcwashoe.com

6. Each party agrees to keep and maintain under generally accepted accounting principles full, true, and complete records and documents (written, electronic, computer related, or otherwise) pertaining to this Agreement and present, at any reasonable time, such information for inspection, examination, review, audit, and copying at any office where such records and documentation are maintained. Such records and documentation shall be retained for three (3) years after final payment is made.

7. Failure of either party to perform any obligation of this Agreement shall be deemed a breach. Except as otherwise provided for by law or this Agreement, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including, but not limited to, the recovery of actual damages and the prevailing party's reasonable attorney's fees and costs.

8. The parties do not waive and intend to assert available NRS Chapter 41 liability limitations in all cases. Agreement liability of both parties shall not be subject to punitive damages. Actual damages for any DEPARTMENT breach shall never exceed the amount of funds which have been appropriated for payment under this Agreement, but not yet paid, for the fiscal year budget in existence at the time of the breach.

9. Neither party shall be deemed to be in violation of this Agreement if it is prevented from performing any of its obligations hereunder due to strikes, failure of public transportation, civil or military authority, act of public enemy, accidents, fires, explosions, or acts of God, including, without limitations, earthquakes, floods, winds, or storms. In such an event, the intervening cause must not be through the fault of the party asserting such an excuse, and the excused party is obligated to promptly perform in accordance with the terms of the Agreement after the intervening cause ceases.

10. To the fullest extent of NRS Chapter 41 liability limitations, each party shall indemnify, hold harmless, and defend, not excluding the other's right to participate, the other from and against all liability, claims, actions, damages, losses, and expenses, including, but not limited to, reasonable attorneys' fees and costs, caused by the negligence, errors, omissions, recklessness, or intentional misconduct of its own officers, employees, and agents. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity which would otherwise exist as to any party or person described herein. This indemnification obligation is conditioned upon the performance of the duty of the party seeking indemnification (indemnified party) to serve the other party (indemnifying party) with written notice of an actual or pending claim, within thirty (30) calendar days of the indemnified party's notice of such actual or pending claim or cause of action. The indemnifying party shall not be liable for reimbursement of any attorney's fees and costs incurred by the indemnified party due to said party exercising its right to participate with legal counsel.

11. The parties are associated with each other only for the purposes and to the extent set forth in this Agreement. Each party is and shall be a public agency separate and distinct from the other party and shall have the right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Agreement. Nothing contained in this Agreement shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for one agency whatsoever with respect to the indebtedness, liabilities, and obligations of the other agency or any other party.

12. Failure to declare a breach or the actual waiver of any particular breach of this Agreement or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other breach, including another breach of the same provision.

13. The illegality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of the Agreement and this Agreement shall be construed as if such provision did not exist. The unenforceability of such provision or provisions shall not be held to render any other provision or provisions of this Agreement unenforceable.

14. Neither party shall assign, transfer, or delegate any rights, obligations, or duties under this Agreement without the prior written consent of the other party.

15. Except as otherwise expressly provided by this Agreement, all or any property presently owned by either party shall remain in such ownership upon termination of this Agreement, and there shall be no transfer of property between the parties during the course of this Agreement.

16. Pursuant to NRS Chapter 239, information or documents may be open to public inspection and copying. The parties shall have the duty to disclose unless a particular record is confidential by law or a common law balancing of interests.

17. Each party shall keep confidential all information, in whatever form, produced, prepared, observed, or received by that party to the extent that such information is confidential by law or otherwise required by this Agreement.

18. The parties hereto represent and warrant that the person executing this Agreement on behalf of each party has full power and authority to enter into this Agreement and that the parties are authorized by law to perform the services set forth herein.

19. This Agreement and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada. The parties consent to the exclusive jurisdiction of the Nevada state district courts for enforcement of this Agreement.

20. The RTC will ensure that any reports, materials, studies, photographs, negatives, drawings, or other documents prepared in the performance of obligations under this Agreement shall be the exclusive, joint property of the RTC and the DEPARTMENT. The RTC will ensure that any consultant will not use, willingly allow, or cause to have such documents used for any purpose other than performance of obligations under this Agreement without the written consent of both the RTC and the DEPARTMENT. The RTC shall not utilize (and shall ensure any consultant will not utilize) any materials, information, or data obtained as a result of performance of this Agreement in any commercial or academic publication or presentation without the express written permission of the DEPARTMENT. The RTC (and any consultant) shall not reference an opinion of an employee or agent of the DEPARTMENT obtained as a result of performance of this Agreement in any publication or presentation without the written permission of the employeeor agent to whom the opinion is attributed, in addition to the written permission of theDEPARTMENT.

21. Any alteration considered extra work shall be addressed through a written amendment to this Agreement. The amount and payment for extra work, as well as designation of responsibility for payment of such work, shall be specified in such amendment.

22. Any recipient or subrecipient of funds under this Agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR

Part 170, including Appendix A, available at http://edocket.access.gpo.gov/2010/pdf/2010-22705.pdf.

23. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of this Agreement to create in the public or any member thereof a third party beneficiary status hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement.

24. In connection with the performance of work under this Agreement, the parties agree not to discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity or expression, age, disability or national origin, including, without limitation, with regard to 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, without limitation, apprenticeship. The parties further agree to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

25. This Agreement constitutes the entire agreement of the parties and such is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Agreement specifically displays a mutual intent to amend a particular part of this Agreement, general conflicts in language between any such attachment and this Agreement shall be construed consistent with the terms of this Agreement. Unless otherwise expressly authorized by the terms of this Agreement, no modification or amendment to this Agreement shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto and approved by the Attorney General.

26. All work performed under this Agreement or for routine maintenance or emergency situations will be in accordance with the current editions of the State of Nevada:

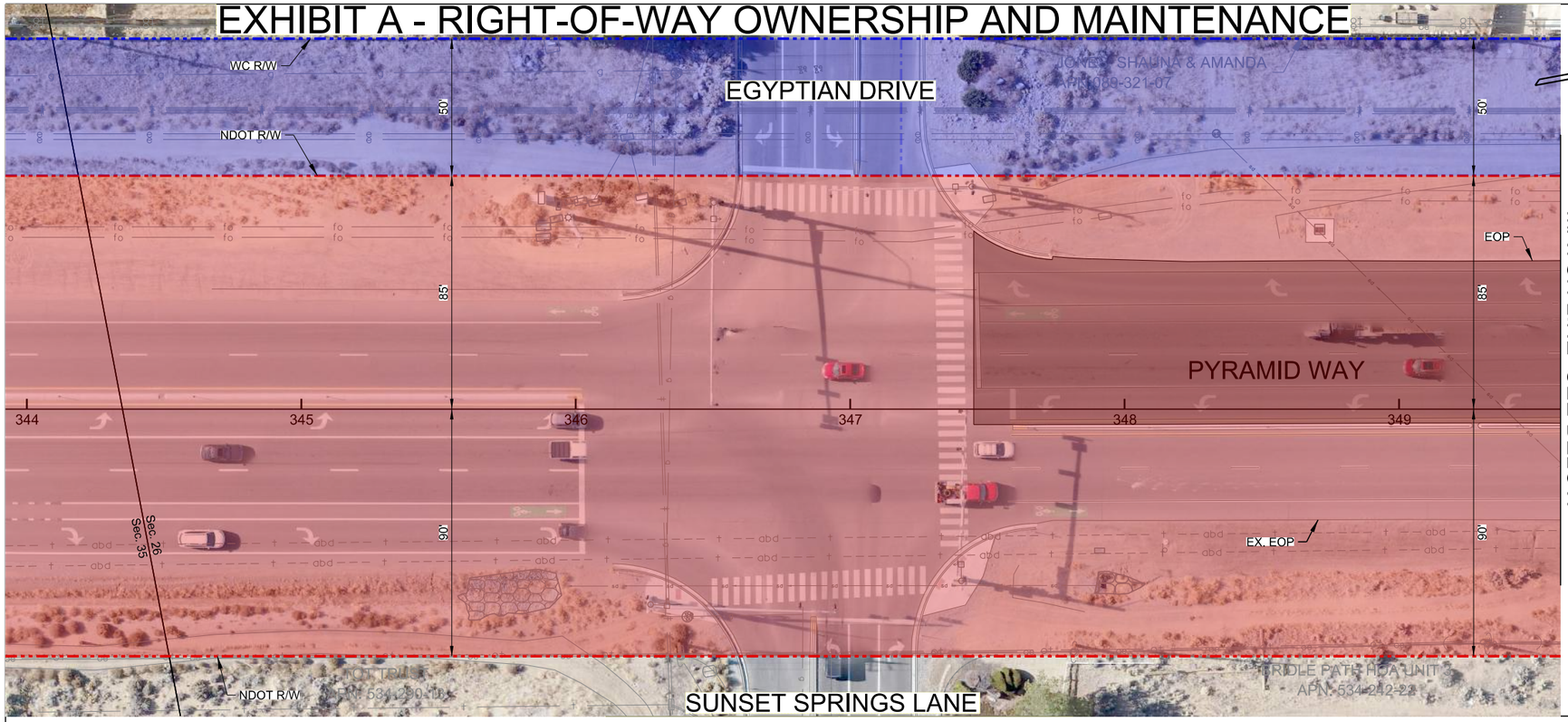
i. Standard Specifications for Road and Bridge Construction (2014)
ii. Standard Plans for Road and Bridge Construction (2024)
iii. Access Management System and Standards (2017)
iv. The American Association of State Highway and Transportation Officials (AASHTO) publications (2024)
v. National Electrical Safety Code (2023) https://forms1.ieee.org/NESC-
vi. "A Guide for Accommodating Utilities within Highway Right-of-Way" (2005)
vii. "A Policy on the Accommodations and Installation of Utilities on State and Federal-Aid Highways, within the State of Nevada"
viii. Construction Site Best Management Practices Manual
ix. AASHTO “A Policy on Geometric Design of Highways and Streets”, 7th Edition (2018)

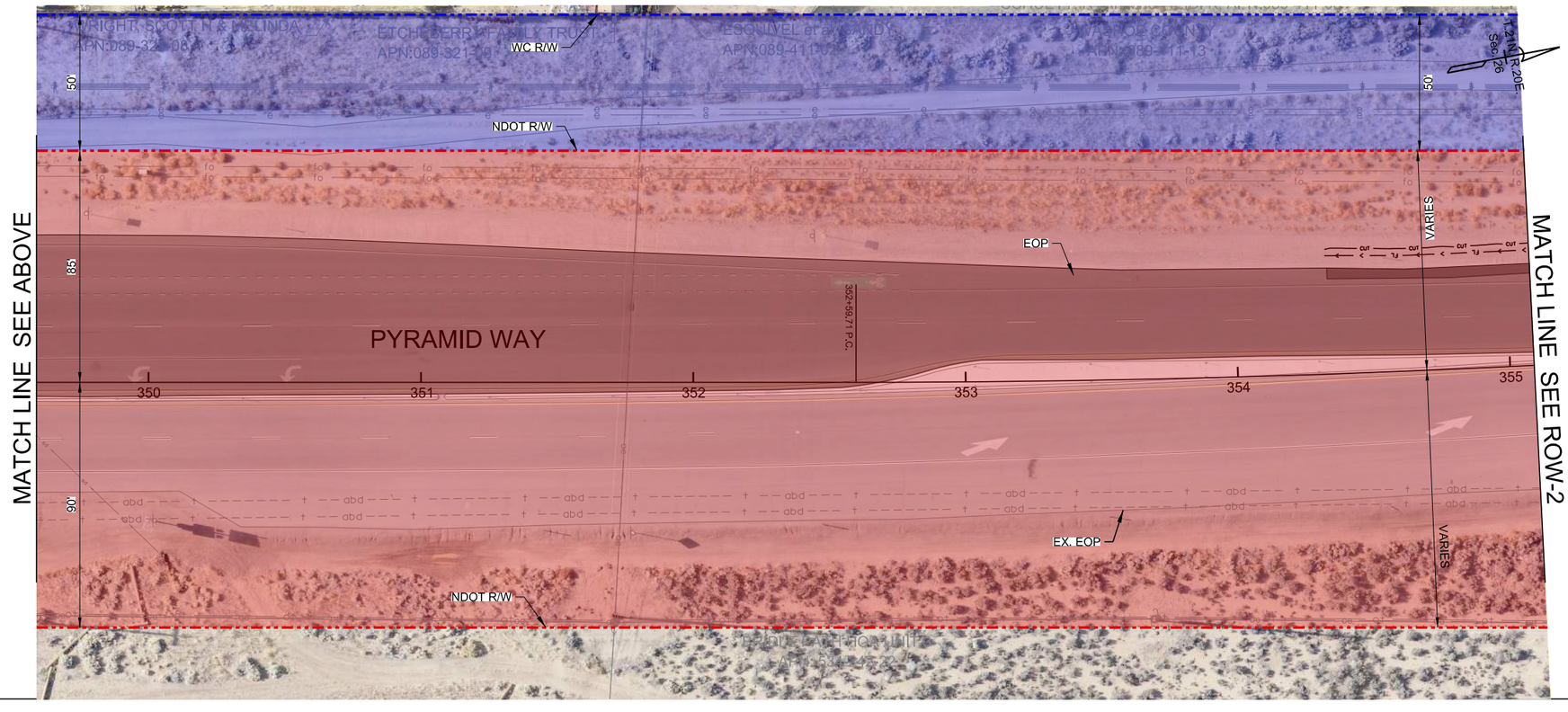
27. The DEPARTMENT acknowledges and takes no exception to the relocation of permitted utility facilities within the DEPARTMENT’s Right of Way as part of the PROJECT, provided such work is performed in coordination with the Utility and in accordance with applicable DEPARTMENT encroachment permits, standards, and conditions. The parties further acknowledge that the DEPARTMENT does not claim ownership of the facilities subject to relocation, except for any DEPARTMENT-owned service pedestals or appurtenances specifically identified during design coordination.

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

RTC Washoe	State of Nevada, acting by and through its DEPARTMENT OF TRANSPORTATION
_____	_____
Bill Thomas, Executive Director	Director
_____	
Name and Title (Print)	Approved as to Legality and Form:
	_____
	Deputy Attorney General

EXHIBIT A - RIGHT-OF-WAY OWNERSHIP AND MAINTENANCE





RIGHT OF WAY KEY NOTES

NO RIGHT OF WAY KEY NOTES ON THIS SHEET.

LEGEND

- PERM. EASEMENT (PE) NDOT MAINATENANCE (PAVEMENT, DRAINAGE)
- NDOT ROW
- WC ROW
- PARCELS

NOTES

1. ALL PARCELS ARE APPROXIMATE AND ARE BASED ON COUNTY GIS LAYERS

NO.	DATE	REVISION	BY	APVD

DESIGNED BY: SES | DRAWN BY: KF | CHECKED BY | REVIEWED BY

PRELIMINARY DRAWING

PLOT DATE: 2/24/2026 PLOT TIME: 4:08:30 PM

PYRAMID HIGHWAY OPERATIONAL IMPROVEMENTS PROJECT

RIGHT OF WAY PLAN

AtkinsRéalis

SCALE: 1"=25' AT 22"x34"

0237002

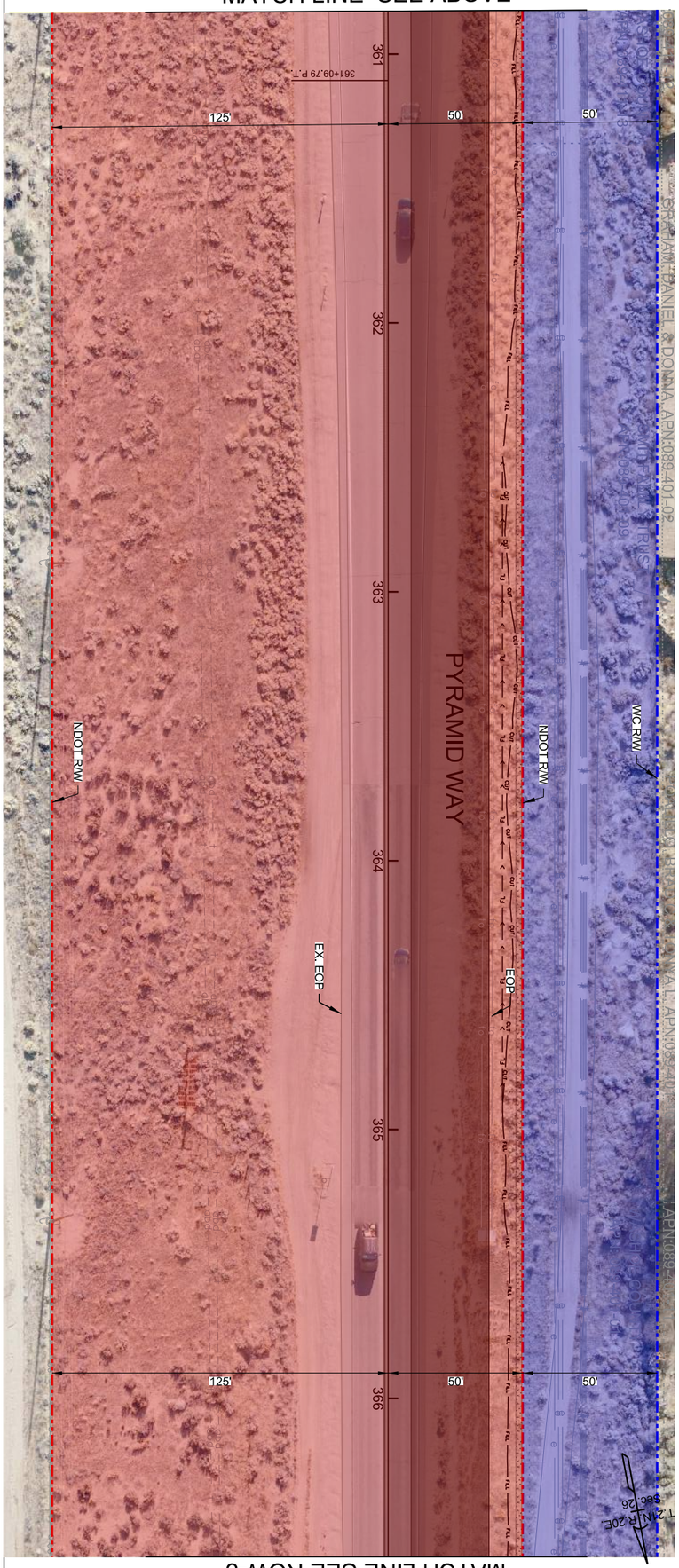
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RTC PROJECT NO. 0237002

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RIGHT OF WAY KEY NOTES

NO RIGHT OF WAY KEY NOTES ON THIS SHEET.

LEGEND

- PERM. EASEMENT (PE) NDOT MAINTENANCE (PAVEMENT, DRAINAGE)
- NDOT ROW
- WC ROW
- PARCELS

NOTES

1. ALL PARCELS ARE APPROXIMATE AND ARE BASED ON COUNTY GIS LAYERS

DRAWING ROW-2

RTC

RTC PROJECT NO. 0237002

AtkinsRéalis

SCALE: 1"=25'

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AT 22"x34"

PYRAMID HIGHWAY OPERATIONAL IMPROVEMENTS PROJECT

RIGHT OF WAY PLAN

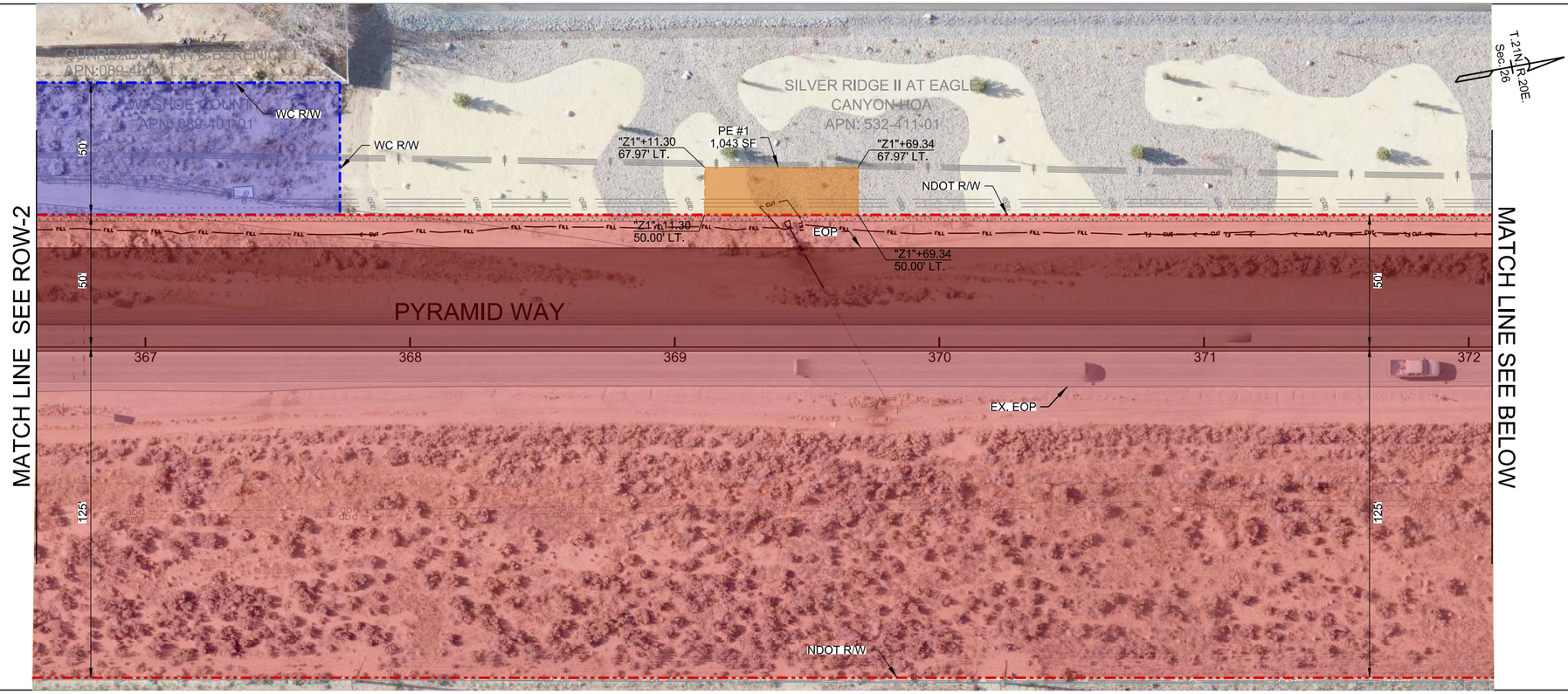
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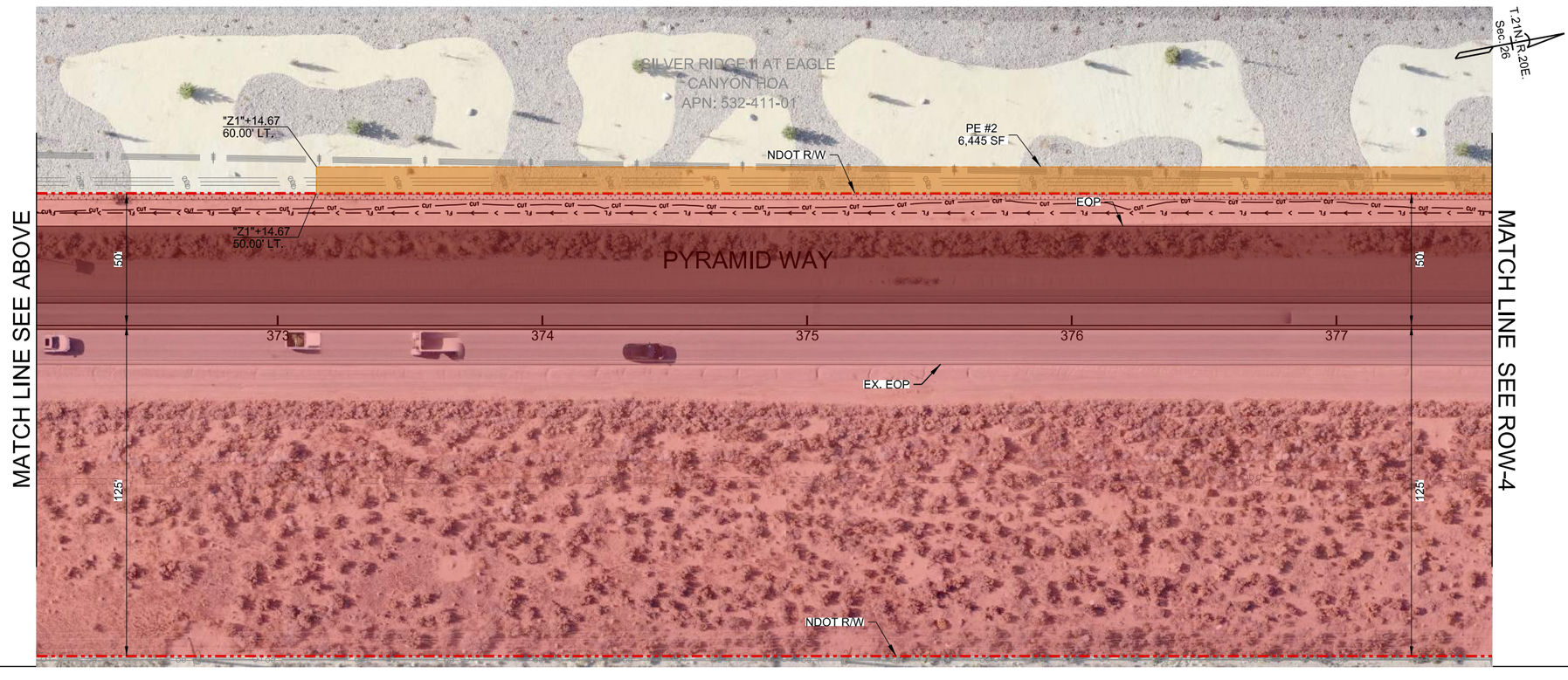
NO.	DATE	REVISION	BY	APVD

DESIGNED BY	DRAWN BY	CHECKED BY	REVIEWED BY
SES	KF		

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PLOT DATE: 2/4/2026 PLOT TIME: 5:26:26 PM





RIGHT OF WAY KEY NOTES

NO RIGHT OF WAY KEY NOTES ON THIS SHEET.

LEGEND

- PERM. EASEMENT (PE) NDOT MAINATENANCE (PAVEMENT, DRAINAGE)
- NDOT ROW
- WC ROW
- PARCELS

NOTES

1. ALL PARCELS ARE APPROXIMATE AND ARE BASED ON COUNTY GIS LAYERS

NO.	DATE	REVISION	BY	APVD

DESIGNED BY: SES
DRAWN BY: KF
CHECKED BY:
REVIEWED BY:
PLOT DATE: 2/4/2026
PLOT TIME: 5:26:55 PM

PRELIMINARY DRAWING

PYRAMID HIGHWAY OPERATIONAL IMPROVEMENTS PROJECT

RIGHT OF WAY PLAN

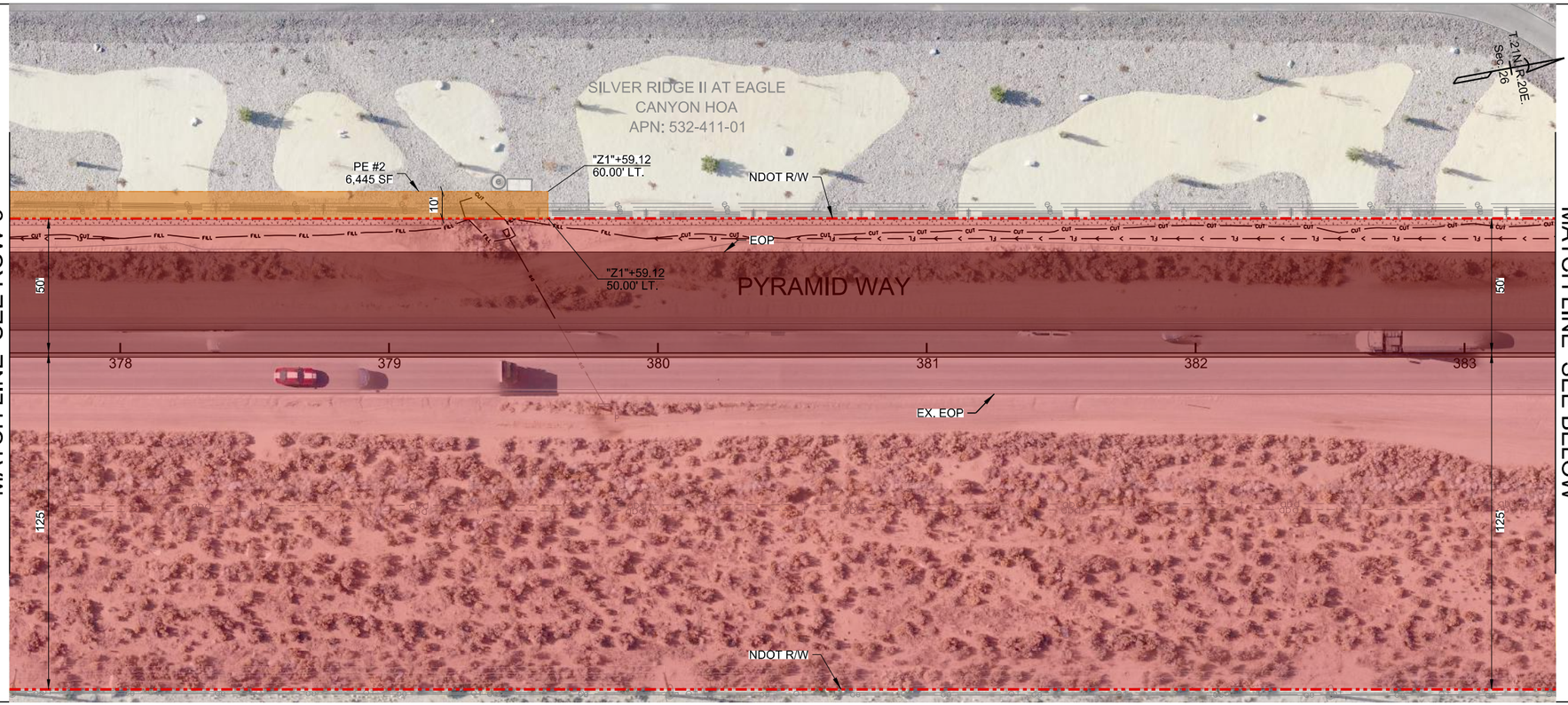
AtkinsRéalis

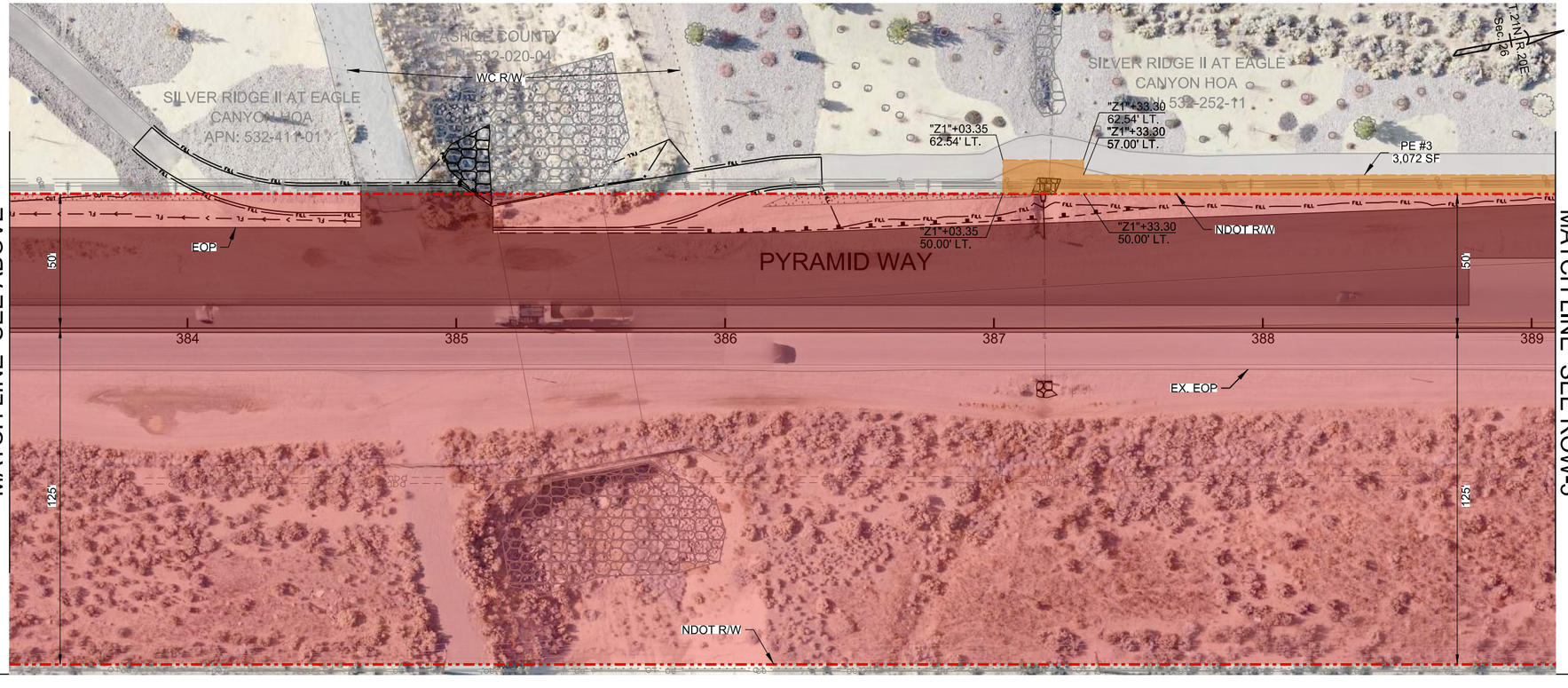
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RTC PROJECT NO. 0237002

DRAWING
ROW-3

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RIGHT OF WAY KEY NOTES

NO RIGHT OF WAY KEY NOTES ON THIS SHEET.

LEGEND

- PERM. EASEMENT (PE) NDOT MAINATENANCE (PAVEMENT, DRAINAGE)
- NDOT ROW
- WC ROW
- PARCELS

NOTES

1. ALL PARCELS ARE APPROXIMATE AND ARE BASED ON COUNTY GIS LAYERS

NO.	DATE	REVISION	BY	APVD

DESIGNED BY: SES
DRAWN BY: KF
CHECKED BY:
REVIEWED BY:

PRELIMINARY DRAWING

PYRAMID HIGHWAY OPERATIONAL IMPROVEMENTS PROJECT

RIGHT OF WAY PLAN

AtkinsRéalis

SCALE: 1"=25' (0, 25, 50) AT 22"X34"

RTC

RTC PROJECT NO. 0237002

DRAWING

ROW-4

PLOT DATE: 2/4/2026 PLOT TIME: 5:27:23 PM

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RIGHT OF WAY KEY NOTES

NO RIGHT OF WAY KEY NOTES ON THIS SHEET.

LEGEND

- PERM. EASEMENT (PE) NDOT MAINATENANCE (PAVEMENT, DRAINAGE)
- NDOT ROW
- WC ROW
- PARCELS

NOTES

1. ALL PARCELS ARE APPROXIMATE AND ARE BASED ON COUNTY GIS LAYERS

NO.	DATE	REVISION	BY	APVD

DESIGNED BY: SES
DRAWN BY: KF
CHECKED BY:
REVIEWED BY:
PLOT DATE: 2/4/2026
PLOT TIME: 5:27:51 PM

PRELIMINARY DRAWING

PYRAMID HIGHWAY OPERATIONAL IMPROVEMENTS PROJECT

RIGHT OF WAY PLAN

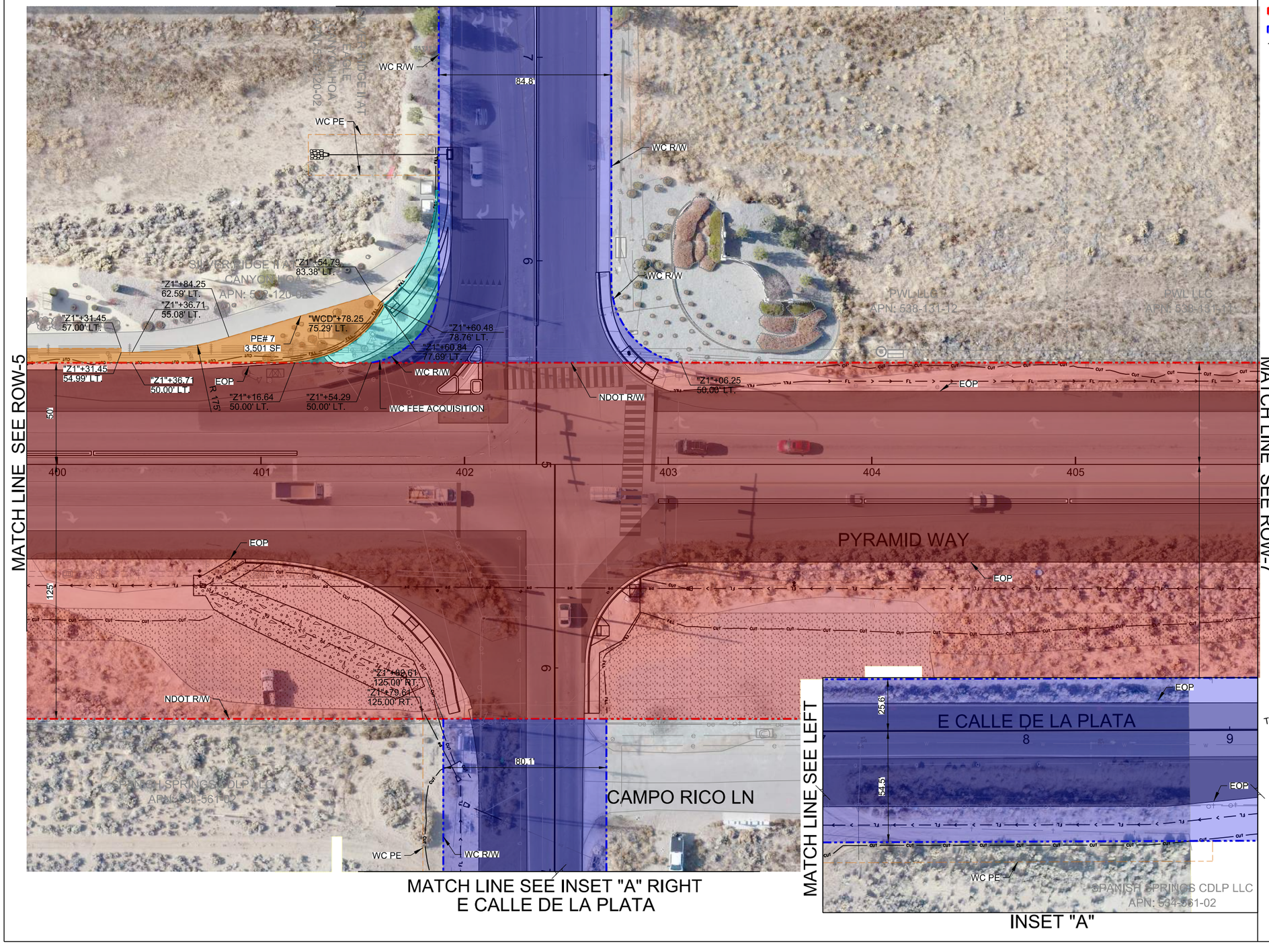
AtkinsRéalis

SCALE: 1"=25' AT 22"X34"

RTC PROJECT NO. 0237002

DRAWING
ROW-5

FILENAME: pw:\SUSD036343.wsatkins.com:ATKNANV01\Documents\Roads and Bridges\Projects\100087081 Pyramid_Egy_to_Ing\3_Execution\Roadway\DR\ROW Exhibits\NDOT ICAICA - 210 - ROW-5



RIGHT OF WAY KEY NOTES

NO RIGHT OF WAY KEY NOTES ON THIS SHEET.

LEGEND

- PERM. EASEMENT (PE) NDOT MAINATENANCE (PAVEMENT, DRAINAGE)
- WC ROW FEE ACQUISITION
- NDOT ROW
- WC ROW
- PARCELS

NOTES

1. ALL PARCELS ARE APPROXIMATE AND ARE BASED ON COUNTY GIS LAYERS

NO.	DATE	DESIGNED BY	DRAWN BY	CHECKED BY	REVIEWED BY	BY	APV'D

REVISION

PRELIMINARY DRAWING

PYRAMID HIGHWAY OPERATIONAL IMPROVEMENTS PROJECT

RIGHT OF WAY PLAN

AtkinsRéalis

SCALE: 1"=25'

RTC

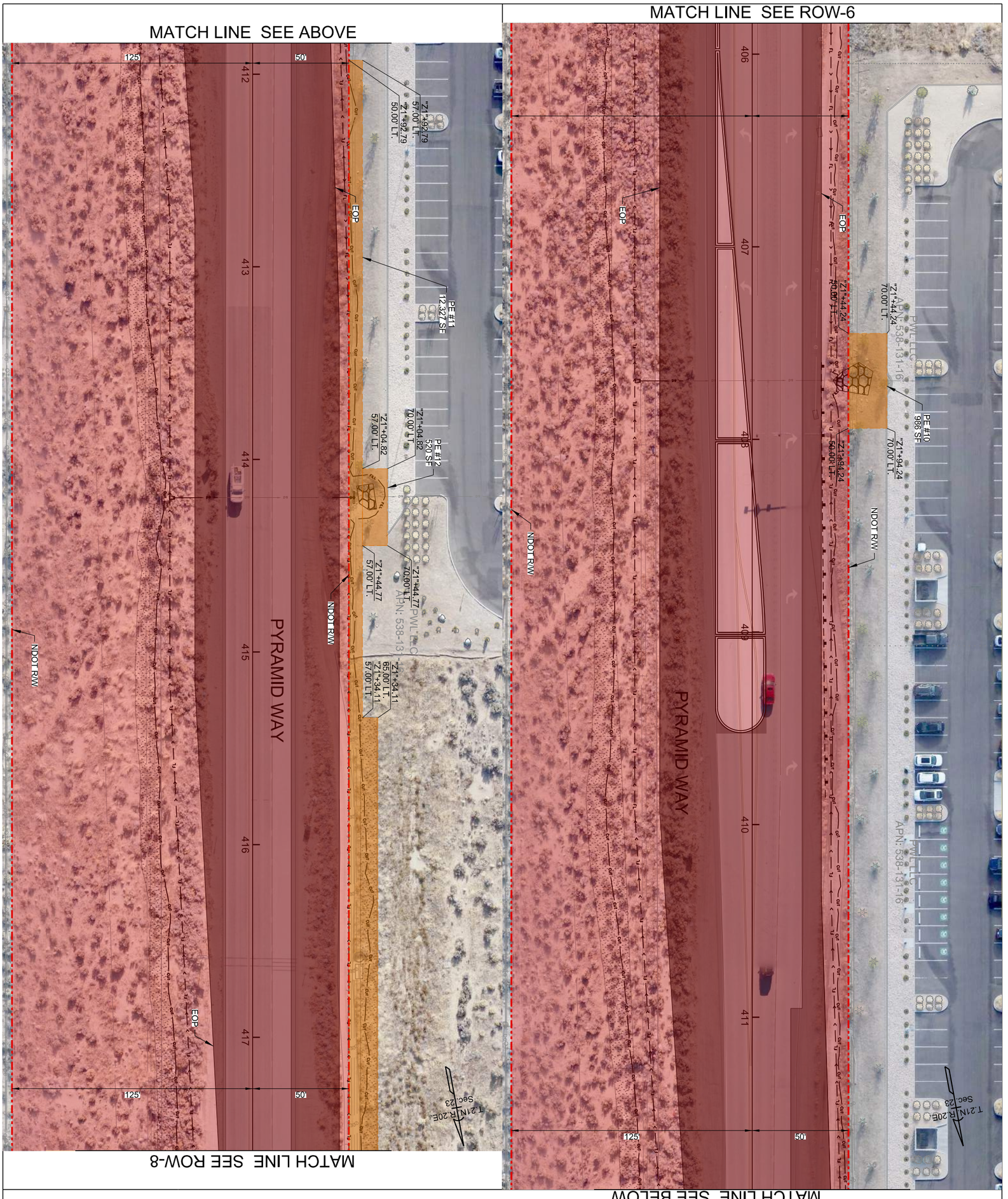
RTC PROJECT NO. 0237002

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ROW-6

PLOT DATE: 2/4/2026 PLOT TIME: 5:39:58 PM

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RIGHT OF WAY KEY NOTES

NO RIGHT OF WAY KEY NOTES ON THIS SHEET.

LEGEND

- PERM. EASEMENT (PE) NDOT MAINTENANCE (PAVEMENT, DRAINAGE)
- NDOT ROW
- WC ROW
- PARCELS

NOTES

1. ALL PARCELS ARE APPROXIMATE AND ARE BASED ON COUNTY GIS LAYERS

DRAWING ROW-7

RTC

RTC PROJECT NO. 0237002

AtkinsRéalis

SCALE: 1"=25'

0 25 50

AT 22"x34"

PYRAMID HIGHWAY OPERATIONAL IMPROVEMENTS PROJECT

RIGHT OF WAY PLAN

PRELIMINARY DRAWING

NO.	DATE	REVISION	BY	APVD

DESIGNED BY	DRAWN BY	CHECKED BY	REVIEWED BY
SES	KF		

FILENAME: pw:\\SUSD036343.wsatkins.com:ATKNANV01\Documents\Roads and Bridges\Projects\100087081 Pyramid_Egy_to_Ing\3_Execution\Roadway\DR\ROW Exhibits\NDOT ICA\ICA - 212 - ROW-7

PLOT DATE: 2/4/2026

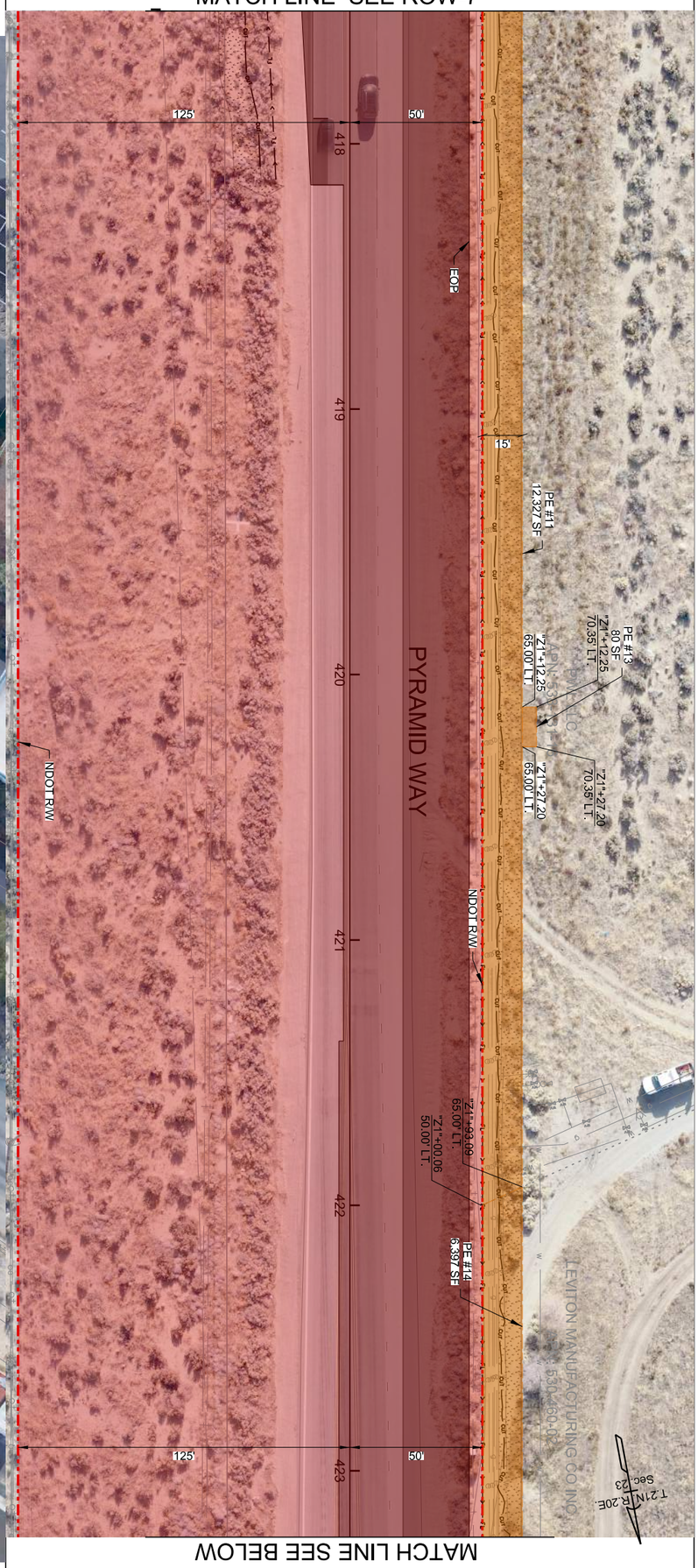
PLOT TIME: 5:28:46 PM

MATCH LINE SEE ABOVE



MATCH LINE SEE ROW-9

MATCH LINE SEE ROW-7



MATCH LINE SEE BELOW

RIGHT OF WAY KEY NOTES

NO RIGHT OF WAY KEY NOTES ON THIS SHEET.

LEGEND

- PERM. EASEMENT (PE) NDOT MAINTENANCE (PAVEMENT, DRAINAGE)
- NDOT ROW
- WC ROW
- PARCELS

NOTES

1. ALL PARCELS ARE APPROXIMATE AND ARE BASED ON COUNTY GIS LAYERS

DRAWING ROW-8

RTC

RTC PROJECT NO. 0237002

AtkinsRéalis

SCALE: 1"=25'

0 25 50

AT 22"x34"

PYRAMID HIGHWAY OPERATIONAL IMPROVEMENTS PROJECT

RIGHT OF WAY PLAN

PRELIMINARY DRAWING

NO.	DATE	REVISION	BY	APVD

DESIGNED BY	DRAWN BY	CHECKED BY	REVIEWED BY
SES	KF		

FILENAME: pw:\\SUSD036343.wsatkins.com:ATKNANV01\Documents\Roads and Bridges\Projects\100087081 Pyramid_Egy_to_Ing\3_Execution\Roadway\DR\ROW Exhibits\NDOT ICA\ICA - 213 - ROW-8

PLOT DATE: 2/4/2026

PLOT TIME: 5:29:24 PM



RIGHT OF WAY KEY NOTES

NO RIGHT OF WAY KEY NOTES ON THIS SHEET.

LEGEND

- PERM. EASEMENT (PE) NDOT MAINATENANCE (PAVEMENT, DRAINAGE)
- NDOT ROW
- WC ROW
- PARCELS

NOTES

1. ALL PARCELS ARE APPROXIMATE AND ARE BASED ON COUNTY GIS LAYERS

NO.	DATE	REVISION	BY	APVD

DESIGNED BY: SES
DRAWN BY: KF
CHECKED BY:
REVIEWED BY:

PRELIMINARY DRAWING

PYRAMID HIGHWAY OPERATIONAL IMPROVEMENTS PROJECT

RIGHT OF WAY PLAN

AtkinsRéalis

SCALE: 1"=25' (0, 25, 50)

RTC

RTC PROJECT NO. 0237002

DRAWING

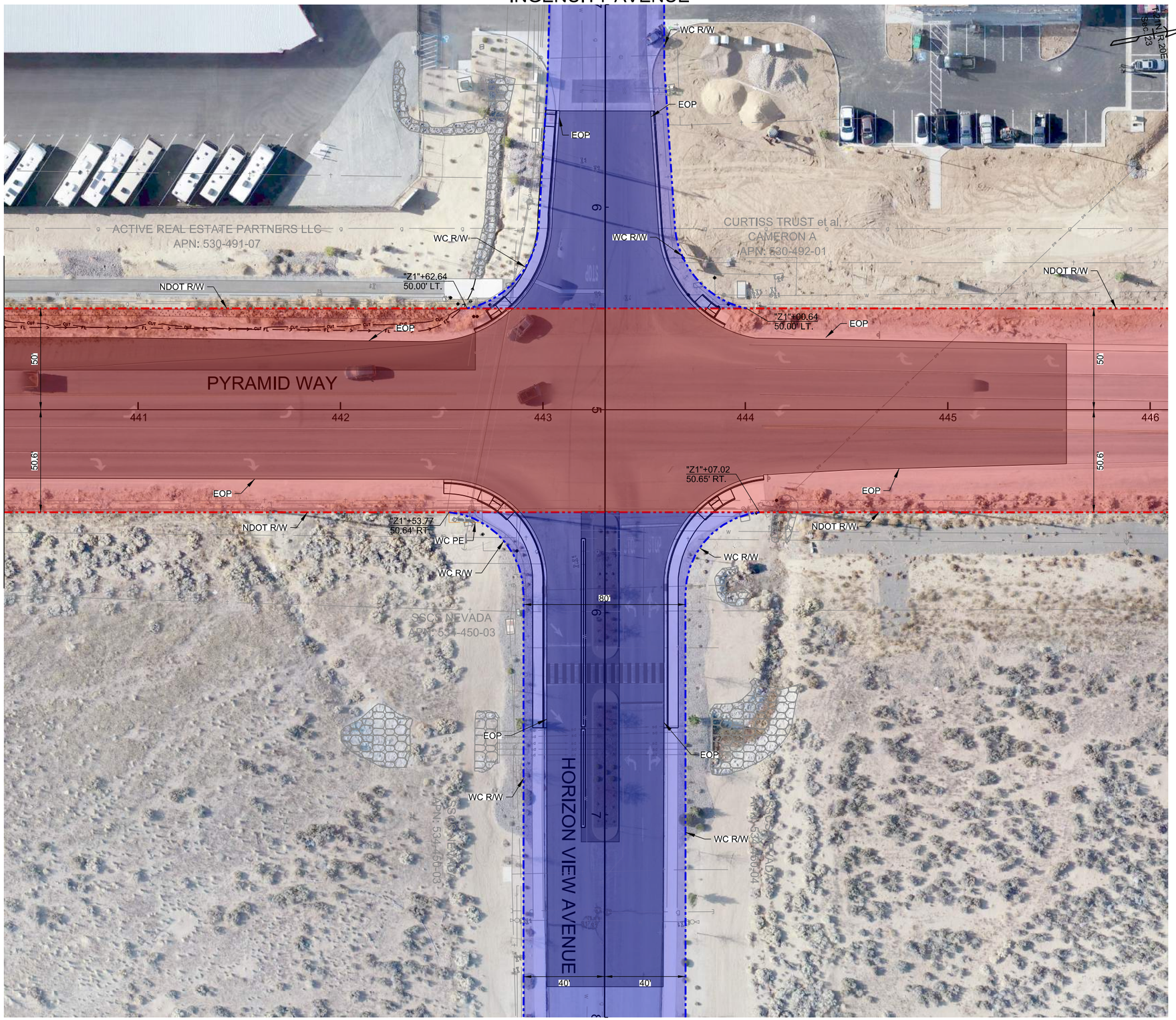
ROW-9

PLOT DATE: 2/4/2026 PLOT TIME: 5:29:51 PM

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INGENUITY AVENUE

MATCH LINE SEE ROW-9



RIGHT OF WAY KEY NOTES

NO RIGHT OF WAY KEY NOTES ON THIS SHEET.

LEGEND

- PERM. EASEMENT (PE) NDOT MAINATENANCE (PAVEMENT, DRAINAGE)
- NDOT ROW
- WC ROW
- PARCELS

NOTES

1. ALL PARCELS ARE APPROXIMATE AND ARE BASED ON COUNTY GIS LAYERS

NO.	DATE	REVISION	BY	APVD

DESIGNED BY: SES | DRAWN BY: KF | CHECKED BY | REVIEWED BY

PLOT DATE: 2/4/2026 PLOT TIME: 5:30:13 PM

PRELIMINARY DRAWING

PYRAMID HIGHWAY OPERATIONAL IMPROVEMENTS PROJECT

RIGHT OF WAY PLAN

AtkinsRéalis

SCALE: 1"=25' (0, 25, 50) AT 22"x34"

RTC

RTC PROJECT NO. 0237002

DRAWING

ROW-10

FILENAME: pw:\SUSD036343.wsatkins.com:ATKNAN\01\Documents\Roads and Bridges\Projects\100087081 Pyramid_Egy_to_Ing\3_Execution\Roadway\DR\ROW Exhibits\NDOT ICAICA - 214 - ROW-10

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.3.7**

To: Regional Transportation Commission

From: Amanda Callegari, Engineering Manager

SUBJECT: North Virginia Street Multimodal Improvements Amendment No. 1

RECOMMENDED ACTION

Approve Amendment No. 1 to the Interlocal Cooperative Agreement (ICA) with the Nevada Department of Transportation (NDOT) for the North Virginia Street Multimodal Improvements Project to reflect changes in federal fund sources.

BACKGROUND AND DISCUSSION

In May of 2022, the Nevada Department of Transportation (NDOT), in partnership with the RTC, submitted a FY 2022 Multimodal Discretionary Grant Application (INFRA Grant) for the US 395 North Valleys Phase 2 Project. The Project includes a 2.5-mile segment of multimodal improvements on North Virginia Street (US 395 Business Route) between North McCarran Boulevard and Panther Drive.

In March 2025, the RTC and NDOT executed an ICA to formalize funding commitments associated with the INFRA Grant Application and to define each agency's roles and responsibilities for final design and construction of the North Virginia Street multimodal improvements.

Under the ICA, RTC committed to contribute a total of $8,498,644 to the project, including $2,182,314 in local fuel tax funds and $6,316,330 in federal Surface Transportation Block Grant (STBG-WA) funds. This amendment proposes to substitute $5,364,267 of the previously programmed STBG-WA funds with Carbon Reduction Program funds. This change does not affect the total amount of RTC's local or federal funding contribution.

The anticipated construction cost of this project is currently $16,246,400, with NDOT committed to funding all costs within the current scope, as identified in the grant application, minus the amounts of the RTC's contribution identified in Article 1, Paragraph 1 of the amended ICA.

Construction is expected to begin in 2026 and continue through 2029.

FISCAL IMPACT

This Amendment does not increase RTC's contribution to the Project. Federal Transportation Carbon Reduction Program funds in the amount of $5,364,267.00 will replace Federal Transportation STBG-Washoe funds.

PREVIOUS BOARD ACTION

2/21/2025 - Approved an Interlocal Cooperative Agreement (ICA) with the Nevada Department of Transportation (NDOT) to establish funding commitments for the North Virginia Street Multimodal Improvements included in the US 395 North Valleys Phase 2 Project, in the amount of $8,498,644.

Docusign Envelope ID: 7B9EF92F-38A6-4B33-A033-A5A4CC9655FD

Amendment No. 1 to
Interlocal Agreement No. R683-24-015

This Amendment is made and entered into on , between the State of Nevada, acting by and through its Department of Transportation, hereinafter referred to as the "DEPARTMENT", and the Regional Transportation Commission of Washoe County, 1105 Terminal Way, Reno, Nevada 89502, hereinafter refer to as the "RTC".

WITNESSETH:

WHEREAS, on March 17, 2025, the parties entered into Agreement No. R683-24-015 to establish roles and responsibilities for funding, Project administration, right-of-way, and construction of SR 430 North Virginia Multimodal Project; and

WHEREAS, the Agreement must be amended to update the Project funding sources required for construction of the Project; and

WHEREAS, the parties hereto desire to make certain amendments to Agreement No. R683-24-015.

NOW, THEREFORE, the parties agree as follows:

1. Article 1, Paragraph 1, is amended by deleting it in its entirety and inserting in its place:

In Process

"To fund Eight Million Four Hundred Ninety-Eight Thousand Six Hundred Forty-Four and No/100 Dollars ($8,498,644.00) of the RTC PROJECT Element, hereinafter called the RTC CONTRIBUTION. The following is a summary of the RTC CONTRIBUTION with identified funding sources:

RTC CONTRIBUTION TO THE PROJECT:	$8,498,644.00
Preliminary Engineering	
RTC Local Fuel Tax Funds:	$967,160.00
Right-of-Way	
RTC Local Fuel Tax Funds:	$107,149.00
Construction	
Carbon Reduction Prog>200K IIJA Funds:	$4,870,839.00
RTC Local Fuel Tax Funds:	$900,254.00
Contingency	
Federal STBG-WA Funds:	$952,063.00
RTC Local Fuel Tax Funds:	$207,751.00
Carbon Reduction Prog>200K IIJA Funds:	$493,428.00
TOTAL FUNDING FOR RTC CONTRIBUTION	$8,498,644.00

Federal STBG-WA Funds to be expended in the following years at the amounts identified below:

FFY30 = $952,063.00"

2. It is intended and understood that the provisions of the amended language above replace the language of Article 1, Paragraph 1, contained in the original Agreement No. R683-24-015.

3. All of the other provisions of Agreement No. R683-24-015 dated March 17, 2025, shall remain in full force and effect as if fully set forth herein.

IN WITNESS WHEREOF, the above-named parties have hereunto set their hands and executed this Amendment on the date first written above.

Regional Transportation Commission	STATE OF NEVADA, acting by and through its DEPARTMENT OF TRANSPORTATION
_____	_____
	Director
_____	
Name and Title (Print)	Approved as to Legality and Form:
	Signed by: BRIAN W. GOLDMAN _____ Deputy Attorney General

In Process

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.4.1**

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: Transit Security Services Contract

RECOMMENDED ACTION

Approve a contract with Inter-Con Security Services for the provision of armed and unarmed transit security services, after-hours patrol, and alarm response for an initial four-year term, plus two, three-year options,with annual not-to-exceed amounts ranging from $1,660,531.60 in year 1 up to $2,211,610.80 in year 10.

BACKGROUND AND DISCUSSION

The current security services contract expires June 30, 2026. RTC issued a Request for Proposals (RFP) for armed and unarmed transit security services, after-hours patrol, and alarm response on January 16, 2026. The RFP submission deadline was February 13, 2026. Proposals were received from seven firms. A three-person proposal evaluation team, comprised of RTC staff, reviewed and ranked the proposals. The proposals were evaluated based upon the criteria set forth in the RFP, including project management, staffing, officer retention, quality assurance, and cost.

The two highest-scoring firms, Allied Universal and Inter-Con Security, were invited to interview and present to the evaluation team on March 12, 2026. Following interviews, the team determined that Inter-Con Security was the highest-scoring firm and RTC recommends awarding the contract for transit security services to Inter-Con Security.

Inter-con's proposal includes armed and unarmed transit security services, after-hours patrol, and alarm response for a four-year base term beginning July 1, 2026, with two optional three-year extensions through June 30, 2036.

FISCAL IMPACT

Funding for base year 1 of the security services contract for $1,660,531.60 has been included in the FY 2027 budget.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

AGREEMENT FOR TRANSIT SECURITY SERVICES

This agreement ("Agreement") is dated and effective as of May 1, 2026, by and between the Regional Transportation Commission of Washoe County, Nevada ("RTC") and Inter-Con Security Services, Inc. ("Contractor").

1. Term. The term of this agreement shall commence on the effective date above and shall end on June 30, 2030. The RTC reserves the right to extend the term of this Agreement for two (2) separate three (3) year option periods. The term of this Agreement will automatically extend for the two (2) three (3) year option periods unless RTC provides written notice of cancellation at least 120 days prior to the end of the term then in effect.

2. Scope of Work.

a. Contractor shall provide the services described in the scope of work attached as Exhibit A.
b. Contractor shall provide the services pursuant to schedules approved by RTC's Project Manager. Any changes to the schedules must be approved in advance by RTC's Project Manager.
c. RTC may at any time, by written order, request changes to add additional scheduled services, additional route patrols, additional route supervision, or contingency work.

3. Compensation. RTC shall pay Contractor for the services pursuant to, and in an amount not to exceed, the pricing and fee schedule attached as Exhibit B. Contractor shall submit monthly invoices for work performed each month. The total not-to-exceed cost of services for each year is included in Exhibit B. The Contractor may propose an adjustment in its billing rates in the event of an unanticipated and exceptional change in applicable law or regulations after the date of execution of this Agreement that directly results in additional costs of providing services hereunder.

4. Performance Bond. Contractor shall provide to the RTC, and shall maintain in full force and effect during the term of this Agreement, a performance bond in an amount equal to ten percent (10%) of the total contract price of the first year of the term of this Agreement. Failure to provide any necessary updates, renewals, or modifications necessary to maintain the performance bond shall be an event of default and may, in the RTC's discretion, be the basis for the termination of this Agreement for default. Contractor is required to provide the performance bond within (15) calendar days after this Agreement becomes effective. If Contractor fails to provide the performance bond within the time specified in this paragraph, the RTC may immediately terminate the contract without notice or opportunity to cure the default.

5. Proceeding with Work. Contractor shall not proceed with work until both parties have executed this Agreement and RTC has issued a purchase order. If Contractor proceeds with work before those conditions have been satisfied, Contractor shall forfeit any and all right to reimbursement and payment for work performed during that period. In the event Contractor violates this section, Contractor waives any and all claims and damages against RTC, its

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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.

6. Invoices/Payment. Contractor shall submit invoices to accountspayable@rtcwashoe.com. RTC's payment terms are 30 days after the receipt of the invoice. Simple interest will be paid at the rate of half a percent (0.5%) per month on all invoices approved by RTC that are not paid within thirty (30) days of receipt of the invoice.

7. Legal/Regulatory Compliance.

a. Contractor shall comply with all applicable federal, state and local government laws, regulations and ordinances including CFR 49 Part 655 drug and alcohol testing requirements. Contractor shall assist the RTC in auditing and monitoring compliance with these requirements. Contractor shall be responsible for obtaining all necessary permits and licenses for performance of services under this Agreement. Upon request of RTC, Contractor shall furnish RTC certificates of compliance with all such laws, orders and regulations.

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

8. Insurance. Contractor shall obtain all types and amounts of insurance set forth in Exhibit C, and shall comply with all of its terms. Contractor shall not commence any work or permit any employee/agent to commence any work until satisfactory proof has been submitted to RTC that all insurance requirements have been met.

9. Indemnification. Contractor's obligations are 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.

10. Termination.

a. Mutual Assent. This Agreement may be terminated by mutual written agreement of the parties.

b. Convenience. RTC may terminate this Agreement in whole or in part for convenience upon written notice to the Contractor.

c. Default. Either party may terminate this Agreement for default by providing written notice of termination, provided that the non-defaulting party must first provide written notice of default and give the defaulting party an opportunity to cure the default within a reasonable period of time.

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11. Rights, Remedies and Disputes

a. RTC shall have the following rights in the event that RTC deems the Contractor guilty of a breach of any term under the Agreement:
   i. The right to take over and complete the work or any part thereof as agency for and at the expense of the Contractor, either directly or through other contractors;
   ii. The right to cancel this Agreement as to any or all of the work yet to be performed;
   iii. The right to specific performance, an injunction or any other appropriate equitable remedy; and
   iv. The right to money damages.

b. Inasmuch as the Contractor can be adequately compensated by money damages for any breach of this Agreement, which may be committed by RTC, the Contractor expressly agrees that no default, act or omission of RTC shall constitute a material breach of this Contract, entitling Contractor to cancel or rescind the Agreement (unless RTC directs Contractor to do so) or to suspend or abandon performance.

c. Disputes arising in the performance of this Agreement that are not resolved by agreement of the parties shall be decided in writing by the authorized representative of RTC's Executive Director. This decision shall be final and conclusive unless within 10 days from the date of receipt of its copy, Contractor mails or otherwise furnishes a written appeal to RTC's Executive Director. In connection with any such appeal, Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of RTC's Executive Director shall be binding upon the Contractor and the Contractor shall abide by the decision.

d. Unless otherwise directed by RTC, Contractor shall continue performance under this Agreement while matters in dispute are being resolved.

12. Limitation on Liability. Anything to the contrary notwithstanding: (a) under no circumstances will either party be liable to the other party for consequential, incidental, indirect or punitive damages, or for lost profits.

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

14. Fees and Penalties. There are fees and performance penalties that if assessed will be deducted from the Contractor's invoice. These fees and performance penalties are set forth in Exhibit A, Scope of Work, Liquidated Damages.

15. Records. Contractor will permit RTC access to any books, documents, papers and records of Contractor pertaining to this Agreement, and shall maintain such records for a period of not less than three years.

16. Exhibits. The exhibits to this Agreement, and any additional terms and conditions specified therein, are a material part hereof and are incorporated by reference as though fully set forth herein.

17. Exclusive Agreement. This Agreement constitutes the entire agreement of the parties and supersedes any prior verbal or written statements or agreements between the parties.

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

19. No Assignment. Contractor shall not assign, sublease, or transfer this Agreement or any interest therein, directly or indirectly by operation of law, without the prior written consent of RTC. Any attempt to do so without the prior written consent of RTC shall be null and void, and any assignee, subleasee, or transferee shall acquire no right or interest by reason thereof.

20. Governing Law. This Agreement shall be construed in accordance with and governed by the laws of the State of Nevada.

21. Venue. Any lawsuit brought to enforce this Agreement shall be brought in the Second Judicial District Court of the State of Nevada, County of Washoe appropriate court in the State of Nevada.

22. Attorneys' Fees. In the event of a dispute between the parties resulting 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.

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23. Certification Required by Nevada Senate Bill 27 (2017). Contractor expressly certifies and agrees, as a material part of this Agreement, that it is not currently engaged in a boycott of Israel. Contractor further agrees, as a material part of this Agreement, it will not engage in a boycott of Israel for the duration of this Agreement. If, at any time during the formation or duration of this Agreement, Contractor is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.

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

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY

BY: _____
Bill Thomas, AICP, Executive Director

INTER-CON SECURITY SERVICES, INC.

BY: _____
Kevin Hernandez, SVP
North America Chief Strategy Officer

Attachment A
Scope of Work

This scope of work (SOW) defines the requirements for providing uninterrupted 24-hour presence of uniformed, armed security officers, seven days a week including holidays at its two transfer facilities to ensure the safety of passengers, staff, and assets within the Regional Transportation Commission's (RTC) public transit system. RTC is also seeking "after hours" patrols and alarm responses at all other RTC facilities.

1. Staffing Requirements (24/7, 365 days)

- **Armed Security Officers:** Contractor shall provide three (3) uniformed, armed security officers per shift to cover the following posts:
    - **Transit Center (Reno, Primary Hub-Fourth Street Station(4SS)):** Two (2) armed guards stationed on-site at all times.
        - Officers located at this Transit Center will be required to interact with staff from the Downtown Reno Business Improvement District. The purpose of the District is to provide a cleaner, safer, more attractive and livable urban core by: i) augmenting Reno police services; ii) a "clean and safe" program that deploys teams of safety ambassadors, case workers and maintenance patrols throughout the District which provide quality of life enhancements, crime deterrence, engagement of the homeless population, on-demand safety escorts, ongoing public engagement, distribution of information concerning public transportation, and hospitality services; (iii) District-wide sanitation, street and sidewalk cleaning services; (iv) security, sanitation and hospitality services; (v) litter control, weed abatement, graffiti removal, and enhanced maintenance of public streets and sidewalks.
        - Security officers are required to patrol individually and not in pairs with frequent interval checking of restrooms every 15 minutes except when responding to incidents.
        - Reno Municipal Code permits officers to issue citations.
    - **Transit Center (Sparks, Primary Hub-Centennial Plaza):** One (1) armed guard stationed on-site at all times.

- This facility is also a transfer station for Panasonic and Tesla employees traveling to and from work via private coach vehicles.
- This facility contains a Greyhound passenger waiting area and ticket office.

- **Armed Security Supervisor:** Contractor must provide one armed security supervisor to be stationed on-site at 4SS, 7 days a week during the first and second shift hours. The supervisor or a designee will be available to security officers, and RTC staff via telephone at all times. Armed Supervisor shall not serve as one of the two armed guards.
- **Relief Management:** The Contractor must provide a ***Staffing Relief Plan*** for all call-offs, vacations, breaks and shift changes to ensure no post is left unattended.
- **Additional Services:** Increased security officer staffing (unarmed and armed officers) for certain events (e.g., Reno Aces home baseball games, Hot August Nights, Street Vibrations, the Best in the West Rib Cook Off, etc.) or holidays (4th of July and New Year's Eve) will be required.
- **Performance Metrics:** Contractor must provide a method for tracking turnover rates and reporting them during regular (e.g., bi-weekly) progress meetings.

2. Officer Duties and Responsibilities

- **Safety:** Acting as an Ambassador for RTC and its Passengers by providing passenger and customer safety.
- **Visual Deterrence:** Maintain a highly visible, professional presence to deter criminal activity, vagrancy, and vandalism.
- **Uniforms:** Security Officer shall wear the seasonal uniform proposed by the security company and agreed to by the RTC. Security Officers must present themselves in clean uniforms and be neatly groomed while on duty and on RTC property.
- **Weapons:** Security Officers will be required to carry a semi-automatic pistol (9 mm, .40 cal. or .45 cal.) at all times and have the appropriate state licensing, training certifications, and permanent sheriff's card. RTC must give prior approval for an officer to carry or wear any other object with less-than-lethal forces such as mace, OC spray, baton, Taser, or hobble.
- **Access Control:** Monitor entry/egress access control points and high-interaction zones.

- **Patrol Operations:**
    - Conduct continuous foot patrols of platforms, waiting areas, and facilities. No two officers will be permitted to patrol together, unless circumstances require otherwise.
    - Inspect for suspicious packages, unattended bags, and potential safety hazards.
    - Monitoring and removing vagrants per RTC post orders.
    - Directing and controlling pedestrian and vehicular traffic and parking at the transfer stations.
    - Collecting and returning lost and found items.
- **Conflict Resolution:** Use de-escalation techniques to manage unruly behavior or disputes.
- **Emergency Response:** Act as first responders for medical emergencies, fires, or security breaches until law enforcement arrives.
- **Municipal Codes:** Ensure compliance with City of Reno (4th Street Station) or City of Sparks (Centennial Plaza) municipal codes and/or Nevada Revised Statutes pertaining to trespass, vagrancy, vandalism, and crimes against the person.
- **Policy Enforcement**: Enforcing RTC's Fixed Route Passenger Behavior Policy (P-31) and compliance with all post orders.
- **Reporting:** Timely document all observations and incidents in digital daily activity logs and detailed incident reports, and provide annual summaries of services provided.
- **Training & Licensing:** All personnel must hold valid Nevada state-required security certifications and meet all required specific standards pursuant to the Nevada Private Investigators Licensing Board.
- **Local Liaison:** Coordinate and act as a liaison with RTC officials for transit center security and/or public safety agencies.
- **RTC RIDE Coordination:** Contractor and its representatives are to check in with RTC-RIDE Road Supervisor(s) assigned to 4th Street Station and Centennial Plaza when they are on duty at the site.
- **Downtown Reno Business Improvement District:** Contractor and its

representatives are expected to interact and engage with staff from the District while present at or near the 4th Street Station.

- **On-Site Supervisory Personnel Responsibilities:**

Including but not limited to:

- Managing and coordinating day-to-day functions of security officers and services provided.
- Coordinate and act as liaison with RTC officials for transit center security.
- Coordinate and act as liaison with public safety agencies (RPD, SPD, WCSD, REMSA) for transit center operations.
- Manage emergency response of security officers at transit centers.
- Ensure security, safety and emergency preparedness training for security officers.

3. Roving Patrol and Shelter/Station Assistance

- **Property Surveillance:** Perform mobile roving patrols of additional transit-owned buildings and properties to deter loitering and ensure passenger safety including:
    - Fixed-Route Operations and Maintenance Facility located at 2050 Villanova Drive, Reno, NV
    - Paratransit Operations and Maintenance Facility located at 600 North Sutro Street, Reno, NV
    - RTC Administration Offices located at 1105 Terminal Way, Reno, NV
    - RTC BUS RAPID Stations
        - Virginia Street from Meadowood Mall to 15th Street near the University of Nevada campus (16 stations)
        - Fourth Street at Evans Avenue to Prater Way at 15th Street, Sparks, NV (8 stations)
- **Bus Shelter/Station Patrols:** Assist with random or requested unarmed patrols of designated bus shelters and/or bus stops to deter vandalism, graffiti, loitering and promote and ensure passenger security and safety.
- **On-Board Bus/Route Patrols:** Armed officers shall ride designated bus routes as directed by the RTC to deter vandalism, graffiti, shelter take over (by homeless or others), and to promote transit security and safety. Primary duties may include:
    - Checking fixed-route stops for unsafe concerns.

- Verifying fare compliance to avert evasion.
- Assisting drivers with unruly passengers.
- Providing a visible security presence to enhance rider confidence to ensure security and safety during route operations.

Assignment of on-board bus/route patrols will consist of blocks of time such as 2, 4, 6 or 8 hours and are considered additional staffing.

- **After Hours Patrols and Alarm Monitoring:** Provide "after hours" patrols and alarm responses at above listed RTC facilities (one stop per facility), and two rotating patrol stops of various bus stops/shelters. The definition of "after hours" is after business hours or non-working hours, weekends and holidays.

Stops Per Day	Stops Per Year (365 days)	Alarm Responses Per Month	Alarm Responses Per Year
6	2190	1	12

- **Mobile Equipment:** Roving officers must use a marked company owned vehicle equipped with a two-way radio for rapid response to service calls.

4. Other Security Services

- **Public Meetings:** Provide armed officer presence during monthly agency board meetings and during special events or circumstances.
- **Crowd Control:** Manage crowds at multimodal facilities during high-traffic events (i.e., labor strikes, civil unrest) or emergencies.

5. Qualifications and Training

All personnel must meet the following minimum standards:

- **Licensing:** All personnel must maintain current Nevada state-mandated security licenses through the Nevada Private Investigators Licensing Board (e.g., Guard Cards and Firearm Permits).
- **Knowledge, Skills and Abilities**:

  All contractor staff must:
  - Be fit for duty.
  - Understand and retain knowledge of Federal, State, local and RTC policies, procedures, rules and regulations.
  - Read, understand and follow post orders and other specialized documents as

required.

- Maintain a clean, neatly groomed and professional appearance.
- Speak and write fluently in English and to maintain English fluency in stressful and emergency situations.
- Be proficient in writing incident reports/making entries in activity logs.
- Maintain a professional and positive demeanor and work ethic.
- Possess above average communication skills for effective interactions with passengers, the public, employees, RTC staff, and/or staff of public safety agencies.

No Contractor staff will:

- Stand a post for more than 12 hours within a 24-hour period, including posts other than RTC facilities without first obtaining consent from the SSA. The exception applies to covering a post until properly relieved.
- Possess a concealed weapon.
- Use unauthorized radios, electronic equipment, and audio/visual devices while on duty.
- Make unauthorized /personal cell phone calls.
- Solicit RTC passengers, the public or employees for any reason.

- **Transit-Specific Training:** Officers must be trained in de-escalation techniques, emergency evacuation procedures, and basic first aid/CPR, along with the following:

  - FEMA – Incident Command System Modules, ICS-100 Introduction to ICS, ICS-200 Single Resources and Initial Action Incidents, ICS 700 National Incident Management System and ICS 800 National Response Frame Work.
  - Two (2) Transportation Safety Institute (TSI) Courses.
  - US Justice Associate training (must complete before being assigned to any post).
  - Citizen's Arrest Training Procedures (must complete before being assigned to any post).
  - Terrorism awareness and response training (must complete within one month of being assigned to post).
  - CPR and basic first aid certified.
  - General training of at least eight (8) hours in human relations and conflict resolution.
  - An on-site orientation to RTC-RIDE, RTC-ACCESS, RTC and its transfer facilities.
  - On-site orientation to RTC security systems including Verkada (CCTV), AMAG access control system, and DMP intrusion detection, reporting system.
  - On-site orientation to RTC's Safety Security Emergency Preparedness Plan (SSEPP). Orientation for this requirement will be 8 hours and provided by the RTC SSA or designee.
  - Weapons training and certification, as required.
  - Terrorism awareness, recognition and response training within one-month assignment to post.

- Annual training on maintaining positive customer relations and support.

- **Professionalism:** All personnel must adhere to a strict code of conduct, prohibiting the use of personal electronics and ensuring a "customer-service first" approach when interacting with the public.

- **Background Record Checks:** Contractor will be required to conduct background investigations on their employees in addition to State of Nevada Guard Card requirements. The background investigation will consist of criminal history review and personal credit history review. The receipt and review of all results occurs prior to any post assignment. Repetition of background checks occurs annually. Failure to submit to a background check at RTC's discretion will be grounds to terminate the contract.

6. Equipment and Supplies

The Contractor is responsible for providing all necessary equipment, including:

- **Firearms:** Duty weapon (e.g., 9MM, .45 caliber or .40 caliber) with an appropriate retention holster.

- **Other Weapons:** Less-than-lethal forces such as mace, OC spray, baton, Taser, or hobble all which must be authorized by RTC for an officer to carry or wear such object.

- **Communication:** Officers must be equipped with job-related communication devices but are prohibited from using personal electronics (scanners, video games) while on duty. RTC will provide the hand-held two-way radios, a base station and related equipment for instant communication with RTC designated staff and/or RIDE dispatch. RTC provided equipment must be operable at all times. Contractor must provide all mobile devices. Lost, broken, damaged and/or negligent use of RTC provided communication equipment must be replaced and/or repaired at contractor's expense.

- **Uniforms:** Contractor must provide distinct, professional security uniforms clearly identifying the individual as "Security" with appropriate badging. Uniforms should be seasonal in nature and include weather-appropriate protective clothing necessary to support continuous performance of contract requirements.

- **Body Cameras:** Contractor will provide each working security officer (who has contact with the public) a body camera worn at all times that shall record all public interactions conducted by officers. Contractor shall provide preservation of body camera video files for a minimum of thirty (30) days for retrospective review and follow-up. Contractor will

provide RTC with access to video footage as necessary to review files from each body camera.

- **Information Technology:** Contractor shall provide computer equipment at their own expense, to include a workstation at each transit center. Contractor will also provide internet connections, email accounts and storage of required documents for duration of contract. Contractor will provide RTC with access to those documents throughout the duration of the contract. RTC will provide an RTC computer with closed-circuit television software (video management software) and a color printer for each transit station. All ancillary equipment and supplies for RTC provided equipment such as copy paper, ink, etc. is Contractor's responsibility.

- **Vehicles:** Reliable clearly identifiable and marked fleet for roving patrols; personal vehicles are prohibited.

7. Administrative & Reporting Requirements

- **Daily Activity Reports (DAR):** Contractor must submit daily digital logs documenting all patrols and inspections.

- **Incident Reports:** Any use of force, criminal activity, or medical emergency must be reported to RTC's SSA within two (2) hours of the occurrence.

- **Communication:** Contractor must provide a 24/7 dispatch contact for immediate communication with RTC designated Agency staff and/or RTC's contractor staff.

- **Periodic Staffing Audits:** Contractor shall provide periodic audits of the performance of its personnel. Documentation of audits shall include at a minimum, the date of the audit, the time of the audit, the facility or location, personnel, the auditor, the audit findings, at no additional cost to RTC. The audit forms shall be available to RTC review upon request.

- **Productivity Monitoring System:** Contractor shall provide at no additional cost to RTC, a productivity monitoring system capable of determining officer activity, location of activity, time spent and time spent inactive. The productivity monitoring system shall be capable of generating automated reports on a daily basis.

8. Compliance Requirements

- **Insurance:** Contractor shall maintain comprehensive general liability and professional liability insurance as specified in Exhibit C of the form contract.

- **Information/Document Security:** Contractors will be required to maintain written and electronic reports, records in a manner that does not provide for unauthorized disclosure of Sensitive Security Information (SSI) and/or personal information, i.e., data collected in the course of issuing warnings, incident reports, etc. This includes video/audio files maintained/stored on RTC medium. Additionally, the Contractor must obtain a signed non-disclosure agreement from each staff member that ensures documents and/or drawings that contain "Sensitive Security Information" as defined in 49 Code of Federal Regulations (CFR) parts 15, 655 and 1520 and Nevada Revised Statutes (NRS) 239C, will not be disclosed to the public. With the exception of the Contractor's area office, at no time will documents containing SSI be removed from the facility/post. Working on documents from home is prohibited.

- **Post Orders:** Contractor shall develop a comprehensive set of Post Orders documenting both general procedures and site-specific responsibilities. Post Orders shall be prepared prior to the commencement of the contract and must be reviewed and approved by RTC's SSA within thirty (30) days from commencement of Contractor's services to RTC. Security Officers must follow the post orders as established. All security officers will be required to read and verify they understand the Post Orders and at minimum, shall be tested during the On-The-Job Training (OJT) period, annual or more frequently during site inspections. The RTC SSA shall approve any post order changes prior to becoming effective.

- **Background Record Checks:** Background screenings (pre-assignment and annual), at a minimum must research the employee's past seven (7) years for criminal history to include a completed police record checks and the employee must not have:

    - been convicted or pled guilty or nolo contendere to a felony in any jurisdiction.
    - been convicted to pled guilty or nolo contendere to a misdemeanor involving turpitude, acts of dishonesty, or acts against governmental authority, including the use or possession of a controlled substance within a seven-year period.
    - been convicted or pled guilty or nolo contendere to any crime in any jurisdiction involving sale, delivery, or manufacture of a controlled substance.
    - been declared by any court to be incompetent by mental disease or defect (unless the declaration has been removed or expunged).
    - Employment/Residential Verification
    - Verification of Personal References
    - Education
    - Citizenship
    - Credit Check
    - Department of Motor Vehicles

- **Federal Compliance with RTC Substance Abuse Policy, Federal Law and State Law:**
    - **CFR 49 Part 655**: Contractor and its Security Officers must comply with CFR 49 Part 655 in its entirety and will be required to document compliance on a regular basis. Contractor must maintain drug and alcohol program documentation throughout the duration of the contract. Security officers must comply with the RTC's Substance Abuse Policy. A copy of which will provided to Contractor prior to commencement of services. This applies to all Officers.
    - **CFR 29 Part 1910:** Contractor must comply with CFR 29 Part 1910 (OSHA general industry regulations and standards).
    - **NRS 648.060:** All security officers must be compliant with Nevada NRS 648.060 regarding licensing requirements and provide evidence of compliance upon request of RTC.
- **Security Plan:** Contractor shall develop a comprehensive **Security Plan** that meets or exceeds RTC's Safety Security and Emergency Preparedness Plan to comply and/or conform to Federal, State, and local regulations, directives, and guidance. The Contractor's **Security Plan** shall detail its security program, security management approach, goals, objectives, accountabilities, and at a minimum the following: service entailing the Contractor's goals, objectives, milestones, security management approach, and employee management approach. This plan must be developed and approved within sixty-days of the RTC's Notice to Proceed.

9. General Requirements

- **New Security Officers:** The RTC SSA shall be informed of all officers assigned to transit stations. Staffing change notices to the SSA must occur within one week after a security officer staffing change has occurred. It is the Contractor's responsibility to ensure that all staff, including temporary replacements, meet the pre-disclosed requirements before standing a post.
- **Removal of Assigned Security Officers and/or dedicated staff:** RTC reserves the right to direct the Contractor to remove all assigned security officers and/or dedicated staff assigned to this post. In such an instance, the SSA will provide such directive in writing stating the reason for removal.
- **Testimony:** Arrange for staff to testify in a court of law when called upon.

- **Plan Updates:** On an annual basis, make recommendations to revise relevant areas of RTC's "System Security and Emergency Preparedness Plan" (SSEPP), and/or other plans, and assist in conducting/revising Threat and Vulnerability Assessments of facilities assigned to.

- **Document Control:** Contractor will be required to maintain records that support reports, assessments described below:

    - Activity Log – Daily completion
    - Incident Report – Daily completion
    - Summary of Monthly Activity Report – Monthly completion to include number of arrests, number of assaults, numbers disorderly passengers, incidents of trespassing, number of medical responses, incidents of loitering, graffiti, number of officer complaints and compliments, number of officer injuries.
    - Facility Inspection Report – Monthly completion and reporting to SSA
    - Training Report – Quarterly completion and annual reporting to SSA
    - Report of Recommendations to the SSEPP – Annual completion and reporting to the SSA
    - Report of Threat and Vulnerability Assessment (for each transit center) – Annual completion and reporting to SSA
    - Body camera video files will be stored on RTC computer equipment for a minimum of thirty (30) days for retrospective review and analysis as needed

  Copies of each document required by "…reporting to SSA" will be forwarded to the SSA or designee at the increment outlined above. Original copies of the above documents will be maintained at each respective site for (1) one year followed by (3) years at the Contractor's office. At the end of four years or applicable contract extension periods or upon termination of the contract whichever is sooner, documents will be returned to RTC for final disposition. The format and procedure for each of the above documents will be submitted to the SSA for approval prior to submitting the Notice-to-Proceed.

- **Priority of Employment:** The Contractor shall provide a priority of employment to employees of the RTC's previous security services contractor, provided that the Contractor shall not be required to offer employment to any person who (1) fails to successfully complete drug and alcohol testing; (2) fails to successfully complete a physical examination tailored to the specific position involved; (3) fails the background checks as set forth above; or (4) fails to successfully complete training; or (5) any employee found unsuitable for such work or who has displayed any act of discourtesy, rudeness, use of profanity, or any other act deemed unacceptable by the RTC. The Contractor shall also recognize existing seniority of employees.

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- **Retention Incentive Program**: Contractor must have a security officer retention/incentive program in place as set forth in Contractor's Work Plan, and report on the program's success.

- **Liquidated Damages:** Will apply as follows:

  - Failure to ensure that security personnel report for duty as required shall result in a credit to RTC of $1,000, and be appropriately noted on the invoice. Each assessment will be made per occurrence.

    Example triggering events could include but may not be limited to the following:

    - Scheduling and workforce management system technology (IConIQ) indicates a dark post

    - Lack of proper notification to the RTC's SSA that post is/or will be dark. Inter-Con's Account Manager must advise RTC's SSA of any known or anticipated staffing gaps within a reasonable notification window (e.g. [2 hours] prior to shift start.)

    - RTC SSA or another RTC staff person observes through either announced or unannounced visits or via regular dashboard reviews of IConIQ, a lack of adequate officer staffing, if proper notification was not provided to the RTC.

  - Failure to provide all new employee names and documentation of drug testing to RTC for each security personnel shall result in a credit to RTC of two hundred and fifty dollars ($250) per incident.

  - Failure to provide any report shall result in a credit to RTC of two hundred and fifty dollars ($250) per incident provided Contractor has been given ten (10) calendar days' notice and opportunity to correct.

  - A rekeying fee in the amount of Fifty Dollars ($50) per occurrence shall be imposed for the replacement of any keys to the RTC facilities. The keys can be either standard mechanical or the electronic badges that are issued to the contractor for access to the RTC facilities.

  - A penalty in the amount of Fifty Dollars ($50) per occurrence shall be imposed in addition to the cost of the replacement of any lost and/or broken RTC provided equipment.

EXHIBIT B

INTER-CON SECURITY Pricing and Fee Schedule

YEAR 1 **July 1, 2026 - June 30, 2027**

24-Hour Service, 365 days per year

CENTENNIAL PLAZA (CP)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$21.00	$27.50	$32.00
Hourly Holiday Rate	$50.16	$65.69	$75.84
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$33.44**	**$43.79**	**$50.56**
Scheduled Hours of Service	**0.00**	**8,760.00**	**0.00**
Annual Cost	$0.00	$383,600.40	$0.00

Total Annual Cost - Centennial Plaza **$** **383,600.40**

FOURTH STREET STATION (4SS)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$21.00	$27.50	$32.00
Hourly Holiday Rate	$50.16	$65.69	$75.84
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$33.44**	**$43.79**	**$50.56**
Scheduled Hours of Service	**0.00**	**17,520.00**	**5,840.00**
Annual Cost	$0.00	$767,200.80	$295,270.40

Total Annual Cost - Fourth Street Station **$** **1,062,471.20**

"After Hours" Patrols and Alarm Responses

	SCHEDULED NUMBER OF STOPS	COST PER STOP	
Scheduled "After Hours" Facility Patrol Stops	6 PER DAY	$20.00	**$43,800.00**
	ESTIMATED NUMBER OF RESPONSES	**COST PER RESPONSE**	
As-needed "After Hours" Alarm Responses	1 PER MONTH	$50.00	**$600.00**

Additional Route Patrols and Additional Fixed-Route Supervision

		RATE PER HOUR
Unarmed Guard - Billable Rate per hour (above)		$33.44
Armed Guard - Billable Rate per Hour (above)		$43.79

Other Security Services

	MAXIMUM POTENTIAL HOURS	RATE PER HOUR	
Unarmed Guard - Billable Rate per hour (above)	Up to 2,000 Hours	$33.44	**$66,880.00**
Armed Guard - Billable Rate per Hour (above)	Up to 2,000 Hours	$43.79	**$87,580.00**
Cost for Marked Security Vehicle	Per month	$1,300/month	**$15,600.00**

YEAR 1 **July 1, 2026 - June 30, 2027** **$** **1,660,531.60**

DEFINITIONS:

HOLIDAY HOURLY RATE

The rate listed for holidays reflects the billable hourly rate that shall be charged for the following recognized holidays: "New Years' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day.

EXHIBIT B

INTER-CON SECURITY Pricing and Fee Schedule

YEAR 2 **July 1, 2027 - June 30, 2028**

24-Hour Service, 365 days per year

CENTENNIAL PLAZA (CP)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$21.65	$28.40	$33.00
Hourly Holiday Rate	$51.71	$67.83	$78.21
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$34.47**	**$45.22**	**$52.14**
Scheduled Hours of Service	**0.00**	**8,760.00**	**0.00**
Annual Cost	$0.00	$396,127.20	$0.00

Total Annual Cost - Centennial Plaza $ 396,127.20

FOURTH STREET STATION (4SS)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$21.65	$28.40	$33.00
Hourly Holiday Rate	$51.71	$67.83	$78.21
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$34.47**	**$45.22**	**$52.14**
Scheduled Hours of Service	**0.00**	**17,520.00**	**5,840.00**
Annual Cost	$0.00	$792,254.40	$304,497.60

Total Annual Cost - Fourth Street Station $ 1,096,752.00

"After Hours" Patrols and Alarm Responses

	SCHEDULED NUMBER OF STOPS	COST PER STOP	
Scheduled "After Hours" Facility Patrol Stops	6 PER DAY	$21.00	**$45,990.00**
	ESTIMATED NUMBER OF RESPONSES	**COST PER RESPONSE**	
As-needed "After Hours" Alarm Responses	1 PER MONTH	$52.00	**$624.00**

Additional Route Patrols and Additional Fixed-Route Supervision

		RATE PER HOUR
Unarmed Guard - Billable Rate per hour (above)		$34.47
Armed Guard - Billable Rate per Hour (above)		$45.22

Other Security Services

	MAXIMUM POTENTIAL HOURS	RATE PER HOUR	
Unarmed Guard - Billable Rate per hour (above)	Up to 2,000 Hours	$34.47	**$68,940.00**
Armed Guard - Billable Rate per Hour (above)	Up to 2,000 Hours	$45.22	**$90,440.00**
Cost for Marked Security Vehicle	Per month	$1,350/month	**$16,200.00**

YEAR 2 July 1, 2027 - June 30, 2028 $ 1,715,073.20

DEFINITIONS:

HOLIDAY HOURLY RATE

The rate listed for holidays reflects the billable hourly rate that shall be charged for the following recognized holidays: "New Years' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day.

EXHIBIT B

INTER-CON SECURITY Pricing and Fee Schedule

YEAR 3 **July 1, 2028 - June 30, 2029**

24-Hour Service, 365 days per year

CENTENNIAL PLAZA (CP)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$22.35	$29.30	$34.05
Hourly Holiday Rate	$53.39	$69.99	$80.70
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$35.59**	**$46.66**	**$53.80**
Scheduled Hours of Service	**0.00**	**8,760.00**	**0.00**
Annual Cost	$0.00	$408,741.60	$0.00

Total Annual Cost - Centennial Plaza $ 408,741.60

FOURTH STREET STATION (4SS)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$22.35	$29.30	$34.05
Hourly Holiday Rate	$53.39	$69.99	$80.70
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$35.59**	**$46.66**	**$53.80**
Scheduled Hours of Service	**0.00**	**17,520.00**	**5,840.00**
Annual Cost	$0.00	$817,483.20	$314,192.00

Total Annual Cost - Fourth Street Station $ 1,131,675.20

"After Hours" Patrols and Alarm Responses

	SCHEDULED NUMBER OF STOPS	COST PER STOP	
Scheduled "After Hours" Facility Patrol Stops	6 PER DAY	$22.00	$48,180.00
	ESTIMATED NUMBER OF RESPONSES	COST PER RESPONSE	
As-needed "After Hours" Alarm Responses	1 PER MONTH	$54.00	$648.00

Additional Route Patrols and Additional Fixed-Route Supervision

		RATE PER HOUR
Unarmed Guard - Billable Rate per hour (above)		$35.59
Armed Guard - Billable Rate per Hour (above)		$46.66

Other Security Services

	MAXIMUM POTENTIAL HOURS	RATE PER HOUR	
Unarmed Guard - Billable Rate per hour (above)	Up to 2,000 Hours	$35.59	$71,180.00
Armed Guard - Billable Rate per Hour (above)	Up to 2,000 Hours	$46.66	$93,320.00
Cost for Marked Security Vehicle	Per month	$1,400/month	$16,800.00

YEAR 3 **July 1, 2028 - June 30, 2029** **$ 1,770,544.80**

DEFINITIONS:

HOLIDAY HOURLY RATE

The rate listed for holidays reflects the billable hourly rate that shall be charged for the following recognized holidays: "New Years' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day.

EXHIBIT B

INTER-CON SECURITY Pricing and Fee Schedule

YEAR 4 **July 1, 2029 - June 30, 2030**

24-Hour Service, 365 days per year

CENTENNIAL PLAZA (CP)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$23.05	$30.25	$35.15
Hourly Holiday Rate	$55.05	$72.26	$83.31
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$36.70**	**$48.17**	**$55.54**
Scheduled Hours of Service	**0.00**	**8,760.00**	**0.00**
Annual Cost	$0.00	$421,969.20	$0.00

Total Annual Cost - Centennial Plaza $ 421,969.20

FOURTH STREET STATION (4SS)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$23.05	$30.25	$35.15
Hourly Holiday Rate	$55.05	$72.26	$83.31
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$36.70**	**$48.17**	**$55.54**
Scheduled Hours of Service	**0.00**	**17,520.00**	**5,840.00**
Annual Cost	$0.00	$843,938.40	$324,353.60

Total Annual Cost - Fourth Street Station $ 1,168,292.00

"After Hours" Patrols and Alarm Responses

	SCHEDULED NUMBER OF STOPS	COST PER STOP	
Scheduled "After Hours" Facility Patrol Stops	6 PER DAY	$23.00	**$50,370.00**
	ESTIMATED NUMBER OF RESPONSES	**COST PER RESPONSE**	
As-needed "After Hours" Alarm Responses	1 PER MONTH	$56.00	**$672.00**

Additional Route Patrols and Additional Fixed-Route Supervision

		RATE PER HOUR
Unarmed Guard - Billable Rate per hour (above)		$36.70
Armed Guard - Billable Rate per Hour (above)		$48.17

Other Security Services

	MAXIMUM POTENTIAL HOURS	RATE PER HOUR	
Unarmed Guard - Billable Rate per hour (above)	Up to 2,000 Hours	$36.70	**$73,400.00**
Armed Guard - Billable Rate per Hour (above)	Up to 2,000 Hours	$48.17	**$96,340.00**
Cost for Marked Security Vehicle	Per month	$1,450/month	**$17,400.00**

YEAR 4 **July 1, 2029 - June 30, 2030 $ 1,828,443.20**

DEFINITIONS:

HOLIDAY HOURLY RATE

The rate listed for holidays reflects the billable hourly rate that shall be charged for the following recognized holidays: "New Years' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day.

EXHIBIT B

INTER-CON SECURITY Pricing and Fee Schedule

OPTION 1 - YEAR 1 **July 1, 2030 - June 30, 2031**

24-Hour Service, 365 days per year

CENTENNIAL PLAZA (CP)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$23.80	$31.20	$36.25
Hourly Holiday Rate	$56.85	$74.52	$85.92
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$37.90**	**$49.68**	**$57.28**
Scheduled Hours of Service	**0.00**	**8,760.00**	**0.00**
Annual Cost	$0.00	$435,196.80	$0.00

Total Annual Cost - Centennial Plaza **$** **435,196.80**

FOURTH STREET STATION (4SS)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$23.80	$31.20	$36.25
Hourly Holiday Rate	$56.85	$74.52	$85.92
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$37.90**	**$49.68**	**$57.28**
Scheduled Hours of Service	**0.00**	**17,520.00**	**5,840.00**
Annual Cost	$0.00	$870,393.60	$334,515.20

Total Annual Cost - Fourth Street Station **$** **1,204,908.80**

"After Hours" Patrols and Alarm Responses

	SCHEDULED NUMBER OF STOPS	COST PER STOP	
Scheduled "After Hours" Facility Patrol Stops	6 PER DAY	$24.00	**$52,560.00**
	ESTIMATED NUMBER OF RESPONSES	**COST PER RESPONSE**	
As-needed "After Hours" Alarm Responses	1 PER MONTH	$58.00	**$696.00**

Additional Route Patrols and Additional Fixed-Route Supervision

		RATE PER HOUR
Unarmed Guard - Billable Rate per hour (above)		$37.90
Armed Guard - Billable Rate per Hour (above)		$49.68

Other Security Services

	MAXIMUM POTENTIAL HOURS	RATE PER HOUR	
Unarmed Guard - Billable Rate per hour (above)	Up to 2,000 Hours	$37.90	**$75,800.00**
Armed Guard - Billable Rate per Hour (above)	Up to 2,000 Hours	$49.68	**$99,360.00**
Cost for Marked Security Vehicle	Per month	$1,500/month	**$18,000.00**

OPTION 1 - YEAR 1 **July 1, 2030 - June 30, 2031** **$** **1,886,521.60**

DEFINITIONS:

HOLIDAY HOURLY RATE

The rate listed for holidays reflects the billable hourly rate that shall be charged for the following recognized holidays: "New Years' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day.

EXHIBIT B

INTER-CON SECURITY Pricing and Fee Schedule

OPTION 1 - YEAR 2 **July 1, 2031 - June 30, 2032**

24-Hour Service, 365 days per year

CENTENNIAL PLAZA (CP)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$24.55	$32.20	$37.40
Hourly Holiday Rate	$58.64	$76.91	$88.64
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$39.09**	**$51.27**	**$59.09**
Scheduled Hours of Service	**0.00**	**8,760.00**	**0.00**
Annual Cost	$0.00	$449,125.20	$0.00

Total Annual Cost - Centennial Plaza $ 449,125.20

FOURTH STREET STATION (4SS)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$24.55	$32.20	$37.40
Hourly Holiday Rate	$58.64	$76.91	$88.64
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$39.09**	**$51.27**	**$59.09**
Scheduled Hours of Service	**0.00**	**17,520.00**	**5,840.00**
Annual Cost	$0.00	$898,250.40	$345,085.60

Total Annual Cost - Fourth Street Station $ 1,243,336.00

"After Hours" Patrols and Alarm Responses

	SCHEDULED NUMBER OF STOPS	COST PER STOP	
Scheduled "After Hours" Facility Patrol Stops	6 PER DAY	$25.00	**$54,750.00**
	ESTIMATED NUMBER OF RESPONSES	**COST PER RESPONSE**	
As-needed "After Hours" Alarm Responses	1 PER MONTH	$60.00	**$720.00**

Additional Route Patrols and Additional Fixed-Route Supervision

		RATE PER HOUR
Unarmed Guard - Billable Rate per hour (above)		$39.09
Armed Guard - Billable Rate per Hour (above)		$51.27

Other Security Services

	MAXIMUM POTENTIAL HOURS	RATE PER HOUR	
Unarmed Guard - Billable Rate per hour (above)	Up to 2,000 Hours	$39.09	**$78,180.00**
Armed Guard - Billable Rate per Hour (above)	Up to 2,000 Hours	$51.27	**$102,540.00**
Cost for Marked Security Vehicle	Per month	$1,550/month	**$18,600.00**

OPTION 1 - YEAR 2 July 1, 2031 - June 30, 2032 $ 1,947,251.20

DEFINITIONS:

HOLIDAY HOURLY RATE

The rate listed for holidays reflects the billable hourly rate that shall be charged for the following recognized holidays: "New Years' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day.

EXHIBIT B

INTER-CON SECURITY Pricing and Fee Schedule

OPTION 1 - YEAR 3 **July 1, 2032 - June 30, 2033**

24-Hour Service, 365 days per year

CENTENNIAL PLAZA (CP)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$25.35	$33.25	$38.60
Hourly Holiday Rate	$60.56	$79.43	$91.49
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$40.37**	**$52.95**	**$60.99**
Scheduled Hours of Service	**0.00**	**8,760.00**	**0.00**
Annual Cost	$0.00	$463,842.00	$0.00

Total Annual Cost - Centennial Plaza $ 463,842.00

FOURTH STREET STATION (4SS)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$25.35	$33.25	$38.60
Hourly Holiday Rate	$60.56	$79.43	$91.49
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$40.37**	**$52.95**	**$60.99**
Scheduled Hours of Service	**0.00**	**17,520.00**	**5,840.00**
Annual Cost	$0.00	$927,684.00	$356,181.60

Total Annual Cost - Fourth Street Station $ 1,283,865.60

"After Hours" Patrols and Alarm Responses

	SCHEDULED NUMBER OF STOPS	COST PER STOP	
Scheduled "After Hours" Facility Patrol Stops	6 PER DAY	$26.00	$56,940.00
	ESTIMATED NUMBER OF RESPONSES	COST PER RESPONSE	
As-needed "After Hours" Alarm Responses	1 PER MONTH	$62.00	$744.00

Additional Route Patrols and Additional Fixed-Route Supervision

		RATE PER HOUR
Unarmed Guard - Billable Rate per hour (above)		$40.37
Armed Guard - Billable Rate per Hour (above)		$52.95

Other Security Services

	MAXIMUM POTENTIAL HOURS	RATE PER HOUR	
Unarmed Guard - Billable Rate per hour (above)	Up to 2,000 Hours	$40.37	$80,740.00
Armed Guard - Billable Rate per Hour (above)	Up to 2,000 Hours	$52.95	$105,900.00
Cost for Marked Security Vehicle	Per month	$1,600/month	$19,200.00

OPTION 1 - YEAR 3 July 1, 2032 - June 30, 2033 $ 2,011,231.60

DEFINITIONS:

HOLIDAY HOURLY RATE

The rate listed for holidays reflects the billable hourly rate that shall be charged for the following recognized holidays: "New Years' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day.

EXHIBIT B

INTER-CON SECURITY Pricing and Fee Schedule

OPTION 2 - YEAR 1 **July 1, 2033 - June 30, 2034**

24-Hour Service, 365 days per year

CENTENNIAL PLAZA (CP)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$26.15	$34.30	$39.85
Hourly Holiday Rate	$62.46	$81.93	$94.44
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$41.64**	**$54.62**	**$62.96**
Scheduled Hours of Service	**0.00**	**8,760.00**	**0.00**
Annual Cost	$0.00	$478,471.20	$0.00

Total Annual Cost - Centennial Plaza $ 478,471.20

FOURTH STREET STATION (4SS)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$26.15	$34.30	$39.85
Hourly Holiday Rate	$62.46	$81.93	$94.44
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$41.64**	**$54.62**	**$62.96**
Scheduled Hours of Service	**0.00**	**17,520.00**	**5,840.00**
Annual Cost	$0.00	$956,942.40	$367,686.40

Total Annual Cost - Fourth Street Station $ 1,324,628.80

"After Hours" Patrols and Alarm Responses

	SCHEDULED NUMBER OF STOPS	COST PER STOP	
Scheduled "After Hours" Facility Patrol Stops	6 PER DAY	$27.00	$59,130.00
	ESTIMATED NUMBER OF RESPONSES	COST PER RESPONSE	
As-needed "After Hours" Alarm Responses	1 PER MONTH	$64.00	$768.00

Additional Route Patrols and Additional Fixed-Route Supervision

		RATE PER HOUR
Unarmed Guard - Billable Rate per hour (above)		$41.64
Armed Guard - Billable Rate per Hour (above)		$54.62

Other Security Services

	MAXIMUM POTENTIAL HOURS	RATE PER HOUR	
Unarmed Guard - Billable Rate per hour (above)	Up to 2,000 Hours	$41.64	$83,280.00
Armed Guard - Billable Rate per Hour (above)	Up to 2,000 Hours	$54.62	$109,240.00
Cost for Marked Security Vehicle	Per month	$1,650/month	$19,800.00

OPTION 2 - YEAR 1 July 1, 2033 - June 30, 2034 $ 2,075,318.00

DEFINITIONS:

HOLIDAY HOURLY RATE

The rate listed for holidays reflects the billable hourly rate that shall be charged for the following recognized holidays: "New Years' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day.

EXHIBIT B

INTER-CON SECURITY Pricing and Fee Schedule

OPTION 2 - YEAR 2 **July 1, 2034 - June 30, 2035**

24-Hour Service, 365 days per year

CENTENNIAL PLAZA (CP)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$27.00	$35.40	$41.15
Hourly Holiday Rate	$64.49	$84.56	$97.53
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$42.99**	**$56.37**	**$65.02**
Scheduled Hours of Service	**0.00**	**8,760.00**	**0.00**
Annual Cost	$0.00	$493,801.20	$0.00

Total Annual Cost - Centennial Plaza **$** **493,801.20**

FOURTH STREET STATION (4SS)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$27.00	$35.40	$41.15
Hourly Holiday Rate	$64.49	$84.56	$97.53
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$42.99**	**$56.37**	**$65.02**
Scheduled Hours of Service	**0.00**	**17,520.00**	**5,840.00**
Annual Cost	$0.00	$987,602.40	$379,716.80

Total Annual Cost - Fourth Street Station **$** **1,367,319.20**

"After Hours" Patrols and Alarm Responses

	SCHEDULED NUMBER OF STOPS	COST PER STOP	
Scheduled "After Hours" Facility Patrol Stops	6 PER DAY	$28.00	**$61,320.00**
	ESTIMATED NUMBER OF RESPONSES	**COST PER RESPONSE**	
As-needed "After Hours" Alarm Responses	1 PER MONTH	$66.00	**$792.00**

Additional Route Patrols and Additional Fixed-Route Supervision

		RATE PER HOUR
Unarmed Guard - Billable Rate per hour (above)		$42.99
Armed Guard - Billable Rate per Hour (above)		$56.37

Other Security Services

	MAXIMUM POTENTIAL HOURS	RATE PER HOUR	
Unarmed Guard - Billable Rate per hour (above)	Up to 2,000 Hours	$42.99	**$85,980.00**
Armed Guard - Billable Rate per Hour (above)	Up to 2,000 Hours	$56.37	**$112,740.00**
Cost for Marked Security Vehicle	Per month	$1,700/month	**$20,400.00**

OPTION 2 - YEAR 2 **July 1, 2034 - June 30, 2035** **$** **2,142,352.40**

DEFINITIONS:

HOLIDAY HOURLY RATE

The rate listed for holidays reflects the billable hourly rate that shall be charged for the following recognized holidays: "New Years' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day.

EXHIBIT B

INTER-CON SECURITY Pricing and Fee Schedule

OPTION 2 - YEAR 3 **July 1, 2035 - June 30, 2036**

24-Hour Service, 365 days per year

CENTENNIAL PLAZA (CP)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$27.85	$36.55	$42.45
Hourly Holiday Rate	$66.53	$87.30	$100.61
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$44.35**	**$58.20**	**$67.07**
Scheduled Hours of Service	**0.00**	**8,760.00**	**0.00**
Annual Cost	$0.00	$509,832.00	$0.00

Total Annual Cost - Centennial Plaza **$** **509,832.00**

FOURTH STREET STATION (4SS)	UNARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER HOURLY RATE	ARMED SECURITY OFFICER SUPERVISOR HOURLY RATE
Hourly Wage Rate	$27.85	$36.55	$42.45
Hourly Holiday Rate	$66.53	$87.30	$100.61
Fringe Benefit Rate	N/A	N/A	N/A
Total Billable Rate Per Hour	**$44.35**	**$58.20**	**$67.07**
Scheduled Hours of Service	**0.00**	**17,520.00**	**5,840.00**
Annual Cost	$0.00	$1,019,664.00	$391,688.80

Total Annual Cost - Fourth Street Station **$** **1,411,352.80**

"After Hours" Patrols and Alarm Responses

	SCHEDULED NUMBER OF STOPS	COST PER STOP	
Scheduled "After Hours" Facility Patrol Stops	6 PER DAY	$29.00	**$63,510.00**
	ESTIMATED NUMBER OF RESPONSES	**COST PER RESPONSE**	
As-needed "After Hours" Alarm Responses	1 PER MONTH	$68.00	**$816.00**

Additional Route Patrols and Additional Fixed-Route Supervision

		RATE PER HOUR
Unarmed Guard - Billable Rate per hour (above)		$44.35
Armed Guard - Billable Rate per Hour (above)		$58.20

Other Security Services

	MAXIMUM POTENTIAL HOURS	RATE PER HOUR	
Unarmed Guard - Billable Rate per hour (above)	Up to 2,000 Hours	$44.35	**$88,700.00**
Armed Guard - Billable Rate per Hour (above)	Up to 2,000 Hours	$58.20	**$116,400.00**
Cost for Marked Security Vehicle	Per month	$1,750/month	**$21,000.00**

OPTION 2 - YEAR 3 **July 1, 2035 - June 30, 2036** **$** **2,211,610.80**

DEFINITIONS:

HOLIDAY HOURLY RATE

The rate listed for holidays reflects the billable hourly rate that shall be charged for the following recognized holidays: "New Years' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day.

EXHIBIT C
INDEMNIFICATION AND INSURANCE REQUIREMENTS FOR MAINTENANCE, OPERATIONS & SERVICE AGREEMENTS

1. INTRODUCTION

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

2. INDEMNIFICATION

CONTRACTOR agrees to defend 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:

A. Any breach of duty, neglect, or negligent error, misstatement, misleading statement or omission committed in the conduct of CONTRACTOR'S profession by CONTRACTOR, its employees, agents, officers, directors, Subs (as that term is defined below), or anyone else for which CONTRACTOR may be legally responsible; and

B. The negligent acts of CONTRACTOR, its employees, agents, officers, directors, subs, or anyone else for which CONTRACTOR is legally responsible; and

C. The infringement of any patent or copyright resulting from the use by the Indemnitees of any equipment, part, component, or other deliverable (including software) supplied by CONTRACTOR under or as a result of this Agreement, but excluding any infringement resulting from the modification or alteration by the Indemnitees of any equipment, part, component, or other deliverable (including software) except as consented to by CONTRACTOR.

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, CONTRACTOR shall reimburse the Indemnitees for the time spent by such personnel at the rate the Indemnitees pay for such services.

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

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

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

3. GENERAL REQUIREMENTS

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

4. VERIFICATION OF COVERAGE

CONTRACTOR shall furnish RTC with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein, on forms acceptable to RTC. All deductibles and self-insured retentions 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, RTC reserves the right to review complete, certified copies of all required insurance policies, including all Subs' policies. Copies of applicable policy forms or endorsements confirming required additional insured, waiver of subrogation and notice of cancellation provisions are required to be provided with any certificate(s) evidencing the required coverage.

5. NOTICE OF CANCELLATION

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

6. SUBCONTRACTORS & SUBCONSULTANTS

CONTRACTOR shall include all subcontractors and subconsultants (referred to collectively as "Subs") as insureds under its liability policies OR it shall require its Subs to maintain separate liability coverages and limits of the same 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 be $1,000,000 per occurrence $1,000,000 for any applicable coverage aggregates for or the amount customarily carried by the Sub, whichever is GREATER. If any Subs provide their own insurance with limits less than required of the Contractor, Contractor shall include Subs in their coverage up to the full limits required of the Contractor. When requested by RTC, CONTRACTOR shall furnish copies of certificates of insurance evidencing coverage for each Sub. CONTRACTOR shall require its Subs provide appropriate certificates and endorsements from their own insurance carriers naming CONTRACTOR and the Indemnitees (see paragraph 2 above) as additional insureds.

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 Contract. 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 Contract or during the term of any policy must be declared to RTC's Finance Director prior to the change taking effect. Contractor is responsible for any losses within deductibles or self-insured retentions.

8. ACCEPTABILITY OF INSURERS

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

9. MISCELLANEOUS CONDITIONS

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

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

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

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

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

10. COMMERCIAL GENERAL LIABILITY

CONTRACTOR shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than $1,000,000 each occurrence. If such CGL insurance contains a general aggregate limit, it shall be increased to equal twice the required occurrence limit or revised to apply separately to this project or location.

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).

There shall be no endorsement or modification of the CGL limiting the scope of coverage for liability arising from pollution, explosion, collapse, underground property damage, or damage to the named insured's work. In addition, coverage for Explosion, Collapse and Underground exposures (as applicable to the project) must be reflected in the insurance certificates.

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 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

The status of RTC as an additional insured under a CGL obtained in compliance with this agreement shall not restrict coverage under such CGL with respect to the escape of release of pollutants at or from a site owned or occupied by or rented or loaned to RTC.

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

Continuing Completed Operations Liability Insurance. CONTRACTOR shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella liability insurance, both applicable to liability arising out of CONTRACTOR's completed operations, with a limit of not less than $1,000,000 each occurrence for at least 5 years following substantial completion of the work.

a. Continuing CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall, at minimum, cover liability arising from products-completed operations and liability assumed under an insured contract

b. Continuing CGL insurance shall have a products-completed operations aggregate of at least two times the each occurrence limit.

c. Continuing commercial umbrella coverage, if any, shall include liability coverage for damage to the insured's completed work equivalent to that provided under ISO form CG 00 01.

11. COMMERCIAL AUTOMOBILE LIABILITY

CONTRACTOR 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 CONTRACTOR does not own or operate any owned or leased vehicles.

CONTRACTOR 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 CONTRACTOR pursuant to this Agreement.

In lieu of a separate Business Auto Liability Policy, RTC may agree to accept Auto Liability covered in the General Liability Policy, if CONTRACTOR does not have any owned or leased automobiles and non-owned and hired auto liability coverage is included.

If project involves the transport of hazardous wastes or other materials that could be considered pollutants, CONTRACTOR shall maintain pollution liability coverage equivalent to that provided under the ISO pollution liability-broadened coverage for covered autos endorsement (CA 99 48) shall be provided, and, if applicable, the Motor Carrier Act endorsement (MCS 90) shall be attached.

Waiver of Subrogation. CONTRACTOR waives all rights against RTC and its agents, officers, directors and employees for recovery of damages to the extent these damages are covered by the business auto liability or commercial umbrella liability insurance obtained by Contractor 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 CONTRACTOR or any Sub by RTC. CONTRACTOR, and any Subs, shall procure, pay for and maintain required coverages.

CONTRACTOR 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.

Should CONTRACTOR be self-funded for Industrial Insurance, CONTRACTOR shall so notify RTC in writing prior to the signing of a Contract. RTC reserves the right to accept or reject a self-funded CONTRACTOR and to approve the amount of any self-insured retentions. CONTRACTOR agrees that RTC is entitled to obtain additional documentation, financial or otherwise, for review prior to entering into a Contract with the self-funded CONTRACTOR.

Upon completion of the project, CONTRACTOR shall, if requested by RTC, provide RTC with a Final Certificate for itself and each Sub showing that CONTRACTOR and each Sub had maintained Industrial Insurance by paying all premiums due throughout the entire course of the project.

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

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

13. NETWORK SECURITY AND PRIVACY LIABILITY

If CONSULTANT will have access to RTC computer or network systems for any reason and/or data including personal information (as defined in NRS 603A.040) or confidential information, CONSULTANT shall maintain network security and privacy liability insurance insuring against loss resulting from (1) privacy breaches [liability arising from the loss or disclosure of confidential information] (2) system breach (3) denial or loss of service (4) introduction, implantation, or spread of malicious software code (5) unauthorized access to or use of computer systems and (6)

system failure. Coverage shall be provided with a limit of not less than $1,000,000 per claim and annual aggregate.

14. 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.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.4.2**

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: Purchase of Fifty-Three (53) Message Point Media Passenger Infotainment Fixed-Route Bus Displays

RECOMMENDED ACTION

Approve a contract with Trapeze Software Group, Inc., dba Vontas, for fifty-three (53) Message Point Media passenger infotainment fixed-route bus displays, in an amount not-to-exceed $627,486.

BACKGROUND AND DISCUSSION

This is a sole source procurement from RTC's automatic vehicle locator (AVL) provider. The Message Point Media passenger infotainment bus displays are configured to work directly with RTC's system providing real-time information to our passengers on the buses. This information includes detours, service alerts, stop locations, and general passenger information. This system shares the same programming of RTC's BRT Stations and facility kiosks so that the content is accurate and consistent across all contact points with the passengers. The MPM PID solution will use a cloud-based backend digital signage management application for content configuration and distribution, providing easy access to real time Vontas OnRoute (formerly TransitMaster) transit information to the public. These displays also allow for digital on-board messaging and advertising on RTC's fixed-route system.

This item supports Strategic Roadmap Goal #1, "Expand public transportation utilization".

FISCAL IMPACT

Federal funding (80%) and Local Sales Tax match (20%) appropriations for this purchase are included in the FY26 capital budget for this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

Overview

The Regional Transportation Commission of Washoe County ("RTC") has requested an implementation quote and scope of work for the Vontas Message Point Media ("MPM") passenger infotainment display ("PID") solution. The RTC PID infotainment implementation will be for fifty-three (53) new in-vehicle signs. The following statement of work ("SOW") defines the PID equipment procurement, support services to be provided by Vontas, as well as the support required from RTC staff and resources.

This SOW outlines the project delivery approach for Vontas and its representative consultative services. Additionally, this SOW defines Vontas' equipment installation efforts, as well as outlines the required roles, responsibilities and resources needed for the implementation of the PID infotainment backend content management system ("CMS").

Implementation Goals and Objectives

The primary goal of this project is to provide RTC with managed in-vehicle infotainment digital signage with messaging services, which will be accomplished by deploying the MPM PID solution. The MPM PID solution will use a cloud-based backend digital signage management application for content configuration and distribution, providing easy access to real time Vontas OnRoute (formerly TransitMaster) transit information. As part of the MPM PID infotainment solution implementation, Vontas will provide the following services, software licensing, and software as a service ("SaaS"):

- Design outlining the MPTV transit display functionality, configuration, implementation and detailing the connectivity of the MPTV display equipment and backend PID Software components
- Training of the MPTV transit display backend Software for the PID content management system ("CMS") and dynamic passenger information
- Installation and testing of fifty-three (53) Infotainment PIDs:
    - Fifty-three (53) M37sw - Ruggedized, Intelligent Bus Display (Direct) 37" Vehicle Rated Display Super-Wide 16:9 (1920x540) HD LCD Panel
- Software as a Service for the following PID PTV Professional License and Self-Managed Support MPTV Professional Base License with Self-Managed Support:
    - LIC-MPTV-Pro-Base, Qty: 53

RTC will jointly work with Vontas on completing the MPM PID infotainment implementation. During the project implementation, Vontas will focus its efforts on minimizing any downtime to the daily transit operations.

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Following contract execution, Vontas will provide project management and technical support services to complete the engineering support, as well as remote support for general MPM PID infotainment solution consulting needs.

Professional Services

Personnel

To ensure successful completion of this project, Vontas will utilize the following professional services personnel:

- **Project Manager**: The centralized point of contact for the project and project lead. The project manager is responsible for coordinating project schedules, deliverables, and the technical resources required to deliver the MPM PID solution as defined in this statement of work.

- **Project Engineer**: The technical implementation resource tasked with technical expertise of the project and ensuring technical project deliverables are implemented in accordance with the project schedule and requirements. This Vontas resource and its PID subject matter expert ("SME") representatives validate and monitor system functionality and is the primary contact for items related to solution documentation, functionality, training, and configuration.

- **Network Engineer:** Lead technical resource providing network IP routing consultative services and mobile software configuration procedures.

Implementation Methodology Overview

This project will be executed in a phased approach, with key activities identified below:

1. Project Kick-Off
2. Design Review
3. Procurement
4. Managed Services Software Installation and Configuration
5. Installation and Commissioning
6. Training
7. System Acceptance

Project Implementation Approach

Project Kick-Off

Vontas and RTC will hold a remote project kick-off meeting to align stakeholders on project scope and timelines. Project teams from Vontas and RTC are expected to join the kick-off meeting. Vontas and RTC SMEs will meet,

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discuss, and define the project schedule as well as review RTC operations pertaining to the PID infotainment signage implementation.

The kick-off meeting is expected to take place over the course of one (1) hour, and upon completion, a baseline project schedule will be agreed upon by both parties. Other project activities will not commence until the project kick-off meeting is complete and an agreement between Vontas and RTC is reached on the baseline project schedule. Following the kick-off meeting, additional meetings will be scheduled to support the completion of the remaining project activities.

Design Review

Vontas will provide RTC remote services in the form of two (2) conference calls to review the MPM PID infotainment system components, including Software content and display configuration needed to support the display solutions—inclusive of use cases defining features and functionality. The following topics will be covered during these meetings:

- Hardware procurement and provisioning
- Installation design with mounting, power and connectivity requirements will be completed remotely with support from RTC
- Network connectivity and backend cloud-based host requirements
    - Vontas will be responsible for in-vehicle infotainment PID network connectivity and power
    - Vontas assumes in-vehicle mobile router has an available Ethernet port for infotainment PID cellular data messaging.
- Passenger infotainment display content and design
    - RTC will provide PID passenger infotainment content
- Project activities, as well as roles and responsibilities
- Testing, training, and transition strategies

Vontas and its representative SMEs will create an implementation design document to define the integrated solution. The MPM PID infotainment scope will encompass available transit signage passenger infotainment solution features and functionality. Vontas will solicit RTC for their brand standards, including fonts, colors, and preferred design styles. Vontas will also work with RTC to identify external and internal data sources that will feed content campaigns, as well as identify any additional desired content for incorporation.

Vontas will coordinate with RTC to conduct the PID infotainment solution integration meetings. These discovery meetings will be used to assess, and record specifications required to implement the PID infotainment features, and functionality listed above. Installation, testing and training activities cannot begin until the Implementation Design Plan for the project is agreed to in writing by RTC.

The Implementation Design Plan will also include test use case scenarios for commissioning PID infotainment installation and validating the PID functionality.

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Procurement

Vontas will be responsible for procuring and installing various PID Hardware items. Following contract execution, Vontas will provide RTC with a complete Bill of Materials ("BOM") for the transit display Hardware components required for the PID infotainment solution. Any changes to the Bill of Materials Main Components will require a change order to address the scope and cost change.

Bill of Materials Main Components:

Item	PART DESCRIPTION	QTY
1	**M37SW** - RUGGEDIZED, INTELLIGENT BUS DISPLAY (DIRECT) 37" VEHICLE RATED DISPLAY SUPER-WIDE 16:9 (1920X540) HHD LCD PANEL	53
2	**KIT-OEM-M37SW-G3-FRS-NF** - MOUNTING - MOBILE RETROFIT, MOUNTING KIT (NEWFLYER, FRONT STANCHION, M37SW)	53

Following RTC's written approval of the BOM, Vontas will initiate the equipment procurement process along with the release of the BOM for order placement. Procurement may take up to sixteen (16) weeks with all equipment delivered directly to RTC's facility. Vontas will source and procure PID infotainment display equipment per the approved BOM. Vontas will provide RTC pre-deployment factory acceptance documentation and Hardware reference technical manual as part of the procurement delivery. RTC will provide in-vehicle mobile routers, with an active cellular carrier plan and SIMs for all infotainment PIDs as set forth in this Statement of Work.

Managed Services Implementation

Vontas and its representative SME will provide support for the PID real time travel infotainment solution implementation. This includes supporting implementation of the required PID infotainment backend content management system ("CMS") hosted applications, along with transit infotainment display content configuration activities. RTC will be responsible for the PID backend content.

Vontas will provide display content configuration as described in the agreed upon Implementation Design Plan detailed in Section PID Design Review. Vontas will provide the CMS user guide that provides references to the PID CMS platform.

Training

During the Software implementation, Vontas and its representative SME will provide up to two (2) sessions of online PID web instruction. PID product training will be based on a standard training agenda. RTC system administrator resources are encouraged to participate in the training sessions, as discussed during the

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Implementation Design Plan activities. The training sessions cannot exceed two (2) RTC system administrators per session. Introductory modules will be self-paced video on demand.

System administrator training will include topics related to the PID content management system ("CMS") application, and the content design of passenger information for the infotainment in-vehicle signs. Hands-on training related to troubleshooting and maintenance of the MPTV equipment will be provided by Vontas and PID SME during the sign Installation and Commissioning activities.

Installation and Commissioning

The PID infotainment installations will take place following the availability of the Vontas-procured equipment. Vontas on-site resources will complete the transit display installations. To support the on-site transit display equipment installation, RTC must provide access to up to four (4) vehicles per business day minimum and support commissioning to be completed within twenty (20) calendar days maximum. Once PIDs are installed and commissioned, 3 years PID hardware maintenance is due. Installation activities will involve utilizing the Vontas OnRoute ITxPT software interface and the configuration of RTC's mobile routers to complete PID data messaging connectivity. Vontas will provide an on-site network technical resource to complete the mobile router ITxPT configuration and validation.

Before RTC's PID infotainment in-vehicle signs are commissioned and released into production service, Vontas requires that an RTC delegate participation in the execution of the Vontas acceptance testing procedures ("ATP") and signs off on the ATP for each PID infotainment installation. Vontas will provide on-site technical resources to support the execution of the ATPs. It is critical to the success of the project that RTC personnel support Vontas in a consultative and effective manner during the PID infotainment Installation and Commissioning activities.

System Acceptance

Following the commissioning of the fifty-three (53) PID infotainment signs, Vontas will work with RTC to perform System Acceptance of the PID infotainment solution according to established testing timelines, testing processes, as well as roles and responsibilities from the Implementation Design Plan detailed in Section PID Design Review.

To support System Acceptance, Vontas will provide an on-site project engineer for up to two (2) business days. Prior to System Acceptance testing, Vontas will provide use cases, parameters to be tested for system acceptance and for validating key data exchanges and functionality as specified in the design document focusing on the following areas:

- Configuration:
    - Communication establishment (Ethernet)
    - Client/Server IP connectivity
    - CMS Software configuration and integration

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- Basic Get/Put messaging:
    - External and internal feed content data sources
    - PID features and functionality

Burn-in

Following System Acceptance, additional validation activities involve RTC utilizing the new PID functionality to ensure the PID infotainment solution provides the required data exchange to display meaningful passenger information as outlined in the Implementation Design Plan. RTC will have a fourteen (14) calendar day burn-in period in which to monitor and evaluate the performance of the PID infotainment solution in the production environment and make note of system performance.

The objective of this final project phase is to validate the features and functionality of the new PID infotainment solution, and to assess system stability in a production capacity. RTC will provide uninterrupted access to the PID CMS Software and Hardware environments for in-service execution during the burn-in period.

Once the burn-in period is done and accepted, the project is considered complete. Vontas OnRoute PID ITxPT interface year 1 software maintenance, and 3 years CMS SaaS is due, and project closure will be processed. At this time, on-going support will be transitioned to and supported through Vontas' long-term maintenance support program.

Responsibilities and Deliverables

To ensure timely completion of the scope contained within this SOW, the parties agree to fulfill the responsibilities listed in Table 1 below in a professional and consultative manner and in the timeframes agreed to in the project schedule.

Table 1 - Responsibilities and Deliverables

Phase	Vontas Responsibilities	RTC Responsibilities	Deliverables
Project Kick-Off	• Lead project kick-off meeting • Work with RTC in the development of the project schedule	• Assist in developing the project schedule • Participate in kick-off meeting and discussion	• Kick-off meeting • Preliminary project schedule
Design Review	• Lead PID infotainment design review • Complete design documentation efforts • Provide installation design with mounting, power, and	• Assist in developing the Implementation Design Plan • Support design discovery • Provide brand standards, including	• System Design • Installation Design

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Phase	Vontas Responsibilities	RTC Responsibilities	Deliverables
	connectivity requirements	fonts, colors, and preferred design styles	
Procurement	• Provide Bill of Material for the PID infotainment equipment • Procure equipment • Complete Factory Acceptance	• Provide secured storage facility location for equipment and installation materials • Provide an active cellular carrier plan and SIMs for all fifty-three (53) PIDs.	• Bill of Materials • Equipment • Factory Acceptance documentation • Hardware Reference Manuals
Managed Services Implementation	• Enable and configure backend cloud-based CMS Software • Deliver CMS Software online web training • Maintenance and troubleshooting of MPTV equipment	• Provide access to RTC's Vontas OnRoute application and FTP servers, if required • Participate in remote CSM instruction sessions • Attend troubleshooting and maintenance instruction during PID infotainment installation	• CMS cloud-based Software available and configured • Completed CSM instruction • Video on demand • Completed PID maintenance instruction
Installation and Commissioning	• On-site PID infotainment installations • Provide equipment maintenance instruction	• Provide consultative installation support • Provide sufficient access to vehicles to support installation throughput and timeline • Participate in infotainment sign ATPs • Sign off infotainment sign ATPs	• Completed equipment installations • ATP authorized record for infotainment signs
System Acceptance	• Conduct PID infotainment System Acceptance activities • Support RTC during fourteen (14) calendar day burn-in period	• Participate in display validation • Actively monitor, review and report on display performance • Provide Vontas with final acceptance of services and deliverables	• Completed solution System Acceptance • Completed burn-in period • Project acceptance

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Project Management Services

Vontas will provide project management support for the entire duration of the PID infotainment implementation activities. The Vontas project manager will be responsible for the successful planning, design, and execution of the PID infotainment implementation, including effective stakeholder communication, risk mitigation and meeting project milestones. The project manager will be the key point of contact for RTC for the duration of the PID infotainment implementation effort.

Vontas will also require RTC to assign a project manager for this implementation. The two project managers will work together to ensure consistent dialogue is maintained through well-established communication channels. Successful implementation requires effective and timely communication with all project stakeholders. Vontas expects the project managers will meet on a weekly basis.

In addition to the responsibilities outlined above, Vontas project managers will also provide the following key services:

- **Change Management**: If any deliverable(s) will need to be changed mid-project, the project manager will identify the impact of the change and initiate necessary actions to ensure timelines and project costs will be adjusted.

- **Milestone Sign-offs**: With each completed milestone, RTC will be asked to sign off on the milestone and confirm agreement with project moving forward.

RTC's Resource Requirements

The table below depicts RTC's required resource allocation to support the implementation and effort as outlined in this statement of work.

Resource	Resource Allocation	Responsibilities
Project Manager	10% of their time during the full duration of the project	• Primary RTC point of contact for the project • Support communication, including regular project status calls, and project activities review • Coordinate RTC resources support for delivery of services as identified in the statement of work • Coordinate the review and approval of documentation

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Resource	Resource Allocation	Responsibilities
System Administrator	70% of their time during Training and PID Validation activities	• Participate in design review • Main RTC resource available to support system Software Configuration / PID infotainment Validation • Participate in PID training • Support equipment installation, providing power and network connectivity • Support network system IP routing adjustments and firewall port opening, if required • Sign-off on validation documentation • Exercise system during burn-in period • RTC technical support lead and frequent point of contact

Project Duration

The PID infotainment implementation is expected to be completed within seven (7) months following contract execution. Following the receipt of notice to proceed, a mobilization period of up to thirty (30) days may be required to kick off the project and align project resources. Vontas will work to minimize this mobilization period through proactive planning with RTC.

If the length of the project exceeds seven (7) months from contract execution, either due to RTC readiness, required source data, or resourcing delays, a change order may be required to fund the extension.

Pricing

Description	Cost (USD)
Vontas OnRoute PID ITxPT interface software licensing QTY; up to 53	$21,200
Equipment as listed in this Attachment A, Statement of Work	$270,016
Services & Expenses as set forth is this Attachment A, Statement of Work	$196,557
MP.TV Professional License with Self Managed Support Agreement - MPTV CMS Software as a Service ("SaaS") subscription, as described Attachment D, EULA, SLA, and MPM Warranty - 3 years Qty: 53	$89,329
Hardware warranty for equipment as described Attachment D, "EULA, SLA, and MPM Warranty – 3 years Qty: 53	$50,384

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Total	**$627,486**

Pricing Notes:

- Expenses assume a minimum of two weeks' notice is provided by RTC to Vontas in advance of any on-site trip being scheduled. Expenses are subject to additional charges if insufficient notice is provided.
- Pricing does not include any applicable taxes or expenses associated with RTC and any of their resources assigned to the project.
- RTC will issue a Purchase Order to Vontas for the project prior to execution of any activities.
- MPM Subscription fees and TransitMaster/MPM Software Interface maintenance fees may be invoiced by Vontas when nearing completion of the initial three-year subscription and maintenance period. The parties agree that the subscription fees and maintenance fees will continue on an annual basis until either party provides notice of termination to the other party pursuant to this contract. Future pricing for subscription fees and maintenance fees will be invoiced at then-current rates. RTC agrees to pay any such invoice pursuant to the payment terms set forth in this contract.

Payment Milestones

The below payment milestones shall be followed throughout the implementation. RTC agrees to respond to Payment Milestone request for approval within five (5) business days. Response will be signature/approval or a RTC specific list for Vontas indicating where acceptance criteria is not met for the milestone. If a response is not provided within five (5) business days, progress on the project may be delayed, resulting in a need for a change order for RTC to fund a schedule extension.

MS#	Payment Milestones	Description	Cost (USD)
1	**Vontas OnRoute PID interface software licensing** Acceptance Criteria: • Upon execution of this Contract	ITxPT Software License	$21,200
2	**Equipment** Acceptance Criteria: • Invoiced monthly as shipped	equipment	$270,016
3	**Kick off and Delivery of Baseline Project Schedule** Acceptance Criteria: • Completion of the Kick-Off meeting • Delivery of baseline project schedule	services & expenses	$29,483
4	**Completion of PID Design Review** Acceptance Criteria: • System Design Approval	services & expenses	$68,795

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MS#	Payment Milestones	Description	Cost (USD)
5	**Installation of MPTV equipment** Acceptance Criteria: • Completion of installation activities • Record of approved infotainment ATP	services & expenses Hardware Warranty – 3 years	$68,795 $50,384
6	**Burn-In Period** Acceptance Criteria: • Completion of fourteen (14) calendar day burn-in period	services & expenses CMS SaaS – 3 years	$29,484 $89,329

Project Assumptions

1. Any services or requests not identified within this statement of work will be considered outside the scope of this engagement and will need to be addressed through a change order. Additional costs may apply based on the nature of the change.

2. Vontas may require up to sixteen (16) weeks of lead time for equipment procurement, which is subject to change based on current global supply chain constraints. Vontas will work directly with RTC to expedite all equipment purchases where possible.

3. RTC will have all necessary and appropriate personnel at all meetings for the purpose of completing the Kick-Off, Design Review and fifty-three (53) PID ATPs.

4. RTC will provide access to Vontas OnRoute application server and MPM CMS for Software configuration. If access to the MPM CMS requires RTC IT staff supervision, RTC IT staff will provide reasonable Vontas access support in a timely matter as to not impede on or delay Vontas professional services delivery. Additional costs may apply if remote access to RTC MPM CMS causes a project delay.

5. The delivery of on-site services is conditional on the guidance of the latest travel and health advisories issued by relevant authorities, as well as appropriate workplace safety precautions being implemented at RTC.

6. All fifty-three (53) vehicles with installed PID components will be equipped with a functioning RTC provided mobile router. RTC must also provide an activated SIM card with cellular carrier plan for all fifty-three (53) mobile routers.

7. RTC will provide secured storage for equipment and installation materials.
8. Vontas will have the authority over the CMS and Vontas OnRoute ITxPT Software configuration. All communications regarding the CSM and ITxPT Software and PID infotainment component equipment, approval of work and workmanship should flow through Vontas representatives, via RTC's project manager.

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9. The MPM solution will take advantage of existing Vontas infrastructure and data sources unless otherwise indicated.

10. RTC will provide access to transit vehicles that will have PIDs installed and help determine a suitable location for mounting PIDs and actively support Vontas in providing network connectivity and power to all devices. RTC will provide in-vehicle mobile routers with cellular carrier plan and activated SIMs providing network connectivity for all fifty-three (53) PIDs.

Change Provisions for Scope of Work

Should either party require a change in the timeline or scope of the effort(s) involved, the party requesting the change will submit a written request documenting the requested change to the other party. There is no change in project scope, unless and until a formal change order or amendment is entered into in writing and signed by authorized representatives of both parties.

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REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.4.3**

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: Purchase of Six (6) Replacement Chargers for Villanova

RECOMMENDED ACTION

Approve a contract with Power-Sonic Corporation for the purchase of six (6) bus chargers to replace existing obsolete Proterra charges at Villanova, in an amount not-to-exceed $198,792.

BACKGROUND AND DISCUSSION

This is a sole-source procurement with Power-Sonic Corporation, for the replacement of the existing Proterra Chargers that are now obsolete due to parts unavailability. RTC tested this particular charger this past winter to confirm its applicability for our Proterra vehicles. Power-Sonic is the only company that provides this type of charger without significant infrastructure changes. Due to the lack of vendor support and available parts for our existing chargers, RTC currently has only four working chargers out of 19 total chargers to operate its battery electric vehicles. By purchasing these six additional chargers, RTC will be able to ensure the provision of full transit service until these Proterra vehicles are retired in 2028.

FISCAL IMPACT

Federal funding (80%) and Local Sales Tax match (20%) appropriations for this purchase are included in the FY26 capital budget for this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

AGREEMENT FOR GOODS

Electric Chargers

This agreement ("Agreement") is dated and effective as of April 17, 2026, by and between the Regional Transportation Commission of Washoe County, Nevada ("RTC") and Power-Sonic, Corp ("Contractor").

1. Term. The term of this agreement shall commence on the effective date above and shall end on December 30, 2026.

2. Scope of Work. Contractor shall provide the goods and services described in the scope of work attached as Exhibit A.

3. Time for Performance. The work shall be completed by December 30, 2026 pursuant to the schedule of deliverables attached as Exhibit A at the latest.

4. Compensation. RTC shall pay Contractor for the goods and services pursuant to, and in an amount not to exceed $198,792, the pricing and fee schedule attached as Exhibit A.

5. Proceeding with Work. Contractor shall not proceed with work until both parties have executed this Agreement and RTC has issued a purchase order. If Contractor proceeds with work before those conditions have been satisfied, Contractor shall forfeit any and all right to reimbursement and payment for work performed during that period. In the event Contractor violates this section, Contractor waives any and all claims and damages 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.

6. Invoices/Payment. Contractor shall submit invoices to accountspayable@rtcwashoe.com. RTC's payment terms are 30 days after the receipt of the invoice. Simple interest will be paid at the rate of half a percent (0.5%) per month on all invoices approved by RTC that are not paid within thirty (30) days of receipt of the invoice.

7. Legal/Regulatory Compliance.

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

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

8. Insurance. Contractor shall obtain all types and amounts of insurance set forth in Exhibit B, and shall comply with all of its terms. Contractor shall not commence any work or permit any

employee/agent to commence any work until satisfactory proof has been submitted to RTC that all insurance requirements have been met.

9. Indemnification. Contractor's obligations are set forth in Exhibit B. 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.

10. Termination.

a. Mutual Assent. This Agreement may be terminated by mutual written agreement of the parties.

b. Convenience. RTC may terminate this Agreement in whole or in part for convenience upon written notice to Contractor.

c. Default. Either party may terminate this Agreement for default by providing written notice of termination, provided that the non-defaulting party must first provide written notice of default and give the defaulting party and opportunity to cure the default within a reasonable period of time.

11. Rights, Remedies and Disputes

a. RTC shall have the following rights in the event that RTC deems the Contractor guilty of a breach of any term under the Agreement:
   i. The right to take over and complete the work or any part thereof as agency for and at the expense of the Contractor, either directly or through other contractors;
   ii. The right to cancel this Agreement as to any or all of the work yet to be performed;
   iii. The right to specific performance, an injunction or any other appropriate equitable remedy; and
   iv. The right to money damages.

b. Inasmuch as the Contractor can be adequately compensated by money damages for any breach of this Agreement, which may be committed by RTC, the Contractor expressly agrees that no default, act or omission of RTC shall constitute a material breach of this Contract, entitling Contractor to cancel or rescind the Agreement (unless RTC directs Contractor to do so) or to suspend or abandon performance.

c. Disputes arising in the performance of this Agreement that are not resolved by agreement of the parties shall be decided in writing by the authorized representative of RTC's Executive Director. This decision shall be final and conclusive unless within 10 days from the date of receipt of its copy, Contractor mails or otherwise furnishes a written appeal to RTC's Executive Director. In connection with any such appeal, Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of RTC's Executive Director shall be binding upon the Contractor and the Contractor shall abide be the decision.

d. Unless otherwise directed by RTC, Contractor shall continue performance under this Agreement while matters in dispute are being resolved.

12. Warranty. If within 2 years from the date of acceptance of installation the equipment fails due to a defect in material or workmanship, Contractor will repair or replace it, at its sole option and expense, free of charge to RTC. This limited warranty only applies to RTC and is not

transferrable. This limited warranty is in addition to other implied warranties, including the warranty of merchantability and the warranty of fitness for a particular use.]

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

14. Records. Contractor will permit RTC access to any books, documents, papers and records of Contractor pertaining to this Agreement, and shall maintain such records for a period of not less than three years.

15. Exhibits. The exhibits to this Agreement, and any additional terms and conditions specified therein, are a material part hereof and are incorporated by reference as though fully set forth herein.

16. Exclusive Agreement. This Agreement constitutes the entire agreement of the parties and supersedes any prior verbal or written statements or agreements between the parties.

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

18. No Assignment. Contractor shall not assign, sublease, or transfer this Agreement or any interest therein, directly or indirectly by operation of law, without the prior written consent of RTC. Any attempt to do so without the prior written consent of RTC shall be null and void, and any assignee, subleasee, or transferee shall acquire no right or interest by reason thereof.

19. Governing Law. This Agreement shall be construed in accordance with and governed by the laws of the State of Nevada.

20. Venue. Any lawsuit brought to enforce this Agreement shall be brought in the Second Judicial District Court of the State of Nevada, County of Washoe appropriate court in the State of Nevada.

21. 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.

22. Certification Required by Nevada Senate Bill 27 (2017). Contractor expressly certifies and agrees, as a material part of this Agreement, that it is not currently engaged in a boycott of Israel. Contractor further agrees, as a material part of this Agreement, it will not engage in a boycott of Israel for the duration of this Agreement. If, at any time during the formation or duration of this Agreement, Contractor is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.

23. Federal Clauses. This Agreement is funded, in whole or in part, with federal funds. As a condition for receiving payment under this Agreement, Contractor agrees to comply with any and all applicable federal clauses attached as Exhibit B, and those clauses are incorporated herein by reference.

REGIONAL TRANSPORTATION
COMMISSION OF WASHOE COUNTY

BY: _____
Bill Thomas, AICP, Executive Director

POWER-SONIC CORP

BY: _____
Brian Crowe, President

EXHIIBT A

Scope and compensation

RTC

Date: 2/5/2026
Quote reference: RTC02052026v2
Prepared by: Scott
Customer name: Mark
Customer email: mschlador@rtcwashoe.com

EVESCO
365 Cabela Dr Suite 300
Reno, Nevada 89439
+1 (775) 824 6500
evesco.com

Item Number	Product Name	Type	Rated Power	Charging Cables	Product Description	Quantity	Unit Price USD	Total Price USD
Dual DC fast charging stations								
EVDC60NACCS1DS	EVDC-60 (NA)	60kw Proterra Replacement charger	60 kW	1x CCS1	**Base Station:** 60 kW Distributed DC fast charger, CCS1 Input: 3phase, AC 480V +/- 10%, 40-65Hz Output: 60kW, DC 150-1000V Power module: two (2) 30kW	6	$ 33,132	$ 198,792
NA	N/A	Charger Control Box	N/A	1 x CCS1	**Control Panel: included in price** **1x 7m CCS1 Cable, 300A** Traffic light Blue, Green, Red Emergency Stop Button Charge Stop Button	6	$ -	$ -
						Total		$ 198,792

Payment will be net 30 upon delivery of goods and submission of an invoice to RTC.

The total amount payable is not to exceed $198,792.00

EXHIIBT B

Insurance and Indemnification

INDEMNIFICATION AND INSURANCE REQUIREMENTS FOR MAINTENANCE, OPERATIONS & SERVICE AGREEMENTS

1. INTRODUCTION

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

2. INDEMNIFICATION

CONTRACTOR agrees to defend 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:

A. Any breach of duty, neglect, or negligent error, misstatement, misleading statement or omission committed in the conduct of CONTRACTOR'S profession by CONTRACTOR, its employees, agents, officers, directors, Subs (as that term is defined below) , or anyone else for which CONTRACTOR may be legally responsible; and

B. The negligent acts of CONTRACTOR, its employees, agents, officers, directors, subs, or anyone else for which CONTRACTOR is legally responsible; and

C. The infringement of any patent or copyright resulting from the use by the Indemnitees of any equipment, part, component, or other deliverable (including software) supplied by CONTRACTOR under or as a result of this Agreement, but excluding any infringement resulting from the modification or alteration by the Indemnitees of any equipment, part, component, or other deliverable (including software) except as consented to by CONTRACTOR.

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, CONTRACTOR shall reimburse the Indemnitees for the time spent by such personnel at the rate the Indemnitees pay for such services.

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

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

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

3. GENERAL REQUIREMENTS

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

4. VERIFICATION OF COVERAGE

CONTRACTOR shall furnish RTC with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein, on forms acceptable to RTC. All deductibles and self-insured retentions 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, RTC reserves the right to review complete, certified copies of all required insurance policies, including all Subs' policies. Copies of applicable policy forms or endorsements confirming required additional insured, waiver of subrogation and notice of cancellation provisions are required to be provided with any certificate(s) evidencing the required coverage.

5. NOTICE OF CANCELLATION

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

6. SUBCONTRACTORS & SUBCONSULTANTS

CONTRACTOR shall include all subcontractors and subconsultants (referred to collectively as "Subs") as insureds under its liability policies OR it shall require its Subs to maintain separate liability coverages and limits of the same 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 be $1,000,000 per occurrence $1,000,000 for any applicable coverage aggregates for or the amount customarily carried by the Sub, whichever is GREATER. If any Subs provide their own insurance with limits less than required of the Contractor, Contractor shall include Subs in their coverage up to the full limits required of the Contractor. When requested by RTC, CONTRACTOR shall furnish copies of certificates of insurance evidencing coverage for each Sub. CONTRACTOR shall require its Subs provide appropriate certificates and endorsements from their own insurance carriers naming CONTRACTOR and the Indemnitees (see paragraph 2 above) as additional insureds.

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 Contract. 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 Contract or during the term of any policy must be declared to RTC's Finance Director prior to the change taking effect. Contractor is responsible for any losses within deductibles or self-insured retentions.

8. ACCEPTABILITY OF INSURERS

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

9. MISCELLANEOUS CONDITIONS

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

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

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

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

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

10. COMMERCIAL GENERAL LIABILITY

CONTRACTOR shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than $1,000,000 each occurrence. If such CGL insurance contains a general aggregate limit, it shall be increased to equal twice the required occurrence limit or revised to apply separately to this project or location.

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).

There shall be no endorsement or modification of the CGL limiting the scope of coverage for liability arising from pollution, explosion, collapse, underground property damage, or damage to the named insured's work. In addition, coverage for Explosion, Collapse and Underground exposures (as applicable to the project) must be reflected in the insurance certificates.

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 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

The status of RTC as an additional insured under a CGL obtained in compliance with this agreement shall not restrict coverage under such CGL with respect to the escape of release of pollutants at or from a site owned or occupied by or rented or loaned to RTC.

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

Continuing Completed Operations Liability Insurance. CONTRACTOR shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella liability insurance, both applicable to liability arising out of CONTRACTOR's completed operations, with a limit of not less than $1,000,000 each occurrence for at least 5 years following substantial completion of the work.

a. Continuing CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall, at minimum, cover liability arising from products-completed operations and liability assumed under an insured contract

b. Continuing CGL insurance shall have a products-completed operations aggregate of at least two times the each occurrence limit.

c. Continuing commercial umbrella coverage, if any, shall include liability coverage for damage to the insured's completed work equivalent to that provided under ISO form CG 00 01.

11. COMMERCIAL AUTOMOBILE LIABILITY

CONTRACTOR 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 CONTRACTOR does not own or operate any owned or leased vehicles.

CONTRACTOR 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 CONTRACTOR pursuant to this Agreement.

In lieu of a separate Business Auto Liability Policy, RTC may agree to accept Auto Liability covered in the General Liability Policy, if CONTRACTOR does not have any owned or leased automobiles and non-owned and hired auto liability coverage is included.

If project involves the transport of hazardous wastes or other materials that could be considered pollutants, CONTRACTOR shall maintain pollution liability coverage equivalent to that provided under the ISO pollution liability-broadened coverage for covered autos endorsement (CA 99 48) shall be provided, and, if applicable, the Motor Carrier Act endorsement (MCS 90) shall be attached.

Waiver of Subrogation. CONTRACTOR waives all rights against RTC and its agents, officers, directors and employees for recovery of damages to the extent these damages are covered by the business auto liability or commercial umbrella liability insurance obtained by Contractor 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 CONTRACTOR or any Sub by RTC. CONTRACTOR, and any Subs, shall procure, pay for and maintain required coverages.

CONTRACTOR 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.

Should CONTRACTOR be self-funded for Industrial Insurance, CONTRACTOR shall so notify RTC in writing prior to the signing of a Contract. RTC reserves the right to accept or reject a self-funded CONTRACTOR and to approve the amount of any self-insured retentions. CONTRACTOR agrees that RTC is entitled to obtain additional documentation, financial or otherwise, for review prior to entering into a Contract with the self-funded CONTRACTOR.

Upon completion of the project, CONTRACTOR shall, if requested by RTC, provide RTC with a Final Certificate for itself and each Sub showing that CONTRACTOR and each Sub had maintained Industrial Insurance by paying all premiums due throughout the entire course of the project.

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

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

EXHIIBT C

Federal Clauses

FTA REQUIRED CLAUSES

It is a requirement of the Federal Government that activities financed, in part, with Federal funds and performed by a third-party contractor and its subcontractors on behalf of a Federal grantee must be carried out in accordance with applicable Federal requirements.

Activities performed under this Agreement, and any other prior or subsequent amendments thereto, may be financed in part, by a grant from the United States Department of Transportation (DOT), Federal Transit Administration (FTA) to the Regional Transportation Commission of Washoe County (RTC), and if so, would therefore be subject to the applicable grant terms, conditions, and regulations. Accordingly, the Contractor and its subcontractors performing activities under this Agreement must adhere to the Federal requirements stated herein as a condition of satisfactory performance.

All subcontracts and subcontractors employed as a result of this Agreement are subject to the same conditions and requirements as set forth herein unless specifically exempted. The Contractor shall ensure that these Federal requirements are incorporated into its subcontracts and its subcontractors at all tiers comply with these Federal requirements. The Contractor will be held liable for compliance failures by its subcontractors. Failure to comply will render the Contractor responsible for damages and/or contract termination.

1 - NO GOVERNMENT OBLIGATION TO THIRD PARTIES

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

B. The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

2 - PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS AND RELATED ACTS [49 U.S.C. § 5323(l)(1); 31 U.S.C. §§ 3801-3812; 18 U.S.C. § 1001; 49 C.F.R. part 31]

A. The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801, et seq., and U.S. DOT regulations, “Program Fraud Civil Remedies”, 49 C.F.R. Part 31, apply to its actions pertaining to the Agreement. Upon execution of the Agreement, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the Agreement or the FTA assisted project for which the work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if

it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

B. The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. § 5307, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5323(l)(1) on the Contractor, to the extent the Federal Government deems appropriate.

C. The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

3 - ACCESS TO CONTRACTOR RECORDS AND SITES OF PERFORMANCE [49 U.S.C. § 5325(g); 2 C.F.R. § 200.333; 49 C.F.R. part 633]

The following access to records requirements apply to the Agreement:

A. The Contractor agrees to provide the RTC, the FTA Administrator, the DOT Office of Inspector General, Comptroller General of the United States, or any of their authorized representatives access to any books, documents, papers, and records of the Contractor including such records and information the RTC or the Contractor may regard as confidential or proprietary which are related in whole or in part to the Agreement for the purposes of making audits, examinations, excerpts, and transcriptions, and as may be necessary for the RTC to meet its obligations under 2 CFR Part 200. This access includes timely and reasonable access to personnel for interviews and discussions related to the records. This right of access shall survive the expiration or termination of the Agreement and the record retention period described below.

B. The Contractor agrees to permit any of the foregoing parties to inspect all work and materials, to audit any information under the control of the Contractor within books, records, accounts or other locations, and to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.

C. The Contractor agrees to comply with the record retention requirements of 2 C.F.R. §200.333. The Contractor shall maintain complete and readily accessible records related in whole or in part to the Agreement, including but not limited to data, documents, reports, statistics, subagreements, leases, third party contracts, arrangements, other third party agreements of any type, and supporting materials related to those records, The Contractor shall retain such records until all pending matters are closed or for a period of not less than three years from the date of final

payment, whichever is longer. except in the event of litigation or settlement of claims arising from the performance of the Agreement, in which case the Contractor agrees to maintain such materials until the disposition of all such litigation, appeals, claims, or exceptions related thereto.

D. The Contractor agrees to permit the Federal Transit Administration to have access to the sites of performance of the Agreement, any amendments thereto, and to make site visits as reasonably may be required.

E. The Contractor shall include this clause in all subcontracts and shall require all subcontractors to include the clause in their subcontracts, regardless of tier.

4 - FEDERAL CHANGES

The Contractor shall at all times comply with all applicable FTA regulations, policies, procedures, and directives, including without limitation those listed directly or by reference in the Master Agreement between the RTC and the FTA, as they may be amended or promulgated from time to time during the term of the Agreement. The Contractor's failure to so comply shall constitute a material breach of the Agreement.

5 - ENERGY CONSERVATION [42 U.S.C. 6321 et seq.; 49 C.F.R. part 622, subpart C]

The Contractor agrees to comply with the mandatory standards and policies relating to energy efficiency that are contained in the State Energy Conservation Plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. § 6321, et seq.).

6 - CIVIL RIGHTS LAWS AND REGULATIONS [FTA Master Agreement (32 and 33), Section 12**]**

The Contractor agrees to comply with all applicable civil rights laws and regulations in accordance with applicable federal directives. The Contractor agrees to include these requirements in each subcontract, modified only if necessary to identify the affected parties. These include, but are not limited to, the following:

A. Nondiscrimination in Federal Public Transportation Programs:
Contractor shall prohibit discrimination on the basis of race, color, religion, national origin, sex (including sexual orientation), disability, or age. Contractor shall prohibit the (i) exclusion from participation in employment or a business opportunity for reasons identified in 49 U.S.C. § 5332; (ii) denial of program benefits in employment or a business opportunity identified in 49 U.S.C. § 5332; or (iii) discrimination identified in 49 U.S.C. § 5332, including discrimination in employment or a business opportunity. Contractor shall follow the most recent edition of Federal Transit Administration Circular 4702.1, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," to the extent consistent with applicable Federal laws, regulations, requirements, and guidance, and other applicable Federal guidance that may be issued.

B. Nondiscrimination—Title VI of the Civil Rights Act

1. Contractor shall prohibit discrimination on the basis of race, color, or national origin.
2. Contractor shall comply with (i) Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d et seq.; (ii) U.S. Department of Transportation regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964," 49 CFR Part 21, including any amendments thereto; and (iii) Federal transit law, specifically 49 U.S.C. § 5332.
3. Contractor shall follow (i) the most recent edition of Federal Transit Administration Circular 4702.1, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," to the extent consistent with applicable Federal laws, regulations, requirements, and guidance; (ii) U.S. Department of Justice "Guidelines for the enforcement of Title VI, Civil Rights Act of 1964," 28 CFR 50.3; and (iii) all other applicable Federal guidance that may be issued.

C. Equal Employment Opportunity

1. Federal Requirements and Guidance. Contractor shall prohibit discrimination on the basis of race, color, religion, sex, sexual orientation, or national origin, and (i) comply with Title VII of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000e et seq.; (ii) comply with Title I of the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. §§ 12101, et seq.; ; (iii) comply with Federal transit law, specifically 49 U.S.C. § 5332, as provided in section 12 of FTA's Master Agreement (32); (iv) comply with Federal Transit Administration Circular 4704.1 "Equal Employment Opportunity (EEO) Requirements and Guidelines for Federal Transit Administration Recipients;" and (v) follow other Federal guidance pertaining to equal employment opportunity laws, regulations, and requirements, and prohibitions against discrimination on the basis of disability.
2. Indian Tribes. Contractor agrees to, and assures that it will recognize that Title VII of the Civil Rights Act of 1964, as amended, exempts Indian Tribes under the definition of "Employer."

D. Nondiscrimination on the Basis of Sex:
The Contractor agrees to comply with Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. § 1681 et seq. and implementing Federal regulations, "Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 CFR Part 25, and federal transit law, specifically 49 U.S.C. § 5332.

E. Nondiscrimination on the Basis of Age:
The Contractor agrees to comply with federal prohibitions against discrimination based on age, including the Age Discrimination in Employment Act of 1967, as

amended, 29 U.S.C. §§ 621-634; Federal transit law at 49 U.S.C. § 5332; the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 et seq.; U.S. Health and Human Services regulations, 45 CFR Part 90, U.S. Equal Employment Opportunity Commission regulations, and 29 CFR Part 1625., In addition, Contractor agrees to comply with applicable Federal implementing regulations.

F. Nondiscrimination on the Basis of Disability:
Contractor agrees to comply with the following federal prohibitions against discrimination based on disability: Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794; the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 et seq.; the Architectural Barriers Act of 1968, as amended, 42 U.S.C. § 4151 et seq.; Federal transit law at 49 U.S.C. § 5332, and other applicable federal laws, regulations, and requirements pertaining to access for seniors or individuals with disabilities. . Contractor further 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 CFR Part 1630, pertaining to employment of persons with disabilities. In addition, Contractor agrees to comply with applicable Federal implementing regulations.

G. Drug or Alcohol Abuse - Confidentiality and Other Civil Rights Protections:
Contractor agrees to comply with the confidentiality and civil rights protections of the Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. § 1101, et seq., the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment, and Rehabilitation Act of 1970, as amended, 42 U.S.C. § 4541, et seq., and the Public Health Service Act, as amended, 42 U.S.C. §§ 290dd-290dd-2.

H. Access to Services for Persons with Limited English Proficiency:
Contractor agrees to provide meaningful access to public transportation services to persons with limited understanding of English to comply with Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d, et seq., and its implementing regulation at 28 CFR § 42.405(d), and appliable U.S. Department of Justice guidance.

I. Federal Anti-Discrimination. (1) Pursuant to section (3)(b)(iv)(A), Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, the Contractor agrees that its compliance in all respects with all applicable Federal antidiscrimination laws is material to the government's payment decisions for purposes of section 3729(b)(4) of title 31, United States Code. (2) Pursuant to section (3)(b)(iv)(B), Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, by entering into this Agreement, the Contractor certifies that it does not operate any programs promoting diversity, equity, and inclusion (DEI) initiatives that violate any applicable Federal anti-discrimination laws.

7 - INCORPORATION OF FTA TERMS

The provisions of this FTA Required Clauses document include, in part, certain standard terms and conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA's Circular 4220.1F, and FTA's Master Agreement and 2 C.F.R. Part 200, are hereby incorporated by reference and are binding on the Contractor. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any RTC requests which would cause the RTC to be in violation of the FTA terms and conditions.

8 - SAFE OPERATION OF MOTOR VEHICLES [23 U.S.C. part 402; Executive Order No. 13043; Executive Order No. 13513; U.S. DOT Order No. 3902.10]

A. Seat Belt Use. Contractor is encouraged to adopt and promote on-the-job seat belt use policies and programs for its employees and other personnel that operate company-owned vehicles, company-rented vehicles, or personally operated vehicles. The terms "company-owned" and "company-leased" refer to vehicles owned or leased either by Contractor or the RTC.

B. Distracted Driving. Contractor agrees to adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while using an electronic device supplied by an employer, and driving a vehicle the driver owns or rents, a vehicle contactor owns, leases, or rents, or a privately-owned vehicle when on official business in connection with the work performed under this Agreement. The Contractor agrees to conduct workplace safety initiatives in a manner commensurate with its size, such as establishing new rules and programs to prohibit text messaging while driving, re-evaluating the existing programs to prohibit text messaging while driving, and providing education, awareness and other outreach to employees about the risks associated with texting while driving.

C. Contractor shall require the inclusion of these requirements in subcontracts of all tiers.

9 - PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT [2 CFR § 200.216]

A. Pursuant to Public Law 115-232, section 889 and 2 C.F.R. 216 and 200.471, RTC is prohibited from procuring or obtaining equipment, services, or systems that use "Covered Telecommunications Equipment or Services" as a substantial or essential component of any system, or as critical technology as part of any system. As described in Public Law 115-232, section 889, 'Covered Telecommunications Equipment or Services" is:

1. telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities).

2. For the purpose of public safety, security of government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities).

3. Telecommunications or video surveillance services provided by such entities or using such equipment.

4. Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of the National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country.

B. The Contractor shall not use or provide to the RTC "Covered Telecommunications Equipment or Services" in the performance of this Agreement. If the Contractor learns that prohibited telecommunication services, equipment or systems have been supplied, installed, or used under this Agreement, the Contractor shall immediately inform the RTC in writing. The RTC may treat such occurrence as an act of default under the Agreement and the RTC may require the Contractor to promptly replace such prohibited services, equipment, and systems at the Contractor's sole cost and take such other actions under the default provisions of the Agreement.

10 - NOTICE TO FTA AND U.S. DOT INSPECTOR GENERAL OF INFORMATION RELATED TO FRAUD, WASTE, ABUSE, OR OTHER LEGAL MATTERS [FTA Master Agreement (31), Section 39(b)]

Notification to FTA; Flow Down Requirement. If a current or prospective legal matter that may affect the Federal Government emerges, Contractor must promptly notify RTC, which will promptly notify the FTA Chief Counsel and FTA Regional Counsel for the Region in which RTC is located. Contractor must include an equivalent provision in its sub-agreements at every tier, for any agreement that is a "covered transaction" according to 2 C.F.R. §§ 180.220 and 1200.220.

A. The types of legal matters that require notification include, but are not limited to, a major dispute, breach, default, litigation, or naming the Federal Government as a party to litigation or a legal disagreement in any forum for any reason.

B. Matters that may affect the Federal Government include, but are not limited to, the Federal Government's interests in the Award, the accompanying Underlying Agreement, as those terms are defined in FTA's Master Agreement, and any

amendments thereto, or the Federal Government's administration or enforcement of federal laws, regulations, and requirements.

C. Additional Notice to U.S. DOT Inspector General. Contractor must promptly notify RTC, which will promptly notify the U.S. DOT Inspector General in addition to the FTA Chief Counsel or Regional Counsel for the Region in which RTC is located, if Contractor has knowledge of potential fraud, waste, or abuse occurring on a project receiving assistance from FTA. The notification provision applies if a person has or may have submitted a false claim under the False Claims Act, 31 U.S.C. § 3729, et seq., or has or may have committed a criminal or civil violation of law pertaining to such matters as fraud, conflict of interest, bid rigging, misappropriation or embezzlement, bribery, gratuity, or similar misconduct involving federal assistance. This responsibility occurs whether the project is subject to the Master Agreement or another agreement involving a principal, officer, employee, agent, or the Contractor. It also applies to subcontractors at any tier. Knowledge, as used in this paragraph, includes, but is not limited to, knowledge of a criminal or civil investigation by a Federal, state, or local law enforcement or other investigative agency, a criminal indictment or civil complaint, or probable cause that could support a criminal indictment, or any other credible information in the possession of Contractor. In this paragraph, "promptly" means to refer information without delay and without change. This notification provision applies to all divisions of Contractor, including divisions tasked with law enforcement or investigatory functions.

11 - GOVERNMENT-WIDE DEBARMENT AND SUSPENSION [2 C.F.R. part 180; 2 C.F.R part 1200; 2 C.F.R. § 200.213; 2 C.F.R. part 200 Appendix II (I); Executive Order 12549; Executive Order 12689]

A. Contractor shall comply and facilitate compliance with U.S. Department of Transportation regulations, "Non-procurement Suspension and Debarment," 2 CFR Part 1200, which adopts and supplements the U.S. Office of Management and Budget "Guidelines to Agencies on Government wide Debarment and Suspension (Non-procurement)," 2 CFR Part 180. These provisions apply to each contract at any tier of $25,000 or more, and to each contract at any tier for a federally required audit (irrespective of the contract amount), and to each contract at any tier that must be approved by a Federal Transit Administration official irrespective of the contract amount. As such, in executing this Agreement the Contractor verifies that its principals, affiliates, and subcontractors are eligible to participate in this federally funded Agreement and are not presently declared by any Federal department or agency to be:

1. Debarred from participation in any federally assisted award;
2. Suspended from participation in any federally assisted award;
3. Proposed for debarment from participation in any federally assisted award;
4. Declared ineligible to participate in any federally assisted award;
5. Voluntarily excluded from participation in any federally assisted award; or
6. Disqualified from participation in any federally assisted award.

B. Contractor has provided the RTC a certification addressing its debarment and suspension status and that of its principals, affiliates, and subcontractors. Contractor shall promptly inform the RTC of any change in the suspension or debarment status of Contractor or its principals, affiliates, and subcontractors during the term of the Agreement. Further, Contractor shall include a provision requiring compliance with the requirements of 2 CFR Part 180, Subpart C, as supplemented by 2 CFR Part 1200 in its lower-tier covered transactions.

C. The certification provided by the Contractor is a material representation of fact relied upon by RTC. If it is later determined by the RTC that Contractor knowingly rendered an erroneous certification, in addition to remedies available to the RTC, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment.

D. Contractor agrees to comply with the requirements of 2 CFR Part 180, Subpart C, as supplemented by 2 CFR Part 1200, throughout the term of the Agreement.

E. The Contractor agrees that it will not enter into any "covered transaction" (as defined in 2 C.F.R. §§ 180.2220 and 1200.220) with any third party participant (as defined in section 1 of FTA's Master Agreement) that is, or whose principal is suspended, debarred, or otherwise excluded from participating in covered transactions except as otherwise authorized by applicable Federal laws, regulations, or requirements regarding participation with debarred or suspended recipients or third party participants. The Contractor further agrees that it will review the Federal Government's "System for Award Management – Lists of Parties Excluded from Federal Procurement and Nonprocurement Programs," if required by U.S. DOT regulations (2 C.F.R. Part 1200).

12 - LOBBYING RESTRICTIONS [31 U.S.C. § 1352; 2 C.F.R. § 200.450; 2 C.F.R. part 200 appendix II (J); 49 C.F.R. part 20]

Contractors who apply or bid for an award of $100,000 or more shall complete and file the disclosure form required by 49 C.F.R. Part 20, "New Restrictions on Lobbying." (Standard Form LLL: Disclosure Form to Report Lobbying"). The Contractor shall obtain such disclosures from its subcontractors at any tier for whom a subcontract in excess of $100,000 is contemplated. 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 agency, a member of Congress, 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 shall be forwarded from tier to tier up to the RTC. The Contractor shall include this clause in each subcontract and require its subcontractors to apply this clause to any lower tier subcontractors.

13 - CONTRACT WORK HOURS AND SAFETY STANDARDS ACT—NON-CONSTRUCTION

A. Contractor shall comply with all Federal laws, regulations, and requirements providing wage and hour protections for non-construction employees, in accordance with 40 U.S.C. § 3702, Contract Work Hours and Safety Standards Act, and other relevant parts of that Act, 40 U.S.C. § 3701 et seq., and U.S. Department of Labor regulations, "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction (also Labor Standards Provisions Applicable to Non-construction Contracts Subject to the Contract Work Hours and Safety Standards Act)," 29 CFR Part 5.

B. Contractor shall maintain payrolls and basic payroll records during the course of the work and shall preserve them for a period of three (3) years from the completion of the Agreement for all laborers and mechanics, including guards and watchmen, working on the Agreement. Such records shall contain the name and address of each such employee, social security number, correct classifications, hourly rates of wages paid, daily and weekly number of hours worked, deductions made, and actual wages paid.

C. Such records maintained under this section shall be made available by Contractor for inspection, copying, or transcription by authorized representatives of the Federal Transit Administration and the U.S. Department of Labor, and Contractor will permit such representatives to interview employees during working hours on the job.

D. Contractor shall require the inclusion of the language of this section in subcontracts of all tiers.

14 - CLEAN WATER REQUIREMENTS [33 U.S.C. §§ 1251-1387; 2 C.F.R. part 200, Appendix II (G)]

A. The Contractor agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. § 1251, et seq. The Contractor agrees to report each violation to the RTC and understands and acknowledges that the RTC will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

B. The Contractor also agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FTA.

15 - CLEAN AIR ACT [42 U.S.C. §§ 7401 – 7671q; 2 C.F.R. part 200, Appendix II (G)]

A. The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§ 7401,

et seq. The Contractor agrees to report each violation to the RTC and understands and agrees that the RTC will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

B. The Contractor also agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FTA.

16 - EMPLOYEE PROTECTIONS

The Contractor agrees to comply with all federal laws, regulations, and requirements providing protections to employees. Such protections include, but are not limited to, prevailing wage requirements, wage and hour requirements, anti-kickback prohibitions, safety requirements, work-hour prohibitions, the Fair Labor Standards Act, and 49 U.S.C. §5333(b), including applicable transit employee protective arrangements, U.S. Department of Labor certifications, special warranties, and special arrangements for Federal assistance under 49 U.S.C. § 5310.

17 - TRAFFICKING IN PERSONS [FTA Master Agreement (31), Section 4(f)]

The Contractor agrees to comply and assures the compliance of each subcontractor, with federal requirements and guidance, including: (i) Section 106(g) of the Trafficking Victims Protection Act of 2000 (TVPA), as amended, 22 U.S.C. § 7104(g); and (ii) The terms of section 4(f) found in the Federal Transit Administration's Master Agreement (31), which have been derived from U.S. OMB regulatory guidance, "Award Term for Trafficking in Persons," 2 CFR Part 175, per U.S. OMB's direction.

Contractor agrees that it and its employees, and subcontractors that participate in this Agreement, may not:

1. Engage in severe forms of trafficking in persons, as defined in section 103 of the TVPA, 22 U.S.C. § 7102, during the period of time that the Agreement is in effect,
2. Procure a commercial sex act, as defined in section 103 of the TVPA, 22 U.S.C. § 7102, during the period of time that the Agreement is in effect, or
3. Use forced labor, as defined in section 4(f)(2)(ii) of FTA's Master Agreement (31), in the performance of the Agreement or subcontracts thereunder.

18 - FEDERAL TAX LIABILITY AND RECENT FELONY CONVICTIONS [FTA Master Agreement (31), Section 4(g)]

The Contractor agrees that prior to entering into any subcontract, it will require the subcontractor to provide a certification that it; (A) does not have any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and (B) was

not convicted of the felony criminal violation under any Federal law within the preceding 24 months. The Contractor also agrees to include these requirements in each subcontract, without regard to the value of any subcontract.

19 - ENVIRONMENTAL PROTECTIONS [FTA Master Agreement (32), Section 26]

Contractor shall comply with all applicable environmental and resource use laws, regulations, and requirements, and follow applicable guidance, now in effect or that may become effective in the future, including state and local laws, ordinances, regulations, and requirements and follow applicable guidance.

A. National Environmental Policy Act.

1. Contractor shall comply and facilitate compliance with federal laws, regulations, and requirements, including, but not limited to: (a) federal transit laws, such as 49 U.S.C. §5323(c)(2), and 23 U.S.C. §139; (b) the National Environmental Policy Act of 1969 (NEPA), as amended, 42 U.S.C. §§4321 et seq., as limited by 42 U.S.C. §5159, and CEQ's implementing regulations 40 C.F.R. part 1500 – 1508; (c) joint FHWA and FTA regulations, "Environmental Impact and Related Procedures," 23 C.F.R. part 771 and 49 C.F.R. part 622; (d) Executive Order No. 11514, as amended, "Protection and Enhancement of Environmental Quality," March 5, 1970, 42 U.S.C. §4321 note; and (e) other federal environmental protection laws, regulations, and requirements applicable to Contractor.
2. Contractor shall follow federal guidance to the extent that the guidance is consistent with applicable authorizing legislation, which may include: (a) joint FHWA and FTA final guidance, "Interim Guidance on MAP-21 Section 1319, Accelerated Decision making in Environmental Reviews," January 14, 2013; (b) joint FHWA and FTA final guidance, "SAFETEA-LU Environmental Review Process (Pub. L. 109-59)," 71 Fed. Reg. 66576, November 15, 2006; and (c) other federal environmental guidance applicable to the Contractor.

B. Other Environmental Federal Laws.

Contractor shall comply and facilitate compliance with all applicable federal laws, regulations, and requirements, and will follow applicable guidance, including, but not limited to, the Clean Air Act, Clean Water Act, Wild and Scenic Rivers Act of 1968, Coastal Zone Management Act of 1972, the Endangered Species Act of 1973, Magnuson Stevens Fishery Conservation and Management Act, Resource Conservation and Recovery Act, Comprehensive Environmental Response, Compensation, and Liability Act, Executive Order No. 11990 relating to "Protection of Wetlands," and Executive Order Nos. 11988 and 13690 relating to "Floodplain Management."

C. Use of Certain Public Lands.

Contractor shall comply with U.S. DOT laws, specifically 49 U.S.C. §303 (often referred to as "section 4(f)"), and joint FHWA and FTA regulations, "Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites," 23 C.F.R.

part 774, and referenced in 49 C.F.R. part 622.

D. Historic Preservation.
Contractor shall comply with: (1) U.S. DOT laws, including 49 U.S.C. §303 (often referred to as "section 4(f)"), which requires certain findings be made before an Award may be undertaken if it involves the use of any land from a historic site that is on or eligible for inclusion on the National Register of Historic Places; (2) federal historic and archaeological preservation requirements of section 106 of the National Historic Preservation Act, as amended, 54 U.S.C. §306108; (3) the Archeological and Historic Preservation Act of 1974, as amended, 54 U.S.C. §312501 et seq.; (4) U.S. Advisory Council on Historic Preservation regulations, "Protection of Historic Properties," 36 C.F.R. part 800; and (5) other federal requirements and federal guidance to avoid or mitigate adverse effects on historic properties.

E. Indian Sacred Sites.
Contractor shall comply with federal efforts to promote the preservation of places and objects of religious importance to American Indians, Eskimos, Aleuts, and Native Hawaiians, and facilitate compliance with the American Indian Religious Freedom Act, 42 U.S.C. §1996, and Executive Order No. 13007, "Indian Sacred Sites," May 24, 1996, 42 U.S.C. §3161 note.

20 - ELECTRONIC AND INFORMATION TECHNOLOGY [FTA Master Agreement (31), Section 16(t)]

The Contractor agrees that reports or information it provides to the RTC or to or on behalf of the Federal Government will use electronic or information technology that complies with the accessibility requirements of Section 508 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794d, and U.S. ATBCB regulations, "Electronic and Information Technology Accessibility Standards," 36 CFR Part 1194.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.4.4**

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: RTC VANPOOL Service Agreement - Amendment No. 3

RECOMMENDED ACTION

Approve Amendment No. 3 to the agreement with Enterprise Leasing Company-West, LLC (Enterprise) to increase the monthly vanpool subsidy by one hundred dollars ($100) per mileage tier from $400 to $500 for vanpools up to 3,000 miles; from $500 to $600 for vanpools in mileage tiers between 3,001-4,000 miles; and from $600 to $700 for vanpools in mileage tiers over 4,000 miles.

BACKGROUND AND DISCUSSION

The RTC VANPOOL program is currently operated through a contract with Enterprise. Enterprise provides, maintains, and insures the vans, and vanpool participants split the cost of the vehicle lease and gas. The RTC SMART TRIPS trip reduction program contributes a subsidy to lower the vanpool participants' costs as an incentive to rideshare. The RTC SMART TRIPS program currently contributes a monthly subsidy of $400 for vanpools in monthly mileage tiers up to 3,000 miles, $500 for vanpools in mileage tiers between 3,001 and 4,000 miles, and $600 for vanpools in mileage tiers over 4,000 miles. These subsidies have remained unchanged since 2016.

Commute with Enterprise is requesting approval to adjust the current SMART TRIPS subsidy structure to better align with rising costs including fuel along with employer needs in Northern Nevada. These adjustments are intended to maintain equity across distance tiers and ensure that the subsidies remain competitive and supportive of the program. The subsidy increase amounts were determined upon review of the rates of other vanpool systems across the country and are designed to increase participation in the program.

This item supports Strategic Roadmap Goal #1, "Expand public transportation utilization".

FISCAL IMPACT

Funding for the RTC VANPOOL program is included in the FY 2026 and pending FY 2027 RTC budget.

PREVIOUS BOARD ACTION

05/22/2020 - Approved the agreement for four years plus two, three-year option terms to Enterprise Leasing Company-West, LLC (Enterprise) to provide vehicles, maintenance, insurance, marketing and customer service in support of the RTC VANPOOL program.

AMENDMENT NO. 3
RTC VANPOOL AGREEMENT

The Regional Transportation Commission of Washoe County ("RTC") and Enterprise Leasing Company – West, LLC ("Contractor") entered into an Agreement on May 25, 2020 (the "Agreement"). This Agreement was previously amended by Amendment No. 1 dated and effective as of July 1, 2022, and Amendment No. 2 dated and effective as of June 1, 2024. This Amendment No. 3 is dated and effective as of May 1, 2026.

RECITALS:

WHEREAS, the parties entered into the Agreement for the purpose of having Contractor provide services in connection with the administration of RTC's vanpool program, in exchange for payments by vanpool participants and a monthly subsidy to be provided by RTC;

WHEREAS, the current agreement states the following with regard to the monthly subsidy on Page 2, under section 2. Program Description:

> RTC provides a monthly subsidy to approved and registered vanpools as a participation incentive (the "Subsidy"). The current monthly Subsidy is based on a fixed-rate structure equal to $400 for vanpools traveling up to 3,000 miles per month, $500 for vanpools traveling between 3,001 to 4,000 miles per month, and $600 for vanpools traveling over 4,000 miles per month. The RTC pays the Subsidy directly to the Contractor who then credits the Vanpool Coordinators' accounts.

WHEREAS, Enterprise and RTC wish to amend the Agreement to increase the monthly subsidy for new and existing vanpools effective May 1, 2026,

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

a. **2. PROGRAM DESCRIPTION** paragraph regarding the monthly subsidy on Page 2, will be replaced in its entirety as follows:

> RTC provides a monthly subsidy to approved and registered vanpools as a participation incentive (the "Subsidy"). The current monthly Subsidy is based on a fixed-rate structure equal to $500 for vanpools traveling up to 3,000 miles per month, $600 for vanpools traveling between 3,001 to 4,000 miles per month, and $700 for vanpools traveling over 4,000 miles per month. The RTC pays the Subsidy directly to the Contractor who then credits the Vanpool Coordinators' accounts.

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SAMPLE

b. That except as amended herein, all of the remaining provisions of the Agreement, as previously amended, shall remain in full force and effect.

c. This Amendment together with the Agreement (and any exhibits, attachments, addenda, amendments and supplements thereto) shall be binding upon each of the parties hereto. In the event of a conflict between the terms and conditions hereof, and the terms and conditions of the Agreement, the terms and conditions hereof shall govern.

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

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By_____
Bill Thomas, AICP, Executive Director

ENTERPRISE LEASING COMPANY –
WEST, LLC

By_____
Luciano Prestileo, Vice President/General Manager

SAMPLE

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 4.4.5**

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: Authorize Negotiations with WCSD for the Purchase of a Portion of the Wooster High School Property

RECOMMENDED ACTION

Authorize the Executive Director to commence negotiations with the Washoe County School District (WCSD) for the purchase of a portion of the Earl Wooster High School property located in Reno, Nevada, for the purpose of developing a replacement fixed-route transit maintenance and operations facility to replace the Jerry L. Hall Regional Transit Operations and Maintenance Center at 2050 Villanova Drive.

BACKGROUND AND DISCUSSION

The Regional Transportation Commission of Washoe County (RTC) faces an urgent need to replace its primary bus operations and maintenance center, the Jerry L. Hall Regional Transit Operations and Maintenance Center (Villanova Facility), currently located beneath Interstate 580. This need is driven by both external and internal factors. Externally, the Nevada Department of Transportation's Spaghetti Bowl Project—a major overhaul of I-80, I-580, and U.S. 395—may require removal of the Villanova Facility as early as 2035. Internally, the Villanova Facility, built in 1983, is undersized for RTC's planned fleet growth and cannot safely support modern alternative fuel technologies such as hydrogen fuel cells, which are essential to the agency's commitment to sustainable transit.

Recognizing the facility's limitations and the risk of imminent displacement, RTC initiated a comprehensive process to identify, assess, and secure a new site. In 2025, the Board authorized a contract with CDM Smith, Inc. to provide architectural, engineering, and needs assessment services. Their January 2026 Needs Assessment confirmed that a replacement facility must be significantly larger—requiring at least 10 acres—to serve the fixed-route fleet. The new facility must accommodate expanded bus parking, maintenance bays, workforce training space, and infrastructure for electric and hydrogen-powered buses. Additionally, to ensure operational efficiency and cost-effectiveness, the site must be centrally located to minimize non-revenue "deadhead" miles traveled between the garage and service routes.

The search for appropriate sites revealed a major challenge: large, contiguous parcels within Reno's urban core are extremely scarce. After evaluating all viable options, a portion of the Earl Wooster High School campus emerged as one of the few properties meeting the space, location, and operational criteria. A February 2026 desktop audit confirmed the Wooster site's suitability, highlighting several advantages: it is centrally located, thus preserving low deadhead costs and serving the region's highest-ridership area; it offers sufficient land for facility needs; and, as a property owned by the Washoe County School District (WCSD), it presents an opportunity for a cooperative, public-to-public transaction. The site also benefits from proximity to existing utility infrastructure, supporting the facility's significant electrical requirements for modern transit operations.

FISCAL IMPACT

The cost of acquiring a portion of the Wooster High School property from WCSD will be subject to negotiation and a third-party appraisal, consistent with RTC's standard property acquisition practices. Property acquisition costs are eligible for federal reimbursement under FTA guidelines, subject to completion of the NEPA environmental review process.

PREVIOUS BOARD ACTION

07/18/2025 - Approved a contract with CDM Smith, Inc. for architectural and engineering services to complete a feasibility study and the environmental process for relocation of RTC's fixed-route maintenance and operations facility on Villanova Drive, in an amount not-to-exceed $1,091,365.19.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **Agenda Item: 5.1.**

To: Regional Transportation Commission

From: Christian Schonlau, Director of Finance, CFO

SUBJECT: Fuel Tax Indexing (Informational Only)

RECOMMENDED ACTION

Review a report from the RTC's Director of Finance regarding the Fiscal Year 2027 increase in the indexed fuel taxes in Washoe County that will become effective on July 1, 2026, as required by NRS 373.067 and WCC § 20.43416.

BACKGROUND AND DISCUSSION

NRS 373.066 allows counties to impose, by ordinance, taxes on fuel sold in Washoe County that are adjusted to inflation annually. The purpose of the annual adjustments (or "indexing") is to preserve the purchasing power that would otherwise be lost due to inflation in the cost of street and highway construction.

Washoe County imposed the indexed fuel taxes by ordinance at WCC § 20.434 et seq., following voter approval at the 2008 general election of Ballot Question No. RTC-5, and the enactment of Senate Bill 201 (2009), which was codified in NRS 373.066. Washoe County also previously imposed certain indexed fuel taxes pursuant to NRS 373.065(d)(1) and WCC §§ 20.3683, 20.3684 and 20.3685, but those taxes are no longer adjusted annually and are fixed at the amounts that were in effect on January 1, 2010.

The indexed fuel taxes are adjusted each fiscal year pursuant to the formula prescribed by NRS 373.066 and the Washoe County ordinance. The adjustment does not require action by the Board of County Commissioners or the RTC Board to become effective. Washoe County and the State have entered into an agreement pursuant to which the State, through the Department of Motor Vehicles, agrees to perform indexing, collection, and administrative functions with respect to the fuel taxes, including the calculation of each annual increase, as required by NRS 373.070(2) and WCC § 20.43419.

Before the effective date of each increase (i.e., before July 1 each year), the RTC Board is required to review the following at a public meeting pursuant to NRS 373.067(2)(b)(1) and WCC § 20.43416(1):

a) The amount of that increase and the accuracy of its calculation;
b) The amounts of any annual increases imposed by [the indexed fuel tax ordinance] in previous years and the revenue collected pursuant to those increases;
c) Any improvements to the regional system of transportation resulting from revenue collected pursuant to any annual increases imposed by [the indexed fuel tax ordinance] in previous years; and
d) Any other information relevant to the effect of the annual increases on the public.

RTC is then required to submit to the Washoe County Board of Commissioners "any information [RTC] receives suggesting that the annual increase should be adjusted." NRS 373.067(2)(b)(2); WCC § 20.43416(2).

Attached is a report from the RTC's Director of Finance. The report presents the information that the RTC Board is required to review at a public meeting. The adjustment that will become effective on July 1, 2026 is a 4.71% increase in the fuel taxes. RTC's Director of Finance has confirmed these calculations with the RTC of Southern Nevada. The RTC of Washoe County and RTC of Southern Nevada coordinate, independently verify, and confirm they have the same calculations each year as the same percentage adjustment is made in both counties based on the same statutory formula.

Following this review, the Director of Finance will submit this staff report and the attached report to the Board of County Commissioners, c/o the Washoe County Finance Manager. The RTC's Director of Finance has already notified the Department of Motor Vehicles of RTC's calculations. The Department of Motor Vehicles independently confirms those calculations and will begin collecting and administering the increased taxes on July 1, 2026.

FISCAL IMPACT

There is no fiscal impact to the FY 2026 Budget associated with Board this action. The revenues generated in FY 2027 by the indexed fuel taxes will be programmed in the FY 2027 budget.

PREVIOUS BOARD ACTION

3/18/2011 - Approved a resolution to use the "Producer Price Index for Other Non-Residential Construction," instead of the discontinued "Producer Price Index for Highway and Street Construction," as authorized by NRS 373.066(5)(d).

2026 REPORT REGARDING INDEXED FUEL TAXES

This report presents the information that the RTC is required to review at a public meeting pursuant to NRS 373.067(2)(b)(1) and WCC 20.43416(1).

BACKGROUND:

In November 2008, the voters in Washoe County passed ballot question RTC-5 which was a measure to ensure a portion of the funding necessary to implement the 30 year Regional Transportation Plan (RTP). RTC-5 proposed adjusting or "indexing" fuel taxes annually to recapture the purchasing power being lost due to inflation in the cost of street and highway construction. RTC-5 proposed to change the existing indexing basis from the Consumer Price Index (CPI) to the Producer Price Index (PPI). RTC-5 also recaptured the lost purchasing power on the federal and state fuel taxes being paid in Washoe County by indexing the federal and state taxes on gas, alternative fuels, and diesel. The Nevada State Legislature approved enabling legislation for RTC-5 with the passage of Senate Bill 201 (2009), and the Washoe County Commission subsequently enacted the implementing ordinance in August 2009. Collections of the PPI indexed fuel taxes began on January 1, 2010, and the local governments and the RTC received the first proceeds in March 2010.

THE AMOUNT OF THE INCREASE AND THE ACCURACY OF ITS CALCULATION:

On July 1, 2026, an inflationary adjustment of 4.71% will be made to the motor vehicle fuel tax rates in Washoe County, increasing rates on a cents per gallon basis as follows:

Fuel Type	RTC	Local Governments	Total
Gasoline/ Gasohol	4.2781	0.6724	4.9505
Diesel	4.7051	-	4.7051
LPG	3.6360	-	3.6360
CNG	3.5458	-	3.5458
A55[(1)]	1.7142	-	1.7142

(1) Emulsion of water based hydrocarbon

Exhibit A shows the rolling ten-year average PPI rates from the U.S. Bureau of Labor Statistics associated with the fuel taxes for local governments (NRS 365.190, 365.560, 365.180, 365.550, 365.192, and 365.562) and the RTC fuel tax (NRS 373.066).

Note, in July of 2010 the Bureau of Labor Statistics modified the publication structure for Material and Supply inputs to the Construction Industry. As a result, the PPI index for Highway and Street Construction (BHWY code) was discontinued and replaced with the PPI index for Other Nonresidential Construction (WPUIP2312301 code). The RTC Board of Commissioners approved a change to the new index in March 2011 as authorized by NRS 373.066(5)(d).

THE AMOUNTS OF ANY ANNUAL INCREASES IMPOSED IN PREVIOUS YEARS AND THE REVENUE COLLECTED PURSUANT TO THOSE INCREASES:

On January 1, 2010, in order to transition to the PPI index, the CPI indexed amount was frozen at the rate in effect and the new indexing provisions calculated on the PPI rate were implemented on the local, state and federal tax rates for gasoline, and state and federal tax rates for diesel and other special fuels.

The following are the previous rolling ten-year PPI index increases:

Fiscal Year	PPI Rate
2026	3.96%
2025	3.98%
2024	4.10%
2023	2.40%
2022	1.32%
2021	2.10%
2020	1.30%
2019	1.98%
2018	2.15%
2017	3.43%
2016	5.25%
2015	6.05%
2014	6.22%
2013	5.81%
2012	4.98%
2011	5.18%
2010*	6.20%

*Effective January 2010

Prior to that, there were CPI index adjustments in 2004, 2005, 2006, 2007, 2008, and 2009. Note, due to the timing requirement to implement the increases, preliminary index rates are used for the last two months of the calendar year. All indexes from the Bureau of Labor Statistics are subject to revision up to four months after publication. The indexes will be trued up in the calculation of the next year's 10-year average calculations.

The annual incremental changes in Motor Vehicle Fuel Tax in Washoe County due to PPI increases are as follows per WCC 20.43416(1)(a):

Annual Increases in Cents per Gallon

		Gasoline/Gasohol			Diesel	LPG	CNG	A55[(1)]
Fiscal Year	10 Yr. Avg. PPI	RTC	Local Govt's.	Washoe County Total	RTC Only			
2027	4.71%	4.2781	0.6724	4.9505	4.2781	4.7051	3.6360	3.5458
2026	3.96%	3.4552	0.5430	3.9983	3.4552	3.8001	2.9366	2.8638
2025	3.98%	3.3397	0.5249	3.8645	3.3397	3.6730	2.8384	2.7680
2024	4.10%	3.3082	0.5199	3.8281	3.6384	2.8117	2.7419	1.3256
2023	2.40%	1.8897	0.2969	2.1866	2.0783	1.6061	1.5662	0.7572
2022	1.32%	1.0260	0.1612	1.1872	1.1284	0.8720	0.8503	0.4111
2021	2.10%	1.5987	0.2513	1.8499	1.7582	1.3587	1.3250	0.6406
2020	1.30%	0.9769	0.1535	1.1305	1.0744	0.8303	0.8097	0.3915
2019	1.98%	1.4518	0.2281	1.6800	1.5968	1.2339	1.2033	0.5818
2018	2.15%	1.5511	0.2438	1.7949	1.7060	1.3183	1.2856	0.6215
Total		22.8755	3.5949	26.4705	24.0535	22.2092	19.1930	13.9068

(1) Emulsion of water based hyrdocarbon

The following are the amounts of PPI indexed revenues collected through FY 2026 per WCC 20.43416(1)(b):

PPI Revenues

Fiscal Year	RTC[2]	Local Governments
2026	103,018,300	11,993,851
2025	92,384,239	10,654,862
2024	84,278,893	9,749,451
2023	78,493,950	8,987,701
2022	76,956,351	8,687,132
2021	73,708,014	8,290,883
2020	67,503,638	7,680,592
2019	67,780,011	7,824,459
2018	62,519,649	7,300,669
2017	56,953,775	6,629,077
2016	50,409,644	5,827,176
2015	41,564,035	4,850,891
2014	32,534,203	3,804,079
2013	24,740,803	2,888,994
2012	18,075,929	2,092,874
2011	12,288,597	1,419,438
2010[1]	3,241,425	374,925

(1) Effective January 2010

(2) RTC amounts reported in the FY13 Indexed Fuel Report to the Board of Commissioners included CPI indexed amounts in the reported revenues. This report excludes CPI indexed revenues which were no longer collected after implementation of the PPI index in January 2010.

The estimate for RTC's PPI indexed revenues for FY 2026 is $103,018,300.

LIST OF IMPROVEMENTS TO THE REGIONAL SYSTEM OF TRANSPORTATION RESULTING FROM REVENUE COLLECTED PURSUANT TO ANY ANNUAL INCREASES IMPOSED IN PREVIOUS YEARS:

The total estimated amount of revenue from indexed fuel taxes distributed to the RTC including CPI since inception is $903.5 million through January 2026. This entire amount has been programmed along with other fuel tax revenues for road project implementation and as the pledged revenue for debt service of $279.8 million in outstanding bond debt as of July 1, 2025. The bonds were sold to fund road projects. Indexing serves as major part of the pledged revenue for repayment of the bond debt service. As of August 2016, all the proceeds from the bond sales have been expended and the RTC is back to primarily funding road projects with indexed fuel tax revenues. A complete list of the historical bond funded projects can be found in Exhibit B. A list of the FY 2025 indexed fuel tax funded projects can be found in Exhibit C.

INFORMATION RELEVANT TO THE EFFECT OF THE ANNUAL INCREASE ON THE PUBLIC:

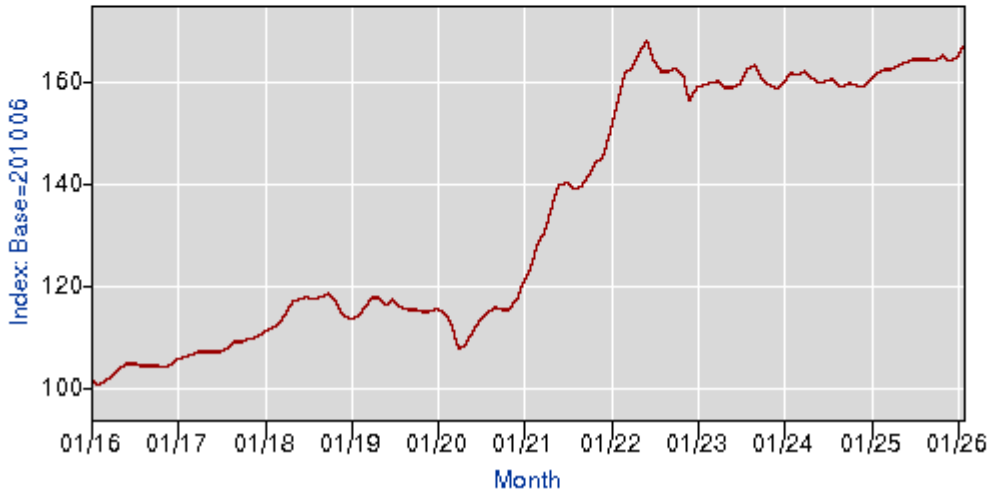
RTC has received and responded to public comment, public inquiries and media inquiries regarding the possibility of repealing or stopping the indexed fuel tax. RTC staff has tried to explain that the PPI increases have been a negligible part of the dramatic increases in the cost per gallon of motor vehicle fuel over the past 12 months. RTC staff will attended the May 6, 2026 Citizens Multimodal Advisory Committee (CMAC) meeting and the May 7, 2026 Technical Advisory Committee (TAC) meeting to explain the increase that will automatically go into effect on July 1, 2026.

10 Year Range	2016-2025
2016	-2.0%
2017	4.1%
2018	7.1%
2019	0.2%
2020	-2.1%
2021	19.6%
2022	18.7%
2023	-0.7%
2024	0.3%
2025	2.0%
Rolling Average	**4.71%**

Data extracted on: March 25, 2026 (11:30:59 AM)

PPI Commodity Data

Series Id: WPUIP2312301
Not Seasonally Adjusted
Series Title: PPI Commodity data for Inputs to other nonresidential construction, goods, not seasonally adjusted
Group: Inputs to industries
Item: Inputs to other nonresidential construction, goods
Base Date: 201006



RTC 5 BOND PROJECTS
EXPENDITURES LIFE-TO-DATE BY BOND ISSUE

Bond Funded Projects As of December 31,2016

Project Number		Project Termini	Total
Multi	Pre Bond Project expenditures 1/26/09 - 6/26/09		$ 676,250.00
212025	Bravo	Mt. Limbo / Ramsey	868,552.43
242011	Bridge St. / Caughlin Pkwy	Bridge - RRX/3rd; Caughlin - Longknife/McCarran	1,082,999.02
212035	Coliseum / Yori	Peckham / Gentry	760,551.79
222013	E. Glendale	McCarran / RR Xng	1,226,316.58
222020	E. Lincoln	Stanford / Howard	927,254.61
212021	Echo Avenue	Mt. Bismark / Mt. Limbo	982,740.74
222008	El Rancho	McCarran / Sullivan	1,341,018.76
212029	Evans / Highland	Jodi / Enterprise	1,059,969.42
542023	FY11 Bike/Ped Improvements	All jurisdictions	168,526.98
532010	Geiger Grade Realignment		930,831.03
542021	I-580 Northbound Widening		20,000,000.00
222016	International Place / Icehouse Rd.	Glendale / Cul de Sac	454,427.71
244001	Intersection Corrective Maintenance	All	1,465,919.94
244002	Intersection Corrective Maintenance 2	All jurisdictions	1,247,536.73
244003	Intersection Corrective Maintenance 3	All jurisdictions	908,782.27
222017	Larkin / Madison	Greg / Greg	709,203.39
212024	Las Brisas	McCarran / Brittania	810,415.97
512009	Lemmon Drive	Memorial / US395	247,890.39
222009	Lillard	Brierly / Prater	1,177,260.90
222021	Linda / Southern	Coney Island / Glendale / Greg / Freeport	1,201,904.97
212023	Longley	Houston / Rock	1,068,477.12
222015	Loop / Saloman	Vista / End of Pavement	629,758.51
212036	Mae Anne	Sharlands / Ave. de Landa	1,578,105.21
212015	Mae Anne	Ave. de Landa / Ambassador	641,500.14
212005	Mae Anne Ave. Rehab.	Ave. de Landa / McCarran	34,040.09
212047	Mayberrry	Truckee River / Canyon	2,346,436.27
212034	Mayberry	McCarran / California	2,628,315.23
540102	McCarran Sidewalk	Prater / Lincoln	149,880.50
212009	Military Road	Lemmon / Echo	2,780,321.83
212010	Mill Street	Rock / McCarran	1,853,832.71
532005	Moana Lane Widening	S. Virginia / Neil Road	35,600,521.94
212017	Moya Blvd	Redrock / Echo	2,143,451.90
212026	Mt. Rose	Arlington / Plumas	472,072.02
212011	N. Virginia	4th / 5th / Maple / 8th	2,222,151.95
212038	Neil / Gentry / Terminal	Moana / Plumb	28,733.80
212048	Neil / Gentry / Terminal		367,661.85
221001	Nichols	Victorian / Howard	927,641.90
212012	Parr Boulevard	N. Virginia / US 395	2,469,679.82
212030	Parr Circle / Catron Drive	Parr / Parr	1,266,489.18
212044	Peckham	S. Virginia / Kietzke	774,380.46
212013	Pembroke	McCarran / Boynton Bridge	1,716,870.84
532008	Plumb / Harvard	Dual left turn lane	168,196.21
212045	Plumb Lane	Ferris / McCarran	6,675,556.78
532012	Plumb/Terminal ITS	Plumb / Harvard; Plumb/Terminal; Terminal / Mill	289,717.07
540082	Pyramid / McCarran	Intersection	20,570.64
540082	Pyramid / US395 Connector		69,319.56
212022	Ralston / Fifth	2nd / Keystone	1,854,752.80
343010	Regional Road Maint. Patching 10	All jurisdictions	1,213.00
343011	Regional Road Maint. Slurry Seal 10	All jurisdictions	284,974.49
343014	Reg'l Road Maint. Crack Seal 11	All jurisdictions	124,043.11
343017	Reg'l Road Maint. Crack Seal 12	All jurisdictions	559,199.20
343012	Reg'l Road Maint. Patching 11	All	779,063.19
343016	Reg'l Road Maint. Patching 12	All jurisdictions	610,639.56
343013	Reg'l Road Maint. Slurry Seal 11	All	5,261,559.60
343015	Reg'l Road Maint. Slurry Seal 12	All jurisdictions	3,265,362.24
212006	Reno Consolidated 0901	Holcomb / Vassar	1,486,366.81
212016	Reno Consolidated 0902	Matley / Automotive / Louise	1,920,048.49
212018	Reno Consolidated 1001	Crummer/Green Acres/Huffaker	785,000.04
212028	Reno Consolidated 1002	Patriot / Bluestone / Offenhauser / Portman	1,866,519.46
212031	Reno Consolidated 1003	Lakeside / Manzanita	3,168,984.84
212039	Reno Consolidated 1004	Ampere / Reactor / Edison / Brookside / Energy Way	4,370,039.33
212040	Reno Consolidated 1005	Mira Loma / Barron / Louie	863,131.10
212032	Reno Consolidated 1101	1st / State / Washington	1,779,397.81
212033	Reno Consolidated 1102	Brinkby / Lymberry / Grove / Linden	2,850,741.31

RTC 5 BOND PROJECTS
EXPENDITURES LIFE-TO-DATE BY BOND ISSUE

Bond Funded Projects As of December 31,2016

Project Number		Project Termini	Total
212041	Reno Consolidated 1103	Gould / Lewis / Prosperity / Sunshine / Kuenzli	1,707,326.79
542019	Reno/Sparks Bike Ped Plan	All jurisdictions	53,697.61
212042	Ridgeview	Plumas / Lakeside	358,493.10
510072	Robb Drive	I80 / Sharlands	117,182.91
222019	Rock Blvd	Glendale / Hymer	841,146.52
532011	SE Connector Phase I	Greg St/Clean Water Way	88,184,041.73
532013	SE Connector Phase II	Clean Water Way/South Meadows	120,524,435.00
530042	SE Connector Plan Alignment		202,034.91
542013	SE McCarran Study	Longley / Greg	96,307.07
542017	SE McCarran Widening Const.	Longley / Greg	39,109,202.14
212027	Security Circle	N. Virginia / N. Virginia	835,226.70
212037	Silver Lake	Stead / Sky Vista	764,518.22
212043	Socrates	McCarran / Sienna	1,914,449.46
222010	Sparks Consolidated 0902	Deming Way / Bergin / Franklin	1,152,135.55
220082	Sparks Consolidated 0903	Freeport / Steneri	2,231,867.08
222011	Sparks Consolidated 1001	Crane / Frazer / Hymer / Pacific / Pittman / Shaber / 15th-21st	5,008,735.59
222022	Sparks Consolidated 1101	Marietta / Snider	1,720,509.21
222025	Sparks Consolidated 1201	Greenbrae/ Merchant	1,724,834.89
222018	Spice Island / United Circle	Greg / Franklin - Spice Island / Spice Island	2,395,074.04
212019	Summit Ridge / Sky Mountain	W. McCarran / 4th	1,545,321.76
232002	Tanburg	7th / Mineral	219,915.75
212020	Taylor Street	Virginia / Kietzke	33,557.58
542025	TE Spot Intersection Project 11/12	All jurisdictions	1,309,401.64
542020	TE Spot Intersection Project 9/10	All jurisdictions	1,354,736.10
5328	US395 / Meadowood Interchange		7,652,863.09
532009	Veterans Parkway / Geiger Grade	Roundabout	5,375,728.77
222012	Victorian Phase II	Pyramid / McCarran	3,351,267.23
522008	Vista / Baring	NB Left turn lane	461,632.80
522007	Vista Boulevard	Los Altos / Wingfield Springs	8,603,385.79
212014	W. 7th Street	Madera Ct. / McCarran	809,705.94
212046	W. Huffaker	Del Monte / Spring Leaf	909,659.64
222014	York	18th / 4th	1,642,597.78
	TOTAL		$ 441,214,065.93

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CONSTRUCTION PROJECT EXPENDITURES
GENERAL FUND
(Regional Street and Highway Fund)

Year ended June 30, 2025

	Right-of-way Acquisition	Engineering and Inspection	Construction	Total
All Jurisdictions				
2024 Corrective Maintenance	$ -	$ 236,389	$ 4,864,753	$ 5,101,142
2024 Preventative Maintenance	-	388,406	4,304,067	4,692,473
2025 Preventative Maintenance	-	580,920	3,800,587	4,381,507
PCC Preventative Maintenance	-	3,235	-	3,235
La Posada Corrective Project	-	124,067	-	124,067
Stead Signal Improvements	-	82,817	-	82,817
Traffic Signal Modification 23-01	-	145,953	3,187,857	3,333,810
Traffic Signal Modification 24-01	18,479	310,265	1,457,502	1,786,246
Traffic Signal Modification 25-01	25,613	214,687	-	240,300
Traffic Signal Modification 26-01	-	119,044	-	119,044
Traffic Signal Fiber 26-01	-	116,491	-	116,491
East Lincoln Roundabout	77,611	9,169	-	86,780
Virginia St. Utility Relocation Project	21,455	-	595,344	616,799
TSMO CMM Assessment	-	88,984	-	88,984
Signal Pole Standards Evaluation	-	42,645	-	42,645
	143,158	2,463,072	18,210,110	20,816,340
City of Reno				
2025 Bridge Maintenance	-	170,252	-	170,252
1 st. Street Rehab - Virginia St. to Sierra St.	-	11,207	58,245	69,452
Arlington Bridges	250	1,141,833	4,815,367	5,957,450
Arrowcreek/Wedge Rehabilitation - Thomas Creek to Wedge Pkwy./Mt. Rose HWY. to White Creek Ln.	4,200	323,674	-	327,874
Buck Drive Circulation - Lemmon Dr. to N. Hill Blvd.	204,498	170,456	-	374,954
Downtown Reno Micromobility	-	1,363,834	-	1,363,834
Keystone Ave. Bridge	-	1,000,903	-	1,000,903
Kietzke Ln. ITS - Mill St. To 2nd St./Pringle Wy. To Kietzke Ln.	-	71,716	1,485,771	1,557,487
Lemmon Drive Traffic Improvement - Fleetwood Dr. to Ramsey Wy.	-	1,795,339	-	1,795,339
LiDAR Living Lab & Imple	-	5,878	-	5,878
McCarran Blvd. Safety & Operational Improvement - El Rancho to Rock Blvd/ Plumb Ln. to S. Virginia St.	-	186,617	-	186,617
Meadowood Rehabilitation - Meadowood Mall Wy./Meadowood Cir./Neil Wy.	9,370,140	736,736	1,754,997	11,861,873
Mill Street Capacity & Safety - Kietzke Ln. to Terminal Wy.	3,000	70,779	187,593	261,372
North Valleys & North Virginia -Panther Dr. to Stead Blvd.	-	446,317	-	446,317
N. Virginia Street University Rehabilitation - Lawlor Roundabout to N. McCarran Blvd.	-	115,514	1,680,134	1,795,648
Oddie/Wells Corridor Multi-Modal	-	170,993	872,291	1,043,284
Pembroke Dr. Capacity & Safety - McCarran Blvd to Veterans Pkwy	-	265,830	-	265,830
Prater and S. Virginia Pavement - Pyramid Wy. to Stanford Wy./Peckham Ln. to Longley Ln.	-	5,024	-	5,024
Raleigh Heights Rehabilitation - Carlyle Dr./Yorkshire Dr./Lancaster Dr.	-	238,664	3,076,971	3,315,635
S. Virginia St. NB Widening - Longley Ln/ I-580 NB off ramp	-	395,680	6,978,617	7,374,297
Selmi Dr. Rehab - Sutro St. to Clear Acre Ln.	-	10,052	21,750	31,802
Sierra St. Bridge	-	1,678,628	-	1,678,628
Sixth St. Safety	-	371,254	-	371,254
South Meadows Traffic Enhancements	-	39,755	674,151	713,906
Traffic Signal Fiber 25-01	-	128,861	-	128,861
Traffic Signal Installation 23-01	-	9,897	551,307	561,204
Veterans Parkway ITS - Steamboat Pkwy. to Long Meadow Dr.	-	195,106	1,647,468	1,842,574
West Fourth St. Downtown- Evans Ave. to Keystone Ave.	-	407,906	1,731	409,637
West Fourth St. Safety - Keystone Ave. to McCarran Blvd	164,554	487,251	-	651,805
Moya Blvd Capacity	-	379,574	-	379,574
7th & 6th and West St. Rehabilitation	-	212,825	-	212,825
White Fir Rehabilitation	-	216,180	-	216,180
TS and Intersection Improvements 26-01	-	75,283	-	75,283
University Area Transportation	-	235,816	-	235,816
Boomtown Garson Rd	-	24,318	-	24,318
	9,746,642	13,159,952	23,806,393	46,712,987

Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

SCHEDULE OF CONSTRUCTION PROJECT EXPENDITURES
GENERAL FUND
(Regional Street and Highway Fund)

Year ended June 30, 2025

	Right-of-way Acquisition	Engineering and Inspection	Construction	Total
City of Sparks				
Las Brisas and Los Altos Reserfacing	-	7,848	72,301	80,149
McCarran Blvd. Safety & Operational Improvement - El Ranch to ROck Blvd./Plumb Ln. to S. irginia St.	-	186,616	-	186,616
Oddie/Wells Corridor Multi-Modal	-	170,992	872,291	1,043,283
Prater and S. Virginia Pavement - Pyramid Wy. to Stanford Wy./Peckham Ln. to Longley Ln.	-	2,153	-	2,153
Sparks Blvd Capacity Improvement	1,104,003	779,255	355,688	2,238,946
Stanford Wy Rehab - Glendale Ave. to Greg St.	-	5,140	45,495	50,635
Traffic Signal Fiber 25-01	-	128,861	-	128,861
Traffic Signal Installation 23-01	-	9,898	551,307	561,205
Vista Blvd. & Prater Way ITS - Prater Wy. to I80/Sparks Blvd. to Vista Blvd.	-	65,047	-	65,047
Prater Way Rehabilitation	-	227,794	-	227,794
Sparks Ion Traffic Signal	-	173,756	2,003	175,759
	1,104,003	1,757,360	1,899,085	4,760,448
Washoe County				
Arrowcreek/Wedge Rehabilitation - Thomas Creek to Wedge Pkwy/ Mt Rose HWY. to White Creek Ln.	1,800	138,718	-	140,518
Butch Cassidy Drive Extension - Thomas Creek Rd. to Edmonton Dr.	-	705,538	-	705,538
Eagle Canyon Safety and Operations- Richard Springs Blvd. to Calle De La Pl.	-	98,779	-	98,779
Lemmon Valley - Spanish Springs Connector - Lemmon Dr. to Pyramid Hwy	-	39,475	-	39,475
	1,800	982,510	-	984,310
NV Department of Transportation				
Geiger Grade Road Realignment	-	364,013	-	364,013
N. McCarran Blvd. & Pyramid HWY. Fiber - Sullivan Ln. to Rock Blvd./I-80 to C St.	-	-	41,148	41,148
Pyramid Highway/US 395 connector	-	-	4,601,904	4,601,904
Pyramid Highway Intelligent Corridor - Baring Blvd/Vista Blvd/Los Altos Pkwy	-	241,197	185,714	426,911
Pyramid Highway Operations Improvements - Ingenuity Ave. to Egyptian Dr.	-	688,079	-	688,079
Pyramid Way, Sparks Blvd. & Pyramid Highland Ranch Intersection	-	2,571,862	-	2,571,862
Sun Valley Blvd. Corridor Improvements Ph2 - Scottsdale Rd. to 7th Ave.	-	1,224,891	-	1,224,891
Veterans Roundabout Modifications	-	190,371	-	190,371
Vista Blvd. &Prater Way ITS	148,500	113,646	237,852	499,998
	148,500	5,394,059	5,066,618	10,609,177
Total All Projects	$ 11,144,103	$ 23,756,953	$ 48,982,206	$ 83,883,262

Meeting Date: 4/17/2026 **Agenda Item: 5.2.**

To: Regional Transportation Commission

From: Christian Schonlau, Director of Finance, CFO

SUBJECT: Fiscal Year 2027 Tentative Budget

RECOMMENDED ACTION

Acknowledge receipt of the Fiscal Year 2027 RTC Tentative Budget.

BACKGROUND AND DISCUSSION

The FY 2027 Tentative Budget will continue RTC's multi-year road program and transportation services in the community. The Tentative Budget is presented in order for the Board to provide comment and input into the FY 2027 Final Budget. Staff will return to the Board in May with the finalized budget.

The FY 2027 Tentative Budget consists of three major programs: the Street and Highway Program, the Public Transportation Program, and the Metropolitan Planning Organization (MPO)/Transportation Planning Program. The Street and Highway Program consists of pavement preservation and mobility projects, capacity improvement projects, and RRIF cash and offset agreement projects. The Public Transportation Program consists of RTC RIDE, RTC ACCESS, RTC INTERCITY, RTC FlexRide, TART, and Van Pools. The MPO/Transportation Planning Program consists of federally mandated planning activities and other essential planning activities required to guide and support the Public Transportation program and Street and Highway Programs.

Street and Highway Program:
As of January 2026, year-to-date fuel tax revenue has increased 8.17% or $4.94 million based on indexed fuel tax, but Washoe County has only experienced a 0.01% increase in gallons sold over the prior year during that same time period. FY 2027 budgeted fuel tax revenues are a 5.6% increase or $6.2 million over FY 2026 estimate due to the continued implementation of indexing and population growth. FY 2027 PPI index ten-year rolling average of 4.71% adjustment results in a 4.27 cent increase Washoe County fuel tax rates. FY 2027 gallons sold are projected to be 1.8% lower than FY 2026 based on the forecast from the Nevada Department of Taxation. FY 2027 RRIF cash revenues are budgeted at $7 million as new

development construction continues. RRIF cash revenues remain lower than historical levels due to the current availability of impact fee waivers.

Road construction projects are a substantial component of the RTC budget. Pavement preservation, mobility, and capacity projects are budgeted at $265.4 million for FY 2027. The total Street and Highway Program expenditures for FY 2027 including debt service are $300.4 million.

Public Transportation Program:
As of January 2026, sales tax revenue has increased 15.1% or $3.9 million over the prior year. FY 2027 estimated sales tax revenue has been decreased 2% or $969,273. FY 2026 ridership for RTC RIDE and RTC ACCESS continue to grow, but remain lower than pre-pandemic levels resulting in significant reductions in passenger fare revenues. FY 2027 RTC RIDE fare revenues have been increased 1% or $38,830 and RTC ACCESS fare revenues have been increased 5% or $10,645 to adjust for returning ridership and increased marketing efforts to grow new ridership.

FY 2027 RTC RIDE operating costs at $56.5 million are increasing 13.7% over FY 2026 due to increased contractor costs. RTC ACCESS operating costs at $15.4 million are increasing 8.59% over FY 2026 primarily due to increased provision of services, which are also operated by the RTC ACCESS turnkey contractor.

Transit capital projects are critical to the success of the Public Transportation Program, but have a financial impact on local funds required to match the federal funding. Capital projects funded by federal grants include: Expansion of the South Virginia St. BRT line, Meadowood Mall Transit Center renovation, 19 replacements for aging hybrid fleet buses, 8 replacement FlexRide vans, bus shelters and ADA pad improvements, support vehicles, computer hardware and software, and facilities upgrades. The total public transportation and para-transit capital expenditures for the FY 2027 are $52.9 million.

Total program expenses for the Public Transportation Program are $125.3 million for FY 2027.

Metropolitan Planning Organization (MPO) Program:
Total program expenses for the MPO Program are $6.4 million for FY 2027. The program includes the following studies: Safety Action Plan ATP Neighborhood Plans, Intersection Studies, TRIC Rail Study, and TOPS Model.

FISCAL IMPACT

The Fiscal Year 2027 Tentative Budget amount, not including depreciation, is $442,480,344.

PREVIOUS BOARD ACTION

05/09/2025 - Approved the Fiscal Year 2026 RTC Final Budget.



Regional Transportation Commission
Reno, Sparks, and Washoe County, Nevada

Annual Budget

Fiscal Year Ending, June 30, 2027

REGIONAL TRANSPORTATION COMMISSION
ALL FUNDS
THREE YEAR COMPARISON OF REVENUES BY SOURCE
TENTATIVE BUDGET
FOR FISCAL YEAR ENDING JUNE 30, 2027

	FISCAL YEAR 2025 ACTUAL	FISCAL YEAR 2026 BUDGET	FISCAL YEAR 2026 ESTIMATED	FISCAL YEAR 2027 BUDGET
REVENUES & SOURCES:				
Motor Vehicle Fuel Tax	$ 110,326,117	$ 118,076,104	$ 120,274,123	$ 128,355,036
Public Transportation Sales Tax	45,501,682	42,489,164	48,463,662	47,494,390
Regional Road Impact Fee (RRIF)	11,284,067	8,500,000	5,996,335	7,000,000
RRIF Offset Agreements	-	6,250,000	500,000	12,000,000
Passenger Fares	3,685,554	4,042,648	4,037,176	4,080,774
Advertising	207,600	191,980	207,172	213,387
Lease Income	404,904	427,691	417,051	429,563
Investment Income	10,195,156	8,508,207	7,538,311	7,210,402
Federal Reimbursements	18,290,907	104,511,231	34,384,647	117,367,569
N.D.O.T.	713,824	1,223,813	1,023,020	1,064,171
Asset Proceeds	(395,503)	50,000	5,000	50,000
Misc Reimb/Operating Assist.	735,558	1,865,600	939,819	731,835
TOTAL REVENUES	200,949,866	296,136,438	223,786,316	325,997,127
Beginning Cash & Fund Balance	226,961,621	227,644,741	225,206,600	198,707,396
TOTAL SOURCES AVAILABLE	$ 427,911,487	$ 523,781,179	$ 448,992,916	$ 524,704,523

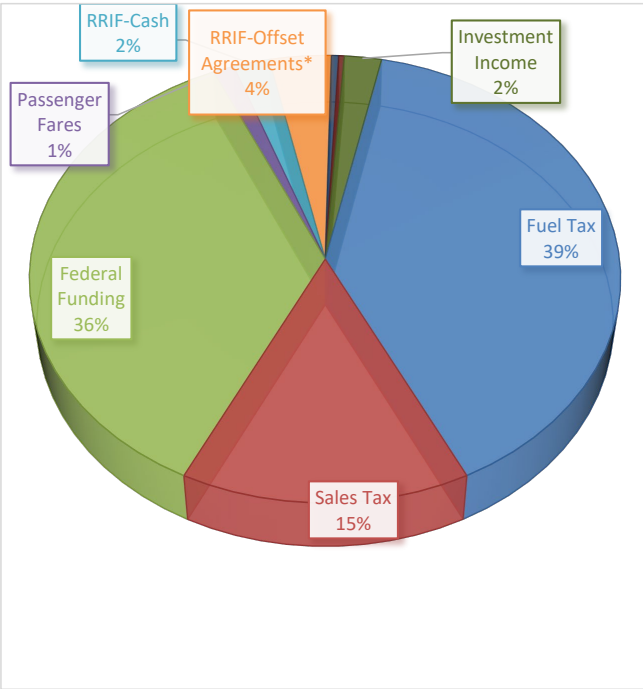
REGIONAL TRANSPORTATION COMMISSION
ALL FUNDS
THREE YEAR COMPARISON OF EXPENDITURES BY FUNCTION
TENTATIVE BUDGET
FOR FISCAL YEAR ENDING JUNE 30, 2027

	FISCAL YEAR 2025 ACTUAL	FISCAL YEAR 2026 BUDGET	FISCAL YEAR 2026 ESTIMATED	FISCAL YEAR 2027 BUDGET
EXPENDITURES & USES:				
Preservation & Mulitmodal Projects	$ 40,129,611	$ 54,234,823	$ 56,545,002	$ 36,073,768
Capacity Improvements Projects	63,881,952	125,510,317	112,358,003	229,338,430
RRIF Offset Agreements	-	6,250,000	500,000	12,000,000
Other Finan. Uses - Debt Service	22,955,501	22,960,530	22,955,573	22,958,289
RTC RIDE - Operating	43,695,594	49,694,210	39,532,334	56,786,973
RTC RIDE - Capital	14,704,539	52,031,704	863,504	51,447,316
Paratransit - Operating	13,074,938	14,166,893	14,166,893	15,383,476
Paratransit - Capital	122,401	5,887,500	350,000	1,480,000
MPO - Operating	4,140,351	5,256,153	3,014,210	6,467,092
TOTAL EXPENDITURES	202,704,887	335,992,130	250,285,520	431,935,344
ENDING CASH BALANCE:				
Restricted/Committed/Assigned	225,206,600	187,789,049	198,707,396	92,769,179
TOTAL ENDING CASH/FUND BALANCE	225,206,600	187,789,049	198,707,396	92,769,179
TOTAL USES	$ 427,911,487	$ 523,781,179	$ 448,992,916	$ 524,704,523

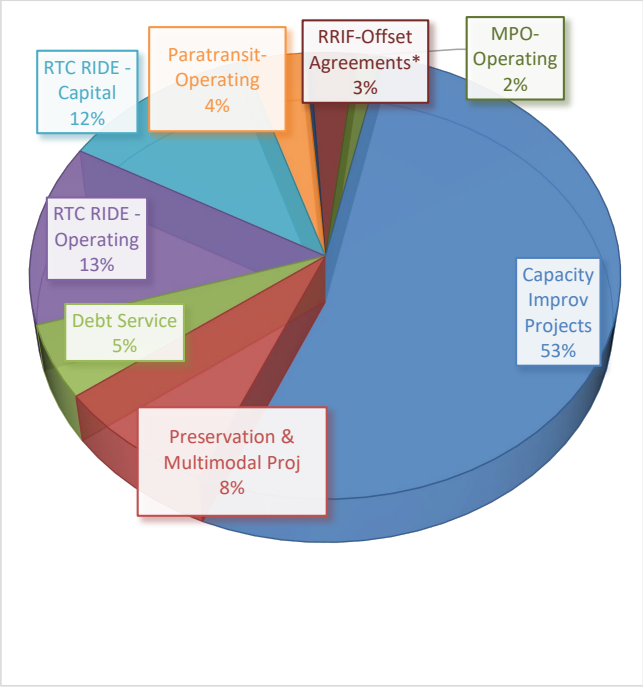
Note: Depreciation is not included in the total expenditure column.
Total expenditures including depreciation of $10,545,000
are: $442,480,344

REGIONAL TRANSPORTATION COMMISSION
REVENUES & EXPENDITURES BY SOURCE - FY 2026 BUDGET

REVENUES



EXPENDITURES



Total Revenues & Fund Balance
$524,704,523

Fuel Tax	$128,355,036	39.4%
Sales Tax	$47,494,390	14.6%
Federal Funding	$117,367,569	36.0%
Passenger Fares	$4,080,774	1.3%
RRIF-Cash	$7,000,000	2.1%
RRIF-Offset Agreements*	$12,000,000	3.7%
Adv/Lease/Misc	$1,424,785	0.4%
N.D.O.T.	$1,064,171	0.3%
Investment Income	$7,210,402	2.2%
Beginning Balance	$198,707,396	
Total:	$524,704,523	

Total Expenditures & Ending Fund Balance
$524,704,523

Capacity Improv Projects	$229,338,430	53.1%
Preservation & Multimodal Proj	$36,073,768	8.4%
Debt Service	$22,958,289	5.3%
RTC RIDE - Operating	$56,786,973	13.1%
RTC RIDE - Capital	$51,447,316	11.9%
Paratransit-Operating	$15,383,476	3.6%
Paratransit-Capital	$1,480,000	0.3%
RRIF-Offset Agreements*	$12,000,000	2.8%
MPO-Operating	$6,467,092	1.5%
Ending Balance - FY 2026	$92,769,179	
Total:	$524,704,523	

Beginning Balance	
Debt Service	$26,134,047
Fuel Tax	$98,481,712
RRIF	$24,055,771
Public Transportation	$49,030,719
MPO	$1,005,147
TOTAL	$198,707,396

Ending Balance	
Debt Service	$26,378,178
Fuel Tax	$37,928,646
RRIF	$6,467,705
Public Transportation	$21,011,112
MPO	$983,538
TOTAL	$92,769,179

*For custodial purposes only, credits are booked as a revenue and expense with net zero effect and have no cash value.

REGIONAL TRANSPORTATION COMMISSION
STREET AND HIGHWAY PROGRAM
TENTATIVE BUDGET
FOR FISCAL YEAR ENDING JUNE 30, 2027

	FISCAL YEAR 2025 ACTUAL	FISCAL YEAR 2026 BUDGET	FISCAL YEAR 2026 ESTIMATED	FISCAL YEAR 2027 BUDGET
REVENUES & SOURCES:				
Motor Vehicle Fuel Tax	$ 110,326,117	$ 118,076,104	$ 120,274,123	$ 128,355,036
Sales Tax	7,038,458	7,081,527	8,077,277	7,915,732
Regional Impact Fee - Cash	11,284,067	8,500,000	5,996,335	7,000,000
Regional Impact Fee - Offset Agreements	-	6,250,000	500,000	12,000,000
Federal Funding	7,912,054	46,333,794	21,012,300	62,302,162
NDOT State Gas Tax	-	-	-	-
Project Reimbursements	504,707	1,600,000	273,240	600,000
Investment Income	7,329,228	5,955,141	5,904,795	5,609,556
Miscellaneous Reimbursements	125,684	51,000	514,237	51,000
Other Financing Sources - Sale of capital assets	- 395,503	-	-	-
TOTAL REVENUES	**144,124,812**	**193,847,566**	**162,552,307**	**223,833,486**
Operating Transfers In	23,446,567	23,560,530	23,560,530	25,058,289
Payment to refunded bond escrow agent	-	-	-	-
TOTAL OPERATING TRANSFERS	**167,571,379**	**217,408,096**	**186,112,837**	**248,891,775**
Beginning Cash/Fund Balance	164,890,054	163,991,596	179,837,802	148,671,530
TOTAL SOURCES	**$ 332,461,433**	**$ 381,399,692**	**$ 365,950,639**	**$ 397,563,305**
EXPENDITURES & USES:				
Preservation & Multimodal Projects/Other	$ 40,129,611	$ 54,234,823	$ 56,545,002	$ 36,073,768
Capacity Projects/Other	63,881,952	125,510,317	112,358,003	229,338,430
RRIF Offset Agreements	-	6,250,000	500,000	12,000,000
Debt Service	22,955,501	22,960,530	22,955,573	22,958,289
TOTAL EXPENDITURES	**126,967,064**	**208,955,670**	**192,358,579**	**300,370,487**
Operating Transfers Out	25,656,567	24,920,530	24,920,530	26,418,289
TOTAL EXPENDITURES AND OPER. TRANSFERS OUT	**152,623,631**	**233,876,200**	**217,279,109**	**326,788,776**
ENDING CASH/FUND BALANCE:				
Restricted for Capacity Projects	128,867,946	79,632,294	24,055,771	6,467,705
Restricted for Preservation & Multimodal Projects	25,097,746	41,531,723	98,481,712	37,928,646
Restricted for Debt Service	25,872,110	26,359,475	26,134,047	26,378,178
TOTAL ENDING CASH/FUND BALANCE	**179,837,802**	**147,523,492**	**148,671,530**	**70,774,529**
TOTAL USES	**$ 332,461,433**	**$ 381,399,692**	**$ 365,950,639**	**$ 397,563,305**

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REGIONAL TRANSPORTATION COMMISSION
STREET & HIGHWAY PROGRAM PROJECTS
FY 2027 BUDGET

	PROJECT NAME	Proj num	TOTAL FY 2027 BUDGET
PAVEMENT PRESERVATION PROGRAM			
	0243022-2026 Preventative Maintenance Project	0243022	7,430,000
	0222031-Prater Way Rehabilitation	0222031	6,312,207
	0212085-Keystone Rehabilitation	0212085	4,500,000
	0212086-Smithridge Rehabilitation Project	0212086	375,000
	0214002-Corrective Maintenance 2027	0214002	4,000,000
	0243021-PCC Preventive Maintenance	0243021	1,469,815
	0222032-Galletti Way Rehabilitation	0222032	1,408,170
	0212084-White Fir Rehabilitation	0212084	600,000
	0224003-La Posada Corrective Project	0224003	1,300,000
	2028 Corrective Maintenance Design	2028 Co	500,000
	2028 Roadway Reconstruct Design	2028 Ro	500,000
	2028 Preventive Maintenance Program Design	2028 Pr	200,000
	Total Pavement Preservation Projects		**28,595,191**
MULTIMODAL			
	0211009-Biggest Little Bike Network	0211009	19,000,000
	0221002-Sun Valley Boulevard Corridor Improvements - Phase 2	0221002	3,500,000
	0245012-Wedekind Road Pedestrian Improvements (Lund Ln. to Sullivan Ln.)	0245012	2,975,790
	0211006-West Fourth Street Downtown (Evans Ave to Keystone Ave)	0211006	1,000,000
	0346001-Bus Stop Improvement Project 26-01	0346001	800,000
	0346001-Bus Stop Improvement Project 27-01	0346001	100,000
	0611003-Virginia Line BRT Improvements	0611003	14,988,682
	0712001-Sixth Street - Safety for All	0712001	2,000,000
	0713001-West Fourth Street Safety (Keystone Ave to McCarran Blvd)	0713001	22,400,000
	ATP 26-01	ATP 26-	8,000,000
	ATP 28-01	ATP 28-	50,000
	O'Brien's Pass Safety Project	O'Brien	300,000
	S. Virginia Street - Meadowood Reconstruction and BRT Impr	S. Virg	300,000
	Total Multimodal Projects		**59,525,790**
CAPACITY			
	0211007-Mill Street Capacity & Safety	0211007	2,000,000
	0211008-US 395 and Virginia Street North Valleys	0211008	2,500,000
	0211010-Moya Blvd Capacity	0211010	1,440,695
	0212061.01-Arlington Avenue Bridges NEPA/Design/EDC	0212061	2,000,000
	0217001-Lemmon Drive Traffic Improvements and Resiliency	0217001	20,000,000
	0217005-Pembroke Drive Capacity & Safety	0217005	15,343,677
	0217010-North Valleys North Virginia Street Capacity (Panther Dr to Stead Blv	0217010	4,536,701
	0217012-University Area Transportation Project	0217012	500,000
	0217013-Boomtown Garson Road Interchange Improvements	0217013	-
	0227001-Sparks Boulevard Capacity Improvement (Greg St to Baring Blvd)	0227001	48,816,122
	0227002-Pyramid Way, Sparks Boulevard, Highland Ranch Intersection	0227002	912,276
	0237002-Pyramid Highway Operations Improvements	0237002	14,152,470
	0245008-McCarran Boulevard Safety and Operational Improvements	0245008	600,000
	0711001-Sierra Street Bridge Replacement	0711001	1,100,000
	0711002-Keystone Avenue Bridge Replacement	0711002	2,250,000
	0744001-Geiger Grade Road Realignment	0744001	500,000
	Keystone Avenue Downtown Safety & Operations	Keyston	300,000
	La Pasada TRIC Environmental and PE	La Pasa	1,000,000
	Highland Ranch Parkway Widening	Highlan	2,400,000
	Wedekind Road Ped Improvements	Wedekin	-
	Steamboat / Rio Wrangler RAB	Steambo	-
	Vista Blvd Widening	Vista B	300,000
	Total Capacity		**120,651,941**

REGIONAL TRANSPORTATION COMMISSION
STREET & HIGHWAY PROGRAM PROJECTS
FY 2027 BUDGET

	PROJECT NAME	Proj num	TOTAL FY 2027 BUDGET
TRAFFIC ENGINEERING			
	0227008-Rock Blvd & Hymer Ave Intersection Improvement Project	0227008	3,044,620
	0215008-TE Spot Improvements 26-01	0215008	2,929,019
	0215009-Sierra St / 9th St Intersection Improvement Project	0215009	2,791,930
	0217011-Stead Signal Improvements	0217011	2,707,183
	0225005-Sparks/Ion Traffic Signal	0225005	2,503,052
	0245011-Traffic Signal Modifications 26-01	0245011	2,408,686
	0235002-Eagle Canyon Safety and Operations	0235002	2,034,541
	0227007-Traffic Signal Fiber 26-01	0227007	1,467,000
	2028 TE/ITS Design	2028 TE	1,000,000
	0215011-Mae Anne / Avenida de Landa Traffic Signal	0215011	640,000
	0215010-2026 On-Call Traffic Engineering Services	0215010	100,000
	Total Traffic Engineering		**21,626,030**
	Total S&H Construction Projects		**230,398,952**
RRIF FUNDED PROJECTS			
	0512019-Military Road Capacity & Safety	0512019	26,000,000
	0213003-Steamboat / Rio Wrangler Roundabout Project	0213003	1,500,000
700-9-95	**Total RRIF Funded Projects**		**$ 27,500,000**
	Total S&H & RRIF Funded Projects		**$ 257,898,952**
RRIF WAIVER PROJECTS			
	North		
	Lemmon Drive/Vista Knolls Pkwy Intersection		500,000
	Highland Ranch Parkway Widening and Signalization		5,000,000
	Red Rock Road and US 395 Intersection Improvements		1,000,000
	Highland Ranch Parkway and Midnight Drive Signalization		1,000,000
	Future Projects		500,000
	South		
	Talus Valley Town Center		1,500,000
	South Viriginia and South Hill Road Intersection		1,000,000
	Future Projects		1,500,000
700-9-99	**Total RRIF Waivers**		**$ 12,000,000**
700-9-90	Capacity		142,277,971.06
700-9-91	Preservation/Multimodal		88,120,981.00

REGIONAL TRANSPORTATION COMMISSION
PUBLIC TRANSIT & PARATRANSIT
TENTATIVE BUDGET
FOR FISCAL YEAR ENDING JUNE 30, 2027

	FISCAL YEAR 2025 ACTUAL	FISCAL YEAR 2026 BUDGET	FISCAL YEAR 2026 ESTIMATED	FISCAL YEAR 2027 BUDGET
REVENUES & SOURCES:				
Public Transportation Sales Tax	$ 38,463,224	$ 35,407,637	$ 40,386,385	$ 39,578,658
Passenger Revenues	3,685,554	4,042,648	4,037,176	4,080,774
Investment Income	2,824,715	2,514,326	1,605,412	1,573,304
Advertising	207,600	191,980	207,172	213,387
FTA - 5339 (Discretionary)	432,951	10,675,501	-	5,000,000
FTA - 5307 & CMAQ	766,850	38,947,093	4,783,770	38,629,193
FTA - 5309 (Discretionary)	97,106	-	-	-
FTA - 5310	247,665	474,951	679,273	679,273
FTA - Section 5307 Federal Stimulus	88,468	-	-	-
FTA - Preventive Maint/ADA Paratransit Svc	7,654,743	4,440,000	6,000,000	5,940,000
NDOT - ETR/TA Grants/Medicaid	713,824	1,223,813	1,023,020	1,064,171
INTERCITY (CAMPO)	28,744	78,600	20,342	25,835
Miscellaneous Reimbursements	76,423	135,000	131,000	54,000
Asset Proceeds	-	50,000	5,000	50,000
Lease Income	404,904	427,691	417,051	429,563
TOTAL REVENUES	**55,692,771**	**98,609,241**	**59,295,601**	**97,318,158**
Operating Transfers In - Sales Tax	-	-	-	-
Operating Transfers In	-	-	-	-
SUBTOTAL RESOURCES	**55,692,771**	**98,609,241**	**59,295,601**	**97,318,158**
Beginning Cash/Fund Balance	61,182,550	61,656,240	44,887,849	49,030,719
TOTAL SOURCES	**$ 116,875,321**	**$ 160,265,481**	**$ 104,183,450**	**$ 146,348,877**
EXPENDITURES & USES:				
OPERATING EXPENDITURES				
Public Transit - RTC RIDE	$ 43,695,594	$ 49,694,210	$ 39,532,334	$ 56,786,973
Paratransit - RTC ACCESS	13,074,938	14,166,893	14,166,893	15,383,476
TOTAL OPERATING EXPENDITURES	**56,770,532**	**63,861,103**	**53,699,227**	**72,170,449**
NON-OPERATING EXPENDITURES				
Capital Outlay - Public Transit - RTC RIDE	14,704,539	52,031,704	863,504	51,447,316
Capital Outlay - Paratransit - RTC ACCESS	122,401	5,887,500	350,000	1,480,000
TOTAL NON-OPER. EXPENDITURES	**14,826,940**	**57,919,204**	**1,213,504**	**52,927,316**
TOTAL EXPENDITURES	**71,597,472**	**121,780,307**	**54,912,731**	**125,097,765**
Operating Transfers Out	390,000	240,000	240,000	240,000
TOTAL EXPENDITURES AND OPER. TRANSFERS OUT	**71,987,472**	**122,020,307**	**55,152,731**	**125,337,765**
ENDING CASH/FUND BALANCE:				
Restricted for Federal Grant Match	4,500,000	4,500,000	4,500,000	4,500,000
Restricted for Self Insurance	250,000	250,000	250,000	250,000
Restricted for Villanova Facility Replacement	30,000,000	30,000,000	30,000,000	4,276,757
Restricted for Transit Operations	10,137,849	3,495,174	14,280,719	11,984,355
TOTAL ENDING CASH/FUND BALANCE	**44,887,849**	**38,245,174**	**49,030,719**	**21,011,112**
TOTAL USES	**$ 116,875,321**	**$ 160,265,481**	**$ 104,183,450**	**$ 146,348,877**

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REGIONAL TRANSPORTATION COMMISSION
FY 2027 CAPITAL & GRANT BUDGET
FOR FISCAL YEAR ENDING JUNE 30, 2027

PROJECT DESCRIPTION	FEDERAL AMOUNT	LOCAL MATCH	TOTAL BUDGET AMOUNT
19 Diesel Hybrid Buses	$ 21,551,453	$ 5,387,863	$ 26,939,316
FLEXRIDE - Expansion Replacement (8)	$ 944,000	$ 236,000	$ 1,180,000
FM Trucks (Non Revenue Vehicles)	$ 64,000	$ 16,000	$ 80,000
Sutro Hydrogen System Maintenance	$ 120,000	$ 30,000	$ 150,000
Ride Bus Cameras	$ 1,120,000	$ 280,000	$ 1,400,000
Ride Bus Infotainment Monitors	$ 501,600	$ 125,400	$ 627,000
Bus Stop ammenities	600,800	150,200	751,000
Sutro Generator	1,520,000	380,000	1,900,000
Sutro Hydrogen Project	4,008,000	1,002,000	5,010,000
Sutro Facility Repairs/Improvements	240,000	60,000	300,000
Terminal Facility Repairs/Improvements	320,000	80,000	400,000
All Facilities Repairs/Improvements	800,000	200,000	1,000,000
Transit Centers Repairs/Improvements	1,540,000	385,000	1,925,000
Virginia Line BRT Expansion	4,800,000	1,200,000	6,000,000
Meadowood Transit Center	3,840,000	960,000	4,800,000
Computer Hardware & Software	228,000	57,000	285,000
Shop Equipment	144,000	36,000	180,000
TOTAL	**$ 42,341,853**	**$ 10,585,463**	**$ 52,927,316**

REGIONAL TRANSPORTATION COMMISSION

MPO

TENTATIVE BUDGET

FOR FISCAL YEAR ENDING JUNE 30, 2027

	FISCAL YEAR 2025 ACTUAL	FISCAL YEAR 2026 BUDGET	FISCAL YEAR 2026 ESTIMATED	FISCAL YEAR 2027 BUDGET
REVENUES & SOURCES:				
Investment Income	$ 41,213	$ 38,740	$ 28,104	$ 27,542
FTA - Planning	5,307	$ 1,200,000	-	2,000,000
FTA - 5307 & CMAQ	-	$ -	-	-
FHWA - Planning	1,085,763	$ 2,439,892	1,909,304	2,816,941
NDOT - Planning	-	$ -	-	-
NDOT - Other	-	$ -	-	-
Miscellaneous	-	$ 1,000	1,000	1,000
Asset Proceeds	-	$ -	-	-
TOTAL REVENUES	**1,132,283**	**3,679,632**	**1,938,408**	**4,845,483**
Operating Transfers In - Sales Tax	390,000	$ 240,000	240,000	240,000
Operating Transfers In - Fuel Tax	2,210,000	$ 1,360,000	1,360,000	1,360,000
TOTAL REVENUES & OPERATING TRANSFERS	**3,732,283**	**5,279,632**	**3,538,408**	**6,445,483**
Beginning Cash/Fund Balance	889,017	$ 1,996,904	480,949	1,005,147
TOTAL SOURCES	**$ 4,621,300**	**$ 7,276,536**	**$ 4,019,357**	**$ 7,450,630**
EXPENDITURES & USES:				
OPERATING EXPENDITURES				
Transportation Services - MPO	$ 4,140,351	$ 5,256,153	$ 3,014,210	$ 6,467,092
TOTAL OPERATING EXPENDITURES	**4,140,351**	**5,256,153**	**3,014,210**	**6,467,092**
NON-OPERATING EXPENDITURES				
Capital Outlay - MPO	-	-	-	-
TOTAL NON-OPER. EXPENDITURES	**-**	**-**	**-**	**-**
TOTAL EXPENDITURES	**4,140,351**	**5,256,153**	**3,014,210**	**6,467,092**
ENDING CASH/FUND BALANCE:				
Restricted for Federal Grant Match	480,949	2,020,383	1,005,147	983,538
TOTAL ENDING CASH/FUND BALANCE	**480,949**	**2,020,383**	**1,005,147**	**983,538**
TOTAL USES	**$ 4,621,300**	**$ 7,276,536**	**$ 4,019,357**	**$ 7,450,630**

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FINAL BUDGET FOR FISCAL YEAR ENDING JUNE 30, 2027
REPORTED BY FUND TOTALS BY LINE ITEMS

*Items Include Agency Wide Funds

ACCT. #	DESCRIPTION	*R.R.I.F. PROGRAM	BOND RESERVE	*FUEL TAX PROGRAM	*PUBLIC TRANSIT	*PARA TRANSIT	* MPO	*TOTAL
	LABOR							
501-0-01	Labor - Regular	-	-	576,158	1,389,654	253,393	735,055	2,954,260
501-0-03	Overtime	-	-	-	9,956	-	-	9,956
501-0-05	ER Contribution-457 Plan	-	-	-	2,170	-	-	2,170
502-0-02	Bonuses	-	-	-	1,600	-	-	1,600
502-0-09	Sick Leave	-	-	-	-	-	-	-
502-0-10	Floating Holiday	-	-	-	-	-	-	-
502-0-11	Vacation	-	-	-	-	-	-	-
502-0-12	Other Paid Absences	-	-	-	-	-	-	-
502-0-20	Life Insurance	-	-	-	835	-	-	835
502-1-09	Sick Leave - Grants	-	-	-	10,103	-	-	10,103
502-1-10	Floating Holiday - Grants	-	-	-	-	-	-	-
502-1-11	Vacation - Grants	-	-	-	8,348	-	-	8,348
502-1-15	Fixed Holiday - Grants	-	-	-	4,591	-	-	4,591
801-0-01	Labor - Regular			3,336,212				3,336,212
801-0-03	Overtime			1,584				1,584
801-0-05	ER Contribution-457 Plan			166,330				166,330
802-0-02	Bonuses			104,366				104,366
802-0-09	Sick Leave			285,865				285,865
802-0-10	Floating Holiday			-				-
802-0-11	Vacation			659,810				659,810
802-0-12	Other Paid Absences			-				-
802-0-15	Fixed Holiday			314,746				314,746
802-0-20	Personal Leave			41,110				41,110
802-0-25	Car Allowance			27,000				27,000
802-0-26	Cell Phone Allowance			13,050				13,050
901-0-99	Labor - Allocation			- 4,950,073				- 4,950,073
901-1-99	Labor - Allocations	-	-	965,394	2,328,464	424,577	1,231,637	4,950,073
	LABOR ALLOCATIONS IN/(OUT)	-	-	- 3,984,679	2,328,464	424,577	1,231,637	-
	TOTAL LABOR	**-**	**-**	**1,541,553**	**3,755,721**	**677,970**	**1,966,693**	**7,941,936**
	FRINGE							
502-0-04	F.I.C.A. / Medicare	-	-	-	1,628	-	-	1,628
502-0-05	Pension Plan	-	-	-	39,881	-	-	39,881
502-0-01	OPEB Contribution	-	-	250,000	-	-	-	250,000
502-0-17	Health/Vision Insurance	-	-	-	14,606	-	-	14,606
502-0-21	Dependent Health Insuranc	-	-	-	7,643	-	-	7,643
502-0-18	Dental Insurance	-	-	-	794	-	-	794
502-0-19	Life Insurance	-	-	-	107	-	-	107
502-0-16	Disability Insurance	-	-	-	1,118	-	-	1,118
502-0-07	S.U.I. Expense	-	-	-	336	-	-	336
502-0-08	Workers Compensation	-	-	-	932	-	-	932
802-0-04	Medicare			117,519				117,519
802-0-01	OPEB Contribution			375,000				375,000
802-0-21	Dependent Health Insuranc			178,142				178,142
802-0-05	PERS Retirement Plan			2,746,478				2,746,478
802-0-14	Other Fringe Benefits			6,500				6,500
802-0-17	Health / Vision Insurance			993,224				993,224
802-0-18	Dental Insurance			54,753				54,753
802-0-19	Life Insurance			13,961				13,961
802-0-16	Long Term Disability Ins.			76,921				76,921
802-0-07	S.U.I. Expense			23,402				23,402
802-0-08	Workers Compensation			56,890				56,890
902-0-99	Fringe - Allocations			- 4,642,790				- 4,642,790
902-1-99	Fringe - Allocations	-	-	905,466	2,183,921	398,221	1,155,182	4,642,790
	FRINGE ALLOCATION IN/(OUT)	-	-	- 3,737,324	2,183,921	398,221	1,155,182	-
	TOTAL FRINGE	**-**	**-**	**1,155,466**	**2,250,966**	**398,221**	**1,155,182**	**4,959,835**
	SERVICES							
503-0-01	Management Service Fees	-	-	-	-	-	-	-
503-0-02	Adv. Development & Prod.	-	-	-	555,000	-	-	555,000
503-0-03	Professional & Technical	34,669	16	1,797,500	232,060	30,330	382	2,094,957
503-0-04	Temporary Help	-	-	-	-	-	-	-
503-0-05	Maintenance & Repairs	-	-	234,950	1,735,850	763,000	38,400	2,772,200
503-0-06	Custodial	-	-	-	7,000	-	-	7,000
503-0-07	Security & Fire Systems	-	-	-	1,686,532	-	-	1,686,532
503-0-08	Printing	-	-	200	69,200	27,500	250	97,150
503-0-09	Consulting/Spec. Studies	-	-	1,200,000	15,000	-	1,347,484	2,562,484
503-0-10	ROW Property Maint. Costs	-	-	20,000	-	-	-	20,000
503-0-11	SEC Wetland Maintenance	-	-	87,500	-	-	-	87,500

503-0-99	Other Services	-	-	2,350	321,310	64,800	825,000	1,213,460
803-0-01	Vacation - Part Time			-				-
803-0-02	Adv. Development & Prod.			-				-
803-0-03	Professional & Technical			1,491,647				1,491,647
803-0-04	Temporary Help			-				-
803-0-05	Maintenance & Repairs			1,191,560				1,191,560
803-0-06	Custodial			-				-
803-0-07	Security & Fire Systems			-				-
803-0-08	Printing			53,550				53,550
803-0-09	Consulting/Spec. Studies			382,600				382,600
803-0-10	Consulting/Spec. Studies			-				-
803-0-11	Consulting/Spec. Studies			-				-
803-0-99	Other Services			105,850				105,850
903-0-99	Other Services - Alloc.		-	3,225,207				- 3,225,207
903-1-99	Other Services - Alloc.	-	-	629,000	1,517,104	276,632	802,470	3,225,207
	SERVICES ALLOCATION IN/(OUT)	-	- -	2,596,207	1,517,104	276,632	802,470	-
	TOTAL SERVICES	**34,669**	**16**	**3,971,500**	**6,139,056**	**1,162,262**	**3,013,986**	**14,321,489**
	MATERIALS & SUPPLIES							
504-0-01	Fuel & Lube	-	-	-	2,074,000	200,000	-	2,274,000
504-0-02	Tires & Tubes	-	-	-	-	-	-	-
504-0-03	Fuel - CNG	-	-	-	-	200,000	-	200,000
504-0-04	Revenue Vehicle Parts	-	-	-	-	-	-	-
504-0-06	Support Veh. Parts/Tires	-	-	-	-	-	-	-
504-0-07	Bench Shelter/Sign Supply	-	-	-	1,500	-	-	1,500
504-0-08	CNG Parts & Supplies	-	-	-	-	78,000	-	78,000
504-0-10	Office Supplies	-	-	-	-	-	-	-
504-0-99	Other Materials/Supplies	-	-	33,500	68,300	50,000	-	151,800
804-0-01	Fuel & Lube			-				-
804-0-02	Fuel & Lube			-				-
804-0-04	Fuel & Lube			-				-
804-0-06	Support Veh. Parts/Tires			2,500				2,500
804-0-07	Support Veh. Parts/Tires			-				-
804-0-08	Support Veh. Parts/Tires			-				-
804-0-10	Office Supplies			19,500				19,500
804-0-99	Other Materials/Supplies			220,550				220,550
904-0-99	Other Mat & Supp - Alloc.		-	242,550				- 242,550
904-1-99	Other Mat & Supp - Alloc.	-	-	47,304	114,093	20,804	60,349	242,550
	OTHER M & S ALLOC IN/(OUT)	-	- -	195,246	114,093	20,804	60,349	-
	TOTAL MATERIALS & SUPPLIES	**-**	**-**	**80,804**	**2,257,893**	**548,804**	**60,349**	**2,947,850**

	UTILITIES							
505-0-02	Electricity & Natural Gas	-	-	-	280,000	- 30,000	-	250,000
505-0-03	Fuel - Electric	-	-	-	275,000	-	-	275,000
505-0-04	Water & Sewer	-	-	-	54,000	- 6,500	-	47,500
505-0-05	Garbage	-	-	-	92,500	- 4,000	-	88,500
505-0-06	Fuel - Hydrogen	-	-	-	302,500	-	-	302,500
505-0-10	Telephone/Communication	-	-	-	-	-	-	-
805-0-02	Electricity & Natural Gas			-				-
805-0-03	Electricity & Natural Gas			-				-
805-0-04	Water & Sewer			-				-
805-0-05	Garbage			-				-
805-0-10	Telephone/Communication			41,075				41,075
905-0-99	905-0-99 Utilities - Allocations		-	41,075				- 41,075
905-1-99	905-1-99 Utilities - Allocations	-	-	8,011	19,321	3,523	10,220	41,075
	UTILITIES ALLOCATIONS IN/(OUT)	-	-	- 33,064	19,321	3,523	10,220	-
	TOTAL UTILITIES	**-**	**-**	**8,011**	**1,023,321**	**- 36,977**	**10,220**	**1,004,575**
	INSURANCE COSTS							
506-0-01	Physical Damage Ins.	-	-	-	25,000	-	-	25,000
506-0-03	P.L. & P.D. Insurance	-	-	36,000	233,000	72,000	18,000	359,000
506-0-06	P.L. & P.D. Settlements	-	-	-	150	-	-	150
506-0-08	Other Insurance Costs	-	-	2,700	21,500	5,500	500	30,200
806-0-01	Telephone/Communication			-				-
806-0-03	Telephone/Communication			-				-
806-0-06	P.L. & P.D. Settlements			-				-
806-0-08	P.L. & P.D. Settlements			-				-
	TOTAL INSURANCE	**-**	**-**	**38,700**	**279,650**	**77,500**	**18,500**	**414,350**
	MISCELLANEOUS EXPENSES							
507-0-02	State Business Tax	-	-	-	-	-	-	-
507-0-04	Taxes & Licenses	-	-	5	22,750	200	-	22,955
509-0-01	Dues & Subscriptions	-	-	15,000	63,450	185	9,250	87,885
509-0-08	Miscellaneous Advertising	-	-	80,000	35,000	-	-	115,000
509-0-09	Internal Marketing	-	-	-	-	-	-	-
509-0-20	Training & Meetings	-	-	60,000	59,150	5,100	20,000	144,250
509-0-25	Postage & Express Mail	-	-	-	-	-	-	-
509-0-99	Other Misc. Expense	-	-	102,500	81,500	7,000	11,475	202,475
511-0-02	Interest Exp. - Retention	-	-	200,000	1,000	-	-	201,000
512-0-06	Leases/Rentals - Capital	-	-	103,068	32,500	-	45,828	181,396
512-1-06	Leases/Rentals - Capital	-	-	-	-	-	-	-
807-0-02	P.L. & P.D. Settlements			-				-
807-0-04	Taxes & Licenses			-				-
809-0-01	Dues & Subscriptions			69,500				69,500
809-0-08	Miscellaneous Advertising			88,830				88,830
809-0-09	Internal Marketing			-				-
809-0-20	Training & Meetings			136,900				136,900
809-0-25	Postage & Express Mail			8,750				8,750
809-0-99	Other Misc. Expense			64,000				64,000
811-0-02	Other Misc. Expense			-				-
812-0-06	Leases /Rentals - Capital			257,428				257,428
812-1-06	Leases /Rentals - Capital			-				-
810-0-03	Other Misc. Expense			-				-
909-0-99	Other Misc. Exp. - Alloc.		-	367,980				- 367,980
909-1-99	Other Misc Exp. - Alloc.	-	-	71,766	173,094	31,562	91,558	367,980
912-0-99	Lease/Rent - Allocations		-	257,428				- 257,428
912-1-99	Lease/Rent - Allocations	-	-	50,205	121,092	22,080	64,051	257,428
	MISC EXP ALLOCATIONS IN/(OUT)	-	-	- 503,437	294,186	53,642	155,609	-
	TOTAL MISCELLANEOUS EXPENSES	**-**	**-**	**682,544**	**589,536**	**66,127**	**242,162**	**1,580,369**
	PURCHASED TRANSP'N SERVICES							
520-0-00	RIDE Purch Trans Svc	-	-	-	38,465,830	-	-	38,465,830
520-0-01	ACCESS Purch Trans Svc	-	-	-	-	6,414,368	-	6,414,368
520-0-02	Night Taxi Purch Trns Svc	-	-	-	-	-	-	-
520-0-03	Gerlach Purch Trans Svc	-	-	-	-	14,000	-	14,000
520-0-04	Pyramid Purch Trans Svc	-	-	-	-	20,000	-	20,000
520-0-05	Incline Purch Trans Svc	-	-	-	-	17,000	-	17,000
520-0-09	TART- ADA Purch Trans Svc	-	-	-	-	-	-	-
520-0-06	Citicare & Other Donation	-	-	-	-	-	-	-
520-0-07	Citicare & Other Donation	-	-	-	-	-	-	-
520-0-08	Washoe Sr Purch Trans Svc	-	-	-	-	1,000,000	-	1,000,000
520-0-10	TART Purch Trans Service	-	-	-	325,000	-	-	325,000
520-0-11	395 Carson City Service	-	-	-	-	-	-	-
520-0-14	Van Pool Purch Trans Svc	-	-	-	1,700,000	-	-	1,700,000
520-0-15	Microtransit Flex Service	-	-	-	-	3,812,803	-	3,812,803
	TOTAL PURCHASED TRANSPORTATION	**-**	**-**	**-**	**40,490,830**	**11,278,171**	**-**	**51,769,001**
510-0-02	Exp Reclass/Grant Labor	-	-	-	-	-	-	-

510-0-03	Pass Thru Grant Fund Exp	-	-	-	-	1,211,397	-	1,211,397
	TOTAL PASS THRU GRANT	**-**	**-**	**-**	**-**	**1,211,397**	**-**	**1,211,397**
	OPERATING BUDGET BEFORE DEPRECIATION:	**34,669**	**16**	**7,478,577**	**56,786,973**	**15,383,476**	**6,467,092**	**86,150,802**
525-0-09	Principal - SER2018	-	7,240,000	-	-	-	-	7,240,000
525-0-10	Principal-SER2019	-	2,360,000	-	-	-	-	2,360,000
530-0-06	Interest-Bond SER2010DEF	-	5,107,849	-	-	-	-	5,107,849
530-0-07	Interest-Bond SER2010H	-	1,490,200	-	-	-	-	1,490,200
530-0-09	Interest-Bond SER2018	-	6,843,450	-	-	-	-	6,843,450
530-0-10	Interest-Bond SER2019	-	2,099,450	-	-	-	-	2,099,450
530-1-06	BAB Credits-SER2010EF	-	- 1,725,835	-	-	-	-	- 1,725,835
530-1-07	BAB Credits-SER2010H	-	- 491,841	-	-	-	-	- 491,841
540-0-01	Fiscal Agent Fees	-	35,000	-	-	-	-	35,000
	TOTAL DEBT SERVICES	**-**	**22,958,273**	**-**	**-**	**-**	**-**	**22,958,273**
513-0-01	Depreciation	-	-	-	10,545,000	-	-	10,545,000
513-0-02	Amortization	-	-	-	-	-	-	-
	TOTAL OPERATING BUDGET	**34,669**	**22,958,289**	**7,478,577**	**67,331,973**	**15,383,476**	**6,467,092**	**119,654,075**

	CAPITAL PROJECTS							
	GOVERNMENT FUND CAPITAL							
600-0-01	Land - Sutro	-	-	-	-	-	-	-
600-0-80	Building Improv - Sutro	-	-	-	-	300,000	-	**300,000**
600-0-10	Revenue Vehicles	-	-	-	-	1,180,000	-	**1,180,000**
600-0-12	Support Vehicles	-	-	-	-	-	-	-
600-0-16	Communications Equipment	-	-	-	-	-	-	-
600-0-18	Safety & Security Equip.	-	-	-	-	-	-	-
600-0-21	Passenger Shelters	-	-	-	-	-	-	-
600-0-25	Intelligent Transp'n. Sys	-	-	-	-	-	-	-
600-0-31	Computer Hardware	-	-	-	-	-	-	-
600-0-32	Computer Software	-	-	-	-	-	-	-
600-0-35	Office Furniture & Equip.	-	-	-	-	-	-	-
600-0-36	Other Fixtures & Equip.	-	-	-	-	-	-	-
600-0-38	Shop Equipment	-	-	-	-	-	-	-
600-0-50	Hydrogen Fuel Project	-	-	-	-	-	-	-
600-0-91	Leasehold Improvements	-	-	-	-	-	-	-
	TOTAL GOVMT. FUND CAPITAL	**-**	**-**	**-**	**-**	**1,480,000**	**-**	**1,480,000**
	STREET & HIGHWAY PROJECTS							
700-9-90	Fuel Tax Proj Bud-Preserv	-	-	28,595,191	-	-	-	28,595,191
700-9-91	Fuel Tax Proj Bud-Capacit	-	-	201,803,761	-	-	-	201,803,761
700-9-95	RRIF Direct Budget-Multi	27,500,000	-	-	-	-	-	27,500,000
700-9-99	RRIF Credit Budget-Multi	12,000,000	-	-	-	-	-	12,000,000
	TOTAL STREET & HIGHWAY	**39,500,000**	**-**	**230,398,952**	**-**	**-**	**-**	**269,898,952**
	CAPTIAL BUDGET BEFORE ENTERPRISE FUND CAPITAL	**39,500,000**	**-**	**230,398,952**	**-**	**1,480,000**	**-**	**271,378,952**
	ENTERPRISE FUND CAPITAL							
105-2-02	Undesignated	-	-	-	-	-	-	-
105-2-25	Hydrogen Fuel Cell Proj.	-	-	-	5,160,000	-	-	5,160,000
111-1-01	Land - CitiCenter	-	-	-	-	-	-	-
111-1-02	Land - 4th St. Station	-	-	-	-	-	-	-
111-1-03	Facility - 4th St Station	-	-	-	-	-	-	-
111-1-04	Facility - CitiCenter	-	-	-	-	-	-	-
111-1-05	Facility - Villanova	-	-	-	-	-	-	-
111-1-06	Facility - Terminal	-	-	-	-	-	-	-
111-1-07	Land - Terminal Facility	-	-	-	-	-	-	-
111-1-08	Fac. - Centennial Plaza	-	-	-	-	-	-	-
111-1-09	Land - Centennial Plaza	-	-	-	-	-	-	-
111-1-10	Coaches	-	-	-	28,966,316	-	-	28,966,316
111-1-11	Coaches - Renovated	-	-	-	-	-	-	-
111-1-12	Support Vehicles	-	-	-	80,000	-	-	80,000
111-1-14	Bicycle Accessories	-	-	-	-	-	-	-
111-1-15	Rev. Coll. / Count. Equip	-	-	-	-	-	-	-
111-1-16	Communications Equipment	-	-	-	-	-	-	-
111-1-18	Safety & Security Equip.	-	-	-	-	-	-	-
111-1-20	Passenger Amenities	-	-	-	-	-	-	-
111-1-21	Passenger Shelters	-	-	-	11,551,000	-	-	11,551,000
111-1-22	Benches	-	-	-	-	-	-	-
111-1-25	Intelligent Transp'n. Sys	-	-	-	-	-	-	-
111-1-31	Computer Hardware	-	-	-	285,000	-	-	285,000
111-1-32	Computer Software	-	-	-	-	-	-	-
111-1-35	Office Furn. & Equip.	-	-	-	-	-	-	-
111-1-36	Other Fixtures & Equip.	-	-	-	180,000	-	-	180,000
111-1-38	Shop Equipment	-	-	-	-	-	-	-
111-1-40	Vehicle Charging Station	-	-	-	-	-	-	-
111-1-60	Land - Excess Peppermill	-	-	-	-	-	-	-
111-1-61	Land - Excess Peppermill	-	-	-	-	-	-	-
111-1-80	Bldg Improv - Citic/Sutro	-	-	-	-	-	-	-
111-1-91	Leasehold Improvements	-	-	-	-	-	-	-
111-1-81	Bldg Improv - Villanova	-	-	-	1,000,000	-	-	1,000,000
111-1-82	Bldg Improv - Terminal	-	-	-	400,000	-	-	400,000
111-1-83	Bldg Improv - Centennial	-	-	-	1,900,000	-	-	1,900,000
111-1-84	Bldg Improv - 4SS	-	-	-	1,925,000	-	-	1,925,000
111-1-95	Land Improv-4th St Statio	-	-	-	-	-	-	-
111-1-96	Land Improv-6th St Proper	-	-	-	-	-	-	-
	TOTAL ENTERPRISE FUND CAPITAL	**-**	**-**	**-**	**51,447,316**	**-**	**-**	**51,447,316**
	TOTAL CAPITAL BUDGET	**39,500,000**	**-**	**230,398,952**	**51,447,316**	**1,480,000**	**-**	**322,826,268**
	TOTAL FY 2027 BUDGET	**39,534,669**	**22,958,289**	**237,877,529**	**118,779,289**	**16,863,476**	**6,467,092**	**442,480,343**

REGIONAL TRANSPORTATION COMMISSION
FINAL BUDGET FOR FISCAL YEAR ENDING JUNE 30, 2027
REPORTED BY DEPARTMENT TOTALS BY LINE ITEMS

ACCT.#	DESCRIPTION	EXECUTIVE	ADMIN. SERVICES	FINANCE	ENGINEERING	PUBLIC TRANSPTN	TRANSPTN PLANNING	TOTAL
	LABOR							
501-0-01	Labor - Regular	0	81,488	186,500	482,908	1,549,797	653,568	2,954,260
501-0-05	ER Contribution-457 Plan	0	0	0	0	2,170	0	2,170
502-1-09	Sick Leave - Grants	0	0	0	0	10,103	0	10,103
502-1-10	Floating Holiday - Grants	0	0	0	0	0	0	0
502-1-15	Fixed Holiday - Grants	0	0	0	0	4,591	0	4,591
502-0-20	Life Insurance	0	0	0	0	835	0	835
502-1-11	Vacation - Grants	0	0	0	0	8,348	0	8,348
501-0-03	Overtime	0	0	0	0	9,956	0	9,956
801-0-03	Overtime	0	1,584	0	0	0	0	1,584
801-0-05	ER Contribution-457 Plan	34,671	36,404	28,838	11,241	39,850	15,326	166,330
802-0-15	Fixed Holiday	37,673	77,008	61,003	22,343	84,299	32,420	314,746
802-0-20	Personal Leave	6,076	10,278	8,324	2,806	10,885	2,742	41,110
502-0-02	Bonuses	0	0	0	0	1,600	0	1,600
502-0-09	Sick Leave	0	0	0	0	0	0	0
502-0-10	Floating Holiday	0	0	0	0	0	0	0
502-0-11	Vacation	0	0	0	0	0	0	0
502-0-12	Other Paid Absences	0	0	0	0	0	0	0
801-0-01	Labor - Regular	719,783	1,372,483	1,010,760	0	210,648	22,537	3,336,212
802-0-02	Bonuses	41,366	25,400	15,400	1,000	18,800	2,400	104,366
802-0-09	Sick Leave	41,773	86,594	55,559	16,694	80,989	4,257	285,865
802-0-10	Floating Holiday	0	0	0	0	0	0	0
802-0-11	Vacation	119,096	192,343	119,743	37,318	140,544	50,768	659,810
802-0-12	Other Paid Absences	0	0	0	0	0	0	0
802-0-25	Car Allowance	5,400	4,800	4,800	0	4,800	7,200	27,000
802-0-26	Cell Phone Allowance	1,920	3,300	1,050	810	4,470	1,500	13,050
	Labor Allocations IN (OUT)	0	0	0	0	0	0	0
	TOTAL LABOR	**1,007,757**	**1,891,681**	**1,491,976**	**575,120**	**2,182,684**	**792,717**	**7,941,936**
	FRINGE							
502-0-04	F.I.C.A. / Medicare	0	0	0	0	1,628	0	1,628
502-0-05	Pension Plan	0	0	0	0	39,881	0	39,881
502-0-01	OPEB Contribution	0	0	250,000	0	0	0	250,000
802-0-01	OPEB Contribution	0	0	375,000	0	0	0	375,000
502-0-17	Health/Vision Insurance	0	0	0	0	14,606	0	14,606
802-0-21	Dependent Health Insuranc	26,837	20,219	19,961	18,031	71,292	21,802	178,142
502-0-21	Dependent Health Insuranc	0	0	0	0	7,643	0	7,643
502-0-18	Dental Insurance	0	0	0	0	794	0	794
502-0-19	Life Insurance	0	0	0	0	107	0	107

502-0-16	Disability Insurance	0	0	0	0	1,118	0	1,118
502-0-07	S.U.I. Expense	0	0	0	0	336	0	336
502-0-08	Workers Compensation	0	0	0	0	932	0	932
802-0-04	Medicare	18,600	27,429	21,634	8,339	30,022	11,494	117,519
802-0-05	PERS Retirement Plan	327,239	668,921	529,894	206,560	732,251	281,612	2,746,478
802-0-14	Other Fringe Benefits	0	6,500	0	0	0	0	6,500
802-0-17	Health / Vision Insurance	73,031	262,912	189,881	73,031	292,125	102,244	993,224
802-0-18	Dental Insurance	4,761	14,283	10,316	3,968	15,870	5,555	54,753
802-0-19	Life Insurance	4,825	2,525	1,990	535	2,738	1,348	13,961
802-0-16	Long Term Disability Ins.	9,337	18,768	14,854	5,441	20,627	7,894	76,921
802-0-07	S.U.I. Expense	2,544	6,057	4,374	1,342	6,730	2,355	23,402
802-0-08	Workers Compensation	4,967	14,972	11,163	4,042	15,751	5,996	56,890
	Fringe Allocations IN (OUT)	0	0	0	0	0	0	0
	TOTAL FRINGE	**472,141**	**1,042,585**	**1,429,067**	**321,289**	**1,254,452**	**440,300**	**4,959,835**
	SERVICES							
503-0-01	Management Service Fees	0	0	0	0	0	0	0
503-0-02	Adv. Development & Prod.	0	0	0	0	555,000	0	555,000
503-0-03	Professional & Technical	375,000	105,500	36,957	1,525,000	52,500	0	2,094,957
503-0-04	Temporary Help	0	0	0	0	0	0	0
503-0-05	Maintenance & Repairs	0	1,889,700	0	5,000	877,500	0	2,772,200
503-0-06	Custodial	0	0	0	0	7,000	0	7,000
503-0-07	Security & Fire Systems	0	0	0	0	1,686,532	0	1,686,532
503-0-08	Printing	0	0	42,500	200	54,200	250	97,150
503-0-09	Consulting/Spec. Studies	0	0	0	1,200,000	15,000	1,347,484	2,562,484
503-0-10	ROW Property Maint. Costs	0	0	0	20,000	0	0	20,000
503-0-11	SEC Wetland Maintenance	0	0	0	87,500	0	0	87,500
503-0-99	Other Services	0	9,410	0	500	378,550	825,000	1,213,460
803-0-01	Vacation - Part Time	0	0	0	0	0	0	0
803-0-02	Adv. Development & Prod.	0	0	0	0	0	0	0
803-0-03	Professional & Technical	125,000	350,150	1,016,497	0	0	0	1,491,647
803-0-04	Temporary Help	0	0	0	0	0	0	0
803-0-05	Maintenance & Repairs	0	1,035,385	156,175	0	0	0	1,191,560
803-0-06	Custodial	0	0	0	0	0	0	0
803-0-07	Security & Fire Systems	0	0	0	0	0	0	0
803-0-08	Printing	100	51,325	2,125	0	0	0	53,550

803-0-09	Consulting/Spec. Studies	205,000	152,600	25,000	0	0	0	382,600
803-0-10	Consulting/Spec. Studies	0	0	0	0	0	0	0
803-0-11	Consulting/Spec. Studies	0	0	0	0	0	0	0
803-0-99	Other Services	10,000	93,850	2,000	0	0	0	105,850
	Service Allocations IN (OUT)	0	0	0	0	0	0	0
	TOTAL SERVICES	**715,100**	**3,687,920**	**1,281,253**	**2,838,200**	**3,626,282**	**2,172,734**	**14,321,489**
	MATERIALS & SUPPLIES							
504-0-01	Fuel & Lube	0	0	0	0	2,274,000	0	2,274,000
504-0-02	Tires & Tubes	0	0	0	0	0	0	0
504-0-03	Fuel - CNG	0	0	0	0	200,000	0	200,000
504-0-04	Revenue Vehicle Parts	0	0	0	0	0	0	0
504-0-06	Support Veh. Parts/Tires	0	0	0	0	0	0	0
504-0-07	Bench Shelter/Sign Supply	0	0	0	0	1,500	0	1,500
504-0-08	CNG Parts & Supplies	0	0	0	0	78,000	0	78,000
504-0-10	Office Supplies	0	0	0	0	0	0	0
504-0-99	Other Materials/Supplies	0	0	0	1,000	150,800	0	151,800
804-0-01	Fuel & Lube	0	0	0	0	0	0	0
804-0-02	Fuel & Lube	0	0	0	0	0	0	0
804-0-04	Fuel & Lube	0	0	0	0	0	0	0
804-0-06	Support Veh. Parts/Tires	0	0	0	0	2,500	0	2,500
804-0-07	Support Veh. Parts/Tires	0	0	0	0	0	0	0
804-0-08	Support Veh. Parts/Tires	0	0	0	0	0	0	0
804-0-10	Office Supplies	0	13,000	6,500	0	0	0	19,500
804-0-99	Other Materials/Supplies	1,000	206,500	2,750	0	10,300	0	220,550
	Mat'ls & Supplies Alloc IN (OUT)	0	0	0	0	0	0	0
	TOTAL MATERIALS & SUPPLIES	**1,000**	**219,500**	**9,250**	**1,000**	**2,717,100**	**0**	**2,947,850**
	UTILITIES							
505-0-02	Electricity & Natural Gas	0	0	0	0	250,000	0	250,000
505-0-03	Fuel - Electric	0	0	0	0	275,000	0	275,000
505-0-04	Water & Sewer	0	0	0	0	47,500	0	47,500
505-0-05	Garbage	0	0	0	0	88,500	0	88,500
505-0-06	Fuel - Hydrogen	0	0	0	0	302,500	0	302,500
505-0-10	Telephone/Communication	0	0	0	0	0	0	0
805-0-02	Electricity & Natural Gas	0	0	0	0	0	0	0
805-0-03	Electricity & Natural Gas	0	0	0	0	0	0	0
805-0-04	Water & Sewer	0	0	0	0	0	0	0
805-0-05	Garbage	0	0	0	0	0	0	0
805-0-10	Telephone/Communication	0	25,000	16,075	0	0	0	41,075
	Utilities Alloc IN (OUT)	0	0	0	0	0	0	0
	TOTAL UTILITIES	**0**	**25,000**	**16,075**	**0**	**963,500**	**0**	**1,004,575**
	INSURANCE							
506-0-01	Physical Damage Ins.	0	0	25,000	0	0	0	25,000
506-0-03	P.L. & P.D. Insurance	0	0	359,000	0	0	0	359,000

506-0-06	P.L. & P.D. Settlements	0	0	150	0	0	0	150
506-0-08	Other Insurance Costs	0	0	30,200	0	0	0	30,200
806-0-01	Telephone/Communication	0	0	0	0	0	0	0
806-0-03	Telephone/Communication	0	0	0	0	0	0	0
806-0-06	P.L. & P.D. Settlements	0	0	0	0	0	0	0
806-0-08	P.L. & P.D. Settlements	0	0	0	0	0	0	0
	Insurance Allocation IN (OUT)	0	0	0	0	0	0	0
	TOTAL INSURANCE	**0**	**0**	**414,350**	**0**	**0**	**0**	**414,350**
	MISCELLANEOUS EXPENSE							
507-0-02	State Business Tax	0	0	0	0	0	0	0
507-0-04	Taxes & Licenses	0	0	22,455	0	500	0	22,955
509-0-01	Dues & Subscriptions	50,000	0	0	15,000	13,635	9,250	87,885
509-0-08	Miscellaneous Advertising	0	110,000	0	0	5,000	0	115,000
509-0-09	Internal Marketing	0	0	0	0	0	0	0
509-0-20	Training & Meetings	0	0	0	60,000	64,250	20,000	144,250
509-0-25	Postage & Express Mail	0	0	0	0	0	0	0
509-0-99	Other Misc. Expense	0	19,000	32,000	102,500	37,500	11,475	202,475
511-0-02	Interest Exp. - Retention	0	0	0	200,000	1,000	0	201,000
512-0-06	Leases/Rentals - Capital	0	32,500	0	0	148,896	0	181,396
512-1-06	Leases/Rentals - Capital	0	0	0	0	0	0	0
510-0-03	Pass Thru Grant Fund Exp	0	0	0	0	1,211,397	0	1,211,397
807-0-02	P.L. & P.D. Settlements	0	0	0	0	0	0	0
807-0-04	Taxes & Licenses	0	0	0	0	0	0	0
809-0-01	Dues & Subscriptions	63,000	4,000	2,500	0	0	0	69,500
809-0-08	Miscellaneous Advertising	0	88,830	0	0	0	0	88,830
809-0-09	Internal Marketing	0	0	0	0	0	0	0
809-0-20	Training & Meetings	52,000	62,400	20,000	0	2,500	0	136,900
809-0-25	Postage & Express Mail	0	8,500	250	0	0	0	8,750
809-0-99	Other Misc. Expense	50,000	11,500	2,500	0	0	0	64,000

811-0-02	Other Misc. Expense	0	0	0	0	0	0	0
812-0-06	Leases /Rentals - Capital	0	106,000	0	0	151,428	0	257,428
812-1-06	Leases /Rentals - Capital	0	0	0	0	0	0	0
810-0-03	Other Misc. Expense	0	0	0	0	0	0	0
	Misc. Expense Alloc IN (OUT)	0	0	0	0	0	0	0
	TOTAL MISCELLANEOUS EXPENSES	**215,000**	**442,730**	**79,705**	**377,500**	**1,636,106**	**40,725**	**2,791,766**
513-0-01	Depreciation	0	0	0	0	10,545,000	0	10,545,000
513-0-02	Amortization	0	0	0	0	0	0	0
	TOTAL DEPRECIATION & AMORTIZATION	0	0	0	0	10,545,000	0	10,545,000
	PURCHASED TRANSP'N SERVICE							
520-0-00	RIDE Purch Trans Svc	0	0	0	0	38,465,830	0	38,465,830
520-0-01	ACCESS Purch Trans Svc	0	0	0	0	6,414,368	0	6,414,368
520-0-02	Night Taxi Purch Trns Svc	0	0	0	0	0	0	0
520-0-03	Gerlach Purch Trans Svc	0	0	0	0	14,000	0	14,000
520-0-04	Pyramid Purch Trans Svc	0	0	0	0	20,000	0	20,000
520-0-05	Incline Purch Trans Svc	0	0	0	0	17,000	0	17,000
520-0-09	TART- ADA Purch Trans Svc	0	0	0	0	0	0	0
520-0-06	Citicare & Other Donation	0	0	0	0	0	0	0
520-0-07	Citicare & Other Donation	0	0	0	0	0	0	0
520-0-08	Washoe Sr Purch Trans Svc	0	0	0	0	1,000,000	0	1,000,000
520-0-10	TART Purch Trans Service	0	0	0	0	325,000	0	325,000
520-0-11	395 Carson City Service	0	0	0	0	0	0	0
520-0-14	Van Pool Purch Trans Svc	0	0	0	0	1,700,000	0	1,700,000
520-0-15	Microtransit Flex Service	0	0	0	0	3,812,803	0	3,812,803
	PURCHASED TRANSPORTATION SVC	**0**	**0**	**0**	**0**	**51,769,001**	**0**	**51,769,001**
	OPERATING BUDGET BEFORE DEPRECIATION:	**2,410,999**	**7,309,417**	**4,721,676**	**4,113,109**	**64,149,125**	**3,446,476**	**86,150,802**
525-0-09	Principal - SER2018	0	0	7,240,000	0	0	0	7,240,000
525-0-10	Principal-SER2019	0	0	2,360,000	0	0	0	2,360,000
530-0-06	Interest-Bond SER2010DEF	0	0	5,107,849	0	0	0	5,107,849
530-0-07	Interest-Bond SER2010H	0	0	1,490,200	0	0	0	1,490,200
530-0-09	Interest-Bond SER2018	0	0	6,843,450	0	0	0	6,843,450
530-0-10	Interest-Bond SER2019	0	0	2,099,450	0	0	0	2,099,450
530-1-06	BAB Credits-SER2010EF	0	0	-1,725,835	0	0	0	-1,725,835
530-1-07	BAB Credits-SER2010H	0	0	-491,841	0	0	0	-491,841
540-0-01	Fiscal Agent Fees	0	0	35,000	0	0	0	35,000
	TOTAL DEBT SERVICE	**0**	**0**	**22,958,273**	**0**	**0**	**0**	**22,958,273**
	TOTAL OPERATING BUDGET	4,821,997	14,618,833	32,401,625	8,226,218	138,843,250	6,892,953	205,804,876
	DEPRECIATON & AMORTIZATION	**0**	**0**	**0**	**0**	**10,545,000**	**0**	**10,545,000**
	TOTAL OPERATING BUDGET	**2,410,999**	**7,309,417**	**27,679,949**	**4,113,109**	**74,694,125**	**3,446,476**	**119,654,075**

600-0-01	Land - Sutro	0	0	0	0	0	0	0
600-0-80	Building Improv - Sutro	0	0	0	0	300,000	0	300,000
600-0-10	Revenue Vehicles	0	0	0	0	1,180,000	0	1,180,000
600-0-12	Support Vehicles	0	0	0	0	0	0	0
600-0-16	Communications Equipment	0	0	0	0	0	0	0
600-0-18	Safety & Security Equip.	0	0	0	0	0	0	0
600-0-21	Passenger Shelters	0	0	0	0	0	0	0
600-0-25	Intelligent Transp'n. Sys	0	0	0	0	0	0	0
600-0-31	Computer Hardware	0	0	0	0	0	0	0
600-0-32	Computer Software	0	0	0	0	0	0	0
600-0-35	Office Furniture & Equip.	0	0	0	0	0	0	0
600-0-36	Other Fixtures & Equip.	0	0	0	0	0	0	0
600-0-38	Shop Equipment	0	0	0	0	0	0	0
600-0-50	Hydrogen Fuel Project	0	0	0	0	0	0	0
600-0-91	Leasehold Improvements	0	0	0	0	0	0	0
	TOTAL NON-TRANSIT FIXED ASSETS	**0**	**0**	**0**	**0**	**1,480,000**	**0**	**1,480,000**

	STREET & HIGHWAY PROJECTS							
700-9-90	Fuel Tax Proj Bud-Preserv	0	0	0	28,595,191	0	0	28,595,191
700-9-91	Fuel Tax Proj Bud-Capacit	0	0	0	201,803,761	0	0	201,803,761
700-9-95	RRIF Direct Budget-Multi	0	0	0	27,500,000	0	0	27,500,000
700-9-99	RRIF Credit Budget-Multi	0	0	0	12,000,000	0	0	12,000,000
	TOTAL STREET & HIGHWAY	**0**	**0**	**0**	**269,898,952**	**0**	**0**	**269,898,952**
	CAPITAL BUDGET BEFORE ENTERPRISE FUND CAPITAL	**0**	**0**	**0**	**269,898,952**	**1,480,000**	**0**	**271,378,952**
	ENTERPRISE FUND CAPITAL							
105-2-02	Undesignated	0	0	0	0	0	0	0
105-2-25	Hydrogen Fuel Cell Proj.	0	0	0	0	5,160,000	0	5,160,000
111-1-01	Land - CitiCenter	0	0	0	0	0	0	0
111-1-02	Land - 4th St. Station	0	0	0	0	0	0	0
111-1-03	Facility - 4th St Station	0	0	0	0	0	0	0
111-1-04	Facility - CitiCenter	0	0	0	0	0	0	0
111-1-05	Facility - Villanova	0	0	0	0	0	0	0
111-1-06	Facility - Terminal	0	0	0	0	0	0	0
111-1-07	Land - Terminal Facility	0	0	0	0	0	0	0
111-1-08	Fac. - Centennial Plaza	0	0	0	0	0	0	0
111-1-09	Land - Centennial Plaza	0	0	0	0	0	0	0
111-1-10	Coaches	0	0	0	0	28,966,316	0	28,966,316
111-1-11	Coaches - Renovated	0	0	0	0	0	0	0
111-1-12	Support Vehicles	0	0	0	0	80,000	0	80,000
111-1-14	Bicycle Accessories	0	0	0	0	0	0	0
111-1-15	Rev. Coll. / Count. Equip	0	0	0	0	0	0	0
111-1-16	Communications Equipment	0	0	0	0	0	0	0
111-1-18	Safety & Security Equip.	0	0	0	0	0	0	0
111-1-20	Passenger Amenities	0	0	0	0	0	0	0
111-1-21	Passenger Shelters	0	0	0	0	11,551,000	0	11,551,000
111-1-22	Benches	0	0	0	0	0	0	0
111-1-25	Intelligent Transp'n. Sys	0	0	0	0	0	0	0
111-1-31	Computer Hardware	0	185,000	0	0	100,000	0	285,000
111-1-32	Computer Software	0	0	0	0	0	0	0
111-1-35	Office Furn. & Equip.	0	0	0	0	0	0	0
111-1-36	Other Fixtures & Equip.	0	0	0	0	180,000	0	180,000
111-1-38	Shop Equipment	0	0	0	0	0	0	0
111-1-40	Vehicle Charging Station	0	0	0	0	0	0	0
111-1-60	Land - Excess Peppermill	0	0	0	0	0	0	0
111-1-61	Land - Excess Peppermill	0	0	0	0	0	0	0
111-1-80	Bldg Improv - Citic/Sutro	0	0	0	0	0	0	0
111-1-91	Leasehold Improvements	0	0	0	0	0	0	0
111-1-81	Bldg Improv - Villanova	0	0	0	0	1,000,000	0	1,000,000
111-1-82	Bldg Improv - Terminal	0	0	0	0	400,000	0	400,000
111-1-83	Bldg Improv - Centennial	0	0	0	0	1,900,000	0	1,900,000

111-1-84	Bldg Improv - 4SS	0	0	0	0	1,925,000	0	1,925,000
111-1-95	Land Improv-4th St Statio	0	0	0	0	0	0	0
111-1-96	Land Improv-6th St Proper	0	0	0	0	0	0	0
	TOTAL ENT. FUND CAPITAL	**0**	**185,000**	**0**	**0**	**51,262,316**	**0**	**51,447,316**
	TOTAL CAPITAL BUDGET	**0**	**185,000**	**0**	**269,898,952**	**52,742,316**	**0**	**322,826,268**
	TOTAL FY 2027 BUDGET	**$2,410,999**	**$7,494,417**	**$27,679,949**	**$274,012,061**	**$127,436,441**	**$3,446,476**	**$442,480,343**

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **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 of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **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 of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 4/17/2026 **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.