



REGIONAL TRANSPORTATION COMMISSION

REGIONAL ROAD IMPACT FEE TECHNICAL ADVISORY COMMITTEE

MEETING AGENDA

THURSDAY, FEBRUARY 22, 2018, 2:00pm-4:00pm
1105 TERMINAL WAY, SUITE 101, RENO, NV
1ST FLOOR CONFERENCE ROOM

I. The RTC Engineering Conference 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); other requests should be directed to RTC Engineering at 775.348.0171.

II. The Regional Road Impact Fee Technical Advisory Committee (RRIF TAC) has a standing item for accepting public comment on topics relevant to the RRIF TAC that are not included on the agenda. No action may be taken on a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action will be taken. For specific items on the RRIF TAC agenda, public comment will be taken at the time the item is discussed. Individuals providing public comment will be limited to three minutes. Individuals acting as a spokesperson for a group may request additional time. Attempts to present public input in a disruptive manner will not be allowed. Remarks will be addressed to the RRIF TAC as a whole and not to individual members.

III. The RRIF TAC 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.

ITEM 1 Approval of Agenda (*For Possible Action*)

ITEM 2 Public Comment - *please read paragraph II near the top of this page*

ITEM 3 Approval of the September 28, 2017 Meeting Minutes (*For Possible Action*)

ITEM 4 2040 Regional Transportation Plan Amendment (*For Possible Action*)

ITEM 5 RRIF Capital Improvement Plans by Service Area and Fee Methodology (*For Possible Action*)

ITEM 6 RRIF Indexing 5th Edition – Year 3 (*For Possible Action*)

ITEM 7 Public Comment - *please read paragraph II near the top of this page*

ITEM 8 Member Items

a) next RRIF TAC meeting: March 22, 2018

ITEM 9 Adjournment (*For Possible Action*)

The Committee may take action on any item noted for possible action



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

February 22, 2018

AGENDA ITEM 2

TO: Regional Road Impact Fee Technical Advisory Committee (RRIF TAC)

FROM: Julie Masterpool, P.E.
RRIF Program Manager

SUBJECT: Public Input

This agenda item allows the public the opportunity to provide information on topics within the jurisdiction of the Regional Road Impact Fee Technical Advisory Committee (RRIF TAC). Any person wishing to wait to provide public comment on a specific agenda item should indicate that item number on the “comment” card. The RRIF TAC reserves the right to take all public comment during Public Input. Individuals addressing the RRIF TAC during the Public Input portion of the meeting will be limited to three minutes total. However, an individual acting as a spokesperson for a group of individuals may request additional time. Individuals are expected to provide public input in a professional and constructive manner.

**REGIONAL TRANSPORTATION COMMISSION (RTC)
REGIONAL ROAD IMPACT FEE (RRIF)
TECHNICAL ADVISORY COMMITTEE**

Meeting Minutes

Thursday, September 28, 2017

Members Present:

Amy Cummings, Regional Transportation Commission
Clara Lawson, Washoe County Public Works
Janelle Thomas, City of Reno Community Development
John Krmpotic, Private Sector
Jim Rundle, City of Sparks Community Development
Jon Ericson, City of Sparks Public Works
Kraig Knudsen, Private Sector
Mike Lawson, Washoe County Planning Commission
Peter Gower, City of Reno Planning Commission
Scott Carey, City of Sparks Planning Commission
Steve Bunnell, City of Reno Public Works
Ted Erkan, Private Sector

Members Absent:

Brian Stewart, Regional Transportation Commission
Mojra Hauenstein, Washoe County Development Review
Randy Walter, Private Sector

RTC Staff:

Michelle Kraus

Dan Doenges

The meeting was called to order at 2:02pm.

Item 1: Approval of Agenda

The agenda was approved unanimously.

Item 2: Public Comment

There was no response to the call for public comment.

Item 3: Approval of the August 24, 2017 Meeting Minutes

The meeting notes were approved by majority vote. Ten members approved the meeting minutes and two members abstained because they didn't attend the August meeting. There were no members against the approval of the meeting minutes.

Item 4: RRIF Capital Improvement Plans by Service Area

Julie Masterpool described the RRIF Capital Improvement Plans by Service Areas (South and North). Julie explained that the attachment put out with today's packet was the next step to determine the developer's share of CIP projects. TischlerBise, in development of the 5th Edition, developed a way evaluate the developers share of multimodal project since you are reducing vehicle traffic by allowing people to walk and bike. The 5th Edition RRIF CIP used 18% for the RRIF share for the South Service area which was based on the increase in VMT over a 10 year time frame. There was discussion about how the 18% would change when doing the actual VMT calculations for each Service Area.

There was discussion on whether curb, gutter and sidewalk costs on new roadways built by new development would be covered in the RRIF Offset Agreements. Julie will review the RRIF GAM/CIP and bring back addition information at a future meeting. There was also discussion about what NRS allows impact fee waivers to be used for on projects on the Capital Improvement Plan, i.e. bike lanes and sidewalk.

It was asked if Julie could go through the proposed Capital Improvement Plan list of projects included in the Agenda attachment and put in the justification for why each project would be eligible for RRIF funding.

Other projects were discussed that would not be eligible for RRIF funding such as, ADA Accessibility, Pavement Preservation, Debt Service, and freeway projects.

It was also discussed how North Service Area calculations are completely independent from South Service Area calculations. Members asked if it would be possible to have a running tally by category to show where the dollars are being spent, i.e., multimodal vs. capacity type projects.

It was discussed that right of way acquisitions are inherent of the capacity improvements. Julie Masterpool asked Amy Cummings if there were costs included in the RTP that identified right of way, if a road needed to be widened. RTP costs were based on construction costs only.

Converting the consensus forecast into the VMT will be discussed at a future meeting. Population is converted into housing, trips generated by housing type to estimate VMTs. Employment will be converted to employment type, i.e., office, commercial, industrial and manufacturing to develop employment related VMTs.

The current consensus forecast shows a reduction in projected growth over previous projections. It was also mentioned that growth projections anticipate a spike in population/employment over next five years, which will taper off in the outer forecast years.

Scott Carey, City of Sparks, asked what would be good for everyone to review before the next meeting. Julie stated it might help to read the old 5th Edition CIP. She will also try to highlight which projects new to the CIPs, identify eligibility, and begin the calculations on the multimodal percentages.

Item 5: Public Comment

There was no response to the call for public comment.

Item 9: Member Items

Julie asked if there were any more items, anything they'd like her to bring up at the next meeting. The next RRIF TAC meeting is scheduled for December 14, 2017 at 2pm in the RTC's 1st Floor Conference Room located at 1105 Terminal Way, Reno.

Item 10: Adjournment

There being no further business, the meeting adjourned at 2:32pm.

Respectfully Submitted,
Michelle Kraus

DRAFT



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

February 22, 2018

AGENDA ITEM 4

TO: Regional Road Impact Fee Technical Advisory Committee (RRIF TAC)

FROM: Amy Cummings
Planning Director

SUBJECT: 2040 Regional Transportation Plan Amendment

RECOMMENDATION

Acknowledge receipt of information regarding the 2040 Regional Transportation Plan (RTP) Amendment process and provide input.

SUMMARY

The 2040 Regional Transportation Plan (RTP) is the region's 20 year long range plan. The plan defines the long range policies and priorities for the community's future transportation system and serves as the blueprint to improve our roadways and maintain our public transit network, and is a key component to improving our region's quality of life and air quality. RTP project prioritization factors include the following:

- Addresses high crash location of Road Safety Assessment need;
- Compatible with adjacent land uses;
- Multimodal connectivity: includes bicycle or pedestrian component;
- Multimodal connectivity: includes transit component;
- Provides ITS/operations improvement;
- Identified as community priority through community outreach; and
- Addresses area of high traffic congestion.

Congestion relief needs are identified through the regional Travel Demand Model (TDM). The TDM forecasts the future travel demand and conditions on the regional network in order to develop a list of capacity improvements needed on the regional roads to maintain the region's policy level of service. To predict where new development is anticipated, the TDM uses information from the Consensus Forecast and Truckee Meadows Regional Planning Agency's (TMRPA's) GIS-based Development Model. TMRPA's Development model uses a matrix of factors including historical growth trends, planned land use and zoning, topography, existing infrastructure and other development suitability factors to determine the geographic distribution of future population and employment growth.

Federal transportation legislation (Fixing America's Surface Transportation Act – FAST Act) requires that the 2040 RTP be based on a financial plan that demonstrates how the program of projects can be funded and implemented. The financial plan must ensure that the projected revenue sources over the life of the plan will not exceed the reasonably foreseeable future revenues, which meet the fiscal constraint requirement. Funding sources include Federal, State, Regional (local) and Other Revenues (Private) sources. The transportation needs identified in the plan are divided into three planning horizons, 2017-2021, 2022-2026, and 2027-2040. The first 10 years of the RTP are used as the basis for the Regional Road Impact Fee Capital Improvement Plan. (RRIF CIP).

Projects adding or changing the number of travel lanes on the regional road network must meet air quality requirements identified in the State Implementation Plan (SIP). The SIP shows how the state will implement measures designed to improve air quality to meet National Ambient Air Quality Standards (NAAQS). Conformity with the SIP is demonstrated when the projected regional emissions generated by the projects in the plan do not exceed the region's motor vehicle emissions budget as established by the SIP. This determination is made jointly by the Federal Highway Administration, Federal Transit Administration, U.S. Environmental Protection Agency, Nevada Department of Transportation, Nevada Department of Environmental Protection, and Washoe County Health District.

Since the adoption of the 2040 RTP, RTC has been approached by various developers regarding the possibility of including previously unidentified roadway projects in the RRIF CIP or the need to move improvements identified in the outer years of the RTP into the upcoming RRIF CIP, making them eligible to earn RRIF Waivers for future impact fee payments. Many of these projects would be privately funded. In order to address these requests, the RTC is reviewing the need to amend the 2040 RTP. Some of the steps to amend the RTP are:

- Update the travel demand model;
- Conduct the air quality analysis;
- Conduct the air quality consultation process;
- Review the financial plan to ensure fiscal constraint;
- Conduct community outreach;
- Approval by the RTC Board;
- Revise the RRIF CIP; and
- Re-run the RRIF calculations for \$/Vehicle Miles of Travel (VMT).

An amendment to the RTP requiring an updated air quality conformity determination would take three to four months to complete.



REGIONAL TRANSPORTATION COMMISSION

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February 22, 2018

AGENDA ITEM 5

TO: Regional Road Impact Fee Technical Advisory Committee (RRIF TAC)

FROM: Julie Masterpool, P.E.
RRIF Program Manager

SUBJECT: RRIF Capital Improvement Plans for North and South Service Areas and Fee Mythology

RECOMMENDATION

Acknowledge receipt of information regarding the Regional Road Impact Fee Capital Improvement Plans for the North and South Service Areas and Fee Methodology; provide input.

SUMMARY

Capital Improvement Plan

The RRIF Capital Improvement Plan (CIP) represents the list of capacity improvement projects anticipated over the next 10 year period. The CIP for each Service Area was established based on the 2040 Regional Transportation Plan and augmented with additional analysis using the RTC's Travel Demand Model. The proposed list of projects by Service Area is provided in Attachment A. The list of projects include the estimated cost for each project based on current dollars (2018 projections) along with the type of facility improvement (Capacity, Multimodal, ADA, Preventive Maintenance) and percent of the project which falls within the Service Area.

NRS 278B.280 identifies that impact fees must not be used for repair, operation, or maintenance of existing roadways; upgrading, expansion, or replacement of existing capital improvement to meet more stringent safety standards or to better service existing development; or for the payment of principal and interest on bonds or other indebtedness. Therefore, the costs associated with projects related to ADA improvements, Preventive Maintenance, and Debt payments will be deducted from the RRIF CIP costs. Complete Street projects enhance multiple modes of travel, including walking, biking, and transit. Costs associated with multimodal improvements will be proportioned based on the growth of the projected increase in travel demand (VMT). Program or system-wide projects, such as Bicycle-Pedestrian and Intersection projects will be divided equally between the Service Areas.

The 5th Edition of the RRIF CIP also defined a regional road for the purposes of impact fees excludes limited access highways like Interstates 80, 580 and US 395 and all local streets. In addition, the RRIF

Program limits the first two lanes of a development related new roadway from inclusion in the RRIF CIP. Therefore, projects listed in the RTP for freeway and local roadways are excluded from the RRIF CIP.

NRS 278B also requires that impact fee calculations take into account other funding sources which may be used to construct RTP improvements. The major source of outside funding for improvements to the regional roadway network is Federal and State highway funds. Estimated Federal and State funding over the 10-year period covered by the CIP will be based on the amount of funding currently programmed for CIP projects in the current five-year Regional Transportation Improvements Program (RTIP). Once the outside share of funding is established, the remaining local share of the growth-related costs attributable to new development will become the cost used to develop the impact fee rate (\$/VMT).

Impact Fee Methodology

In addition to the cost of the Capital Improvement Plan, Regional Road Impact Fees use average weekday Vehicle Miles of Travel (VMT) as the service units for allocating the cost of future improvements. To determine the growth in VMT anticipated over the 10 year CIP, new trips are based on the land use assumptions from the 2014 Consensus Forecast. Population and employment projections are converted to residential housing units and nonresidential floor area estimates for commercial/retail, office, and industrial categories and multiplied by national average trip generation rates. The new trips are adjusted to account for commuting patterns, pass-by trips, and trip length weighting factors.

To determine the total VMT's per service area, the total new trips are multiplied by the average trip length for each service area. Trip lengths represent the average distance traveled on the regional road network only and exclude travel on freeways and residential streets. The anticipated new trip lengths to be used for the North and South Service Areas represent between 3 and 7 percent (North and South Service Area) reduction from the trip lengths used in the 5th Edition RRIF Program.

Draft calculations for the 6th Edition RRIF CIP will be presented at the RRIF TAC meeting.

Attachment

Draft 6th Edition RRIF Capital Improvement Plan
North Service Area

RTP Timeframe	Service Area	Project/Program	Description	Description or Annual Cost	2018 Inflated (3% Adj)	% North Service Area	% RRIF Funded	RRIF Share North	Notes	STIP % Local Funding
2017-2021	NS	4th St/Prater Way Bus RAPID Transit Project	Evans Ave to Pyramid Hwy	RAPID Extension & Complete Street Improvements	\$59,534,000	45%	0%	\$0	Other Funding Sources	33% Local
2022-2026	NS	ADA Accessibility Improvements	Spot improvements systemwide based on ADA Transition Plan	\$1.28 million per year	\$5,665,000	50%	0%	\$0	Non-RRIF Eligible - ADA	
2017-2021	NS	ADA Accessibility Improvements	Spot improvements systemwide based on ADA Transition Plan	\$1 million per year	\$5,665,000	50%	0%	\$0	Non-RRIF Eligible - ADA	
2022-2026	N	Buck Dr	Lemmon Dr to N Hills Blvd	Widen 2 to 4 lanes	\$1,339,000	100%	100%	\$1,339,000	Capacity	
2022-2026	NS	Debt Service		\$27.4 million per year	\$150,174,000	50%	0%	\$0	Non-RRIF Eligible - Admin \$	
2017-2021	NS	Debt Service		\$27.3 million per year	\$140,595,000	50%	0%	\$0	Non-RRIF Eligible - Admin \$	
2017-2021	N	Dolores Dr	Existing Dolores west to Lazy 5 Pkwy	New 2 lane road	\$1,545,000	100%	0%	\$0	Non-RRIF Eligible - 1st 2 lanes	
2017-2021	N	Kiley Pkwy	Wingfield Hills Rd to Henry Orr Pkwy	New 2 lane road	\$6,592,000	100%	0%	\$0	Non-RRIF Eligible - 1st 2 lanes	
2017-2021	N	Lazy 5 Pkwy	West Sun Valley Arterial to Pyramid Hwy	New 2 lane road	\$18,952,000	100%	0%	\$0	Non-RRIF Eligible - 1st 2 lanes	
2022-2026	N	Lazy 5 Pkwy	West Sun Valley Arterial to Pyramid Hwy	Widen from 2 to 4 lanes	\$11,845,000	100%	100%	\$11,845,000	Capacity	
2017-2021	N	Lemmon Dr	US 395 to Military Rd and Fleetwood Dr to Arkansas St	Widen 4 to 6 lanes from US 395 to Military Rd and Widen 2 to 4 lanes from Fleetwood Dr	\$3,090,000	100%	100%	\$3,090,000	Capacity	100% Local
2022-2026	N	Lemmon Dr	US 395 to Military Rd and Fleetwood Dr to Arkansas St	Widen 4 to 6 lanes from US 395 to Military Rd and Widen 2 to 4 lanes from Fleetwood Dr	\$9,888,000	100%	100%	\$9,888,000	Capacity	100% Local
2022-2026	N	Loop Rd	Salomon Circle to Eastern Slope Rd	New 2 lane road	\$3,914,000	100%	0%	\$0	Non-RRIF Eligible - 1st 2 lanes	
2022-2026	N	Military Rd	Lemmon Dr to Echo Ave	Widen 2 to 4 lanes	\$18,231,000	100%	100%	\$18,231,000	Capacity	
2022-2026	N	Moya Blvd	Red Rock Rd to Echo Ave	Widen 2 to 4 lanes	\$14,111,000	100%	100%	\$14,111,000	Capacity	
2022-2026	N	N/S Connector Rd	Stonebrook Pkwy to Wingfield Hills Rd	New 2 lane road	\$6,798,000	100%	0%	\$0	Non-RRIF Eligible - 1st 2 lanes	
2022-2026	N	North Virginia St	Stead Blvd to McCarran Blvd	Sidewalks and bike lanes. An off-street shared-use path may be considered	\$22,675,450	100%	14%	\$3,174,563	Multimodal	33% Local
2017-2021	N	Oddie Blvd/Wells Ave	I-80 to Pyramid Way	Multimodal improvements	\$38,728,000	100%	14%	\$5,421,920	Multimodal	100% Local
2022-2026	N	Parr Blvd	Ferrari McLeod to Raggio Pkwy	Interchange improvements	\$6,180,000	100%	0%	\$0	Non-RRIF Eligible - Maintenance	
2022-2026	NS	Pavement Preservation	Systemwide	\$23.8 million per year	\$122,570,000	50%	0%	\$0	Non-RRIF Eligible - Maintenance	
2017-2021	NS	Pavement Preservation	Systemwide	\$18.7 million per year	\$104,236,000	50%	0%	\$0	Non-RRIF Eligible - Maintenance	
2017-2021	NS	Pedestrian & Bicycle Facility Improvements	Spot improvements systemwide based on Bike/Ped Master Plan	\$1 million per year	\$5,665,000	50%	14%	\$396,550	Multimodal	92% Local
2022-2026	NS	Pedestrian & Bicycle Facility Improvements	Spot improvements systemwide based on Bike/Ped Master Plan	\$1.28 million per year	\$5,665,000	50%	14%	\$396,550	Multimodal	92% Local
2017-2021	N	Pyramid Hwy	@ McCarran Blvd	Improve capacity, safety & multimodal access (under construction)	\$30,900,000	100%	0%	\$0	Other Funding Sources	
2022-2026	N	Pyramid Hwy/Sun Valley/US 395 Connector Phase 1	Queen Way to Golden View	Widen Pyramid to 6 lanes from Queen Way to Golden View	\$52,015,000	100%	5%	\$2,600,750	Capacity	5% Local
2017-2021	N	Pyramid Hwy/US 395 Connector Phase 1	Queen Way to Golden View	Widen Pyramid to 6 lanes from Queen Way to Golden View (PE/NEPA)	\$5,150,000	100%	100%	\$5,150,000	Capacity	100% Local

**Draft 6th Edition RRIF Capital Improvement Plan
North Service Area**

RTP Timeframe	Service Area	Project/Program	Description	Description or Annual Cost	2018 Inflated (\$3 Adj)	% North Service Area	% RRIF Funded	RRIF Share North	Notes	STIP % Local Funding
2017-2021	NS	Ramp Improvements	TBD - (5 ramps)		\$51,500,000	50%	50%	\$12,875,000	Capacity	
2022-2026	N	Red Rock Rd	Moya Blvd to Evans Ranch Access	Widen 2 to 4 lanes	\$41,921,000	100%	100%	\$41,921,000	Capacity	
2017-2021	NS	Sierra St	California Ave to 9th St	Widen sidewalks & add bike lanes	\$4,532,000	9%	14%	\$59,208	Multimodal	100% Local
2022-2026	N	Sky Vista Pkwy	Lemmon Dr to Silver Lake Rd	Widen 2 to 4 lanes	\$7,107,000	100%	100%	\$7,107,000	Capacity	
2017-2021	NS	Sparks Blvd	Greg to Baring	Multimodal improvements, widen 4 to 6 lanes from Greg to I-80, widen 4-6 lanes I-80	\$1,648,000	82%	100%	\$1,350,140	Capacity	5% Local
2022-2026	NS	Sparks Blvd	Greg to Baring	Multimodal improvements, widen 4 to 6 lanes from Greg to I-80, widen 4-6 lanes I-80	\$45,469,350	82%	5%	\$1,862,561	Capacity	5% Local
2022-2026	N	Stonebrook Pkwy	N/S Connector Rd to Pyramid Highway	New 2 lane road	\$8,343,000	100%	0%	\$0	Non-RRIF Eligible - 1st 2 lanes	
2017-2021	N	Stonebrook Pkwy	La Posada Dr to N/S Connector Rd	New 2 lane road	\$11,639,000	100%	0%	\$0	Non-RRIF Eligible - 1st 2 lanes	
2017-2021	N	Sun Valley Blvd	7th Ave to Pyramid Hwy/US 395 Connector	Multimodal improvements PE/NEPA	\$3,090,000	100%	14%	\$432,600	Multimodal	5% Local
2022-2026	N	Sun Valley Blvd	7th Ave to Pyramid Hwy/US 395 Connector	Multimodal improvements Construction	\$42,611,100	100%	14%	\$5,965,554	Multimodal	5% Local
2022-2026	NS	Traffic Signals, ITS Operations & Intersections	Systemwide	\$3.32 million per year	\$14,523,000	50%	36%	\$2,614,140	Capacity	
2017-2021	NS	Traffic Signals, ITS Operations & Intersections	Systemwide	\$2.6 million per year	\$14,523,000	50%	36%	\$2,614,140	Capacity	
2017-2021	N	Victorian Ave	16th St to Pyramid Way	Bike lanes	\$2,369,000	100%	14%	\$331,660	Multimodal	100% Local
2017-2021	NS	Vine St	Riverside Dr to University Terrace	Bike lanes	\$3,296,000	15%	14%	\$71,405	Multimodal	100% Local
2017-2021	NS	Virginia St Bus RAPID Extension	Plumb Ln to 17th St	Pedestrian improvements & pavement reconstruction	\$80,134,000	32%	0%	\$0	Other Funding Sources	33% Local
2022-2026	N	Whitelake Pkwy	Between US 395 ramp terminals	Widen 2 to 4 lanes	\$6,180,000	100%	100%	\$6,180,000	Capacity	
2017-2021	N	Wingfield Hills Rd	Existing Wingfield Hills Rd west to David Allen Pkwy	New 4 lane road	\$5,150,000	100%	50%	\$2,575,000	Partial Capacity	
Total								\$161,603,741		

**Draft 6th Edition RRIF Capital Improvement Plan
South Sevice Area**

RTP Timeframe	Service Area	Project/Program	Description	Description or Annual Cost	2018 Inflated (3% Adj)	% South Service Area	% RRIF Funded	RRIF Share South	Notes	STIP % Local Funding
2017-2021	S	2nd St	Keystone Ave to I-580	Multimodal improvements Phase 1	\$3,090,000	100%	18%	\$556,200	Multimodal	
2017-2021	NS	4th St/Prater Way Bus RAPID Transit Project	Evans Ave to Pyramid Hwy	RAPID Extension & Complete Street Improvements	\$59,534,000	55%	0%	\$0	Other Funding Sources	
2022-2026	NS	ADA Accessibility Improvements	Spot improvements systemwide based on ADA Transition Plan	\$1.28 million per year	\$5,665,000	50%	0%	\$0	Non-RRIF Eligible - ADA	
2017-2021	NS	ADA Accessibility Improvements	Spot improvements systemwide based on ADA Transition Plan	\$1 million per year	\$5,665,000	50%	0%	\$0	Non-RRIF Eligible - ADA	
2022-2026	S	Arlington Ave	At Truckee River Bridge	Replace existing bridges	\$20,600,000	100%	0%	\$0	Other Funding Sources	
2017-2021	S	Arlington Ave	At Truckee River Bridge	Replace existing bridges (PE/NEPA)	\$515,000	100%	0%	\$0	Other Funding Sources	
2022-2026	S	Arrowcreek Pkwy	Wedge Pkwy to Zolezzi Ln	Widen 2 to 4 lanes	\$6,695,000	100%	100%	\$6,695,000	Capacity	
2017-2021	S	Center St	S Virginia to I-80	Widen sidewalks & add bike lanes	\$5,562,000	100%	18%	\$1,001,160	Multimodal	100% Local
2022-2026	S	Damonte Ranch Pkwy	Veterans Pkwy to Rio Wrangler Pkwy	New 2 lane road	\$7,313,000	100%	0%	\$0	Non-RRIF Eligible - 1st 2 lanes	
2022-2026	NS	Debt Service		\$27.4 million per year	\$150,174,000	50%	0%	\$0	Non-RRIF Eligible - Admin \$	
2017-2021	NS	Debt Service		\$27.3 million per year	\$140,595,000	50%	0%	\$0	Non-RRIF Eligible - Admin \$	
2017-2021	S	Forest St	California Ave to Mount Rose St	Bike facility	\$4,223,000	100%	18%	\$760,140	Multimodal	100% Local
2022-2026	S	Geiger Grade	Toll Rd to Rim Rock	Widen 2 to 4 lanes	\$21,218,000	100%	100%	\$21,218,000	Capacity	
2022-2026	S	Geiger Grade Realignment	S Virginia St to Toll Rd	New 4 lane road	\$65,920,000	100%	50%	\$32,960,000	Partial Capacity	
2017-2021	S	Glendale Ave	Kietzke Ave to McCarran Blvd	Pavement reconstruction & multimodal improvements	\$16,892,000	100%	0%	\$0	Non-RRIF Eligible - Maintenance	
2022-2026	S	Keystone Ave	California Ave to I-80	Multimodal improvements and Truckee River bridge replacement	\$51,500,000	100%	18%	\$9,270,000	Multimodal	
2017-2021	S	Kietzke Ln	Virginia St to Galletti Way	Multimodal improvements Phase 1	\$3,914,000	100%	18%	\$704,520	Multimodal	
2022-2026	S	Kietzke Ln	Virginia St to Galletti Way	Multimodal improvements Phase 2	\$8,652,000	100%	18%	\$1,557,360	Multimodal	
2017-2021	S	Mill St/Terminal Way	Reno-Tahoe International Airport to Lake St (downtown Reno)	Multimodal improvements, intersection improvements, additional eastbound lane	\$1,648,000	100%	18%	\$296,640	Multimodal	
2022-2026	S	Mill St/Terminal Way	Reno Tahoe International Airport to Lake St (downtown Reno)	Multimodal improvements; construction	\$14,136,750	100%	18%	\$2,544,615	Multimodal	
2022-2026	NS	Pavement Preservation	Systemwide	\$23.8 million per year	\$122,570,000	50%	0%	\$0	Non-RRIF Eligible - Maintenance	
2017-2021	NS	Pavement Preservation	Systemwide	\$18.7 million per year	\$104,236,000	50%	0%	\$0	Non-RRIF Eligible - Maintenance	
2017-2021	NS	Pedestrian & Bicycle Facility Improvements	Spot improvements systemwide based on Bike/Ped Master Plan	\$1 million per year	\$5,665,000	50%	18%	\$509,850	Multimodal	
2022-2026	NS	Pedestrian & Bicycle Facility Improvements	Spot improvements systemwide based on Bike/Ped Master Plan	\$1.28 million per year	\$5,665,000	50%	18%	\$509,850	Multimodal	
2022-2026	S	Plumb Ln	Lakeside Dr to Kietzke Ln	Sidewalks and bike lanes	\$6,592,000	100%	18%	\$1,186,560	Multimodal	

**Draft 6th Edition RRIF Capital Improvement Plan
South Sevice Area**

RTP Timeframe	Service Area	Project/Program	Description	Description or Annual Cost	2018 Inflated (3% Adj)	% South Service Area	% RRIF Funded	RRIF Share South	Notes	STIP % Local Funding
2017-2021	NS	Ramp Improvements	TBD - (5 ramps)		\$51,500,000	50%	50%	\$12,875,000	Capacity	
2017-2021	NS	Sierra St	California Ave to 9th St	Widen sidewalks & add bike lanes	\$4,532,000	91%	18%	\$742,342	Multimodal	100% Local
2022-2026	S	Sierra St	At Truckee River Bridge	Replace existing bridge	\$15,450,000	100%	0%	\$0	Non-RRIF Eligible - Bridge	
2022-2026	S	South Virginia St	E Patriot Blvd to Mt. Rose Hwy/Geiger Grade	Add sidewalks and bike lane, convert travel lane to bus/bike lane	\$14,564,200	100%	18%	\$2,621,556	Multimodal	
2017-2021	S	SouthEast Connector	S Meadows Pkwy to Greg St	New 6 lane road (under construction)	\$133,900,000	100%	0%	\$0	Other Funding Sources	100% Local
2017-2021	NS	Sparks Blvd	Greg to Baring	Multimodal improvements, widen 4 to 6 lanes from Greg to I-80, widen 4-6 lanes I-80 to	\$1,648,000	18%	5%	\$14,832	Capacity	5% Local
2022-2026	NS	Sparks Blvd	Greg to Baring	Multimodal improvements, widen 4 to 6 lanes from Greg to I-80, widen 4-6 lanes I-80 to	\$45,469,350	18%	5%	\$409,224	Capacity	5% Local
2022-2026	NS	Traffic Signals, ITS Operations & Intersections	Systemwide	\$3.32 million per year	\$14,523,000	50%	36%	\$2,614,140	Capacity	
2017-2021	NS	Traffic Signals, ITS Operations & Intersections	Systemwide	\$2.6 million per year	\$14,523,000	50%	36%	\$2,614,140	Capacity	
2017-2021	S	Vassar St	Holcomb Ave to Terminal Way	Bike lanes	\$4,429,000	100%	18%	\$797,220	Multimodal	100% Local
2017-2021	NS	Vine St	Riverside Dr to University Terrace	Bike lanes	\$3,296,000	85%	18%	\$504,288	Multimodal	
2017-2021	NS	Virginia St Bus RAPID Extension	Plumb Ln to 17th St	Pedestrian improvements & pavement reconstruction	\$80,134,000	68%	0%	\$0	Other Funding Sources	
2022-2026	S	W 2nd St (Reno)	Keystone Ave to Galletti Way	Enhanced sidewalks, landscaping, bike lanes	\$8,471,750	100%	18%	\$1,524,915	Multimodal	
Total								\$104,487,552		



REGIONAL TRANSPORTATION COMMISSION

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February 22, 2018

AGENDA ITEM 6

TO: Regional Road Impact Fee Technical Advisory Committee (RRIF TAC)

FROM: Julie Masterpool, P.E.
RRIF Program Manager

SUBJECT: Regional Road Impact Fee (RRIF) Indexing

RECOMMENDATION

Acknowledge receipt of information regarding the Indexing of the Regional Road Impact Fees and provide input.

SUMMARY

NRS 278B.225 was established to allow a governing body of a local government which imposes an impact fee to automatically apply an annual inflationary adjustment to the fees to keep them current.

Per NRS, the inflationary adjustment is identified as the rolling five-year average of the percent increase of the Consumer Price Index (CPI) for West Urban Consumers data from the U.S. Bureau of Labor Statistics. Based on the percent increase of the CIP for calendar years 2013 through 2017, fees would be adjusted by a 1.86% increase or by \$4.88/VMT in the North Service Area and \$5.52/VMT in the South Service Area. See Attachment A.

With the pending update to the fees under the 6th Edition, indexing of the fee may not need to be implemented at this time. However, if the RRIF TAC anticipates a delay in the adoption of the 6th Edition due to changes in the proposed RRIF CIP, they may want to recommend approval of the Year 3 Indexing to ensure the fees stay up to date with current inflation rates.

The following is a schedule of the past updates to the RRIF Program:

Adoption of the 5 th Edition RRIF GAM/CIP	March 2, 2015
Year 1 Indexing of the 5 th Edition RRIF Schedule	March 2, 2016
Year 2 Indexing of the 5 th Edition RRIF Schedule	March 20, 2017

FISCAL IMPACT

The fiscal impact to the RTC associated with this item would be additional revenues for the RRIF Program starting 30 days after adoption by the RTC Board.

ADDITIONAL BACKGROUND

Below is an excerpt from NRS regarding indexing of the impact fee:

NRS 278B.225 Impact fee to pay cost of street project: Ordinance to cumulatively increase fee on automatic basis to adjust for inflation; time at which such increases become effective.

1. The governing body of a local government which imposes an impact fee to pay the cost of constructing a street project may include a provision in the ordinance imposing the impact fee or adopt a separate ordinance providing that each year in which the governing body does not adopt any revisions to the land use assumptions or capital improvements plan or otherwise increase the impact fee, the current amount of the impact fee is cumulatively increased:

(a) By a percentage equal to the average percentage of increase in the Consumer Price Index for West Urban Consumers for the preceding 5 years; or

(b) By 4.5 percent, whichever is less.

2. Upon inclusion of a provision in the ordinance imposing the impact fee or the adoption of a separate ordinance authorized by subsection 1, no further action by the governing body is necessary to effectuate the annual increases.

3. Each increase authorized pursuant to this section becomes effective 1 year after:

(a) The date upon which the impact fee initially becomes effective;

(b) The date the governing body adopts a revised capital improvements plan; or

(c) The effective date of any previous increase in the impact fee pursuant to this section, whichever occurs last.

(Added to NRS by [2003, 958](#))

Attachment

Attachment A
Regional Road Impact Fee
Consumer Price Index - All Urban Consumers

Not Seasonally Adjusted
Area: West Urban
Item: All items
Base Period: 182-81=100
Years: 2013-2017

Year	Annual CPI West Urban	Percent Change	5 Year Rolling Average
2012	232.376		
2013	235.824	1.48%	
2014	240.215	1.86%	
2015	243.015	1.17%	
2016	247.705	1.93%	
2017	254.738	2.84%	1.86%

Source: US Department of Labor – Bureau of Statistics
<http://data.bls.gov/cgi-bin/drsv>

Regional Road Impact Fee Rates
5th Edition RRIF Year 3 Indexing

Edition	North	South
5th Edition - Year 2	\$262.69	\$297.58
5th Edition - Year 3	\$267.57	\$303.10
Difference	\$4.88	\$5.52

Example Single Family Residential

Land Use - SFR	North	South
VMTs/DU	14.93 VMTs	14.67 VMTs
5th Edition - Year 2	\$3,921.96	\$4,365.50
5th Edition - Year 3	\$3,994.76	\$4,446.53
Difference	\$72.80	\$81.03



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February 22, 2018

AGENDA ITEM 7

TO: Regional Road Impact Fee Technical Advisory Committee (RRIF TAC)

FROM: Julie Masterpool, P.E.
RRIF Program Manager

SUBJECT: Public Input

This agenda item allows the public the opportunity to provide information on topics within the jurisdiction of the Regional Road Impact Fee Technical Advisory Committee (RRIF TAC). Any person wishing to wait to provide public comment on a specific agenda item should indicate that item number on the “comment” card. The RRIF TAC reserves the right to take all public comment during Public Input. Individuals addressing the RRIF TAC during the Public Input portion of the meeting will be limited to three minutes total. However, an individual acting as a spokesperson for a group of individuals may request additional time. Individuals are expected to provide public input in a professional and constructive manner.