



REGIONAL TRANSPORTATION COMMISSION

REGIONAL ROAD IMPACT FEE TECHNICAL ADVISORY COMMITTEE

MEETING AGENDA

**THURSDAY, October 25, 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 July 26, 2018 Meeting Minutes (*For Possible Action*)

ITEM 4 Acknowledge Receipt of 6th Edition RRIF Update (*For Possible Action*)

ITEM 5 Acknowledge an Update on Potential RRIF Offset Agreements (*For Possible Action*)

ITEM 6 Public Comment - *please read paragraph II near the top of this page*

ITEM 7 Member Items

a) next RRIF TAC meeting: November 29, 2018d

ITEM 8 Adjournment (*For Possible Action*)

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

Posting locations: Washoe Co Admin Bldg, 1001 E. 9th St., Reno, NV; RTC, 1105 Terminal Way., Reno, NV; 4th STREET STATION, 200 E. 4th St., Reno, NV; CENTENNIAL PLAZA, Victorian Square, Sparks, NV; Sparks City Hall, 431 Prater Way, Sparks, NV; Reno City Hall, 1 E. First St., Reno, NV; Incline Village General Imp. Dist., 893 Southwood Blvd., Incline Village, NV; area press & media via fax; RTC website www.rtcwashoe.com.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

October 25, 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, July 26, 2018

Members Present:

Amy Cummings, Regional Transportation Commission
Brian Stewart, Regional Transportation Commission
Clara Lawson, Washoe County Public Works
Ed Hawkins, City of Reno Planning Commission
Janelle Thomas, City of Reno Community Development
Jim Rundle, City of Sparks Community Development
John Krmpotic, Private Sector
Jon Ericson, City of Sparks Public Works
Kraig Knudsen, Private Sector
Scott Carey, City of Sparks Planning Commission
Steve Bunnell, City of Reno Public Works

Members Absent:

Mike Lawson, Washoe County Planning Commission
Mojra Hauenstein, Washoe County Development Review
Peter Gower, City of Reno Planning Commission
Randy Walter, Private Sector
Ted Erkan, Private Sector

Guests:

Carl Savely

Jeremy Smith

RTC Staff:

Jelena Williams

Julie Masterpool

Yeni Russo

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 April 26, 2018 Meeting Minutes

The April 26, 2018 Meeting Minutes were approved unanimously.

Item 4: 6th Edition RRIF Update

Julie Masterpool provided a report on the 6th Edition RRIF Update. Julie informed the committee that TischlerBise was hired as a consultant to assist with the update. An introductory meeting was held with Carson Bise, President of TschlerBise. Some of the issues that need reassessment regarding the Impact Fee Program were presented to him and we are now waiting for details on his review. Julie invited the group to present any specific questions or concerns either on the definitions of the General Administrative Manual (GAM) or the methodology that's currently being used for the Capital Improvement Plan.

Jon Ericson questioned if funding has been identified for the Lincoln Line Extension project that is to be added to the 2040 RTP. Amy Cummings stated that the roadway portion of the complete streets project is being included in the RTP Amendment in the 2017-2021 timeframe with anticipating funding through a combination of public and private dollars. The Lincoln Line Bus Rapid Transit (BRT) Extension project itself will be listed under the Unfunded section of the 2040 RTP similar to all RTC BRT Corridor studies, as they first show up in the Unfunded section and then transition as funding is identified.

Julie mentioned that the 30 year right away reservation is one of the items that Carson Bise will be asked to take a look at and noted that under the old system Impact Free credits can be given for projects with 30 years of right of way. He's also being asked to look at any discrepancies between the timing of the RTP and CIP updates. Currently, the RTP is updated on a four year cycle while CIP is required by NRS to be updated on a three year time frame. Another item that Carson will be asked to look at is in regards to a question that recently came up about affordable housing. Currently, there are two impact rates used to charge for residential, multifamily and single family. The question was asked if a special rate can be created for affordable housing.

There was discussion on how mixed use is calculated for commercial combined with residential and if that would be contemplated as a separate type of fee. Julie noted that the current GAM allows for calculating mixed use building based the categories that make up the mixed use. For a three (3) story mixed use structure, the fee would be based on the building square footage with the associated land use category.

Since no further comments or questions were presented regarding the 6th Edition Update, Julie stated she will be regrouping with Carson Bise and provide him with the information brought up at the meeting.

Julie informed the committee that the report on the proposed 2040 RTP Amendment No 1 was approved by the RTC Board at the July 20, 2018 meeting and the public comment period has started. The amendment will be brought back and presented to the RTC Board at the August meeting with a public hearing and possible adoption. Julie is still working on updating the Capital Improvement Plan (CIP). Nevada Revised Statutes (NRS) requires that new development's share of the cost of the CIP account for other funding sources that will be used to help fund the CIP projects. Julie noted that the 2040 RTP based on the 2016 Consensus Forecast will be used to determine the RRIF calculations, as agreed at a previous meeting, since disaggregation of the 2018 Consensus Forecast by TMRPA is not yet complete. Jeremy Smith from TMRPA has been working on completing the 2018 Consensus Forecast and noted that they will be going to the Northern Nevada Water Planning Commission to begin the first step in the approval process. The number of people

served by state water resources aids the forecast of the population projection for forecasting 20 years out.

Julie distributed a handout on the 5th Edition RRIF Schedule by Service Area listing calculations based on the current indexing for the third year and a second sheet listing calculations on what the 6th Edition RRIF Schedule by Service Area anticipates the number of VMTs per land use category will be. Julie explained the various columns on the spreadsheet listing Development Type, Development Unit, Avg Wkdy Veh Trip Ends, Trip Rate Adjustment, Trip Length, Trip Length Adjustment, and the resulting VMT's for the North and South Service Areas. She explained that the main differences explained on the spreadsheets are the Trip Length by Service Area has gone down slightly from the 5th Edition to the 6th Edition plus the Avg Wkdy Veh Trip Ends by land use have been adjusted based on the 10th Edition Trip Generation Manual. The revenue calculations for the RRIF Share of CIP, VMT Increase over Ten Years and the Capital Cost per VMT is not yet known and is not listed on the Draft 6th Edition. Julie asked if the group had any questions or comments on the spreadsheet.

Julie stated they're very close to completing the CIP Update and is confident the new projects in the RTP Amendment will be included. She hopes to have a report at the August meeting on the input from TischlerBise on how we proportion the CIP.

There was discussion of RRIF Credit trading and that it continues on the open market. Julie stated there are 18,000 VMTs due to expire in 2018 (*Note: Correction in the number of credits expiring*).

Steve Bunnell made a motion to accept the 6th Edition Update Report presented by Julie Masterpool and Kraig Knudsen seconded; the motion was approved unanimously.

Item 5: Public Comment

The group discussed the Veterans Pkwy speed limit of 45mph and how it was adopted. Brian Stewart explained that the speed limit was set during the design process and selected for safety between the neighborhoods and the two intersections. He acknowledged many comments have been received requesting the speed limit be increased. John Krompotic recommend the speed limit

be increased. It was noted that even though the road is designed for 55 mph, safety is of great concern as a number of fatalities have occurred on other roads with similar speed limits. Steve Bunnell commented that a speed study will take place sometime in the near future once schools are back in session.

Item 6: Member Items

Clara Lawson announced she will be retiring in August 2018 and Mitch Fink will be stepping in to her position.

Steve Bunnell also announced he will be retiring in September 2018.

The next RRIF TAC meeting is scheduled for August 23, 2018 at 2pm in the RTC's 1st Floor Conference Room located at 1105 Terminal Way, Reno.

Item 7: Adjournment

There being no further business, the meeting adjourned at 2:30pm.

Respectfully Submitted,

Yeni Russo



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October 25, 2018

AGENDA ITEM 4

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

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

SUBJECT: 6th Edition RRIF Update

RECOMMENDATION

Acknowledge receipt of information regarding the 6th Edition Regional Road Impact Fee (RRIF) Update.

SUMMARY

2040 RTP Amendment 1:

The 2040 Regional Transportation Plan Amendment No. 1 was adopted by the RTC Board on August 17, 2018. The changes are identified in Attachment A

RRIF CIP:

RTC staff has continued work on the RRIF calculations for RRIF Capital Improvement Plan (RRIF CIP) based on the adopted 2040 RTP Amendment No. 1. Evaluation of funding sources for Federal, State, and Fuel Tax revenues for the 10 year timeframe of the RRIF CIP is underway and will be presented to the RRIF TAC when available. These funding sources will be deducted from the overall cost of the RRIF CIP to determine developments' fair share of the capacity projects and ultimate impact fee rate charged to new development.

Other RRIF related items to be discussed:

- RRIF CIP/GAM local ordinance approval process
- RRIF Methodology – Consumption based vs Planned based
- Residential fees – Dwelling unit vs square footage
- Affordable housing

Attachment A - RTP Amendment No. 1 - Changes

Timeframe A #1	Roadway	Limits	Description
2017-21	4th Street (Reno)	Keystone Avenue to Evans Ave	Enhanced sidewalks and bus/bike lanes, intersection improvements
2017-21	I-580 Improvements South of Spaghetti Bowl	I-80 to Mill St interchange	Widen eastbound I-80 ramp to southbound I-580 to two lanes, reconfigure Wells Ave eastbound I-80 ramp, restore 3rd lane southbound I-580, safety improvements between Second St/Glendale Ave and Mill St
2017-21	Lazy 5 Pkwy	W Sun Valley Arterial to Pyramid Hwy	New 4 lane road west of Pyramid Hwy transitioning to 2 lanes at future development entrance
2017-21	Lemmon Drive	US 395 to Military Rd and Fleetwood Dr to Chickadee Dr	Widen 4 to 6 lanes from US 395 to Military Rd and Widen 2 to 4 lanes from Fleetwood Dr to Chickadee Dr (PE & NEPA)
2017-21	South Virginia Street	South of Arrowcreek Pkwy to the I-580 interchange	Safety and multimodal improvements including traffic signal and median
2017-21	US 395	Clear Acre Ln to Lemmon Dr	Freeway widening PE/NEPA
2017-21	US 395/I-580/I-80	System wide ramps and freeways ITS	Auxiliary lanes/freeway management/ITS project
2022-26	I-580 Improvements South of Spaghetti Bowl	I-80 to Mill St interchange	Widen eastbound I-80 ramp to southbound I-580 to two lanes, reconfigure Wells Ave eastbound I-80 ramp, restore 3rd lane southbound I-580, safety improvements between Second St/Glendale Ave and Mill St
2022-26	I-80/I-580/US 395 (Spaghetti Bowl)	I-80/I-580/US 395 interchange & southbound lanes on US 395 from I-80 to McCarran Blvd	Operational & capacity improvements - widen US 395 to 8 lanes, Phase 2
2022-26	Lemmon Dr	US 395 to Military Rd and Fleetwood Dr to Chickadee Dr	Widen 4 to 6 lanes from US 395 to Military Rd and Widen 2 to 4 lanes from Fleetwood Dr to Chickadee Dr
2022-26	North Virginia St	Panther to Stead Blvd	Widen from 2 to 4 lanes and multimodal improvements
2022-26	US 395	N McCarran Blvd to Lemmon Dr	Additional southbound lane and auxiliary lanes northbound and southbound
2022-26	Vine Street	Riverside Drive to University Terrace	Bike lanes
2027-40	US 395	N Virginia St to Lemmon Dr	Additional northbound lane
2027-40	US 395	Clear Acre to Parr Blvd	Widen to accommodate Connector traffic - additional NB lane (NEPA/PE initiated)



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AGENDA ITEM 5

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

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

SUBJECT: Update on Potential RRIF Offset Agreements

RECOMMENDATION

Acknowledge receipt of information regarding potential Regional Road Impact Fee (RRIF) Offset Agreements

SUMMARY

As allowed in the RRIF General Administrative Manual (GAM), a developer may enter into a RRIF Offset Agreement with the RTC and local government agency for right of way dedication and/or design and construction of roadway improvements listed on the RRIF Capital Improvement Plan (CIP) and in return, receive RRIF Waivers not to exceed the anticipated impact fees owed for the development of record.

RTC has received numerous inquiries from developers who are interested in earning RRIF Waivers for roadway improvements constructed in conjunction with their development, which include the following improvements:

1. 4th Street Multimodal Improvements (Fountain District)
2. North Virginia Widening (Project Progress/NVCC)
3. Sky Vista Widening (Apartment Complex)
4. Wingfield Hills Extension (Kiley Ranch)
5. Steamboat Bridge (Daybreak)
6. Cold Springs interchange and new 4 lane Stonegate Parkway (Stonegate)

In order to be eligible for a RRIF Offset Agreement, the following information is required:

1. The requested improvements must be included on the adopted RRIF CIP.
2. All offset eligible costs must meet design standards approved by the RTC and local government agency and does not exceed the scope of the project as planned in the RRIF CIP.
3. Eligible costs are limited to the costs the RTC otherwise would have incurred for non-site related improvements listed in the RRIF CIP.
4. A limits of a development of record is established with a list of approved land uses and the estimated impact fees within the boundaries of the development.
5. RRIF Offset agreements must be approved prior to the start of work on any offset-eligible improvement and prior to the issuance of any building permit for which RRIF Waivers are requested.

With the adoption of the 5th Edition RRIF GAM, the process to “reimburse” developers for the right of way/design/construction of eligible improvements was modified to allow RRIF Waivers (previously CCFEA Credits) to be denominated in dollars (vs VMTs), limited to use within the development of record with no expiration date if used for the land uses identified within the RRIF Offset agreement.

The proposed improvements listed for Projects 1 through 4 are currently not included in the 5th Edition RRIF CIP, but were identified in the 2040 Regional Transportation Plan (RTP). These projects will be included in the 6th Edition CIP when it is adopted and therefore, eligible for RRIF Waivers. The roadway improvements associated with projects 5 and 6 were not included in the RTP (or RTP Amendment No. 1), and subsequently will not be eligible for RRIF Waivers at this time.

Eligibility of specific requirements are also dependent on the items included as a part of the calculations used to establish the impact fee rate. For example, the 1st 2 lanes of a new roadway are excluded from the impact fee calculation. In addition, new development’s share of multimodal projects listed in the RRIF CIP are based on the percent growth in the RRIF Service Area. Since the fees collected do not include the associated costs for these types of improvements, if a developer chose to build these improvements under a RRIF Offset agreement, it can be assumed that any costs associated with these improvements would not be eligible for RRIF Waivers or limited to the amount included in the fee calculation.

Once the 6th Edition CIP has been adopted, it is anticipated RRIF Offset Agreements for the eligible projects will be brought forward to the RTC Board and local jurisdiction for approval.



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October 25, 2018

AGENDA ITEM 6

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

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

SUBJECT: Public Input

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