

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

Meeting Minutes

Thursday, October 25, 2018

Members Present:

Amy Cummings, Regional Transportation Commission
Brian Stewart, Regional Transportation Commission
Janelle Thomas, City of Reno Community Development
Jim Rundle, City of Sparks Community Development
John Krmptotic, Private Sector
Jon Ericson, City of Sparks Public Works
Randy Walter, Private Sector
Scott Carey, City of Sparks Planning Commission
Ted Erkan, Private Sector

Members Absent:

Ed Hawkins, Reno Planning Commission
Kraig Knudsen, Private Sector
Kurt Dietrich, City of Reno Public Works
Mike Lawson, Washoe County Planning Commission
Mitchell Fink, Washoe County Public Works

Guests:

Carl Savely

Jeremy Smith

RTC Staff:

Cole Peiffer

Julie Masterpool

Lee Anne Olivas

The meeting was called to order at 2:00pm.

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 July 26, 2018 Meeting Minutes

The attachments to the July 26, 2018 Meeting Minutes were inadvertently missed from the July 26, 2018 Meeting Minutes. The July 26, 2018 Meeting Minutes were approved with the addition of the attachments. Ted Erkan and Randy Walter abstained because they did not attend the July meeting.

Item 4: 6th Edition RRIF Update

Julie Masterpool discussed the work being done on the RRIF calculations for the Regional Road Impact Fee Capital Improvement Plan (RRIF CIP) based on the adopted 2040 RTP Amendment No. 1 (see Attachment A). Evaluation of funding sources for Federal, State, and Fuel Tax revenues is underway and will be presented to the RRIF TAC once available. Julie briefly discussed some of the changes based on RTP Amendment No. 1, such as a new four lane road west of Pyramid Highway that will transition into two lanes at a future development entrance on Lazy 5 Parkway. Julie also noted that several changes are freeway related, but they will not be included in the calculations for the CIP since online freeway improvements are not eligible for the impact fee program per NRS.

The RRIF Administrators met recently and discussed Tischler Bise's recommendations. Some of Tischler Bise's recommendations include going to a consumption or hybrid based methodology. That recommendation puts 6th Edition developments at risk for delay or requires them to pay for the improvements themselves. The committee was not in favor of consumption based methodology, but would consider hybrid based. Everyone agreed the CIP needs to be updated more frequently to accommodate the developers that are ready to go, but their road may not be on the current CIP.

Jeremy Smith was requested to provide a presentation on what the Consensus Forecast shows for future development. The committee agreed it would be good to have a full build out model presented. Jeremy noted that a Regional Plan Update will be coming soon. Also, TMRPA has focus group meetings that everyone is invited to attend.

Once the CIP calculations are complete, it generally takes about two to three months to get the CIP approved at the local agencies. There was some discussion about special requests to get on the CIP. A suggestion was made to open it up once a year. The committee agreed to continue with the plan based methodology for the 6th Edition RRIF CIP.

Julie discussed residential fees and affordable housing. TischlerBise was asked if affordable housing could be charged a reduced fee and how it would be calculated. National practice typically requires that if fees are waived or reduced without substantiating the method used to qualify a reduction, the waived fee must be made up through other sources, i.e. General Fund. As an option, residential fees could be changed to a progressive fee structure based on square footage with the theory that more affordable housing would typically be smaller and pay a lower fee. However, the RRIF Administrators felt the change per dwelling unit to square footage is not easy to calculate. The committee also discussed that a reduction for affordable housing wouldn't make a significant impact in affordability; therefore, they recommended to keep residential fees based on dwelling units.

A motion to accept the receipt of the report on the 6th Edition RRIF Update was approved unanimously.

Item 5: Update on Potential RRIF Offset Agreements

Julie Masterpool discussed potential offset agreements anticipated with the adoption of the 6th Edition RRIF GAM/CIP. The 4th Street Multimodal Improvements (Fountain District), North Virginia Street Widening (Project Progress/NVCC), Sky Vista Widening (Apartment Complex), and Wingfield Hills (Kiley Ranch) projects include capacity improvements that will be included in the 6th Edition RRIF CIP. However, the Steamboat Bridge (Daybreak) and new four lane Stonegate

Parkway (Stonegate) would not be eligible for RRIF Offset agreements as the associated roadway improvements were not included in the 2040 RTP Amendment No. 1 or the CIP.

Various developers have identified that they would like to begin construction of their potential eligible improvements prior to the adoption of the 6th Edition RRIF CIP. Per the language included in the last update to the RRIF GAM, construction of improvements must not begin prior to the approval of the associated RRIF Offset Agreement. RTC will consult with their legal counsel to review potential options, i.e. an administrative amendment to the RRIF GAM allowing construction to begin prior to the adoption of the RRIF CIP/Offset Agreement or have the developer delay finalization of eligible improvements, which may put completed improvements at jeopardy of eligibility.

There was discussion about what's logical and fair for RRIF Waivers for partial improvements. The developer is responsible for the first two lanes, but the eligible cost may vary based on which assumption for the partial calculation is used, i.e. construction of the inside lanes that would include the center median, or outer lanes that would include curb, gutter and sidewalk. There was discussion about how bike/ped and storm drain improvements play in. Jon Ericson recommended that the developer be given credit for half of the quantity of the roadway minus the cost for bike lanes. Storm drain improvements could be looked at by the proportionality of the improvements to the roadway, i.e. two lanes vs. four lanes and offsite vs. roadway drainage. Ted Erkan and Randy Walter agreed with Jon's methodology and recommended it be tested with the Wingfield Hills project. Multi-modal projects could be reviewed by the RRIF TAC.

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

A motion to accept the receipt of report on the update on potential RRIF Offset Agreements were approved unanimously.

Item 6: Public Comment

None

Item 7: Member Items

- Scott Carey would like Jeremy Smith to provide a presentation on the Consensus Forecast Update at a future meeting (December).
- Jim Rundle suggested RRIF CIP updates be timed with Consensus Forecast updates.
- Amy Cummings invited everyone to tonight's Taste and Treats Event at 5:30pm at Sports West on South Virginia Street.
- The next RRIF TAC meeting is scheduled for November 29, 2018 at 2pm in the RTC's 1st Floor Conference Room located at 1105 Terminal Way, Reno. The committee will discuss the meeting date for December at the November 29, 2018 meeting. The regular date falls right after the Christmas holiday. The committee tentatively suggested Thursday, December 20, 2018.

Item 8: Adjournment

There being no further business, the meeting adjourned at 3:25pm.

Respectfully Submitted,
Lee Anne Olivas

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)