

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

Meeting Minutes

Thursday, November 29, 2018

Members Present:

Amy Cummings, Regional Transportation Commission
Ed Hawkins, Reno Planning Commission
Janelle Thomas, City of Reno Community Development
Jim Rundle, City of Sparks Community Development
Jon Ericson, City of Sparks Public Works
Julie Masterpool for Brian Stewart, Regional Transportation Commission
Kraig Knudsen, Private Sector
Kurt Dietrich, City of Reno Public Works
Mike Lawson, Washoe County Planning Commission
Randy Walter, Private Sector

Members Absent:

John Krmpotic, Private Sector
Mitchell Fink, Washoe County Public Works
Scott Carey, City of Sparks Planning Commission
Ted Erkan, Private Sector

Guests:

Carl Savely

Mike Mischel

RTC Staff:

Blaine Petersen

Lee Anne Olivas

Xuan Wang

The meeting was called to order at 2:01pm.

Julie Masterpool asked Mike Mischel from the City of Reno to introduce himself. He is new City of Reno Engineering Manager. Julie provided a brief overview of the RRIF TAC membership.

Item 1: Approval of Agenda

The agenda was approved unanimously.

Item 2: Public Comment

Ed Hawkins asked about the prioritization of re-striping of US 395. Julie Masterpool stated it would be a question for NDOT and that Mike Fuess may be able to provide some information.

Item 3: Approval of the October 25, 2018 Meeting Minutes

The October 25, 2018 Meeting Minutes were approved. Ed Hawkins, Mike Lawson, and Kraig Knudsen abstained because they did not attend the October meeting.

Item 4: Approval of the Draft 6th Edition RRIF General Administrative Manual (RRIF GAM)

Julie Masterpool discussed the inclusion of exemption of impact fees for State Buildings in the RRIF GAM. Per a letter from the State Attorney General, the State of Nevada is exempt from the payment of impact fees. Julie also discussed Impact Fee Offsets requested after the 5th Edition Update. Based on the timing of the adoption of the RRIF Capital Improvement Plan (CIP) and subsequent eligible improvements constructed by the private development, the RRIF TAC determined it would be in the best interest of the program to modify language regarding Offset Agreements to allow RRIF Waivers to be earned for improvements prior to an executed Offset Agreement prior to the earliest to occur of: (i) twelve (12) months from commencement of construction of the improvement or dedication of right of way, (ii) completion of work on any Offset-Eligible Improvement, and (iii) utilization of RRIF Waivers earned as a result of construction of any Offset-Eligible Improvement. Randy stated that options ii and iii are not needed because the Offset Agreement has to be in place prior to the end of construction and utilization of waivers cannot be used without an Offset Agreement in place. The RRIF Offset agreement locks in the fee schedule and the

maximum RRIF Waivers that can be earned based on the approved development uses. Ideally, an Offset Agreement should be in place prior to the start of construction, but with the amount of time it takes to get CIP and GAM updates approved, a developer shouldn't be held up if they are ready to go.

Julie discussed the "2040 RTP Amendment #1" handout (see Attachment A). She stated if the project is listed in the CIP then it's inherent that any right-of-way needed to construct a CIP project would be eligible for RRIF Waivers. The committee discussed the need to include 30-year right-of-way for future improvements. Julie stated she would discuss with RTC Legal Counsel and report back at the next meeting. Amy Cummings suggested looking into changing NRS to make the CIP based on 20 years instead of 10 and then the right-of-way could be included in the RTP.

There was discussion about Exhibit E, the Regional Road Exemption List in the GAM and if any development projects could come off. Janelle Thomas recommended removing the Meadowood Mall listing and keeping all of the others.

A motion to accept the draft 6th Edition RRIF General Administrative Manual with the suggested comments (redlines) was approved unanimously.

Item 5: Acknowledge an Update on the RRIF Capital Improvement Plan

Julie continued discussing the "2040 RTP Amendment #1" spreadsheet (see Attachment A). Project costs will be inflated by 3% annually. She is in the process of looking at the total cost of each service area, but items not eligible for impact fees, such as, freeway projects and completed projects still need to be pulled out CIP lists and deducted from the overall total cost by service area. The CIP costs also needs to be adjusted to accommodate fuel taxes that will be used to construct projects of the CIP. Since funding sources aren't specifically identified by project, Julie is trying to determine the best way to split up fuel taxes per service area. Randy suggested looking at the base percentage amount without fuel taxes. He asked for an electronic copy of the spreadsheet so he could further review. Julie noted that items in red on the spreadsheet indicate changes to the 2040 RTP and Amendment 1.

A motion to accept the receipt of report on the update on the RRIF Capital Improvement Plan was approved unanimously.

Item 6: Public Comment

None

Item 7: Member Items

- The Daybreak development was turned down by the Reno City Council.
- The next RRIF TAC meeting is scheduled for January 10, 2019 at 2pm in the RTC's 1st Floor Conference Room located at 1105 Terminal Way, Suite 101 in Reno. Jeremy Smith has been asked to provide a presentation on the Consensus Forecast Update at the meeting.

Item 8: Adjournment

There being no further business, the meeting adjourned at 2:46pm.

Respectfully Submitted,

Lee Anne Olivas

2040 RTP Amendment #1

Timeframe #1	A	Non-CIP Projects	Roadway	Limits	Description	RTP Cost	Potential Funding Source	2017 Estimate	2019 Inflated	% North Service Area	% South Service Area	Total North	Total South	Notes
2017-21		S	2nd Street	Keystone Ave to I-580	Multimodal improvements (corridor study completed) Phase 1	\$3,000,000	Federal/State/Local	\$3,000,000	\$3,182,700	0%	100%	\$0	\$3,182,700	Multimodal
2017-2026		NS	Additional Ramps	TBD	5 ramps	\$50,000,000		\$50,000,000	\$53,045,000	50%	50%	\$26,522,500	\$26,522,500	Capacity
2017-21		NS	4th St/Prater Way Bus RAPID Transit Project	Evans Ave to Pyramid Hwy	RAPID Extension & Complete Street Improvements	\$57,800,000	Federal/Local/State	\$57,800,000	\$61,320,020	45%	55%	\$27,594,009	\$33,726,011	Complete
2017-21		S	4th Street (Reno)	Keystone Avenue to Evans Ave	Enhanced sidewalks and bus/bike lanes, intersection improvements	\$8,300,000	Federal/State/Local	\$8,300,000	\$8,805,470	0%	100%	\$0	\$8,805,470	Multimodal
2017-21		NS	ADA Accessibility Improvements	Spot improvements systemwide - ADA Transition Plan	\$1 million per year	\$5,500,000	Federal/State/Local	\$5,500,000	\$5,834,950	50%	50%	\$2,917,475	\$2,917,475	Non-eligible
2022-26		NS	ADA Accessibility Improvements	Spot improvements systemwide - ADA Transition Plan	\$1.28 million per year	\$6,400,000	Federal/State/Local	\$5,500,000	\$5,834,950	50%	50%	\$2,917,475	\$2,917,475	Non-eligible
2017-21		S	Arlington Ave	At Truckee River Bridge	Replace existing bridges (PE/NEPA)	\$500,000	Federal/Local/State	\$500,000	\$530,450	0%	100%	\$0	\$530,450	Non-eligible
2022-26		S	Arlington Ave	At Truckee River Bridge	Replace existing bridges	\$25,500,000	Federal/Local/State	\$20,000,000	\$21,218,000	0%	100%	\$0	\$21,218,000	Non-eligible
2022-26		S	Arrowcreek Pkwy	Wedge Pkwy to Zolezzi Ln	Widen 2 to 4 lanes	\$8,300,000	Private	\$6,500,000	\$6,895,850	0%	100%	\$0	\$6,895,850	Capacity
2022-26		N	Buck Dr	Lemmon Dr to N Hills Blvd	Widen 2 to 4 lanes	\$1,700,000	Federal/Local/State	\$1,400,000	\$1,485,260	100%	0%	\$1,485,260	\$0	Capacity
2017-21		S	Center Street	S Virginia to I-80	Widen sidewalks & add bike lanes	\$5,400,000	Federal/Local/State	\$5,400,000	\$5,728,860	0%	100%	\$0	\$5,728,860	Multimodal
2022-26		S	Damonte Ranch Pkwy	Veterans Pkwy to Rio Wrangler Pkwy	New 2 lane road	\$7,100,000	Private	\$5,600,000	\$5,941,040	0%	100%	\$0	\$5,941,040	Capacity - 1st 2 lanes not eligible
2017-21		NS	Debt Service	NA	\$27.3 million per year	\$136,500,000	Local	\$136,500,000	\$144,812,850	50%	50%	\$72,406,425	\$72,406,425	Non-eligible
2022-26		NS	Debt Service		\$27.4 million per year	\$145,800,000	Local	\$145,800,000	\$154,679,220	50%	50%	\$77,339,610	\$77,339,610	Non-eligible
2017-21		N	Dolores Drive	Existing Dolores west to Lazy 5 Pkwy	New 2 lane road	\$1,500,000	Private	\$1,500,000	\$1,591,350	100%	0%	\$1,591,350	\$0	Capacity - 1st 2 lanes not eligible
2017-21		S	Forest Street	California Avenue to Mount Rose Street	Bike facility	\$4,100,000	Federal/Local/State	\$4,100,000	\$4,349,690	0%	100%	\$0	\$4,349,690	Multimodal
2022-26		S	Geiger Grade	Toll Rd to Rim Rock	Widen 2 to 4 lanes	\$26,300,000	Federal/Local/State	\$20,600,000	\$21,854,540	0%	100%	\$0	\$21,854,540	Capacity
2022-26		S	Geiger Grade Realignment	Virginia St to Toll Rd	New 4 lane road	\$75,100,000	Federal/Local/State/Private	\$64,000,000	\$67,897,600	0%	100%	\$0	\$67,897,600	Capacity
2017-21		S	Glendale Ave	Kietzke Ave to McCarran Blvd	Pavement reconstruction & multimodal improvements	\$16,400,000	Federal/State	\$16,400,000	\$17,398,760	0%	100%	\$0	\$17,398,760	Multimodal
2017-21		NS	I-580 Improvements outh 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, respore 3rd lane southbound I-580, safety improvements between Second St/Glendale Ave and Mill St	\$101,300,000	State/Local	\$101,300,000	\$107,469,170	50%	50%	\$53,734,585	\$53,734,585	Non-eligible
2022-26		S	I-580 Improvements outh 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, respore 3rd lane southbound I-580, safety improvements between Second St/Glendale Ave and Mill St	\$60,700,000	State/Local	\$60,700,000	\$64,396,630	0%	100%	\$0	\$64,396,630	Non-eligible
2022-26		NS	I-80	Patrick Interchange	Interchange improvements	\$11,600,000	Private	\$11,600,000	\$12,306,440	50%	50%	\$6,153,220	\$6,153,220	Non-eligible
2022-26		NS	I-80	East Truckee River Canyon	Safety improvements - add shoulders	\$9,000,000	Federal	\$9,000,000	\$9,548,100	50%	50%	\$4,774,050	\$4,774,050	Non-eligible
2022-26		NS	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	\$93,500,000	Federal/Local/State	\$93,500,000	\$99,194,150	50%	50%	\$49,597,075	\$49,597,075	Non-eligible
2022-26		S	Keystone Ave	California to I-80	Multimodal improvements and Truckee River bridge replacement	\$58,600,000	Federal/State	\$46,000,000	\$48,801,400	0%	100%	\$0	\$48,801,400	Multimodal
2017-21		S	Kietzke Ln	Virginia St to Galletti Way	Multimodal improvements Phase 1	\$3,800,000	Federal/Local/State	\$3,800,000	\$4,031,420	0%	100%	\$0	\$4,031,420	Multimodal
2022-26		S	Kietzke Ln	Virginia St to Galletti Way	Multimodal improvements (corridor study initiated) Phase 2	\$10,700,000	Federal/Local/State	\$8,400,000	\$8,911,560	0%	100%	\$0	\$8,911,560	Multimodal
2017-21		N	Kiley Pkwy	Wingfield Hills Rd to Henry Orr Pkwy	New 2 lane road	\$6,400,000	Private	\$6,400,000	\$6,789,760	100%	0%	\$6,789,760	\$0	Capacity - 1st 2 lanes not eligible
2017-21		N	Lazy 5 Pkwy	W Sun Valley Arterial to Pyramid Hwy	New 4 lane road waest of Pyramid Hwy transitioning to 2 lanes at future development entrance	\$27,600,000	Private	\$27,600,000	\$29,280,840	100%	0%	\$29,280,840	\$0	Capacity
2022-26		N	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	\$12,300,000	Federal/Local/State/Private	\$9,600,000	\$10,184,640	100%	0%	\$10,184,640	\$0	Capacity
2017-21		N	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)	\$3,000,000	Federal/Local/State	\$3,000,000	\$3,182,700	100%	0%	\$3,182,700	\$0	Capacity
2022-26		N	Loop Rd	Salomon Circle to Eastern Slope Rd	New 2 lane road	\$4,900,000	Private	\$3,800,000	\$4,031,420	100%	0%	\$4,031,420	\$0	Capacity - 1st 2 lanes not eligible

2040 RTP Amendment #1

Timeframe #1	A	Non-CIP Projects	Roadway	Limits	Description	RTP Cost	Potential Funding Source	2017 Estimate	2019 Inflated	% North Service Area	% South Service Area	Total North	Total South	Notes
2022-26		N	Military Rd	Lemmon Dr to Echo Ave	Widen 2 to 4 lanes	\$22,600,000	Federal/Local/State/Private	\$17,700,000	\$18,777,930	100%	0%	\$18,777,930	\$0	Capacity
2017-21		S	Mill St/Terminal Way	Reno-Tahoe International Airport to Lake St (downtown Reno)	Multimodal improvements, intersection improvements, additional eastbound lane from Kietzke Ln to US 395, PE/NEPA	\$1,600,000	Federal/Local	\$1,600,000	\$1,697,440	0%	100%	\$0	\$1,697,440	Multimodal
2022-26		S	Mill St/Terminal Way	Reno Tahoe International Airport to Lake St (downtown Reno)	Multimodal improvements, intersection improvements, additional eastbound lane from Kietzke Ln to US 395, Construction	\$17,500,000	Federal/Local	\$13,725,000	\$14,560,853	0%	100%	\$0	\$14,560,853	Multimodal
2022-26		N	Moya Blvd	Red Rock Rd to Echo Ave	Widen 2 to 4 lanes	\$17,500,000	Federal/Local/State/Private	\$13,700,000	\$14,534,330	100%	0%	\$14,534,330	\$0	Capacity
2022-26		N	N/S Connector Rd	Stonebrook Pkwy to Wingfield Hills Rd	New 2 lane road	\$8,400,000	Private	\$6,600,000	\$7,001,940	100%	0%	\$7,001,940	\$0	Capacity - 1st 2 lanes not eligible
2022-26		N	North Virginia St	McCarran Blvd to Panther	Sidewalks and bike lanes. An off-street shared-use path may be considered	\$14,050,000	Federal/Local/State	\$11,000,000	\$11,669,900	100%	0%	\$11,669,900	\$0	Multimodal
2022-26		N	North Virginia St	Panther to Stead Blvd	Widen from 2 to 4 lanes and multimodal improvements	\$38,500,000	Federal/Local/Private	\$30,100,000	\$31,933,090	100%	0%	\$31,933,090	\$0	Capacity
2017-21		N	Oddie Blvd/Wells Ave	I-80 to Pyramid Way	Multimodal improvements	\$37,600,000	Federal/Local	\$37,600,000	\$39,889,840	100%	0%	\$39,889,840	\$0	Multimodal
2022-26		N	Parr Blvd	Ferrari McLeod to Raggio Pkwy	Interchange improvements	\$7,700,000	Federal/Local/State	\$6,000,000	\$6,365,400	100%	0%	\$6,365,400	\$0	Capacity
2017-21		NS	Pavement Preservation	Systemwide	\$18.7 million per year	\$101,200,000	Local	\$101,200,000	\$107,363,080	50%	50%	\$53,681,540	\$53,681,540	Non-eligible
2022-26		NS	Pavement Preservation	Systemwide	\$23.8 million per year	\$119,000,000	Local	\$119,000,000	\$126,247,100	50%	50%	\$63,123,550	\$63,123,550	Non-eligible
2017-21		NS	Pedestrian & Bicycle Facility Improvements	Spot improvements systemwide based on BPMP	\$1 million per year	\$5,500,000	Federal/State/Local	\$5,500,000	\$5,834,950	50%	50%	\$2,917,475	\$2,917,475	Multimodal
2022-26		NS	Pedestrian & Bicycle Facility Improvements	Spot improvements systemwide based on BPMP	\$1.28 million per year	\$6,400,000	Federal/State/Local	\$5,500,000	\$5,834,950	50%	50%	\$2,917,475	\$2,917,475	Multimodal
2022-26		S	Plumb Lane	Lakeside Drive to Kietzke Lane	Sidewalks and bike lanes	\$8,200,000	Federal/State/Local	\$6,400,000	\$6,789,760	0%	100%	\$0	\$6,789,760	Multimodal
2017-21		N	Pyramid Hwy	@ McCarran Blvd	Improve capacity, safety & multimodal access (under construction)	\$30,000,000	Federal/Local/State	\$30,000,000	\$31,827,000	100%	0%	\$31,827,000	\$0	Capacity
2022-26		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	\$50,500,000	Federal/Local/State	\$40,000,000	\$42,436,000	100%	0%	\$42,436,000	\$0	Capacity
2017-21		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)	\$5,000,000	Federal/Local/State	\$5,000,000	\$5,304,500	100%	0%	\$5,304,500	\$0	Capacity
2022-26		N	Red Rock Rd	Moya Blvd to Evans Ranch Access	Widen 2 to 4 lanes	\$51,800,000	Federal/Local/State/Private	\$40,700,000	\$43,178,630	100%	0%	\$43,178,630	\$0	Capacity
2022-26		S	Sierra St	At Truckee River Bridge	Replace existing bridge	\$19,100,000	Federal/Local/State	\$19,100,000	\$20,263,190	0%	100%	\$0	\$20,263,190	Non-eligible
2017-21		NS	Sierra Street	California Ave to 9th St	Widen sidewalks & add bike lanes	\$4,400,000	State/Federal/Local	\$4,400,000	\$4,667,960	9%	91%	\$420,116	\$4,247,844	Multimodal
2022-26		N	Sky Vista Pkwy	Lemmon Dr to Silver Lake Rd	Widen 2 to 4 lanes	\$8,900,000	Federal/State/Local	\$6,900,000	\$7,320,210	100%	0%	\$7,320,210	\$0	Capacity
2017-21		S	South Virginia Street	South of Arrowcreek Pkwy to the I-580 interchange	Safety and multimodal improvements including traffic signal and median	\$5,000,000	State/Local/Private	\$5,000,000	\$5,304,500	0%	100%	\$0	\$5,304,500	Multimodal
2022-26		S	South Virginia Street	E Patriot Blvd to Mt. Rose Hwy/Geiger Grade	Add sidewalks and bike lane, convert travel lane to bus/bike lane	\$18,000,000	Federal/Local/State	\$14,140,000	\$15,001,126	0%	100%	\$0	\$15,001,126	Multimodal
2017-21		S	SouthEast Connector	South Meadows Pkwy to Greg St	New 6 lane road (under construction)	\$130,000,000	Local	\$130,000,000	\$137,917,000	0%	100%	\$0	\$137,917,000	Complete
2017-21		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 Springland on the east side PE/NEPA	\$1,600,000	Federal/Local/State	\$1,600,000	\$1,697,440	77%	23%	\$1,307,029	\$390,411	Capacity
2022-26		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 Springland on the east side	\$56,200,000	Federal/Local/State	\$44,145,000	\$46,833,431	77%	23%	\$36,061,741	\$10,771,689	Capacity
2017-21		N	Stonebrook Parkway	La Posada Dr to N/S Connector Rd	New 2 lane road	\$11,300,000	Private	\$11,300,000	\$11,988,170	100%	0%	\$11,988,170	\$0	Capacity - 1st 2 lanes not eligible
2022-26		N	Stonebrook Pkwy	N/S Connector Rd to Pyramid Highway	New 2 lane road	\$8,100,000	Private	\$6,500,000	\$6,895,850	100%	0%	\$6,895,850	\$0	Capacity - 1st 2 lanes not eligible
2017-21		N	Sun Valley Blvd	7th Ave to Pyramid Hwy/US 395 Connector	Multimodal improvements PE/NEPA	\$3,000,000	Federal/Local	\$3,000,000	\$3,182,700	100%	0%	\$3,182,700	\$0	Multimodal
2022-26		N	Sun Valley Blvd	7th Ave to Pyramid Hwy/US 395 Connector	Multimodal improvements	\$52,700,000	Federal/Local	\$41,370,000	\$43,889,433	100%	0%	\$43,889,433	\$0	Multimodal
2017-21		NS	Traffic Signals, ITS Operations & Intersections	Systemwide, including: La Posada at Cordoba Blvd roundabout; Damonte Ranch Pkwy at I-580 and Double R Blvd; W 4th & Washington, Evans & 9th, Evans & Enterprise	\$2.6 million per year	\$14,100,000	Federal/State/Local	\$14,100,000	\$14,958,690	50%	50%	\$7,479,345	\$7,479,345	Traffic

2040 RTP Amendment #1

Timeframe #1	A	Non-CIP Projects	Roadway	Limits	Description	RTP Cost	Potential Funding Source	2017 Estimate	2019 Inflated	% North Service Area	% South Service Area	Total North	Total South	Notes
2022-26		NS	Traffic Signals, ITS Operations & Intersections	Systemwide	\$3.32 million per year	\$16,600,000	Federal/State/Local	\$14,100,000	\$14,958,690	50%	50%	\$7,479,345	\$7,479,345	Traffic
2017-21		N	US 395	Clear Acre Ln to Lemmon Dr	Freeway widening PE/NEPA	\$1,500,000	Federal/Local/State	\$1,500,000	\$1,591,350	100%	0%	\$1,591,350	\$0	Non-eligible
2022-26		N	US 395	N McCarran Blvd to Lemmon Dr	Additional southbound lane and auxiliary lanes northbound and southbound	\$66,800,000	Federal/Local/State	\$66,800,000	\$70,868,120	100%	0%	\$70,868,120	\$0	Non-eligible
2017-21		NS	US 395/I-580/I-80	System wide ramps and freeways ITS	Auxiliary lanes/freeway management/ITS project	\$14,600,000	Federal/Local/State	\$14,600,000	\$15,489,140	50%	50%	\$7,744,570	\$7,744,570	Non-eligible
2017-21		NS	US 395/I-580/I-80	Spaghetti Bowl (Kietzke to N McCarran, Keystone to Pyramid)	Capacity expansion at Spaghetti Bowl, PE/NEPA	\$12,800,000	State/Federal	\$12,800,000	\$13,579,520	50%	50%	\$6,789,760	\$6,789,760	Non-eligible
2022-26		S	Vassar Street	Holcomb Avenue to Terminal Way	Bike lanes	\$4,300,000	Local	\$3,500,000	\$3,713,150	0%	100%	\$0	\$3,713,150	Multimodal
2017-21		N	Victorian Avenue	16th Street to Pyramid Way	Bike lanes	\$2,300,000	Local	\$2,300,000	\$2,440,070	100%	0%	\$2,440,070	\$0	Multimodal
2022-26		S	Vine Street	Riverside Drive to University Terrace	Bike lanes	\$3,200,000	Local	\$2,500,000	\$2,652,250	0%	100%	\$0	\$2,652,250	Multimodal
2017-21		NS	Virginia St Bus RAPID Extension	Plumb Ln to 17th St	Pedestrian improvements & pavement reconstruction	\$104,300,000	Federal/Local/State	\$104,300,000	\$110,651,870	32%	68%	\$35,408,598	\$75,243,272	Multimodal
2022-26		S	W 2nd Street (Reno)	Keystone Avenue to Galletti Way	Enhanced sidewalks, landscaping, bike lanes	\$10,500,000	Local/State	\$8,225,000	\$8,725,903	0%	100%	\$0	\$8,725,903	Multimodal
2022-26		N	Whitelake Parkway	Between US 395 ramp terminals	Widen 2 to 4 lanes	\$7,700,000	Private	\$6,000,000	\$6,365,400	100%	0%	\$6,365,400	\$0	Capacity
2017-21		N	Wingfield Hills Rd	Existing Wingfield Hills Rd west to David Allen Pkwy	New 4 lane road	\$5,000,000	Private	\$5,000,000	\$5,304,500	100%	0%	\$5,304,500	\$0	Capacity
					Subtotal	\$2,113,650,000			\$2,098,041,145	Total CIP		\$1,018,597,302	\$1,079,443,842	