

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

**Meeting Minutes**

**Thursday, July 23, 2020**

**Members Present:**

Amy Cummings, Regional Transportation Commission

Brian Stewart, Regional Transportation Commission

David Blaco, Sparks Planning Commission

Jim Rundle, City of Sparks

John Krmpotic, Private Sector

Jon Ericson, City of Sparks

Kraig Knudsen, Private Sector

Mike Mischel, City of Reno

Mitchell Fink, Washoe County

Randy Walter, Private Sector

**Members Absent:**

Ed Hawkins, Reno Planning Commission

Kurt Dietrich, City of Reno Public Works

Larry Chesney, Washoe County Planning Commission

Mojra Hauenstein, Washoe County

Ted Erkan, Private Sector

**Guests**

Carl Savely

Claudia Hanson

Jeffrey Borchardt

Jeremy Smith

**RTC Staff:**

Amber Bowsmith

Bill Thomas

Blaine Petersen

Dale Keller

Dan Doenges

Hannah Yue

Jelena Williams

Lee Anne Olivas

Stephanie Haddock

Xuan Wang

The meeting was called to order at 8:32am. Roll call was taken to ensure there was a quorum.

**Item 1: Approval of Agenda**

The agenda was approved unanimously.

**Item 2: Public Comment**

None

**Item 3: Update on 2050 Regional Transportation Plan**

Dan Doenges from the RTC Planning department provided an update on the 2050 Regional Transportation Plan. The development of the 2050 Regional Transportation Plan is underway. The purpose of the plan is to identify the long-term guiding principles and goals for the regional transportation system and to identify the projects, programs, and services to be implemented through 2050. There is a robust community engagement process and collaboration with partner agencies. The plan will address the safety, mobility, connectivity, and traffic operations issues that are resulting from strong population and employment growth in the region. Federal regulations require that the long-range planning document be updated every four years. The current RTP approval extends through May 2021.

Staff is currently seeking input on transportation improvement projects, programs, and services to be considered for inclusion in the 2050 RTP. On June 22, 2020, the RTC launched an online survey that was available through July 20, 2020 to solicit ideas from the public on other potential projects,

and the responses will be compiled for consideration in the 2050 RTP. Approximately 170 responses were received.

Projects in the current (2040) RTP that have not been completed or initiated will be evaluated to determine if they still appropriately meet regional transportation needs. The evaluation also includes updating cost estimates. In addition, there are some new project recommendations from recently completed planning studies such as the South Meadows Area Multimodal Transportation Study, the University Area Multimodal Transportation Study, and an Advanced Mobility Study. Similarly, there are several improvement projects that have been suggested by agency representatives and members of the public in response to development and growth in population and employment throughout the region.

Dan Doenges discussed current projects under development or construction such as Sun Valley Boulevard, Center Street Cycle Track, and Oddie/Wells Multimodal Improvements. Maps of suggested projects for consideration in South Reno, the University Area, the North Valleys, and connectivity to the TRI Center were presented. Dan Doenges also discussed the upcoming update of the Short Range Transit Plan, on demand transit opportunities such as Flex Ride, joint development opportunities, service expansion requests and facility needs.

Dan Doenges asked members to submit recommendations for potential projects within the next two or three weeks. Jon Ericson asked if bicycle signal heads at signalized intersections are being considered on the Center Street Cycle Track project. Brian Stewart stated they were. Jon Ericson relayed that the City of Sparks received interim approval from FHWA to install the signal heads at McCarran Boulevard and Nichols.

Jon Ericson if anyone has talked to the officials in Virginia City regarding the South Meadows Alignment as it may relate to the connection to the TRI Center. Jon Ericson heard they might not support the alignment. Amy Cummings stated an inter-county group is helping work through the projects in the RTP and the group includes representatives from Storey County. Amy will ensure the topic is addressed with the inter-county group.

Jon Ericson asked if the multimodal projects in the industrial area in Sparks are still being considered. Dan Doenges stated they were. Jon Ericson asked if a Flex Ride service would come down from Incline Village to Reno. Dan Doenges stated there are a couple options being considered such as a service within Incline Village and a fixed route regional connection from Reno to Incline Village to Carson City. Jon Ericson suggested looking into the maintenance of the vehicles when coming down Mt. Rose Highway. Bill Thomas clarified the potential fixed route would be an on-demand service not a traditional fixed route.

**Item 4: 7<sup>th</sup> Edition RRIF General Administrative Manual Potential Discussion Items**

During the process of updating the 6<sup>th</sup> Edition, some questions and concerns were raised. Prior to her retirement from the RTC, Julie Masterpool summarized the questions and concerns.

Approximately nine items came up. Brian Stewart asked members to provide recommendations for how to address the items.

Item 1 regarding redefining the service areas/benefit districts will require legal involvement. There was discussion on the pros and cons of addressing the item. Several members are not in favor of addressing the item because of extensive past discussions that showed no benefit to redefining the areas. Brian Stewart stated he wanted to do a review of the 5<sup>th</sup> Edition to better understand the history.

Item 2 regarding the TMRPA Development Model requires TMRPA to use the same methodology for suitability factors and ranking to be consistent within the region. Jeremy Smith from TMRPA is willing to work with the RRIF TAC to determine the factors and rankings. RTC staff will also work closely with TMRPA on the Consensus Forecast Model update as part of the RTP Update. Randy Walter stated build out scenario factors need to be reviewed and he volunteered to assist with that effort. Xuan Wang stated Jeremy Smith is currently working on the RTP TAZ input and build out scenarios.

Bill Thomas discussed the need to clarify how exactions on developments that may not be included in the Capital Improvement Plan are addressed. Brian Stewart stated that would be discussed as part of Item 5 regarding RRIF Eligible Improvements.

Randy Walter stated what is applicable and eligible in the waiver program needs to be addressed in more detail. Timing of when the waivers are available should also be discussed. He suggested a list of current projects approved through the waiver process be provided to the RRIF TAC, including how the process went on each project and any issues that came up. Jon Ericson stated only a few projects have come through so far. The City of Sparks is addressing some right-of-way challenges on the Wingfield Springs project. Brian Stewart stated the items Randy commented on would be addressed as part of discussion on Item 9 regarding RRIF Waivers.

Jon Ericson asked how the group would tackle the list of items. Brian Stewart stated some items could be grouped together, but others will be addressed individually over the next few months at the RRIF TAC meetings. There was agreement that the “low hanging fruit” or items that could be addressed quickly should be discussed first.

A motion to acknowledge receipt of potential changes raised during the approval of the 6<sup>th</sup> Edition RRIF Capital Improvement Plan and General Administrative Manual was approved unanimously.

#### **Item 5: Impact Fees for Affordable Housing**

Claudia Hanson from the City of Reno provided a presentation on the potential reduction of fees for affordable housing. In 2019, the Nevada Legislature passed Senate Bill No. 103 that enables a local government to reduce or subsidize in whole or in part impact fees, fees for the issuance of building permits collected pursuant to NRS 278.580, and fees imposed for the purpose for which an enterprise fund was created to assist in maintaining or developing a project for affordable housing. In order to allow the reduction or subsidization per SB 103, the local government is required to adopt an ordinance establishing the criteria that a project for affordable housing must satisfy to receive assistance in maintaining or developing the project for affordable housing.

Claudia Hanson discussed the City of Reno’s ordinance and breakdown of fees associated with the Enterprise Fund. There was discussion on how the reduction of fees affects the community. It is a relatively low impact; maybe one or two projects a year. It is only about \$1 million to \$3 million per year. Every project is reviewed to ensure it meets the 60% AMI criteria.

John Krmptic stated it appears the process is largely self-regulated, but wonders if it will become a large profit center for affordable housing developers. Claudia Hanson believes there will be a balance. The subsidy only goes to those units that meet the criteria. Units at market rate will still pay impact fees. All units would have to under 30% AMI to get the 100% reduction in fees. Trip rates are factored in. Claudia Hanson stated she has only seen one development that meets the threshold and it is only about 10 units.

Jon Ericson asked how it affects the overall benefit district. Claudia Hanson stated it has not been looked at yet, but further analysis will take place. Claudia Hanson added recommendations or thoughts from the RRIF TAC is needed. Jim Rundle recommended the process should have the City of Reno sponsor and provide direction to the RRIF TAC first. Then if the RRIF TAC wants to take it on, it would need to go to the RTC Board and then the local jurisdictions would need to adopt a new ordinance. Bill Thomas stated clarity and sponsorship of a regional approach to affordable housing is desired.

Randy Walter asked if anyone has looked at TMWA fees because they are a big fee generator for new housing. Claudia Hanson does not believe the TMWA fees qualify because they are not associated with Enterprise Funds. Claudia Hanson stated Enterprise Funds include building permits, sewer, and RTC impact fees. Stephanie Haddock stated RTC impact fees are not Enterprise Funds; they are Special Revenue because they are restricted. Bill Thomas stated the local jurisdictions have the ordinance that creates the fee, but RTC administers the money.

Theoretically, the jurisdictions could have different ordinances that have different rates regarding affordable housing and the RTC would have to make sense of it. Claudia Hanson will look into whether impact fees apply. Her understanding from their attorney is impact fees would apply.

Randy Walter asked if the impact to the RRIF program with the reduction in fees from affordable housing could be explained in dollars instead of units. Claudia Hanson stated the City of Reno ordinance for sewer fees and building permits are already in place. Claudia will work with the RTC to get the impact fee numbers. Brian Stewart noted if basing on a multi-family unit, it would be about \$3,000 divided by the ADT. Randy asked if Claudia Hanson could provide a hypothetical on

how many projects there are each year. Claudia Hanson stated only about eight to ten units, not projects are eligible each year.

Jon Ericson asked if there was a sunset on the affordable housing component. Claudia Hanson stated the City of Reno's ordinance requires projects to maintain the income restriction for 20 years.

A motion to receive a report by Claudia Hanson of the City of Reno regarding potential reduction of fees for affordable housing was approved unanimously.

**Item 6: Public Comment**

None

**Item 7: Member Items**

- The next RRIF TAC meeting is scheduled for August 27, 2020 at 8:30am via teleconference.
- Kraig Knudsen and Randy Walter shared their appreciation for the speed limit increase on Veterans Parkway.

**Item 8: Adjournment**

There being no further business, the meeting adjourned at 9:43am.

Respectfully Submitted,

Lee Anne Olivas