



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

November 20, 2020

**AGENDA ITEM 3.4**

**TO:** Regional Transportation Commission

**FROM:** Brian Stewart, P.E.  
Director of Engineering

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Bill Thomas, AICP  
Executive Director

**SUBJECT: Approve the Fiscal Year (FY) 2022 Street and Highway Program of Projects (POP)**

**RECOMMENDATION**

Approve the proposed New Projects for the FY 2022 Program of Projects (POP).

**SUMMARY**

The FY 2022 Program of Projects (POP) (Attachment A) identifies and prioritizes funding for RTC's regional streets and highways projects, including RTC fuel tax revenues. This program has been developed in accordance with priorities established as part of the Unified Planning Work Program, Regional Transportation Plan (RTP), Regional Transportation Improvement Plan (RTIP), and the regional road pavement preservation program.

There are five annual programs proposed for the 2022 POP. The streets and highway program is very robust at this time and larger projects are continuing to be designed and constructed during the 2022 POP time frame. There is only one new RTIP project being requested for authorization at this time.

RTC fuel tax revenues are the most significant source of funding for projects in the POP. Pursuant to NRS Chapter 373.140, in evaluating and determining whether to approve the use of fuel tax revenues on a project, the RTC Board must evaluate the project in terms of:

- (a) The priorities established by the RTP;
- (b) The relation of the proposed work to other projects already constructed or authorized;
- (c) The relative need for the project in comparison with others proposed; and
- (d) The money available.

After the RTC Board approves the POP, it will be brought to the Washoe County Commission for approval to authorize the use of fuel tax revenues on the projects.

In accordance with NRS Chapter 373, RTC will develop and enter into Interlocal Cooperative Agreements (ICAs) specifying responsibilities for construction of the projects and authorizing RTC to exercise the power of eminent domain, if necessary. One ICA will be between RTC, Washoe County and the City of Reno for projects located within the City of Reno. One ICA will be between RTC, Washoe County and the City of Sparks for projects located within the City of Sparks. Upon approval of the ICAs by the RTC Board and Washoe County Commission, they will be presented to the City Councils for their consideration and approval.

### **FISCAL IMPACT**

Approval of the POP will appropriate fuel tax funds for the projects and the annual programs.

### **PREVIOUS ACTIONS BY BOARD**

There has been no previous Board action or direction on this matter.

### **ADDITIONAL BACKGROUND**

This POP places emphasis on using anticipated FY 2022 RTC fuel tax revenues on the pavement preservation program for slurry seals for pavements in good condition and corrective treatments to at risk pavements showing more advanced deterioration.

The proposed preventive maintenance projects are prioritized consistent with the RTC's Annual Pavement Preservation program using the Regional Rehabilitation/Reconstruction Project Selection Process, formulated in cooperation with the Directors of Public Works of the local governments. The proposed project lists are generated by analyzing all eligible streets/highway segments, prioritizing them by Pavement Condition Index (PCI – rated between 0-100), roadway classification, and Annual Daily Traffic (ADT). Depending on the amount of pavement distress (PCI), the proposed repair will fall within one of the following categories – preventive maintenance (slurry seals), corrective maintenance, road rehabilitation, or road reconstruction. This process allows the correct treatment to be applied at the right time regardless of jurisdictional boundaries and by optimizing a standard treatment strategy matrix as approved by all jurisdictions.

Pursuant to previous RTC Board direction, the POP will continue ongoing funding for the Transportation Enhancement Projects (TE), Bike/Ped/ADA and Traffic Management as shown in Attachment A. Projects will be identified from these programs that can then be implemented quickly. Example projects that would be supported by these programs include new signals on regional roads, improving ADA access and pedestrian connectivity around transit stops and connected transportation alternatives.

Attachment

**Program of Projects 2022**

	<b>RTP Program Estimate Dollars</b>	<b>Proposed Years of Construction Calendar Year</b>	<b>Work Phases For FY 2022</b>	<b>ICA Required Jurisdiction</b>
<b>2022 Preventative Maintenance (2021/2022)</b>	\$6,500,000	2021/2022	Design, Construction	ALL
<b>2022 Roadway Reconstruction Projects (2021/2022/2023)*</b>	\$12,500,000	2021/2022/2023	Design, Right of Way, Construction	ALL
<b>TE SPOT 11 INTERSECTION IMPROVEMENTS</b>	\$5,000,000	2021/2022	Design, Right of Way, Construction	NA
<b>TRAFFIC MANAGEMENT PROGRAM/ITS/LIDAR</b>	\$1,500,000	2021/2022	Design, Construction	NA
<b>ADA ACCESS TRANSIT/PEDESTRIAN CONNECTIVITY</b>	\$2,000,000	2021/2022	Design, Right of Way, Construction	ALL
<b>VIRGINIA LINE NORTHBOUND PEPPERMILL STATION</b>	\$3,000,000	2022/2023	Design, Right of Way, Construction	COR