

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

Meeting Minutes

Thursday, September 24, 2020

Members Present:

Alex Velto, City of Reno

Brian Stewart, Regional Transportation Commission

Dan Doenges for Amy Cummings, Regional Transportation Commission

David Blaco, Sparks Planning Commission

Dwayne Smith, Washoe County

Jim Rundle, City of Sparks

Jon Ericson, City of Sparks

Kraig Knudsen, Private Sector

Larry Chesney, Washoe County Planning Commission

Mike Mischel, City of Reno

Mitchell Fink, Washoe County

Randy Walter, Private Sector

Ted Erkan, Private Sector

Members Absent:

John Krmptic, Private Sector

Kurt Dietrich, City of Reno Public Works

Guests

Claudia Hanson

Jeremy Smith

RTC Staff:

Adam Spear

Amber Bowsmith

Dale Keller

Hannah Yue

Jelena Williams

Lee Anne Olivas

Xuan Wang

The meeting was called to order at 8:35am. Roll call was taken to ensure there was a quorum.

Item 1: Approval of Agenda

The agenda was approved. It was determined Item 5 would be presented before Item 4 to better explain the coordination efforts between the RTC and TMRPA.

Item 2: Public Comment

None

Item 3: Approval of the August 27, 2020 Meeting Minutes

The August 27, 2020 Meeting Minutes were approved. Alex Velto, David Blaco, and Ted Erkan abstained.

Item 5: Regional Transportation Plan (RTP) and Travel Demand Model Methodology Presentation

Xuan Wang of the RTC provided a presentation (see Attachment A) on how the Travel Demand Model works and how trip lengths are calculated for RRIF analysis. Xuan Wang explained the model area and how it is separated into Traffic Analysis Zones (TAZs). TAZs contain land use, social economic data such as population, employment, and income levels. Based on the data, the model generates the number of trips for each zone and from one zone to another. The roadway network is laid over the TAZ and includes roadway attributes. Each TAZ is labeled with the service area they are in (north or south). The model determines the quickest route from each zone.

Only regional roads are included for RRIF calculations. Local roads and freeways are excluded. The regional distance is 8.8 miles. To get the total number of VMT, the regional distance is multiplied by the total number of trips for each zone. An important input to the model is the roadway network. RTC staff are currently in the process of prioritizing and evaluating the projects for the 2050 RTP. Another important input is the TAZ data from TMRPA.

Brian Stewart asked what the timeframe is for current projects and proposed new projects. Current projects are included in the 2040 RTP. Proposed New Projects are projects that have been recommended through corridor studies or from local agency and public input. Jon Ericson asked how freeway projects play into the model. Xuan stated freeway trips are excluded for RRIF calculations, but they are included in the model network.

A motion to receive the presentation was approved unanimously.

Item 4: TMRPA Development Model Presentation

Jeremy Smith of TMRPA provided a presentation (see Attachment B) on the TMRPA Land Use Model 2020. The purpose of the model is to collect data such as household size, job categories, and development tracking for TAZs. The model tracks existing and planned development to determine what future land use will be.

TMRPA performs the Consensus Forecast every years. The Consensus Forecast is the assessment of forecasted population and employment growth for 20 years. Four independent models are averaged together to determine the consensus forecast for employment and two independent models for employment. The draft forecast values is 603,369 for population and 398,908 for jobs. This equates to 126,221 new people, 50,488 new dwelling units, and 99,363 new jobs.

Spatial allocation of predicted growth is performed. A rule-based allocation model that uses an overall suitability score is used. Jeremy described how they ensure accurate accounting of potential units, the suitability analysis that is performed and how the location and type of employment is predicted. Upon complete of the analysis, data is attached to the appropriate TAZ.

Alex Velto asked where the household size multiplier comes from because it seemed a little high. Jeremy Smith stated it comes from the Census Bureau. There was discussion about putting together a team to discuss suitability factors. Jeremy Smith stated a portal would be available soon that includes a map viewer and dig in on the suitability factors. Jeremy Smith will coordinate a meeting and include a representative from each of the local jurisdictions. Brian Stewart asked where the base layers information comes from. The roads layer comes from Washoe County's GIS data. Sewer data is from the local Public Works departments and parcel information is from the Washoe County Assessor's office.

There was a motion to accept a presentation with TMRPA forwarding the data to the local jurisdictions and coordinating a meeting to review the suitability factors was approved unanimously

Item 6: Public Comment

None

Item 7: Member Items

- The next RRIF TAC meeting is scheduled for October 22, 2020 at 8:30am via teleconference. Agenda items include discussion of indexing, eligible improvements, and revenue. Lee Anne Olivas noted that typically the November and December meetings are combined because of the holidays so that's something to keep in mind for discussion of future items.

Item 8: Adjournment

There being no further business, the meeting adjourned at 9:33am.

Respectfully Submitted,

Lee Anne Olivas