ADMINISTRATIVE INTERPRETATION REQUEST FORM FOR TITLE 18, "ANNEXATION AND LAND DEVELOPMENT"

DATE REQUESTED April 20, 2015 INTERPRETATION NUMBER 15-01

REQUESTED BY (NAME, ADDRESS, PHONE NUMBER)

Karl S. Hall, City Attorney

PROCESSED BY (PLANNER) William Gall, PE, Senior Civil Engineer

CODE SECTION TO BE INTERPRETED 18.06.801 Grading Permits

EXPLANATION OF REQUESTED INTERPRETATION Justification of the existing policy of exempting the Regional Transportation Commission (RTC) road projects from obtaining a grading permit and reconciliation of the language of the SUP/Variance (LDC14-00015) with the existing policy.

ADMINISTRATIVE INTERPRETATIONDECISION

NO. 15-01

DATE OF DECISION April 28, 2015

CODE SECTION 18.06.801(a) Grading Permits – No person shall excavate, fill, or otherwise alter the existing grade of any property without first obtaining a grading permit.

INTERPRETATION As a coordinating public agency, the RTC is authorized to construct and maintain regional roads within the City and is not subject to the requirements of a grading permit. With respect to the conditions of approval associated with LDC14-00015, the conditions referencing a "building permit" or "any permit" are equated to "commencement of construction" as they relate to the Southeast Connector Phase 2 project.

BACKGROUND The purpose of a grading permit is to allow the City to: (1) review the plans and ensure the grading is designed in a manner that meets the criteria of the City; (2) provide a set of approved plans that will allow the contractor to construct the project as proposed and document the approval; and (3) provide for appropriate inspections and assurances that the project is constructed per City standards. To approve a grading/site improvements permit, the administrator must make the findings in RMC 18.06.801(c).

For traditional, privately funded development, the Community Development Department may review the grading/site improvements plans during a discretionary review (SUP/Variance/Tentative Map) and/or at the time of submission for a grading/site improvements permit. For more complex projects, the Community Development Department may consult with Public Works, Traffic Engineering or Maintenance staff. For

grading permits, the City provides minimal inspection services to ensure the grading complies with the permit documents and the site is revegetated if the permit is not part of a subsequent site improvements permit. For site improvement permits that include public infrastructure, the City requires the owner/developer to enter into a public improvements agreement with the City. This public improvements agreement includes the requirement for the developer to hire an Engineer of Record (EOR) and Materials Testing Firm to oversee the construction of public improvements and provide sufficient security to complete the public improvements should the developer fail to do so. Depending on the nature of the improvements, the City may perform an Engineering Final Inspection to verify that privately owned, on-site improvements are completed and/or a Quality Assurance Final Inspection to verify the public infrastructure has been completed.

The RTC Streets & Highways program provides pavement preservation and new roadway construction projects for regional roads under the jurisdiction of Reno, Sparks, and Washoe County. Additionally, the City of Reno enters into an Interlocal Cooperative Agreement Approving RTC Program of Projects each year. The FY 2016 Agreement is attached for reference. In this agreement it states, the City "hereby approve(s) each and every Project and authorize(s) the RTC to design, survey, engineer, acquire through purchase or eminent domain real property for, and construct, each of the Projects." RTC duties under the terms of the agreement include, "Provide all required services, including but not limited to design, environmental assessments and studies, surveying, construction engineering, construction management and quality assurance inspection, utilizing RTC staff and/or qualified consultants." City duties under the terms of the agreement include, "Cooperate with RTC and its consultants in all phases of each Project located within their

jurisdictions," and "Accept ownership of and maintain each Project located wholly or partially within their respective jurisdictions upon completion of construction." Under the terms of the Interlocal Cooperative Agreement, the City has agreed to have the RTC act as the City for the construction and maintenance of the projects listed in the agreement.

The City of Reno Public Works Department, Capital Improvements Division is not required to obtain a grading/site improvements permit for construction or maintenance of roadways. As a coordinating agency, the City of Reno is involved in the review and approval of all RTC roadway projects and the project plans are approved and signed by the Public Works Director and the Mayor. The Community Development Department is included in the review process to insure the projects comply with RMC 18.06.801(c) and conditions imposed by any land development cases.

Since an RTC contracted roadway construction project is coordinated through the Public Works Department for City review, all relevant reviews associated with a traditional grading/site improvements permit are performed during the various stages of project development (City staff reviewed project submittals at the Design Alternatives, 30% Design, 50% Design, 90% Design and 100% Design Stages). This level of review far exceeds any traditional grading/site improvements permit review. Per the previously referenced interlocal cooperative agreement RTC agrees to provide all surveying, construction engineering, construction management and quality assurance inspection, utilizing RTC staff and/or qualified consultants during construction of the project. Again, this level of project oversight exceeds the requirements of the City Quality Assurance Program for traditional grading/site improvement permits that include public infrastructure. This established program is processed in lieu of a grading permit, which is the established

process associated with private improvements. Therefore, the requirement to obtain a grading/site improvements permit from the City Building Division provides no added assurances to the City.

Research of past roadway construction projects has confirmed this as the City policy. The RTC constructed the following roadway projects without obtaining a Building Division grading/site improvements permit:

Veterans Parkway Extension – Geiger Grade Roundabout (2013)

Moana Lane Widening (2012)

Meadowood Mall Interchange (2010)

Lemmon Drive Realignment – US 395 to N. Virginia (2008)

Airway Drive Extension – (2005/2006)

During the City Council public hearing for case LDC14-00015 (Southeast Connector Phase 2) staff stated that a grading/site improvements permit would be required for the project. Several conditions of approval (specifically 2, 4, 5, 6 & 7), reference "building permits" or "any permits." It was contemplated that the conditions had to be satisfied in order to obtain a required grading/site improvements permit. As it is standard policy that commencement of construction is tied to approval of required permits and the City has determined that the project plans, specifications and project schedule constitute the documents substituted for a grading permit, no project construction that relies on the SUP/Variance may proceed until all conditions of approval are satisfied. In a further effort to reconcile the language of the SUP conditions of approval with the existing policy regarding permitting of RTC road projects, the administrator has provided a letter to the RTC dated April 28, 2015 establishing the status of each SUP/Variance condition of approval and requirements to

satisfy those conditions. (Attached)

In the future, any RTC projects that also require a discretionary approval from the City should clearly define the required project approvals and all conditions of approval should be based on the project documents and construction schedule.

This interpretation shall supersede all previous interpretations of R.M.C. Title 18, Annexation and Land Development Code, concerning the above referenced code section and shall be in effect unless and until a subsequent interpretation concerning the above referenced code section is made by the Administrator, this decision is reversed by the Hearing Examiner, Reno City Council, or the code section in question is modified.

Pursuant to R.M.C.18.06.303, the Administrator has the authority to interpret the zoning ordinance provisions within the reasonable exercise of discretion. Any person aggrieved by the decision of the Administrator who alleges that there is an error in the decision, may appeal the decision to the Hearing Examiner within 10 days from the date of this decision. The written notice of appeal must briefly specify the grounds of the appeal on the appropriate form and be accompanied by the necessary fees. If the Hearing Examiner denies or modifies the appeal, the applicant may appeal to the City Council within 10 days of the Hearing Examiner decision by filing a notice of appeal with the City Clerk.

Claudia C. Hanson

Claudia C. Hanson, AICP, Planning and Housing Manager

Fred Turnier

Fred Turnier, AICP, Community Development Director
Department Approval

Fred Thomas, AICP, Community Development Director
Community Development Department
P. O. Box 1900
Reno, NV 89505
(775) 321-8302

April 28, 2015

Regional Transportation Commission
2050 Villanova Drive, #108
Reno, NV 89502

Re: Case No. LDC14-00015 (Southeast Connector Phase 2)
Status of Special Use Permits and Variances

Dear Applicant:

The above application for: (1) a special use permit to: a) allow grading with fills of 10 feet or more, b) disturbance of a major drainage way, and c) protection of significant hydrological resources in the Cooperative Planning Area Overlay District; and (2) a variance to: a) allow encroachment in a floodway; and b) raise the water surface elevation in a portion of Critical Flood Zone 1 to construct the Southeast Connector Regional Roadway was approved by the Reno City Council on December 4, 2013. A copy of the approval letter is attached.

Based on the complexity of the project and numerous conditions associated with the project approval, this letter is provided to clarify the City understanding of the status of this permit approval (see attached).

The following comments are numbered in accordance with the project conditions of approval:

1. The project plans, specifications and project construction schedules have been thoroughly reviewed by the City of Reno staff during the design phase and complies with applicable city criteria. This condition has been met by the project.

2. During the Planning Commission and City Council hearings for this project, it was indicated by City staff that a grading/site improvements permit was required for the project. It was this grading/site improvements permit that was contemplated to be the building permit required within the 18 month time frame. Even though it has since been determined that a grading/site improvements permit is not required, all of the conditions referencing a City permit must be met prior to the expiration of the SUP/Variance. Per RMC 18.06.405(i)(1) the administrator may extend the time limit by 12 months if an application is received 30 days prior to the expiration of the time limit to apply for a building permit. It is recommended that the Regional Transportation Commission apply to the administrator for a time extension, with appropriate fee ($600), at least 30 days prior to the expiration of the SUP (May 4, 2015).

3. This condition is to be complied with during construction of the project. You have indicated a willingness to comply.

4. It is understood that the U.S Army Corp of Engineers permit has been obtained. However, this condition requires the applicant provide all agency permits and approvals. The City has not

received the FEMA agency approval of the Conditional Letter of Map Revision (CLOMR). Please provide a list of all relevant permits/agency approvals applied for and a status of each.

5. You have provided the necessary plans and studies to support a CLOMR. The City has reviewed and approved the information and forwarded the information to FEMA. Until such time that FEMA provides an approved CLOMR to the City, no portion of the project may be constructed that includes those items that are a part of the requested SUP/Variance. **It is our understanding that the RTC proposes to begin construction of portions of the project that are under the purview of the City SUP/Variance prior to the FEMA CLOMR under a certificate of no rise. It is the City position that this would be a violation of the SUP/Variance. Failure to comply with any condition of the SUP shall result in the initiation of revocation procedures per RMC18.06.405(g).** The documentation required for a LOMR must be provided and submitted to the City once the construction is completed.

6. This condition has been met by the project but may have to be resubmitted or modified following FEMA review and comment.

7. This condition has been met by the project documents and proposed construction schedule submitted on April 24, 2015.

8. This condition has been met. The maintenance/mitigation of existing ranching and aggregate pit operations are included in the project plans and specifications.

9A/9B. These conditions have been met by the project and are included in the project plans and specifications.

9C. This condition provided for the incorporation of certain utility extensions to be included in the project plans, if the planning and design were completed by representatives of the Butler Ranch. To date, these extension plans have not been provided, reviewed or approved for inclusion in the project plans.

If you have any questions, please contact myself or Bill Gall at 334-2028.

Sincerely,

Fred Turnier, AICP, Community Development Director
Community Development Department

xc: Jeff Hale, RTC
Garth Oksol, RTC
Bill Thomas, Assistant City Manager
Karl Hall, City Attorney
Jonathan Shipman, Assistant City Attorney
Claudia Hanson, Planning and Housing Manager
John Flansberg, Public Works Director
Bill Gall, Community Development
Kerri Lanza, Public Works

Lynnette R. Jones
City Clerk
(775) 334-2030
JonesL@reno.gov

Office of the City Clerk
Central Cashiering (775) 334-2012
Parking Tickets (775) 334-2293

December 5, 2013

FILED THIS DATE
12/5/2013
BY: CITY CLERK

Regional Transportation Commission
2050 Villanova Drive #108
Reno, NV 89502

RE: LDC14-00015 (Southeast Connector Phase 2)

Dear Applicant:

At a regular meeting held December 4, 2013, the Reno City Council upheld the recommendation of the Planning Commission and approved the request for: (1) a special use permit to: a) allow grading with fills of 10 feet or more, b) disturbance of a major drainageway, and c) protection of significant hydrological resources in the Cooperative Planning Area Overlay District; and (2) a variance to: a) allow encroachment in a floodway, and b) raise the water surface elevation in a portion of Critical Flood Zone 1 to construct the Southeast Connector Regional Roadway, subject to the following conditions:

All conditions shall be met to the satisfaction of Community Development Department staff, unless otherwise noted:

1. The project shall comply with all applicable City codes, plans, reports, materials, etc., as submitted. In the event of a conflict between said plans, reports, materials and City codes, City codes in effect at the time the application is submitted, shall prevail.

2. The applicant shall apply for all building permits for the project within 18 months from the date of final approval, and continuously maintain the validity of those permits, or this approval shall be null and void.

3. The applicant, developer, builder, property or business owner, as applicable, shall continuously maintain a copy of this approval letter on the project site during the construction and operation of the project/business. The project approval letter shall be posted or readily available upon demand by City staff.

4. Prior to the approval of any permit, the applicant shall provide all necessary permits and agency approvals for the proposed disturbance within the floodway, including but not limited to, the U.S. Army Corps of Engineers.

5. The applicant shall provide the necessary grading plans and hydraulic studies to demonstrate the impact of the project on the designated floodway. Upon approval of the presented plans/studies, the City shall request a Conditional Letter of Map Revision (CLOMR) for the project. Prior to

approval of any permit, the Federal Emergency Management Agency (FEMA) shall provide the City with the requested CLOMR. Upon completion of construction, the applicant shall provide the City with the necessary documentation to demonstrate that the project was completed in compliance with the approved CLOMR so that the City may obtain a Letter of Map Revision (LOMR) from FEMA. All fees associated with obtaining the FEMA CLOMR and LOMR shall be paid by the applicant.

6. Prior to the approval of any permit, the applicant shall have a hydraulic modeling analysis reviewed by the Truckee River Flood Management Authority and approved by the City of Reno Public Works Department that demonstrates that the project complies with all applicable requirements and provide necessary mitigation in accordance with RMC Section 18.12.605 for development within Critical Flood Zone 1 except for Critical Flood Zone 1 flood pools located south of Mira Loma Drive and east of the Southeast Connector. The elevation of these flood pools may be raised at the discretion of the City of Reno's Floodplain Coordinator providing that any storage area demonstrating a flood elevation increase must be owned by the RTC or other public entity and designated as a non-buildable parcel in perpetuity.

7. Prior to the approval of any permit, the project plans must include a construction schedule that demonstrates that the required flood volume mitigation is completed prior to the placement of fill within Critical Flood Zone 1. All flood volume mitigation must be demonstrated to be above the ordinary high groundwater table and available for all storage events.

8. EXISTING RANCHING AND AGGREGATE PIT OPERATIONS:

A. The project shall permanently mitigate, to current conditions, all existing irrigation facilities, both delivery and tail water, affected, damaged or removed by the construction of the project. These facilities include, but may not be limited to:

1) Tail water drainage that historically drains to Steamboat Creek
2) The Steamboat Creek diversion structure east of approximate Sta. 100+00 and the supply ditch serving the northern two thirds of the North Ranch
3) The Alexander Lake diversion.

B. The project shall provide for the continuance of the existing ranch access roads to Alexander Lake Road, during and after construction of the project. Temporary closure shall not be allowed without reasonable prior written notice. Material modification to the access roads that significantly impacts the Butler Ranch operations shall not be allowed without reasonable prior written notice. The access routes shall include the following:

- Bella Vista Ranch Road
- The Aggregate Pit #2 access road
- The South Ranch pasture access road
- Desert Way

In addition, the project shall assure adequate turning movements and sight visibility, equal to existing conditions, for haul trucks utilizing Alexander Lake Road under the proposed overpass.

C. For the duration of the construction, the project shall maintain ranch fencing for livestock security. Final fencing shall include at a minimum

1) a four wire barbed fencing for the South Ranch
2) a 6 foot woven wildlife fence for the North Ranch

D. The project shall maintain the existing water intake on Steamboat Creek, or a reasonable alternative, to serve the existing aggregate pit operations, throughout the construction of the project.

E. Nothing contain herein shall require applicant to acquire additional water rights, easements, or other real property interests.

F. Owner shall execute Owner's Affidavit and shall not contest applicant's application for SUP and variance and the Army 404 permit.

9. FUTURE DEVELOPMENT IMPACT MITIGATION

A. The project shall improve the median subgrade soils and base materials for potential future intersections at the following locations:

1) STA 30+50 to 35+50
2) STA 48+50 to 53+50
3) STA 62+50 to 67+50
4) STA 110+50 to 115+50
5) STA 125+50 to 130+50

B. The project shall provide conduit across the improved section for potential future intersection lighting and signalization at the following locations:

1) STA 35+00
2) STA 53+00
3) STA 67+00
4) STA 115+00
5) STA 130+00

C. The project shall include the following utility extensions:

1) South end of the project from South Meadows Parkway to Sta. 35+00-

a) 14 inch domestic water
b) 8 inch raw water
c) Gas
d) Electric, telephone, television, communication conduit bank

2) North end of the project from Mira Loma to Sta. 130+00-

   a) 10 inch domestic water
   b) Gas
   c) Electric, telephone, television, communication conduit bank

3) A six inch sanitary sewer force main shall be provided from Sta. 134+00 to the extents of improvements on Mira Loma Drive.

The Butler Ranch shall provide the planning, design and plans for utility extensions, to the approval of the City of Reno, for incorporation into the project documents. All costs associated with the construction of the utilities determined to be a direct benefit or shared benefit to Butler Ranch will be considered as a prorata fair share offset in the final right-of-way acquisition price paid by the RTC to Butler Ranch as approved by the RTC.

Sincerely,

Lynnette R. Jones
City Clerk

LRJ:mlf

xc: Community Development
William J. Gall, Community Development
CH2M Hill
Kimberly Rhodemyre, Appellant
Stephen C. Mollath, Appellant

10-22-14
J.1
B-2214

INTERLOCAL COOPERATIVE AGREEMENT
APPROVING RTC PROGRAM OF PROJECTS

This Agreement is made and executed this 22nd day of October, 2014, by and between the Board of Commissioners of Washoe County, Nevada, hereinafter referred to as "County", the City Council of Reno, Nevada, hereinafter referred to as "Reno", the City Council of Sparks, Nevada, hereinafter referred to as "Sparks", and the Regional Transportation Commission of Washoe County, hereinafter referred to as "RTC".

WITNESETH:

WHEREAS, on September 19, 2014, the RTC approved the FY 2016 Program of Projects listed on Exhibit A attached to this Agreement. Each project on Exhibit A is referred to herein as a "Project" and all of such Projects are collectively referred to herein as the "Projects".

WHEREAS, the Projects will require pavement maintenance, rehabilitation, reconstruction, new construction or engineering and environmental analysis, and may require the acquisition of real property through consensual agreements with the owners or through eminent domain proceedings; and

WHEREAS, pursuant to the requirements of NRS 373.140, NRS 377A.080 and the Regional Road Impact Fee (RRIF) Program, the County, Reno, Sparks, and RTC desire by this Agreement to authorize the Projects and to set forth each entity's respective responsibilities with respect to the Projects.

NOW, THEREFORE, pursuant to the provisions of NRS 373.140, NRS 377A.080, NRS Chapter 277A, and the RRIF Ordinances/Manuals, and in consideration of the mutual promises contained herein and for other good and valuable consideration, it is hereby agreed by and between the parties hereto as follows:

I. APPROVAL OF PROJECTS

A. Reno, the County and Sparks hereby approve each and every Project and authorize the RTC to design, survey, engineer, acquire through purchase or eminent domain real property for, and construct, each of the Projects. Approval for any Project for any fiscal year shall be approval for all continued work by or on behalf of the RTC on that Project for any later

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fiscal year. The RTC may expend money from one or more than one of the Regional Street and Highway Fund (the "Fuel Tax Fund"), the Transportation Sales Tax Fund (the "Sales Tax Fund") or the Regional Road Impact Fee Fund (the "RRIF Fund") on each Project as listed on the column next to the Project on Exhibit A. The cost of each Project is estimated by the RTC as shown on Exhibit A. These costs are only estimates and the RTC may expend additional monies from any one or more of the Fuel Tax Fund, the Sales Tax Fund or the RRIF Fund on each Project as such additional expenditures are reviewed and approved by the RTC Staff and/or the RTC Board of Commissioners pursuant to the RTC's policies and procedures.

B. Reno, the County and Sparks hereby authorize the RTC to adopt an appropriate resolution of condemnation and initiate and prosecute to judgment such eminent domain proceedings as may be necessary for the acquisition of such property within their respective jurisdictions as the RTC deems necessary for the construction and/or maintenance of any Project and, if prudent, future expansions of each Project identified by the Regional Transportation Plan.

II. RTC DUTIES

RTC agrees to perform the followings tasks and the County, Reno and Sparks hereby authorize the RTC to do so:

A. Provide all required services, including but not limited to design, environmental assessments and studies, surveying, construction engineering, construction management and quality assurance inspection, utilizing RTC staff and/or qualified consultants;

B. Obtain appraisal reports for any property being considered as necessary for the implementation of any Project and, if prudent, future expansions of the Project identified within the Regional Transportation Plan, conduct preliminary negotiations with the owners in an effort to arrive at a mutually agreeable purchase price and negotiate, execute and close contracts to purchase the property;

C. Offer not less than the appraisal value for the property and property rights deemed necessary for a Project and, where the prospect of reaching a mutually agreeable purchase price appears unlikely following reasonable negotiations, cause the RTC Board of Commissioners to adopt a "Resolution of Condemnation" finding that particular properties are necessary to the

success of a Project and authorize legal counsel to seek acquisition through eminent domain proceedings;

D. Coordinate all activities related to a Project including, but not limited to, advertising, receipt and review of construction bids, and execution of a contract with the contractor submitting the lowest responsive and responsible bid;

E. Maintain necessary files on each Project;

F. Pay all authorized Project costs from the Fuel Tax Fund, the RRIF Fund or the Sales Tax Fund. Payments for construction or engineering services will be paid to the contractor or consultant upon receipt of a claim or claims which have been certified as a true and correct account of the expenses incurred as a result of or in conjunction with the provisions of a contract entered into as a result of this Agreement. All submitted claims will have supporting documents attached which substantiate the basis of the claim. Such claim or claims shall be reviewed and approved in accordance with the policies and procedures of the RTC; and

G. Not permit the payment of non-reimbursable or non-payable items established by the policies and procedures of the RTC.

III. COUNTY'S, RENO'S AND SPARK'S DUTIES

The County, Reno and Sparks shall do the following:

A. Cooperate with RTC and its consultants in all phases of each Project located within their respective jurisdictions;

B. Assist the RTC in communicating with the public regarding the Project(s) located within their respective jurisdictions;

C. Accept ownership of and maintain each Project located wholly or partially within their respective jurisdictions upon completion of construction;

D. Upon notification from the RTC, require utilities having franchise agreements that require relocation to relocate their facilities prior to award of the Project in accordance with the franchise agreement; for utilities that do not address the issue of relocation in the franchise

agreement, require relocation of the subject facilities prior to the award of the Project if state law provides authority to do so; and

E. Coordinate development and administration of the Project with the RTC.

This Agreement is effective from and after the date first above written.

APPROVED AS TO LEGALITY AND FORM

BY: Dale E. Ferguson
RTC GENERAL COUNSEL

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY

BY: Bonnie Weber
BONNIE WEBER, CHAIR

State of Nevada
County of Washoe

This FY 2015/16 Interlocal Cooperative Agreement was acknowledged before me this 19th day of September 2014, by Bonnie Weber, as Chair of the Regional Transportation Commission of Washoe County.

Denise Thompson
Notary Public

DENISE THOMPSON
Notary Public-State of Nevada
APPT. NO. 08-8382-2
My App. Expires October 17, 2016

BOARD OF COMMISSIONERS,
WASHOE COUNTY, NEVADA

By: _____
CHAIRMAN

ATTEST:

BY: _____
WASHOE COUNTY CLERK

APPROVED AS TO FORM AND CONTENT:

BY: _____
ATTORNEY

CITY COUNCIL OF RENO, NEVADA

By: _____
MAYOR

ATTEST:

BY: _____
RENO CITY CLERK

APPROVED AS TO FORM AND CONTENT:

BY: _____
DEPUTY CITY ATTORNEY

CITY COUNCIL OF SPARKS, NEVADA

BY: _____
MAYOR

ATTEST:

BY: _____
SPARKS CITY CLERK

APPROVED AS TO FORM AND CONTENT:

BY: _____
DEPUTY CITY ATTORNEY

EXHIBIT A

RTC PROGRAM OF PROJECTS 2015/2016

PROPOSED RTC FISCAL YEAR (FY) 2016 PROGRAM OF PROJECTS (POP)

PAVEMENT PRESERVATION AND CORRIDOR IMPROVEMENT PROJECTS

* ACTIVITY CODES
C = CONSTRUCTION (INCLUDES CONSTRUCTION SERVICES)
D = DESIGN
N = ENVIRONMENTAL (NEPA, INCLUDES PRELIMINARY DESIGN)
P = PLANNING
R = RIGHT OF WAY

PROJECT (YEAR OF CONSTRUCTION) & TERMINI	PROJECT OBJECTIVE	TOTAL PROJECT ESTIMATE	FUNDING SOURCE	PREVIOUSLY APPROVED AMOUNT	PREVIOUSLY APPROVED ACTIVITY*	FY 16 POP FUNDS (PROPOSED) AMOUNT	FY 16 POP FUNDS (PROPOSED) ACTIVITY *	TOTAL FUNDS PROGRAMMED (PROPOSED)
2015 PREVENTIVE MAINTENANCE (2015) VARIOUS REGIONAL ROADS	PAVEMENT PRESERVATION	$3,559,493	RTC FUEL TAX RTC SALES TAX	$0 $3,559,493 $3,559,493	D, C			$0 $3,559,493 $3,559,493
2015 CORRECTIVE MAINTENANCE (2015) VARIOUS REGIONAL ROADS	PAVEMENT PRESERVATION	$1,017,786	RTC FUEL TAX	$924,900	D, C	$92,886		$1,017,786
GOLDEN VALLEY ROAD & CARLYLE DRIVE (N/A) YORKSHIRE TO N VIRGINIA & MONTGOMERY TO YORKSHIRE (N)	PAVEMENT PRESERVATION		RTC FUEL TAX	$92,886		-$92,886		
MAYBERRY DRIVE (2015) HUNTER LAKE TO CALIFORNIA	PAVEMENT PRESERVATION	$1,135,000	RTC FUEL TAX	$1,135,000	D, C			$1,135,000
2015 ADA PEDESTRIAN TRANSITION IMPROVEMENT PLAN (2015) VARIOUS REGIONAL ROADS	AMERICAN DISABILITY ACT TRANSITION PLAN	$600,000	RTC FUEL TAX	$600,000	D, C			$600,000
4TH & PRATER BUS RAPID TRANSIT PROJECT (2017) EVANS TO PYRAMID	CORRIDOR/TRANSIT CAPACITY IMPROVEMENT	$48,300,000 (EXCLUDES TRANSIT VEHICLES)	RTC FUEL TAX RTC SALES TAX FEDERAL STP/TIGER	$2,100,000 $2,000,000 $4,100,000	D, R	$5,650,000 $4,150,000 $16,000,000	R, C R, C C	$5,650,000 $6,250,000 $18,000,000 $30,100,000
PRATER WAY ENHANCEMENTS PHASE 4 (2015) 22ND TO 20TH	CORRIDOR IMPROVEMENT	$1,500,000	RTC FUEL TAX FED ENHANCEMENT	$850,000 $650,000 $1,500,000	D, R C			$850,000 $650,000 $1,500,000
VIRGINIA STREET MOTOWN & RTC RAPID EXTENSION TO UNR (2017) PLUMB TO LIBERTY & MAPLE TO 16TH	CORRIDOR/TRANSIT CAPACITY IMPROVEMENT	$34,350,000 (EXCLUDES TRANSIT VEHICLES)	RTC FUEL TAX FTA CMAQ	$598,000 $510,000 $1,108,000	D, N			$598,000 $510,000 $1,108,000
VIRGINIA STREET- TRUCKEE BRIDGE REPLACEMENT (2015) FUNDING DIRECTLY TO CITY OF RENO THROUGH SEPARATE INTERLOCAL AGREEMENT	BRIDGE REPLACEMENT	$21,233,000	RTC FUEL TAX STATE BRIDGE REPL TRFMA CITY OF RENO	$10,000,000 $7,250,000 $1,973,000 $19,223,000				$10,000,000 $7,250,000 $1,973,000 $19,223,000

RTC FUEL/SALES TAX SUMMARY	PREVIOUS APPROVED	FY 16 POP FUNDS (PROPOSED)	PROPOSED TOTAL
RTC FUEL TAX	$4,200,786	$26,000,000	
RTC SALES TAX	$5,659,493	$0	
FEDERAL/OTHER NON RTC	$22,383,000	$16,000,000	
TOTAL	$32,243,279	$42,000,000	$74,243,279

PROPOSED RTC FISCAL YEAR (FY) 2016 PROGRAM OF PROJECTS

CAPACITY AND CONGESTION RELIEF

* ACTIVITY CODES
C = CONSTRUCTION (INCLUDES CONSTRUCTION SERVICES)
D = DESIGN
N = ENVIRONMENTAL (NEPA, INCLUDES PRELIMINARY DESIGN)
P = PLANNING
R = RIGHT OF WAY

PROJECT (YEAR OF CONSTRUCTION) & TERMINI	PROJECT OBJECTIVE	TOTAL PROJECT ESTIMATE	FUNDING SOURCE	PREVIOUSLY APPROVED AMOUNT	PREVIOUSLY APPROVED ACTIVITY*	FY 16 POP FUNDS (PROPOSED) AMOUNT	FY 16 POP FUNDS (PROPOSED) ACTIVITY *	TOTAL FUNDS PROGRAMMED (PROPOSED)
PYRAMID FREEWAY/US-395 LINK (TBD) US-395 TO PYRAMID (PRELIMINARY DESIGN ONLY)	CAPACITY IMPROVEMENT	$9,061,464	NDOT/FED	$9,061,464	N			$9,061,464
SOUTHEAST CONNECTOR PHASE 2 (2015) SOUTH MEADOWS TO CLEAN WATER	CAPACITY IMPROVEMENT	$190,000,000	RTC BOND FUEL TAX	$140,000,000	D, R, N, C	$50,000,000	C	$140,000,000 $50,000,000 $190,000,000
MCCARRAN/PYRAMID INTERSECTION (2015)	CAPACITY IMPROVEMENT	$66,000,000	FUEL TAX NDOT/FED	$1,307,618 $29,827,027 $31,134,645	 D, R D, R			$1,307,618 $29,827,027 $31,134,645
N. MCCARRAN @ N. VIRGINIA INTERSECTION IMPROVEMENT (2015)	CAPACITY IMPROVEMENT	$4,000,000	RRIF	$4,000,000	D, C			$4,000,000
SE MCCARRAN WIDENING S. VIRGINIA TO MIRA LOMA (PHASE 1, COMPLETE) MIRA LOMA TO GREG (PHASE 2, 2014)	CAPACITY IMPROVEMENT	$45,000,000	RTC BOND	$45,000,000	D, C, R			$45,000,000
TRAFFIC ENGINEERING SPOT INTERSECTIONS 4 (2015) LOCATIONS TO BE DETERMINED	CAPACITY IMPROVEMENT	$750,000	RRIF	$750,000	D, C			$750,000
TRAFFIC ENGINEERING SPOT INTERSECTIONS 5 (2016) LOCATIONS TO BE DETERMINED	CAPACITY IMPROVEMENT	$1,000,000	RRIF			$1,000,000	D, C	$1,000,000
BIKE & PEDESTRIAN IMPROVEMENTS 3, 4 & 5 (2016) EVANS - 4TH TO N. MCCARRAN	CAPACITY IMPROVEMENT	$1,350,000	RRIF CMAQ	$67,500 $1,282,500 $1,350,000	 D, C			$67,500 $1,282,500 $1,350,000
BIKE & PEDESTRIAN IMPROVEMENTS 2016 (2016) LOCATION TO BE DETERMINED	CAPACITY IMPROVEMENT	$1,000,000	RRIF CMAQ			$50,000 $950,000 $1,000,000	 D, C	$50,000 $950,000 $1,000,000
TRAFFIC MANAGEMENT (2016) ITS MASTER PLAN	INTELLIGENT TRAFFIC SYSTEMS (ITS)	$1,000,000	RRIF CMAQ	$50,000 $950,000 $1,000,000	 D, C			$50,000 $950,000 $1,000,000
TRAFFIC MANAGEMENT 2A (2015) FIBER OPTIC CONNECTIVITY	INTELLIGENT TRAFFIC SYSTEMS (ITS)	$996,500	RRIF CMAQ	$49,825 $946,675 $996,500	 C			$49,825 $946,675 $996,500
TRAFFIC MANAGEMENT 2B (2016) ITS EQUIPMENT INSTALLATION	INTELLIGENT TRAFFIC SYSTEMS (ITS)	$996,500	RRIF CMAQ	$49,825 $946,675 $996,500	 C			$49,825 $946,675 $996,500

RRIF & RTC BOND SUMMARY:	PREVIOUS APPROVED	FY 16 POP FUNDS (PROPOSED)	PROPOSED TOTAL
RRIF/FUEL TAX:	$6,274,768	$1,050,000	
RTC BONDS:	$185,000,000	$50,000,000	
FEDERAL/OTHER NON RTC:	$43,014,341	$950,000	
TOTAL:	$234,289,109	$52,000,000	$286,289,109