



C I T Y O F
RENO
Memorandum

DATE: June 3, 2025


TO: Mayor and City Council

THROUGH: Jackie Bryant, City Manager

FROM: Kerrie Koski, Director of Public Works & City Engineer

DEPT: Public Works

SUBJECT: Update on Transportation Alternatives (TA) Set-Aside Program FY 2026–2027
Project Submissions



Summary:

This memo provides an update on the project submissions for the Transportation Alternatives (TA) Set-Aside Program for fiscal years 2025–2026 and 2026–2027. The TA Set-Aside Program provides 95% of the funding for smaller-scale, yet critically important, transportation projects in Washoe County. The City is responsible for a 5% local match, which is funded through the Street Fund.

The Regional Transportation Commission (RTC) issued a call for projects for federal fiscal years 2026 and 2027 (covering October 1, 2025, through September 30, 2027), which closed on May 9, 2025. In response, the City of Reno submitted six sidewalk connectivity projects, one for each ward, as detailed in Table 1. An exhibit for each area is also included in this memo. These areas have the highest number of requests for sidewalks that meet the criteria for this funding.

The RTC Board of Directors is scheduled to approve project awards at its June 20, 2025 meeting. The City of Reno will resubmit any projects that are not selected for funding in future cycles.

Table 1

Ward	General Area	Estimated Construction Cost (TA Set-Aside Funding)	Estimated City Match (Street Fund)
Ward 1	Pat Baker Park	\$468,739.50	\$24,670.50
Ward 2	Plumas Street	\$196,821.00	\$10,359.00
Ward 3	Grand Canyon/Liston Ave.	\$389,823.00	\$20,517.00
Ward 4	Stead Boulevard	\$182,029.50	\$9,580.50
Ward 5	Vine Street	\$217,084.50	\$11,425.50
Ward 6	Longley Lane	\$230,109.00	\$12,111.00

Background:

Each proposed sidewalk connectivity project aligns with the goals of the TA Set-Aside Program by enhancing pedestrian accessibility, safety, and connectivity across the community.

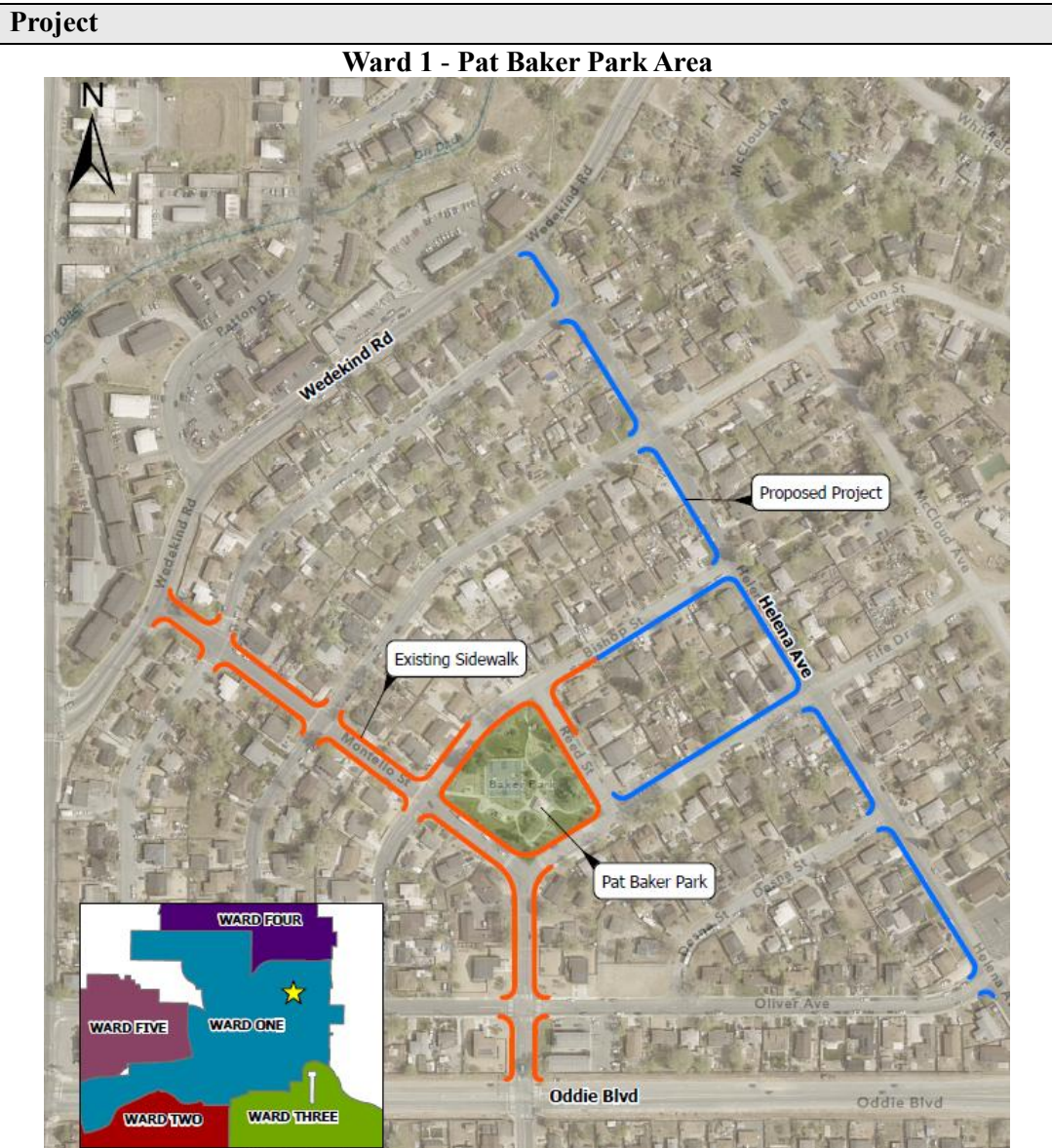
Additionally, each project involves constructing new sidewalks to close critical gaps in the existing pedestrian network, resulting in more continuous and accessible walking routes.

By improving connectivity, these proposed projects would provide a safer, more reliable route for all pedestrians, including individuals with disabilities and other vulnerable populations. These improvements will promote sidewalk use as a viable, sustainable transportation option and contribute to reduced vehicle dependency, improved air quality, and a more equitable transportation system.

The projects are also consistent with local and regional planning priorities and support broader goals related to safety, environmental sustainability, and multi-modal transportation access.

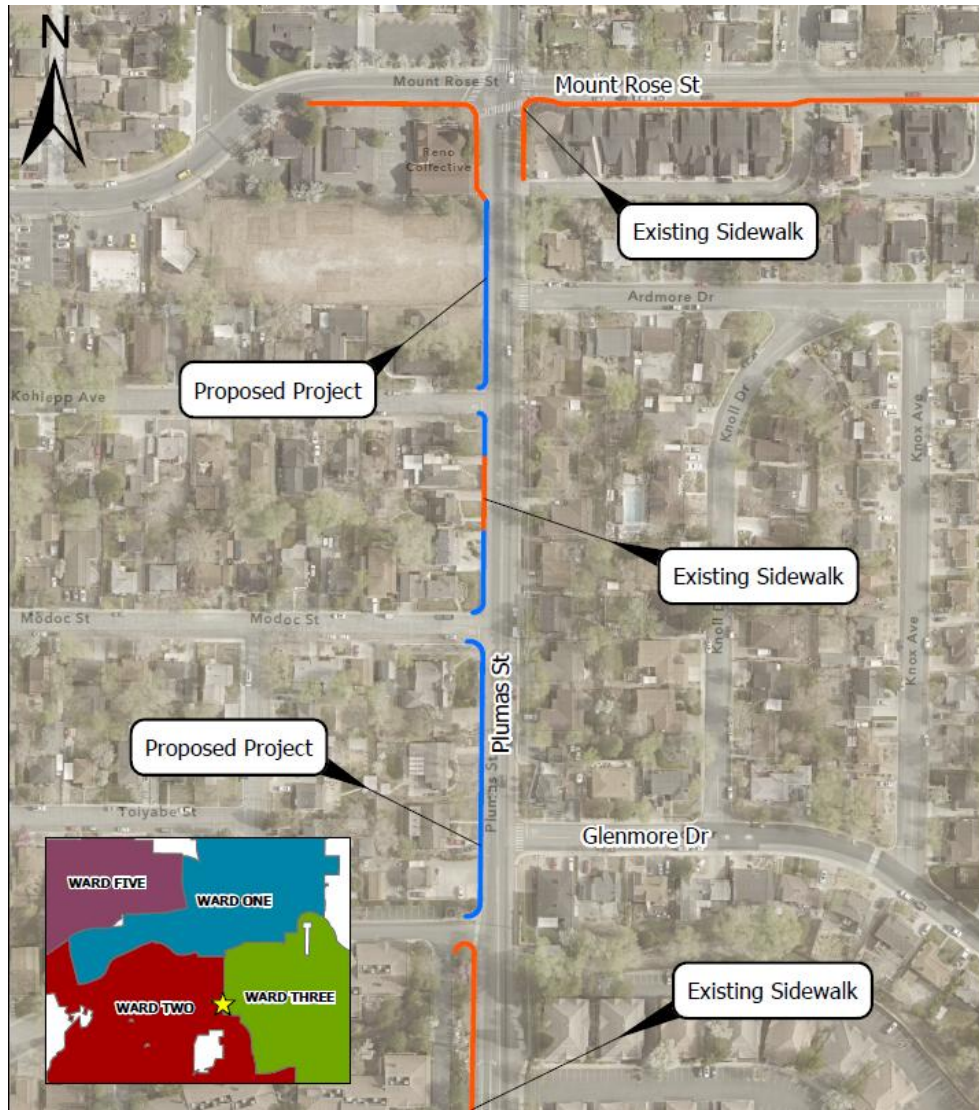
Agencies eligible to receive TA Set-Aside funds include local governments, tribal governments, natural resource agencies, public land agencies, school districts, individual schools, local education agencies, local and regional transportation agencies, local and regional recreational trail entities, and nonprofit entities. Some past examples of eligible projects include pedestrian and bicycle facilities, construction of turnouts/overlooks/viewing areas, community improvements (such as historic preservation or vegetation management), environmental mitigation related to stormwater or habitat connectivity, recreational trails, Safe Routes to School projects, and vulnerable road user safety assessments.

Exhibits Wards 1 – Ward 6: Proposed Sidewalk Connectivity Projects



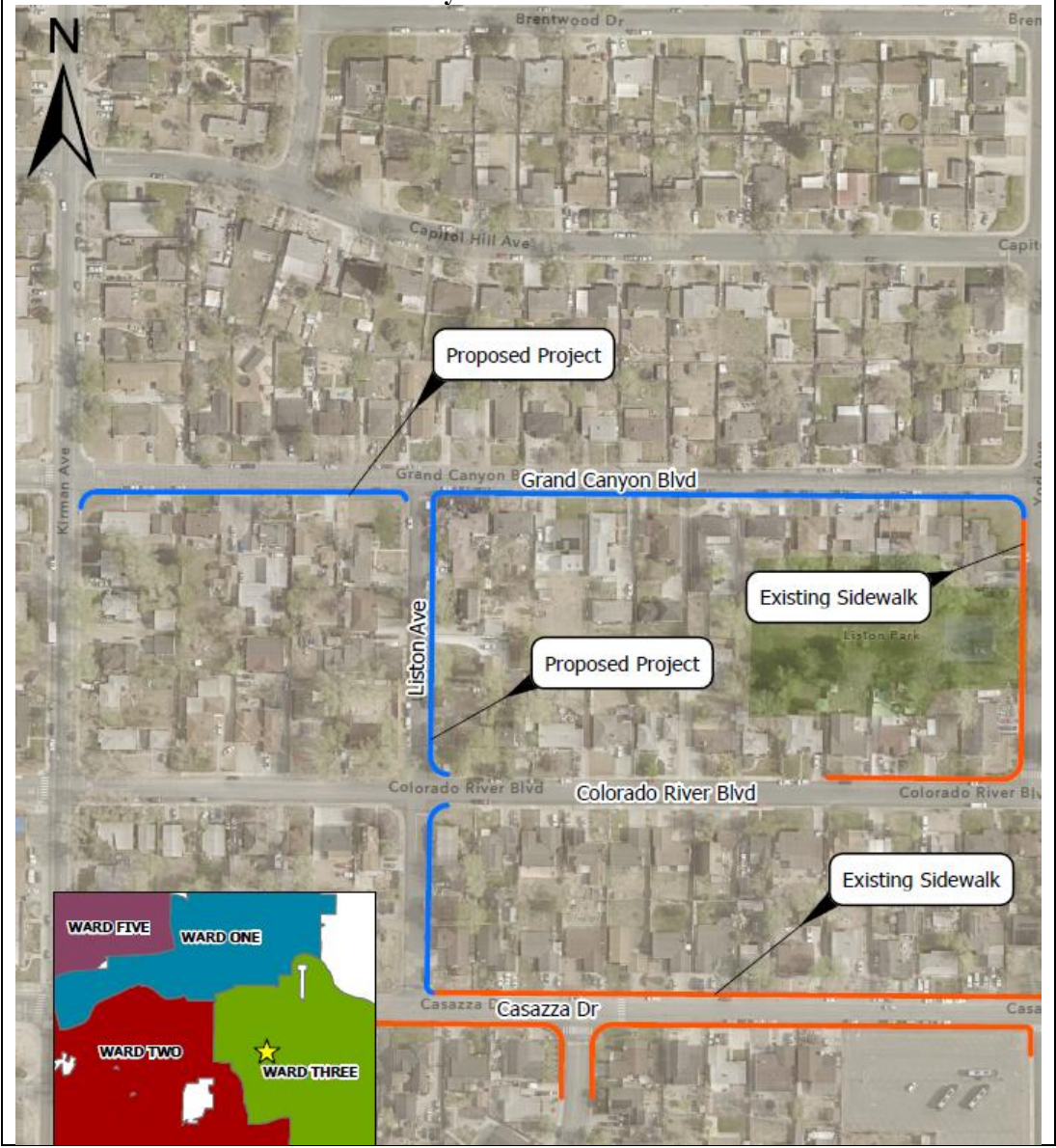
Project

Ward 2 - Plumas Street Area



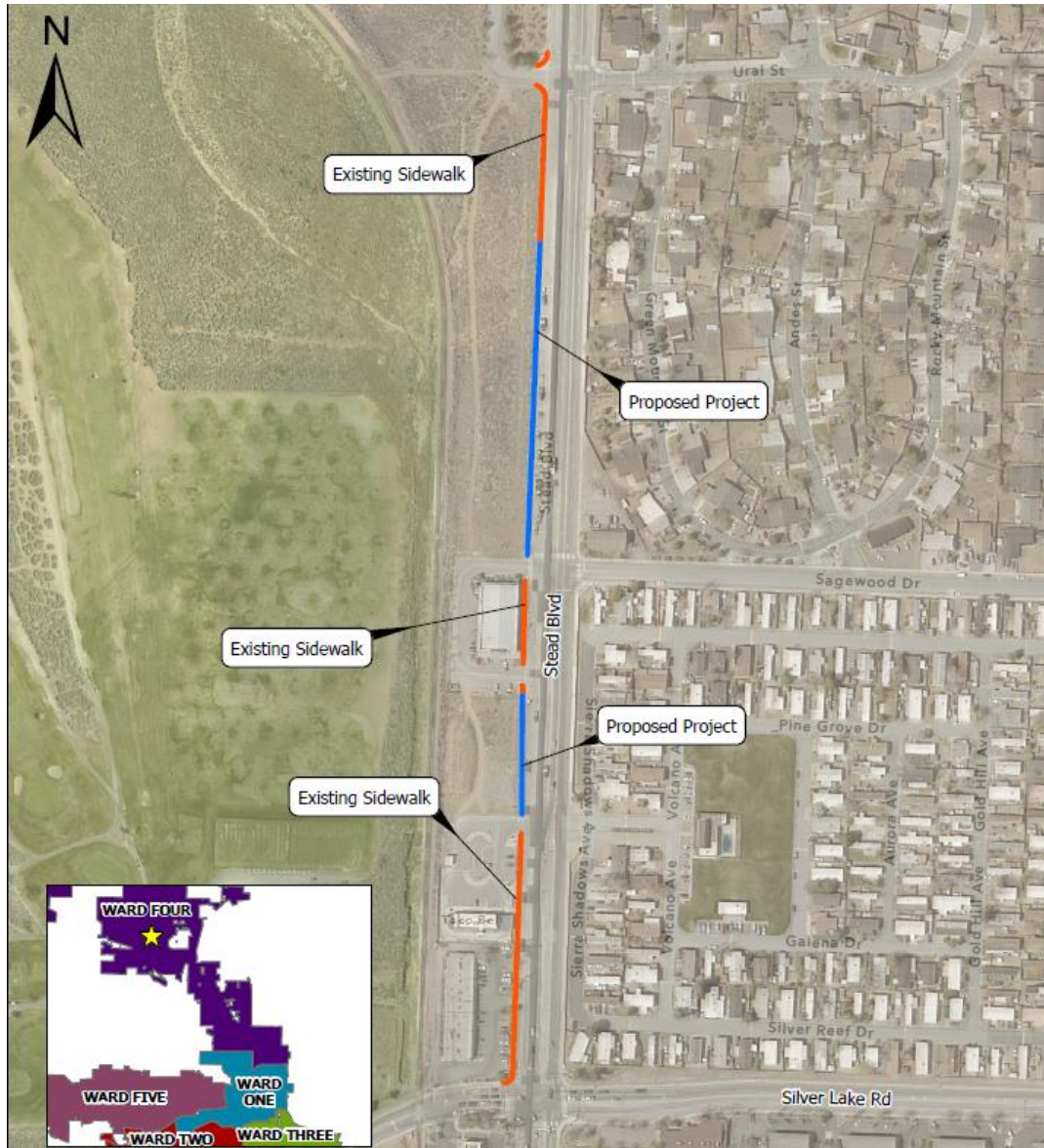
Project

Ward 3 - Grand Canyon Boulevard/Liston Avenue Area



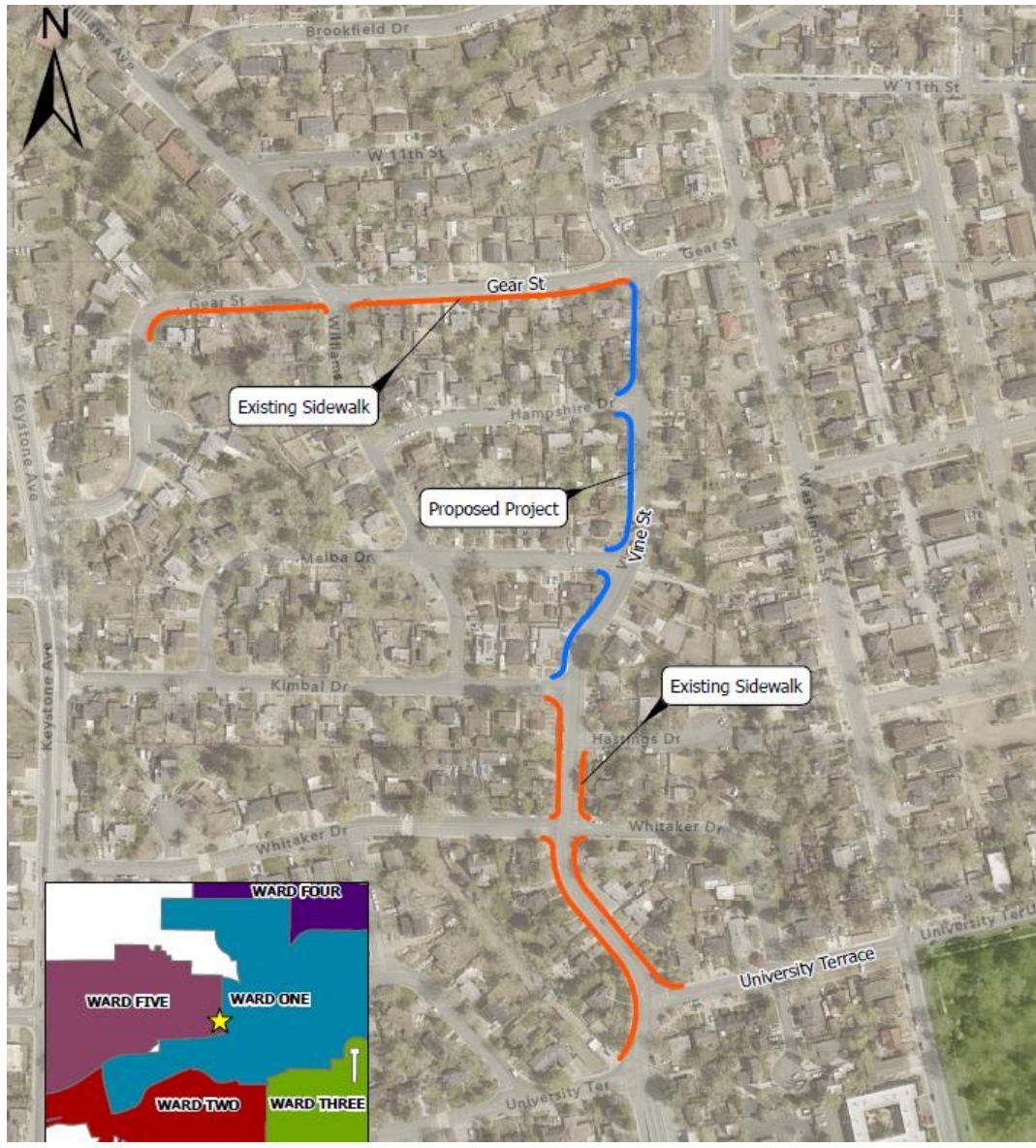
Project

Ward 4 - Stead Boulevard Area



Project

Ward 5 - Vine Street



Project

Ward 6 - Longley Lane

