MPO-Transit Partnerships for Livability: Regional Transportation Commission of Washoe County

Presentation to the Association of Metropolitan Planning Organizations
Regional Transportation Commission: Background

- County based transportation agency
- Representatives from Reno, Sparks and Washoe County
- Functions
  - Metropolitan Planning Organization
  - Public transit authority
  - Regional streets and highways
## FY 2014 Budget – Revenues by Source

### Beginning Balance

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Debt Service</td>
<td>$39,134,380</td>
<td></td>
</tr>
<tr>
<td>Pavement Preserv Projects</td>
<td>$23,029,849</td>
<td></td>
</tr>
<tr>
<td>Capacity Improv Projects</td>
<td>$171,955,451</td>
<td></td>
</tr>
<tr>
<td>Public Transportation</td>
<td>$11,526,056</td>
<td></td>
</tr>
<tr>
<td>MPO</td>
<td>$551,742</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$246,197,478</strong></td>
<td><strong>64.0%</strong></td>
</tr>
</tbody>
</table>

### Additional Revenues

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel Tax</td>
<td>$49,128,250</td>
<td>12.8%</td>
</tr>
<tr>
<td>Sales Tax</td>
<td>$21,844,976</td>
<td>5.7%</td>
</tr>
<tr>
<td>RRIF-Cash</td>
<td>$1,000,000</td>
<td>0.3%</td>
</tr>
<tr>
<td>RRIF-Credits*</td>
<td>$9,300,000</td>
<td>2.4%</td>
</tr>
<tr>
<td>Passenger Fares</td>
<td>$6,815,611</td>
<td>1.8%</td>
</tr>
<tr>
<td>CitiCare/Adv/Lease</td>
<td>$909,688</td>
<td>0.2%</td>
</tr>
<tr>
<td>Investment Income</td>
<td>$1,420,000</td>
<td>0.4%</td>
</tr>
<tr>
<td>Federal Funding</td>
<td>$46,507,559</td>
<td>12.1%</td>
</tr>
<tr>
<td>N.D.O.T.</td>
<td>$877,649</td>
<td>0.2%</td>
</tr>
<tr>
<td>Asset Proceeds</td>
<td>$24,000</td>
<td>0.01%</td>
</tr>
<tr>
<td>Misc. Reimbursements</td>
<td>$618,471</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Beginning Balance</strong></td>
<td><strong>$246,197,478</strong></td>
<td><strong>64.0%</strong></td>
</tr>
</tbody>
</table>

### Total Revenues

<table>
<thead>
<tr>
<th>Revenue Type</th>
<th>Amount</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fuel Tax</strong></td>
<td>$49,128,250</td>
<td>12.8%</td>
</tr>
<tr>
<td><strong>Sales Tax</strong></td>
<td>$21,844,976</td>
<td>5.7%</td>
</tr>
<tr>
<td><strong>RRIF-Cash</strong></td>
<td>$1,000,000</td>
<td>0.3%</td>
</tr>
<tr>
<td><strong>RRIF-Credits</strong>*</td>
<td>$9,300,000</td>
<td>2.4%</td>
</tr>
<tr>
<td><strong>Passenger Fares</strong></td>
<td>$6,815,611</td>
<td>1.8%</td>
</tr>
<tr>
<td><strong>CitiCare/Adv/Lease</strong></td>
<td>$909,688</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Investment Income</strong></td>
<td>$1,420,000</td>
<td>0.4%</td>
</tr>
<tr>
<td><strong>Federal Funding</strong></td>
<td>$46,507,559</td>
<td>12.1%</td>
</tr>
<tr>
<td><strong>N.D.O.T.</strong></td>
<td>$877,649</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Asset Proceeds</strong></td>
<td>$24,000</td>
<td>0.01%</td>
</tr>
<tr>
<td><strong>Misc. Reimbursements</strong></td>
<td>$618,471</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$384,643,683</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Note

Beginning balance is primarily carry forward funds from bond sales for road projects.

*For custodial purposes only, credits are booked as a revenue and expense with net zero effect in the budget and have no cash value.*
MPO Partnerships for Livability

- RTP - people based approach
- Complete Streets
- Livability partnerships
- Shared Federal Framework
- Performance Based Planning
- Transit Representation on MPOs
Partnerships begin in the RTP process involving key stakeholders, grassroots outreach to citizens and build upon technology and workshops.
Livability Beings with RTP Goals

- Safe & Healthy Communities
- Sustainability
- Economic Development
- Mobility
RTP Components

- Community based planning
- Focus on Safety
- Integrating land use and economic development
- Healthy communities and sustainability
- Integrating all types of transportation
- Regional connectivity
- Equity and environmental justice
- Improving goods movement and freight
- Investing strategically
- Monitoring implementation and performance
RTP Transit Vision

- Connect isolated communities
- Expand fixed route and BRT services
- Develop regional connectivity
- Seniors and disabled service
RTP Complete Streets

- Building safe neighborhoods with transportation choices
- Regional
- Funded through RTC maintenance programs
- Leverage Federal opportunities
- Safety is the argument that prevails
Recent Road Conversions Reduce Crashes – Annualized Crash Rates

<table>
<thead>
<tr>
<th>Location</th>
<th>Before</th>
<th>After</th>
<th>% Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wells Ave</td>
<td>123</td>
<td>85</td>
<td>-31%</td>
</tr>
<tr>
<td>California Ave/ Mayberry Dr</td>
<td>33.4</td>
<td>19.4</td>
<td>-42%</td>
</tr>
<tr>
<td>Arlington Ave</td>
<td>18.6</td>
<td>10.0</td>
<td>-46%</td>
</tr>
<tr>
<td>Mill Street</td>
<td>7.7</td>
<td>4.4</td>
<td>-43%</td>
</tr>
</tbody>
</table>

Sources: UNR Center for Advanced Transportation Education and Research and Nevada Department of Transportation
4th Street/Prater Way

- Partnership of local business that support focus on local history for station design on iron works & auto history themes
Livability Partnerships: Virginia Street
RAPID Extension to UNR

- Partnering with Reno & UNR
- Connect UNR to Downtown, Midtown & Meadowood
- Develop stations, gateway designs, & road improvements in coordination with UNR master plan
Downtown Improvements to support transit and walkability

– Operational issues for Sierra Spirit circulator and RAPID extension to the UNR
– Corridor-wide safety issues
– Corridor-wide pedestrian & bicycle issues
– Sensitivity to business community.
Regional Road Impact Fee: Linking land use and transportation funding

- “Private-Public” partnership to collect impact fees
- RTC designs and builds projects with fees collected through RRIF Program
- Developers build roadway improvements listed on the Capital Improvement Program (CIP) for which they receive RRIF credits for future land use entitlements
Regional Road Impact Fee: Linking land use and transportation funding

- Challenges with the framework
  - Impact fees are limited to street and highway improvements
  - Collections are tied to the economy
  - Collections of cash will be limited because of credit surplus
  - No incentive to use in the TOD program

Impact fee payments
Cash vs. Credits

- Credit
- Cash
Shared Federal Framework

- One region. One voice.
- Coordinate:
  - Transportation
  - Water resources
  - Environment and energy
  - Economic development
  - Health and human services
- Share Federal legislative priorities
- Public and private partners
Shared Federal Framework

- City of Reno
- City of Sparks
- County of Washoe
- Desert Research Institute
- Douglas County
- Flood Management Authority
- Municipality of Carson City
- Nevada Department of Transportation
- Regional Transportation Commission of Washoe County
- Reno-Tahoe Airport Authority
- Tahoe Regional Planning Agency
Shared Federal Framework

• Outcomes
  • Local government summit
  • Inter-regional communication
  • Pursue MAP-21 full funding for bus and bus facilities
  • I-11 has high priority for Northern Nevada
Performance Measures

• Track RTP implementation & project delivery
• Track progress on performance measures
  – Safety (crashes, serious injuries, fatalities per VMT for autos, bikes, and peds)
  – Travel mode share (bike, pedestrian, transit, auto)
  – Pavement condition
  – Traffic delay
  – Transit system performance
  – Transit vehicle maintenance
Performance Measure Needs

- **Data Collection & Analysis**
  - Safety trends and project impacts
    - Annual safety report, road safety audits
  - Bicycle & pedestrian activity
    - Annual counts & mode share analysis
  - GIS data collection
    - Traffic calming devices, bicycle racks, etc.
  - Travel demand model enhancements
    - Household, visitor, transit, external truck survey
#1 Performance Measure: Keep Fiscal Balance

## Complete Street Needs by Activity

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance</td>
<td>$101,200,000</td>
<td>$123,000,000</td>
<td>$455,300,000</td>
<td>$679,500,000</td>
</tr>
<tr>
<td>System Efficiency</td>
<td>$14,100,000</td>
<td>$17,100,000</td>
<td>$21,500,000</td>
<td>$52,700,000</td>
</tr>
<tr>
<td>Livability</td>
<td>$147,900,000</td>
<td>$45,900,000</td>
<td>$260,200,000</td>
<td>$454,000,000</td>
</tr>
<tr>
<td>Congestion Relief</td>
<td>$584,000,000</td>
<td>$805,700,000</td>
<td>$3,483,300,000</td>
<td>$4,873,000,000</td>
</tr>
<tr>
<td>Total</td>
<td>$847,200,000</td>
<td>$991,700,000</td>
<td>$4,220,300,000</td>
<td>$6,059,200,000</td>
</tr>
</tbody>
</table>
Transit Representation on MPOs

- New requirement of MAP-21
- Designed to bring transit to the table for performance management
- Lets hope for good transit representation
- May cause a pivot in policy for RTC
- Lets look at best practices for planning, implementation and operation (APTA-AMPO-NACTO)
Thank You!

- Lee Gibson, AICP; Executive Director, RTC of Washoe County- 775.332.0162; lgibson@rtcwashoe.com
- Amy Cummings, AICP LEED AP; Director of Planning, RTC of Washoe County- 775.335.1825; acummings@rtcwashoe.com