

## STAFF REPORT

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**Date:** October 26, 2022

**To:** Mayor and City Council

**Thru:** Doug Thornley, City Manager

**Subject:** Staff Report (For Possible Action): Approval of the Cooperative (Local Public Agency) Agreement for the Urban Road and Plumas Street Sidewalk Project between the City of Reno and the Nevada Department of Transportation. (Street Fund, with \$570,000 reimbursement from Transportation Alternatives Set-Aside funding and \$30,000 City match) [Ward 1]

**From:** Alexander Wolfson, Associate Civil Engineer

**Department:** Public Works

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**Summary:**

On December 17, 2021 the Regional Transportation Commission of Washoe County (RTC) approved \$570,000 in Transportation Alternative (TA) Set-Aside funding for the Urban Road and Plumas Street sidewalk project. RTC administers TA Set-Aside funding through the State of Nevada Department of Transportation (NDOT) and allocating these funds requires an agreement between City of Reno and NDOT. Staff recommends Council approve the Cooperative Local Public Agency (LPA) Agreement between the NDOT and the City of Reno.

**Alignment with Strategic Plan:**

Infrastructure, Climate Change, and Environmental Sustainability  
Public Safety

**Previous Council Action:**

May 18, 2022 – Council approved the FY23 Budget, which included \$30,000 for a Capital Improvement Plan project for construction of sidewalk on Urban Rd and Plumas St.

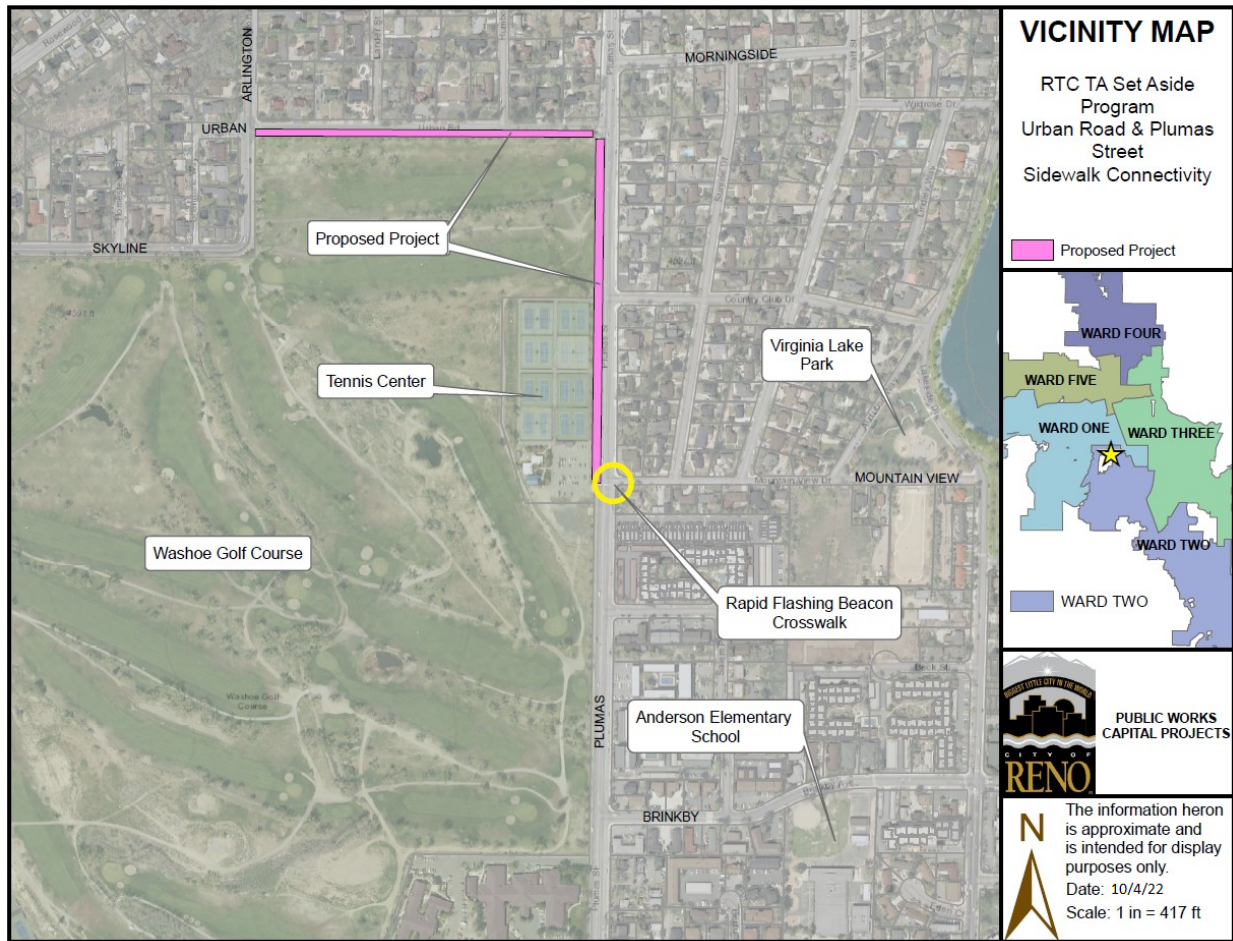
September 8, 2021 – Council selected Urban Road and Plumas Street Sidewalk as the prioritized project for the Transportation Alternatives Program (TAP) for Federal Fiscal years FFYs 2021/2022.

**Background:**

The mission of the TAP is to improve our nation's communities through leadership, innovation, and program delivery. The program's vision is to create safe, accessible, attractive, and environmentally sensitive communities where people want to live, work, and recreate. The TAP provides funds for projects that improve non-motorized mobility, historic preservation, scenic accessibility, Safe Routes to School programs, and environmental management. TAP projects may be included in existing planned transportation projects or may be stand-alone projects. TAP funded infrastructure projects must be legally accessible to the general public. Safety is an important consideration in the development of these projects. Projects must be consistent with the current Regional Transportation Plan and RTC Bicycle and Pedestrian Master Plan. Agencies eligible to apply for TAP funds include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, and Tribal governments.

**Discussion:**

The Urban Road and Plumas Street Sidewalk project scope includes installation of sidewalk, curb, and gutter on the south side of Urban Road from Arlington Avenue to Plumas Street and the west side of Plumas Street from Urban Road to Mountain View Drive as shown in the exhibit below. This project will improve safety, improve access to transit, and reduce emissions and energy use by encouraging non-motorized travel. The Urban Road and Plumas Street sidewalk project is scheduled to begin design fall 2022 with construction starting in summer 2023.



The TA Set-Aside Program establishes a process for ranking and selecting projects that conforms to the Federal Highway Administration (FHWA) requirements. Eligible agencies that can submit projects include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, and Tribal governments. Council selected Urban Road and Plumas Street Sidewalk as the prioritized project for the TAP for Federal Fiscal year FFY 2021/2022 and staff submitted to RTC for consideration in October, 2021.

RTC scored and ranked eligible applications and presented those with the highest scores to the RTC advisory committees for recommendation and to the RTC Board for final approval. Urban Road and Plumas Street Project received 70% of the available TA Set-Aside funding and RTC board approved the project for funding in December, 2021.

The table below summarizes the projects receiving TA Set-Aside Funding for FFY 2021/2022

TA Set-Aside FFY 2021/FFY 2022

Score	Agency/Project Description	Total Cost	TA Set-Aside Funds	Local Match
12	<i>City of Sparks: (2022) Regional Trail Connectivity Project: Wingfield Hills Road.</i> This project will provide pedestrian connectivity to two existing portions of the Regional Trail that borders the scenic North Truckee Drain. This new pedestrian crossing is proposed on Wingfield Hills Road, a busy arterial. The nearest existing crosswalk on Wingfield Hills Road to the north is more than 1300' away, and the nearest existing crosswalk to the south is more than 900' away. This project will provide ADA accessibility to the existing Regional Trail and provides connectivity to neighborhoods within the community.	\$ 79,850	\$ 75,858	\$ 3,993
11	<i>WCSD, SRTS: (2021)</i> SRTS will purchase solar powered radar signs and rapid flash beacons that will act as traffic calming devices. They will notify and educate drivers that are traveling through the school zone of the posted speed and their actual speed. City of Reno has agreed to install the traffic calming devices.	\$ 82,000	\$ 77,900	\$ 4,100
11	<i>City of Reno: (FFY unspecified) Urban Road and Plumas Street Sidewalk.</i> Install sidewalk, curb and gutter on the south side of Urban Road from Arlington Avenue to Plumas Street and the west side of Plumas Street from Urban Road to Mountain View Drive. This will improve safety, encourage non-motorized travel, improve access to transit, and reduce emissions and energy use by encouraging non-motorized travel.	\$ 600,000	\$ 570,000	\$ 30,000
10	<i>City of Sparks: (2021) School Zone Flasher Project - Van Gorder Elementary School.</i> The project includes replacing three static signs with three school zone flashers, updating existing worn school signage in the area, and updating any striping associated with the school zone. The objective for this project resulted from a City of Sparks Traffic Calming Study performed in the area. The conclusion of the study is that there exist inconsistent signage and striping for the school zone which may be causing driver confusion relative to traffic calming. This project aims to provide consistency throughout the school zone area of Van Gorder Elementary School.	\$ 82,500	\$ 78,375	\$ 4,125
9	<i>WCSD, SRTS (non-infrastructure): (2022)</i> School Police/SRTS will purchase school safety equipment including safety vests and "Yield to Pedestrian" signs (Ped in a Bag) that will be placed in school crosswalks so that drivers may be aware of students walking and biking near school grounds, making the school a safer environment. These materials will supplement the WCSD SRTS Program's goals/objectives.	\$ 6,000	\$ 5,700	\$ 300
<b>Total</b>		<b>\$ 850,350</b>	<b>\$ 807,833</b>	<b>\$ 42,518</b>

### Financial Implications:

The total cost of the project is estimated to be approximately \$600,000. TA Set-Aside funding provides up to 95 percent of the project costs, \$570,000. The City is required to provide a five percent match at \$30,000. The City's match will come from street fund, which was approved in the FY23 Capital Improvement Plan.

### Legal Implications:

Legal review completed for compliance with City procedures and Nevada law.

### Recommendation:

Staff recommends Council approve the agreement and authorize the Mayor to sign.

### Proposed Motion:

I move to approve staff recommendation.

### Attachments:

TAP LPA agreement NDOT COR (PDF)