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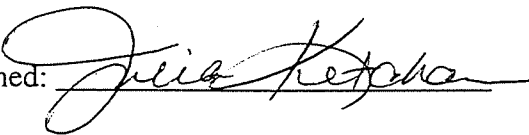
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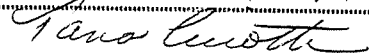
STATE OF NEVADA  
COUNTY OF WASHOE

ss: Julia Ketcham

Being first duly sworn, deposes and says: That as the legal clerk of the Reno Gazette-Journal, a daily newspaper published in Reno, Washoe County, State of Nevada, that the notice referenced below has published in each regular and entire issue of said newspaper between the dates: **05/30/03 - 06/06/03**, for exact publication dates please see last line of Proof of Publication below.

Subscribed and sworn to before me

Signed: 

  
TANA CICCOTTI  
Notary Public - State of Nevada  
Appointment Recorded in Washoe County  
No: 02-78259-2 - Expires May 16, 2006  


**JUN 6 2003**

**Proof of Publication**

NOTICE OF ADOPTION WASHOE COUNTY ORDINANCES NOTICE IS HEREBY GIVEN that the following Ordinances, listed below by title and containing the vote of the Commission members, were adopted by the Washoe County Board of Commissioners on May 27, 2003. These Ordinances shall be in full force and effect from and after June 6, 2003. BILL NO. 1375, ORDINANCE NO. 1198 An Ordinance amending the Washoe County Code, Chapter 20, to reflect passage by the voters in Washoe County in the November 5, 2002 general election of WC-2, the transportation advisory question, to obtain necessary additional funding for transportation projects, and as authorized by passage of S.B.237, to impose an additional .125 (1/8 cent) sales and use tax for a public transit system, construction, maintenance and repair of public roads, for the improvement of air quality or for any combination of those purposes; to amend Chapter 20 to change the name of the Public Transportation Tax Ordinance to the Public Transit and Road Tax Ordinance and amend such Ordinance to conform to changes in State law; to amend Chapter 20 to add provisions allowing the additional .125 (1/8 cent) to be expended for the construction, maintenance and repair of public roads and for the improvement of air quality, in addition to expenditure for a public transit system, or any combination of those purposes as authorized by NRS 377A.020; to provide for amendment of the contract between the County and

the State Department of Taxation to implement the additional .125 (1/8 cent) sales and use tax, if amendment is necessary; to provide an effective date of the additional .125 (1/8 cent) sales and use tax; and providing other matters properly relating thereto. AYES: Humke, Galloway, Sferrazza, Shaw and Weber BILL NO. 1376, ORDINANCE NO. 1199 An Ordinance amending the Washoe County Code, Chapter 20, to reflect passage by the voters in Washoe County in the November 5, 2002 general election of WC-2, the transportation advisory question, to obtain necessary additional funding for transportation projects, and as authorized by passage of S.B. 237, by imposing new County motor vehicle fuel taxes; to index the new County motor vehicle fuel taxes to the rate of inflation; to amend the County motor vehicle fuel tax to conform to changes in State law; to provide for amendment of the contract between the County and the State Department of Motor Vehicles to implement the new County motor vehicle fuel taxes, if amendment is necessary; providing for an effective date of such taxes; and providing other matters properly relating thereto. AYES: Humke, Galloway, Shaw and Weber ABSENT: Sferrazza BILL NO. 1382, ORDINANCE NO. 1200 An Ordinance amending provisions relating to Washoe County Code Chapter 110, Article 400, Development Standards: title and contents, by amending the title of Article 434 to "Regional Development Standards within cooperative planning areas and all of Washoe County"; to amend Washoe County Code, Chapter 110, Development Code, Article 800, Procedures: title and contents, by adding the title of Article 822 "Provisions for Amendments to Local Master Plans and Zone Changes in Areas Subject to Cooperative Planning Under the Regional Plan Settlement Agreement"; to amend Washoe County Code, Chapter 110, Development Code, Article 912, Establishment of Commissions, Boards and Hearing Examiners, by amending the representation of the Planning Commission and Board of Adjustment to reflect all County Commission districts, and other matters properly relating thereto. AYES: Humke, Galloway, Shaw and Weber ABSENT: Sferrazza BILL NO. 1383, ORDINANCE NO. 1201 An Ordinance amending provisions relating to Washoe County Code Chapter 110, Article 706, Impact Fees, by amending the date of adoption of the amended Regional Road Impact Fee Administrative Manual, by amending the date of adoption of the amended Regional Road Impact Fee Capital Improvement Program, by incorporating the Administrative Manual and Capital Improvements Program by reference, and other matters relating thereto. AYES: Humke, Galloway, Shaw and Weber ABSENT: Sferrazza BILL NO. 1384, ORDINANCE NO. 1202 An Ordinance amending the Washoe County Code by repealing provisions relating to buildings and construction and adding uniform codes with certain changes, additions and deletions, relating to buildings and construction. AYES: Humke, Sferrazza, Shaw and Weber ABSENT: Galloway BILL NO. 1385, ORDINANCE NO. 1203 An Ordinance amending the Washoe County Code by changing the name of the Washoe County Parks and Recreation Commission to the Washoe County Open Space and Regional Park Commission. AYES: Humke, Sferrazza, Shaw and Weber ABSENT: Galloway

Typewritten copies of the Ordinances are available for inspection by all interested persons at the office of the Washoe County Clerk, 75 Court Street, Reno, Nevada. AMY HARVEY, Washoe County Clerk and Clerk of the Board of County Commissioners No.747102 May 30; June 6, 2003

SUMMARY: Amends Washoe County Code by changing dates of reference for the adoption of the Regional Road Impact Fee administrative manual and the capital improvements program, and other matters properly relating thereto.

BILL NO. 1383

ORDINANCE NO. 1201

AN ORDINANCE AMENDING PROVISIONS RELATING TO WASHOE COUNTY CODE CHAPTER 110, ARTICLE 706, IMPACT FEES, BY AMENDING THE DATE OF ADOPTION OF THE AMENDED REGIONAL ROAD IMPACT FEE ADMINISTRATIVE MANUAL, BY AMENDING THE DATE OF ADOPTION OF THE AMENDED REGIONAL ROAD IMPACT FEE CAPITAL IMPROVEMENT PROGRAM, BY INCORPORATING THE ADMINISTRATIVE MANUAL AND CAPITAL IMPROVEMENTS PROGRAM BY REFERENCE, AND OTHER MATTERS RELATING THERETO.

THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF WASHOE DO ORDAIN:

SECTION 1.

Article 706, "Impact Fees" of Chapter 110 of the Washoe County Code is hereby amended as set forth in Exhibit A which is attached and incorporated by reference.

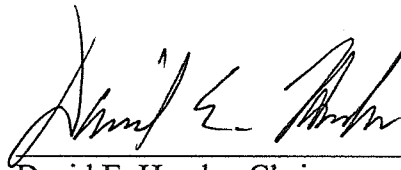
Proposed on the 13<sup>th</sup> day of MAY, 2003.  
Proposed by Commissioner SHAW  
Passed on the 27<sup>th</sup> day of MAY, 2003.

Vote:

Ayes: HUMKE, SHAW, GALLOWAY & WEBER

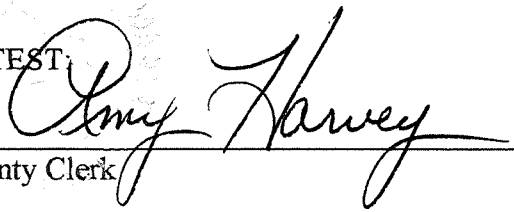
Nays: NONE

Absent: GFERRAZZA



David E. Humke, Chairman  
Washoe County Commission

ATTEST:



County Clerk

This ordinance shall be in force and effect from and after the 6<sup>th</sup> day of JUNE, 2003

# Article 706

## IMPACT FEES

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[This Article added by Ord. 938, provisions eff. 2/15/96. This article amended in its entirety by Ord. 1096, provisions eff. 7/28/00.]

### Sections:

110.706.00	<b>Purpose</b>
110.706.05	<b>Regional Road Impact Fee</b>
110.706.10	<b>Southeast Truckee Meadows Specific Plan Impact Fee</b>

**Section 110.706.00 Purpose.** The purpose of this article, Article 706, Impact Fees, is to set forth regulations for imposition of impact fees adopted by ordinance to ensure that new development contributes its proportionate share of the cost of providing, and benefits from such provision of, required improvements to public infrastructure as identified in this article in accordance with NRS 278B.

### **Section 110.706.05 Regional Road Impact Fee.**

(a) **Short Title, Authority and Application.**

- (1) **Title.** This section shall be known and may be cited as the "Regional Road Impact Fee" (hereinafter "RRIF") section.
- (2) **Authority.** The Board of County Commissioners of Washoe County has the authority to adopt this section pursuant to the Nevada Constitution, Sec. 278, *et. seq.*, NRS, Sec. 278B.010 - 278B.320, NRS, Sec. 244.155 and 244.195, NRS, and Sec. 277.080 - 277.180, NRS.
- (3) **Application.** This section shall apply to all lands within unincorporated Washoe County that are within the Service Area, and pursuant to the Regional Road Impact Fee Ordinance Interlocal Cooperative Agreement (hereinafter "RRIF Interlocal Cooperative Agreement"), and all other lands within the boundaries of the City of Reno and the City of Sparks.

(b) **Intent and Purpose.**

- (1) **Intent is to Implement Regional CIP, Local Road CIPs and Local Master Plans.** This section is intended to implement and be consistent with the Regional Road Impact Fee System Capital Improvements Plan (hereinafter "RRIF CIP"), the Washoe County Road Capital Improvements Plan (hereinafter "Local CIP") and Master Plan, and the Local CIPs and Master Plans of the other two (2) Participating Local Governments.
- (2) **Purpose is to Establish Regionwide Impact Fee Program.** The purpose of this section is to establish a Regionwide Impact Fee Program by the establishment of a comprehensive and Regionwide system for the



imposition of road impact fees to assure that new development contributes its proportionate share of the cost of providing, and benefits from the provision of, the road capital improvements identified as needed to be built in the RRIF CIP which has been adopted as Washoe County's Local CIP, and the Local CIP of the other two (2) Participating Local Governments.

(c) Liberal Construction, Severability and Penalty Provisions.

- (1) Liberal Construction. The provisions of this section shall be literally construed to effectively carry out its purposes in the interest of the public health, safety, welfare and convenience.
- (2) Severability. If any subsection, phrase, sentence or portion of this section is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions.

(d) Adoption and Amendment of the Regional Road Impact Fee System General Administrative Manual. The Regional Road Impact Fee System General Administrative Manual (hereinafter "RRIF Manual") as amended and approved by the Regional Transportation Commission of Washoe County on April 18, 2003 and attached as Exhibit "1" and incorporated by reference, is hereby adopted. The RRIF Manual shall contain appropriate definitions, an independent fee calculation study, exemptions, credits, appeals and review sections for the effective administration of the program. It may subsequently be amended by a resolution approved by the Regional Transportation Commission Board and the Governing Bodies of each Participating Local Government.

(e) Adoption of the Regional Road Improvement Fee System Capital Improvement Plan ("RRIF CIP"). The RRIF CIP, as amended and adopted by the Regional Transportation Commission of Washoe County on April 18, 2003 and attached as Exhibit "2" and incorporated by reference, is hereby adopted. It may be amended only by subsequent ordinance.

(f) Service Area and Benefit Districts. The area encompassed within the boundaries of the three (3) Benefit Districts is hereby designated as the Service Area for the imposition of regional road impact fees and the collection and expenditure of funds under the provisions of this section. The Service Area is identified in Figure 1 of the RRIF CIP, referred to in paragraph (e) of this section and is defined as:

- (1) Northwest Benefit District. Starting at the southwest corner of the district at the California-Nevada state line and Interstate 80, follow the state line north to the northern boundary of the Washoe County North Valleys planning area (i.e. northern boundary of the Red Rock Hydrographic Basin boundary), then east along the northern boundary of the North Valleys planning area (i.e. northern boundary of the Red Rock and Bedell Flat Hydrographic Basin boundary), then south along the eastern edge of the North Valleys planning area (i.e. eastern boundary of the Bedell Flat and Antelope Valley Hydrographic Basin boundary) to the western edge of the Washoe County Sun Valley planning area boundary, then continue south along the western edge of the Sun Valley planning

area to U.S. 395 at the Sutro Street terminus, then southeast along the U.S. 395 alignment to Interstate 80, then west along Interstate 80 to the state line.

- (2) Northeast Benefit District. Starting at the southwest corner of the district at the U.S. 395-Interstate 80 interchange, follow U.S. 395 northwest to the Sutro Street terminus, then continue north along the western edge of the Washoe County Sun Valley planning area to the eastern edge of the Washoe County North Valleys planning area, then north to the western edge of the Washoe County Warm Springs planning area, then north to the northwest corner of the Warm Springs planning area, then east along the northern boundary of the Warm Springs planning area, then southeast and south along the boundary of the Warm Springs planning area, then west along the southern boundary of the Warm Springs planning area to the eastern edge of the Washoe County Spanish Springs planning area and the Washoe County Truckee Canyon planning area, then southwest along the western edge of the Truckee Canyon planning area to Interstate 80, then west along Interstate 80 to U.S. 395.
- (3) South Benefit District. Starting at the northwest corner of the district at the California-Nevada state line and Interstate 80, follow Interstate 80 east to the western edge of the Washoe County Truckee Canyon planning area, then south along the Washoe County-Storey County line to the Washoe County-Carson City line, then west along the Washoe County-Carson City line to the southern jurisdictional line of the Tahoe Regional Planning Agency and the Washoe County Tahoe planning area, then north along the California-Nevada state line to Interstate 80.
- (g) Impact Fees. The amount of the impact fees shall be determined by the Local RRIF Administrator in accordance with the applicable provisions of the RRIF Manual amended and adopted April 18, 2003 or as subsequently amended by resolution as provided herein and the application of the fee schedule identified as in the relevant table of the RRIF CIP referred to in paragraph (e) of this section. Said fee schedule may only be modified by subsequent ordinance.
- (h) Use of Funds.
- (1) Establishment of Trust Fund. There is hereby established the Washoe County Regional Road Impact Fee Trust Fund (hereinafter "Washoe County RRIF Trust Fund") and the RTC Regional Road Impact Fee Trust Fund (hereinafter "RTC RRIF Trust Fund") for the purpose of ensuring that feepayers receive sufficient benefit for regional road impact fees paid.
- (2) Deposit in Trust Fund/General Requirements for Trust Fund.
- (i) All regional road impact fees collected by Washoe County's RRIF Administrator pursuant to this section shall be immediately deposited in the Washoe County RRIF Trust Fund.
- (ii) Any proceeds in the Washoe County RRIF Trust Fund not immediately necessary for expenditure shall be invested in an interest-bearing account. All income derived from these

investments shall be retained in the Washoe County RRIF Trust Fund until transferred to the RTC RRIF Trust Fund. Record of the Washoe County RRIF Trust Fund accounts shall be available for public inspection in the Local Government RRIF Administrator's Office, during normal business hours.

- (iii) No less frequently than quarterly, and pursuant to the RRIF Interlocal Cooperative Agreement, the Washoe County RRIF Administrator shall transfer the impact fee funds in the Washoe County RRIF Trust Fund to the RTC RRIF Administrator, who shall deposit these funds in the RTC RRIF Trust Fund. All proceeds in the RTC RRIF Trust Fund not immediately necessary for expenditure shall be invested in an interest bearing account. Records of the RTC RRIF Trust Fund accounts shall be available for public inspection in the RTC RRIF Administrator's Office, during normal business hours.

(3) Limitations on Expenditures.

- (i) Impact fee monies shall only be expended from funds drawn from the RTC RRIF Trust Fund.
- (ii) Funds shall only be expended on those projects selected by the RTC Board and approved by the RTC Board and the Participating Local Governments in the RRIF Interlocal Cooperative Agreement.
- (iii) The expenditure of impact fee funds shall be limited to those road capital improvement projects included in the RRIF CIP.
- (iv) For the purposes of determining whether impact fee funds have been spent or encumbered, the first fees collected shall be considered the first monies spent or encumbered.
- (v) If impact fee funds transferred to the RTC RRIF Trust Fund are required to be refunded pursuant to Section VIII of the RRIF Manual, they shall be returned by the RTC RRIF Administrator to the Local RRIF Administrator for refund.

(4) Benefit Districts. The Service Area is divided into three (3) Benefit Districts as described in the RRIF CIP. Impact fee funds shall be spent within the Benefit District from which the traffic generating land development activity paying the fee is located, except that:

- (i) Where a road on the RRIF Network as identified in the RRIF CIP is used to define Benefit District boundaries, the road demarcating the boundary shall be considered as part of both Benefit Districts that it bounds, the impact fees from both Benefit Districts may be used to fund road capital improvements for that road; or
- (ii) Impact fee funds from all Benefit Districts may be used to fund road capital improvements identified on the RRIF CIP for McCarran Boulevard and Virginia Street; or

- (iii) Impact fee funds may be used to fund a road capital improvement on the RRIF CIP outside the Benefit District from which the fees are collected if it is demonstrated by competent substantial evidence that the feepayers from the Benefit District from which the fees come will receive sufficient benefit from the road capital improvement.
- (i) Requirement for Initiating Resolution to Amend Article. The requirement of Section 110.818.05, Requirements for Application, does not apply to the amendment of this section.
- (j) Effective Date of Regional Road Impact Fee Section. The RRIF section shall become effective thirty (30) days after this section and similar Ordinances are adopted by the City of Reno and the City of Sparks ([insert date]).

*[This Section amended by Ord. 1066, provisions eff. 7-9-99.]*

**Section 110.706.10 Southeast Truckee Meadows Specific Plan Impact Fee.**

- (a) Purpose.
  - (1) The purpose of this section is to establish a comprehensive system of regulation for the imposition of drainage project impact fees to assure that new development in the Southeast Truckee Meadows Specific Plan area ("SETMSP") contributes its proportionate share of the cost of providing, and benefits from such provision of, required area drainage-related facilities.
  - (2) The County, subsequent to the effective date of this ordinance (January 1, 1998), shall not impose any off-site drainage facility requirements or conditions for drainage facilities (detention facilities) covered by the fees imposed herein on any development approval for a project within the SETMSP service area, the boundaries of which service area are set forth in Map 110.706.10.1.
  - (3) The intent herein is to impose an impact fee for the detention facilities shown and identified on Map 110.706.10.2. If it is determined that additional facilities or property must be included within the service area to assure the orderly construction of necessary drainage facilities, this section will be amended accordingly.
- (b) Administrative Manual. A "SETMSP Drainage Project Administrative Manual" may be adopted for the purpose of providing guidance in the administration of this section. The manual must be adopted and/or amended only after a public hearing by the Washoe County Planning Commission, acting in its capacity as capital improvements advisory committee, and adoption of a resolution by the Board of County Commissioners.
- (c) Definitions.

Building Permit. "Building permit" means that development permit issued by the Department of Community Development before any building or construction activity can be initiated on a parcel of land. This does not include any permits for demolition, grading or the construction of a foundation.

Board. "Board" means the Board of County Commissioners.

Commencement of Land Development Activity. "Commencement of land development activity" occurs upon the issuance of a building permit.

Committee. "Committee" means the capital improvements advisory committee established by the Board, pursuant to NRS 278B.150, whose duties are to determine conformance of the land use assumptions with the County's master plan; review the capital improvements plan, file annual reports concerning the progress of the County in carrying out the capital improvements plan; report to the Board any perceived inequities in the implementation of the capital improvements plan or the imposition of an impact fee; hear appeals from administrative decisions regarding impact fees, and advise the Board of the need to update or revise the land use assumptions, capital improvements plan and section imposing an impact fee.

Department. "Department" means the Department of Water Resources.

Feepayer. "Feepayer" means a person commencing impact-generating land development activity who is obligated to pay an impact fee in accordance with the terms of this section.

Impact-Generating Land Development Activity. "Impact-generating land development activity" is land development designed or intended to permit a use of the land which will increase the impervious surface of land within the service area.

Non-Site Related Improvements. "Non-site related improvements" means capital improvements and dedications of land for regional drainage facilities (detention facilities) that are not site-related improvements.

Service Area. "Service area" means the area identified on Map 110.706.10.1.

Service Unit. "Service unit" means a standardized measure of consumption which is attributable to an individual unit of development calculated for a particular category of capital improvements. The service unit for purposes of the SETMSP drainage facility (detention facilities) impact fee is a per acre unit.

Site-Related Improvements. "Site-related improvements" means those capital improvements and land dedications related directly to the development in question and include, without limitation, drainage channels and mitigations identified on the flood control facility master plan as approved by the Planning Commission and Board.

Specific Plan. "Specific plan" means the Comprehensive Plan for the Southeast Truckee Meadows Specific Plan area as identified in the Comprehensive Plan and as approved and adopted by the Planning Commission and Board.

- (d) Applicability. Upon enactment of this section, any person or governmental body who commences any land development activity in the SETMSP shall be obligated to pay an impact fee. All property owned by the Washoe County School District is exempt from the requirement of paying impact fees imposed pursuant to this section. The fee shall be determined and paid at the time of issuance of a building permit. The fee shall be computed separately for the



amount of development covered by the permit, if the building permit is for less than the entire development, but must be computed to assure that the service unit cost is proportionately allocated to the total project acreage. The obligation to pay the impact fee shall run with the land.

(e) Improvement Agreement. The Board may enter into an agreement with an owner of land prior to the issuance of a building permit for the dedication of land and/or construction of drainage facilities (detention facilities) which provides:

- (1) The costs incurred through dedication and/or construction of the drainage facilities (detention facilities) by the owner will be credited against impact fees due and such credit shall be based upon the cost of such drainage facility as used to determine the impact fee.
- (2) If applicable, reimbursement will be made for costs exceeding credit as provided in (1) above from impact fees paid by other developments using those drainage facilities (detention facilities).
- (3) Credit provided for costs in excess of impact fees due are transferable only within the SETMSP service area.

(f) Fee Schedule.

(1) Any person or governmental agency who initiates land development activity shall pay a drainage project impact fee in accordance with the following land use categories and fee schedule:

Land Use Category		Fee/Acre
LDS	Low Density Suburban	\$1,814
MDS	Medium Density Suburban	\$2,177
HDS	High Density Suburban	\$2,576
LDU	Low Density Urban	\$2,830
MDU	Medium Density Urban	\$2,830
OC/I	Office Commercial/Industrial	\$2,903
PR	Public/Recreational	\$1,089

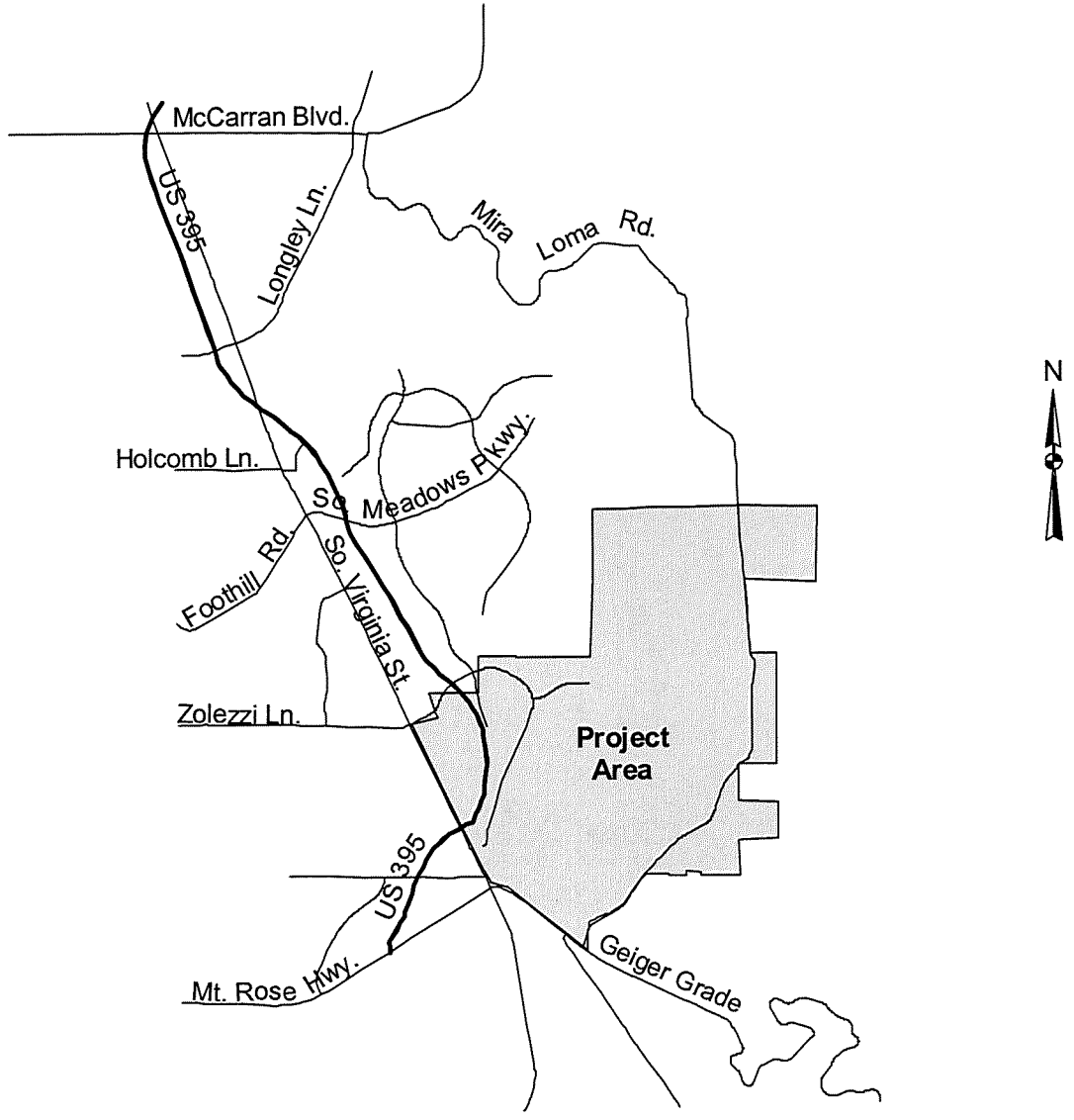
- (2) The fee must be calculated as follows:
  - (i) For commercial, industrial and/or multi-residential development, by apportioning the fee per acre times the acreage contained in the parcel being developed.
  - (ii) For residential, by determining a per unit cost representing the acreage of the parcel or subject to a final map multiplied by the applicable fee per acre as set forth in (1) above and as divided by the number of lots.
- (3) The fee must be calculated based upon the land use category and density as approved in the specific plan as adopted or as amended.

(g) Recalculation of Fee Schedule and Review. This section shall be reviewed and the fee schedule recalculated as follows:

- (1) At least every third year, the committee shall recommend to the Board whether changes should be made to the land use assumptions, impact fee Section 110.706.10 and capital improvements plan. The committee shall consider in making said recommendations factors that affect the fee schedule including, but not limited to, effects of inflation on the cost of facilities, additional drainage project facility needs, changes in land uses and any perceived inequities in the implementation of the fee schedule.
- (2) Upon any amendment to the specific plan affecting either upward or downward the number of residential units and commercial/industrial acreage, the fee schedule shall be recalculated to reflect said amendments.
- (h) Pre-Development Review of Impact Fees. Any person contemplating establishing a land development activity may request a preliminary determination of the impact fees due from such development. A person requesting a pre-development review impact fee calculation shall complete and submit to the department the proper application form and any applicable fee. Using the information regarding the proposed project as submitted on the application, the department will provide, within fifteen (15) days, of the date of submittal of the completed application, a preliminary calculation of the impact fees due for the proposed project.
- (i) Appeal. Any feepayer affected by an administrative decision regarding impact fees owed or process utilized to determine the fee may appeal such decision to the committee by filing with the department within ten (10) days of the date of the written decision, a written notice stating and specifying briefly the grounds of the appeal. The department shall place such appeal on the committee agenda for the next regularly scheduled meeting occurring at least twenty-one (21) days thereafter. The committee, after a public hearing, shall have the power to affirm or reverse such decision of the department. If the committee reverses the decision of the department, it shall direct the department to recalculate the fee in accordance with its findings. In no case shall the committee have the authority to negotiate the amount of the fee. If the committee affirms the decision of the department, the applicant may appeal to the Board within ten (10) days of the committee's decision by filing a notice of appeal with the County Clerk. The Board shall consider and render a decision on the appeal.
- (j) SETMSP Special Revenue Fund.
- (1) All fees collected pursuant to this section shall be placed in a special revenue fund. The department shall maintain a record to identify the development and/or parcel for which the fees were collected.
- (2) The expenditure of funds from the SETMSP drainage impact fee special revenue fund shall be limited to the detention facilities identified in the Southeast Truckee Meadows (SETM) flood control capital improvements plan, and shall be budgeted and appropriated through the County's annual capital improvements programming and budgeting process.

Map 110.706.10.1

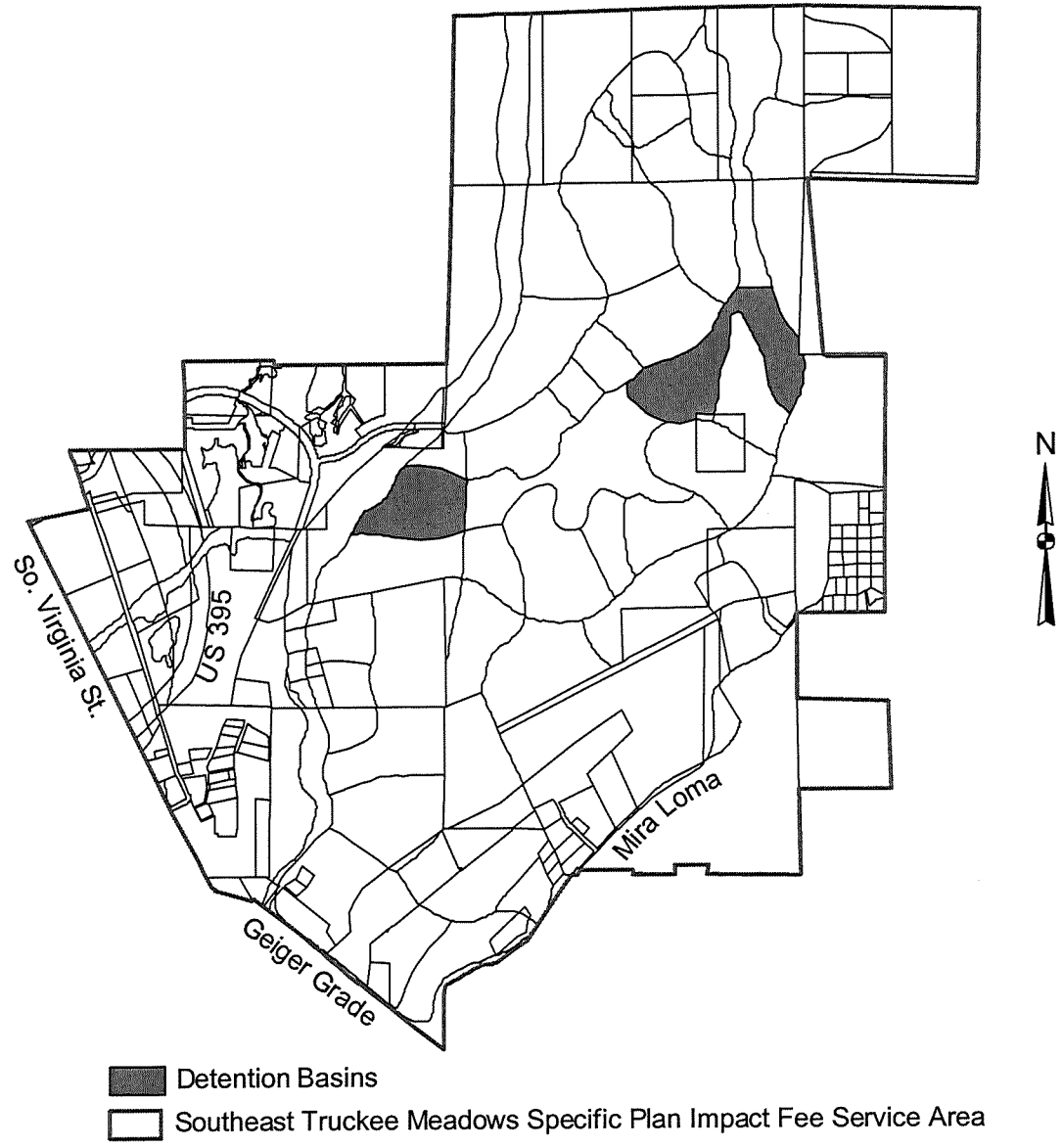
**SOUTHEAST TRUCKEE MEADOWS SPECIFIC PLAN IMPACT FEE SERVICE AREA**



Source: Washoe County Department of Community Development.

Map 110.706.10.2

**SOUTHEAST TRUCKEE MEADOWS SPECIFIC PLAN IMPACT FEE DETENTION BASINS**



Source: Washoe County Department of Community Development.

*[This Section added by Ord. 1003, provisions eff. 1/1/98.]*







EXHIBIT 1

FINAL DRAFT February 26, 2003  
additions are in bold and underlined, deletions in strikeout

# **REGIONAL ROAD IMPACT FEE SYSTEM**

## **GENERAL ADMINISTRATIVE MANUAL**

**3<sup>RD</sup> EDITION**

**Regional Transportation Commission** 

**FINAL DRAFT FEBRUARY 26, 2003**

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# REGIONAL ROAD IMPACT FEES GENERAL ADMINISTRATIVE MANUAL

## I. INTENT

The following guidelines and procedures are established with the intent to provide guidance in the administration of the Regional Road Impact Fees Ordinance, hereinafter referred to as the Ordinance. This Manual elaborates upon the administrative directions contained in the ordinance and is intended to be used in concert with them. The terminology used herein corresponds to the definitions of words or phrases as defined in the Ordinance.

## II. ADMINISTRATIVE ORGANIZATION AND RESPONSIBILITY

The City of Reno, the City of Sparks, and Washoe County (hereafter referred to as "Participating Local Governments") have entered into an Interlocal Cooperative Agreement for the purposes of implementing the Regional Road Impact Fee.

### A. Regional Transportation Commission

The Interlocal Cooperation Agreement provides the Regional Transportation Commission (hereinafter "RTC") and its Board the authority to coordinate the joint efforts of the Participating Local Governments in this effort and to coordinate the administration of the impact fee program. The RTC has been granted the authority to undertake for the following responsibilities:

1. To prepare any updates to the Service Area's Land Use Assumptions. After its preparation by the RTC, the Updated Land Use Assumptions shall be adopted by each of the Participating Local Governments. ~~before the regional road impact fee program becomes effective.~~
2. To conduct a transportation study of the Service Area prior to each update of the system and propose any changes to the Capital Improvement Plan (CIP). After its preparation Any proposed changes by the RTC, ~~the CIP~~ shall be adopted by each of the Participating Local Governments. ~~before the regional road impact fee program becomes effective.~~
3. To prepare any changes to the Regional Road Impact Fee Ordinance to implement the Service Area's CIP. After its preparation by the RTC, the Ordinance any changes shall be adopted by each of the Participating Local Governments ~~before the regional road impact fee program becomes effective.~~

4. To expend impact fee funds on those projects selected by the RTC Board and approved by the RTC Board and the Participating Local Governments through Interlocal Cooperative Agreements or Capital Contribution Front-Ending Agreement Agreements.
5. To administer the regional road impact fee program established pursuant to this Ordinance and similar Ordinances adopted by the Participating Local Governments and the RTC's Policy for the Regional Transportation Commission Street and Highway Program. The Executive Director of the RTC shall appoint an RTC RRIF Administrator who shall be responsible for the administration of the impact fee program. The RTC RRIF Administrator shall be responsible for the following:
  - a. Administration of independent fee calculation studies, credits, and refunds.
  - b. Receipt of the regional road impact fees from the Participating Local Governments and deposit of these funds into an interest-bearing Trust Fund.
  - c. Administration of the expenditure of impact fee funds in the Trust Fund for projects selected by the RTC Board and approved by the RTC Board and the Participating Local Governments in an Interlocal Cooperative Agreement or through a Capital Contribution Front-Ending Agreement.
  - d. Initiation of a review, ~~a minimum of every two (2) years~~, of the Service Area's CIP and the Regional Road Impact Fee Ordinance, to determine if any modifications need to be made to the program. This review will be submitted to the RTC Board and the Governing Bodies of the Participating Local Governments. Before any modifications to the Service Area's CIP or the Ordinance are effective, they shall be approved by each of the Governing Bodies of the Participating Local Governments.
6. To honor written agreements entered into by the Participating Local Governments prior to 15 Dec. 1995, which granted credits under predecessor road fee systems.

#### B. Participating Local Governments

The City of Reno, the City of Sparks, and Washoe County have the following responsibilities under the Interlocal Cooperative Agreement for the Regional Road Impact Fee System:

1. To adopt the Service Area's Land Use Assumptions prepared by the RTC, with any modifications jointly agreed to by the other Participating Local Governments.

2. To adopt the Regional Road Impact Fee Capital Improvements Plan (hereinafter "CIP") prepared by the RTC, with any modifications jointly agreed to by the other Participating Local Governments.
3. To adopt the Regional Road Impact Fee Ordinance prepared by the RTC, with any modifications jointly agreed to by the other Participating Local Governments.
4. To approve the Interlocal Cooperative Agreements for expenditure of impact fee funds prepared by the RTC, with any modifications jointly agreed to by the other Participating Local Governments and to approve Capital Contribution Front-Ending Agreements within their respective jurisdictions.
5. To appoint a Local Administrator to oversee the determination of appropriate regional road impact fees, the collection of the impact fees, the keeping of necessary records of such fee collections, the transmittal of the fees on a quarterly basis to the RTC RRIF Administrator, and the initial evaluation of requests for independent fee calculation studies, credits, and refunds to be referred to the RTC RRIF Administrator.
6. To designate either the Planning Commission or other local board to serve as the Capital Improvements Advisory Committee.
7. To approve amendments to the Service Area's CIP and the Regional Road Impact Fee Ordinance prepared by the RTC, with any modifications jointly agreed to by the other Participating Local Governments.

### III. IMPOSITION OF IMPACT FEES

#### A. Service Area

Regional Road Impact Fees shall be imposed on all new development within the Service Area. The Service Area is illustrated in Exhibit B.

#### B. Feepayer

Any person who, after the effective date of the Ordinance, seeks to develop land located within the Service Area by applying to one of the Participating Local Governments for the issuance of a building permit in order to make an improvement to land which will generate or attract additional traffic, shall be required to pay a regional road impact fee in the manner and amount set forth in this Manual. (See Section ~~VIII~~ **IX** of this Manual for a discussion of ~~exceptions and~~ exemptions to the imposition of this fee.)

#### C. Payment Due

1. General. The impact fee shall be paid prior to the issuance of a building permit or, in the case of mobile home pads, prior to the issuance of a pad permit, ~~for a~~ Any activity requiring payment of an impact fee, may be made by personal check, cashier's check, or money order made payable to the Participating Local Government. Payment shall be made at the office of the Participating Local Government where building permits are issued.
  
2. Invalid Payment. In the event the payment of regional road impact fees subsequently proves to be invalid due to insufficient funds, the following action shall be taken:
  - a. Building permits for which the payment of impact fees subsequently proves to be invalid due to insufficient funds, shall be declared to be revoked. In such case, a stop-work order shall be placed on the site or building for which the building permit has been declared invalid.
  
  - b. The Local Administrator shall, within 30 days of detection of invalid payment, notify the feepayer, the contractor, and the property owner by certified mail, return receipt requested, that:
    - (1) the impact fee amount is due by valid payment immediately upon receipt of said letter,
  
    - (2) the stop-work order shall remain in effect until valid payment of the impact fee is made,
  
    - (3) if construction has been completed prior to detection of invalid payment of impact fees, no final inspection will be performed and no Certificate of Occupancy will be issued until valid payment of the impact fee is made,
  
    - (4) the amount due shall be the amount of the impact fee plus the amount charged by the bank for the dishonored payment, plus a service charge of \$10.00 or five percent (5%) of the face amount of the check, ~~which is greater.~~
  
3. Underpayment of Fee Based on Error or Misrepresentation. If it is determined that the impact fee has been calculated and paid based on error, then the fee shall be recalculated. If the impact fee re-calculated pursuant to this section is greater than that paid and additional fees should be collected, then the following action shall be taken:
  - a. The Local Administrator shall, within 30 days of detection of payment made based on error, cause to be issued a "correction notice" and



notify the feepayer, the contractor, and the property owner by certified mail, return receipt requested, that:

- (1) an additional impact fee amount is due by valid payment within 30 days of receipt of said letter,
  - (2) if the fee is not paid within 30 days of the receipt of said letter, the Participating Local Government may pursue collection through liens or other local procedures used to collect fees,
- b. If a fee is owed, no permits of any type may be issued for the building or structure in question, or for any other part of a development of which the building or structure in question is a part, while the fee remains unpaid.
  - c. If the fee is not paid by the original feepayer within 30 days of the date of the letter, the Local Administrator will pursue payment of additional fees owed from the current property owner. The Participating Local Government will not be responsible for resolving disputes for payment of additional fees which may arise between an original feepayer and the current property owner.
4. Overpayment of Fee Based on Error or Misrepresentation. If it is determined that the impact fee has been calculated and paid based on error, then the fee shall be recalculated. If the impact fee re-calculated pursuant to this section is less than that paid, then the following action shall be taken:
- a. The Local Administrator shall, within 30 days of detection of payment made based on error, notify the original feepayer by certified mail, return receipt requested, that the feepayer is entitled to a refund. ~~The appropriate refund form(s) shall be included with the notice.~~
  - b. The feepayer shall submit a written request for refund to the Local Administrator within 30 days of the date of the refund notice letter.
  - c. Following receipt of a written request for a refund, any difference in favor of the feepayer shall be refunded, without interest, to the ~~current property owner~~ feepayer.

#### D. Determination of Fee

1. General. The amount of the impact fee shall be determined by the Local Administrator, based on the fee schedule in Exhibit D of this Manual. The calculation of exemptions, refunds, and credits and the determination of the net impact fee due shall also be the responsibility of the Local Administrator and the RTC RRIF Administrator as hereinafter identified.

2. Credits. In lieu of cash, impact fees may be paid by the use of credits in accordance with the provisions of Section X, Credits.

#### E. Expiration of Building Permits

1. If a building permit, mobile home set-up permit, or recreational vehicle park building permit expires, is revoked, or is voluntarily surrendered and is, therefore, voided and no construction or improvement of land has commenced, then the feepayer shall be entitled to a refund, without interest, of the full amount of the impact fee which was paid as a condition for issuance of the permit.
  - a. The feepayer ~~shall~~ **must** submit **a written request** ~~an application~~ for such a refund to the Local Administrator within 30 days of the expiration, revocation, or surrender of the permit.
  - b. In the case of an expired, revoked, or voluntarily surrendered permit that was obtained in whole or in part by the use of credits, ~~only the portion not obtained by credit~~ **entire fee** may be refunded **only if a written request in made to the RTC RRIF Administrator within 30 days of the expiration, revocation, or surrender of the permit. The refund will be in the same proportion (cash vs credit) as the original payment.**
2. If a refund ~~has been received by the feepayer~~ **is made**, the feepayer must pay the appropriate impact fee if he reapplies for the permit.
3. ~~Conversely,~~ If a permit expires and no refund has been issued, a feepayer will not have to pay the fee again if he reapplies for the permit for the same land use of the same lot, parcel, or tract ~~within one year~~ and the impact fee for that land use has not changed.
  - a. If the impact fee for the particular land use has increased between the time of original payment of the fee and re-application for the fee, the feepayer shall pay the difference at the time of re-application. If the impact fee for the particular land use has decreased between the time of original payment of the fee and re-application for the permit, the feepayer shall be entitled to a refund of the difference at the time of re-application.
  - b. A credit for previous payment of an impact fee must be requested by the feepayer. Any exemption, credit, or refund not so requested prior to or at the time of re-application shall be deemed waived by the fee payer.

4. A refund of the impact fee shall not be granted if the building permit expires, but construction has commenced, i.e., the foundation inspection for the structure has been passed. In this case, the feepayer will not have to pay an impact fee if he re-applies for a building permit, except in the case where the impact fee has increased between the time of original payment of the fee and re-application for the permit. In any case of re-application, the provisions of Section IV.F., Change of Use, shall apply.

#### IV. DETERMINATION OF FEE BASED ON FEE SCHEDULE

At the option of the feepayer, the amount of the fee can be determined using the provisions of this Section in conjunction with the Regional Road Impact Fee Schedule, which is attached to this Manual as Exhibit D.

##### A. Land Use Classification

The Local Administrator will classify the proposed use into one or more of the land use categories included in Exhibit D, based on the following guidelines.

1. Land Use Definitions. The general land use categories included in the fee schedule (Exhibit D) are defined as follows:

- a. Residential

Single-Family Detached. A detached dwelling unit, including fabricated housing or no more than two detached dwelling units, located on a single lot.

Multi-Family. Residential properties with two or more attached housing units including duplexes, condominiums, and townhouses.

Mobile Home Fabricated Housing. A dwelling unit building manufactured off-site and subsequently transported to a mobile home park site complete or in sections ~~where it is to be used as a residential dwelling unit~~ and connected to necessary utilities.

Hotel/Motel. A building or any part thereof, kept, used as, maintained as, or advertised as, or held out to the public to be a place where sleeping accommodations are furnished to the public whether with or without meals and furnishing accommodations for periods of less than one month;

- b. Office

General Office. A building where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of

tenants including professional services, insurance companies, investment brokers, and tenant services such as a bank or savings and loan, a restaurant or cafeteria, and service retail facilities.

Medical Office. A facility that provides diagnoses and outpatient care on a routine basis but which is unable to provide prolonged in-house medical/surgical care. This type of building is generally operated by one or more private physicians or dentists.

c. Commercial

General Commercial. A shopping center or an individual free-standing store selling general or specialty merchandise **or a sit down restaurant.** **See Section IV. K. for additional information on calculating shopping center fees.**

Drive-in Bank. An establishment that provides banking services to the motorist while in a vehicle and which may also serve patrons who walk into the building.

Fast Food Restaurant. A restaurant characterized by a large carry out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours), and high turnover rates for eat-in customers.

Convenience Store. A retail establishment that sells gasoline, convenience foods, newspapers, magazines, and often, beer and wine.

d. Industrial

General Light Industry. An industrial establishment that usually employs fewer than 500 persons and has an emphasis on activities other than manufacturing. Typical light industrial activities include printing plants, material testing laboratories, assemblers of data processing equipment, and power stations.

Manufacturing. A site where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions.

Warehouse. An establishment primarily devoted to the storage of materials, which may also include office and maintenance areas.

Mini-Warehouse. A building in which a storage unit or vault is rented for the storage of household goods. Each unit is physically separated from other units and access is usually provided through an overhead door or other common access point.

**Regional Warehouse. Large distribution centers, usually 200,000 to 500,000 square feet or greater, that are primarily devoted to the storage of large amounts of materials and distribution via semi-trucks to locations nationally.**

e. Institutional

Elementary School.\* An educational establishment **facility** that serves students between the kindergarten and middle school or ~~junior high school~~ levels, usually centrally located in residential areas and having no student drivers.

**Middle/Junior High/High School.\*** An educational establishment **facility** that serves **middle, junior high and/or high school** students who have completed the middle, school or junior high school levels.

University.\*\* An establishment of higher education, including four-year and graduate educational institutions, two-year junior colleges, or community colleges.

Day Care Center. A use typically associated with an agency, organization, or individual providing care without living accommodations for more than five (5) children **that are** not related by blood or marriage to, and not the legal wards or foster children of the attendant adult.

Hospital. A building or structure designed, used, or intended to be used to house and provide **full time nursing** care for sick, ill, injured, and infirm persons and to provide medical, psychiatric, and/or surgical treatment.

Nursing Home. A building or structure designed, used, or intended to be used to house and provide care for persons who have a chronic physical or mental illness or infirmity, but who do not need medical, surgical, or other specialized treatment normally provided by a hospital or special care facility. These facilities might also contain dining rooms, medical facilities, and recreational facilities.

Church/Synagogue. A building providing public worship services and generally housing an assembly hall or sanctuary, meeting rooms, and classrooms.

\* In accordance with amendments made to NRS 278B, property owned by a **public** school district is exempt from paying impact fees. However, schools or private uses housed within public school district facilities are not exempt from impact fees. **See Exhibit G for details.**

\*\* The Attorney General of the State of Nevada has issued an opinion that the State University System is exempt from local impact fees. Private universities, colleges, etc. are subject to impact fees. **See Exhibit G for details.**

f. Recreational

**Golf Course.** An area laid out for private or public golf recreation services and support facilities. Some sites have driving ranges and clubhouses with a pro shop and/or restaurant, lounge, and banquet facilities.

**Park.** Public parks, swimming pools, and similar public recreation areas, excluding golf courses.

2. **Expanded Use Listing.** An expanded list of specific land uses is provided in Exhibit A. This list will be used by the Local Administrator in conjunction with the above definitions to assign a specific land use to one of the land use categories in the fee schedule (Exhibit D).
3. **Standard Industrial Classification (SIC) Manual.** In the event that the classification of a particular use of land into the classification established by this manual is unclear, the ~~Standard Industrial Classification~~ **SIC** Manual, as published by the Superintendent of Documents, U.S. Government Printing Office, latest edition, shall be used as the final authority. **The manual can be searched at the following website <http://www.osha.gov/oshstats/sicser.html>.**
4. **Alternative Methods.** If it is determined that there is no comparable type of land use in the fee schedule (Exhibit D) or Exhibit A, the fee shall be determined administratively as described in Section V of this Manual. If a feepayer opts not to have the impact fee determined according to the fee schedule or determined administratively, then the feepayer shall prepare and submit an independent fee calculation study in accordance with Section VI. of this Manual.

B. Units of Development

Once a proposed development has been classified into one or more of the general land use categories included in the fee schedule, the fee shall be determined by multiplying the fee per unit of development for each land use category by the number

of proposed development units. The following types of development units are hereby defined:

1. Dwelling Unit. One or more rooms in a residential building or residential portion of a building which are arranged, designed, used, or intended for occupancy by an individual or a group of individuals acting as a single housekeeping unit, and which include one (1) kitchen and sleeping and sanitary facilities reserved for the occupants thereof.
2. Building Gross Floor Area (GFA). The total of the gross horizontal areas of all floors, including usable basements and cellars, below the roof, and within the outer surfaces of the main walls of principal or accessory buildings, or in the center lines of party walls separating such buildings or portions thereof, but excluding air space above the ground floor of an atrium and areas used for accessory off-street parking spaces or loading berths and driveways and maneuvering aisles relating thereto.

#### C. Mixed Use Development

If a parcel or development includes both residential and non-residential land uses, the impact fees are assessed for each use based on the fee schedule (Exhibit D) and the results aggregated. In some cases, feepayers may suggest that the total impact fee should be reduced to account for internal trips between residential and non-residential land uses. There are no provisions in this manual for such a reduction. However, the feepayer has the option of completing an Independent Fee Calculation Study in accordance with Section VI of this Manual.

#### D. Mixed Use Structures

1. In many instances, a particular structure or structures may include accessory uses associated with the primary land use. For example, in addition to the actual production of goods, manufacturing facilities may also have office, warehouse, research, and other associated functions. The impact fee shall be assessed based on the primary land use, as determined by the Local Administrator.
2. To be considered an accessory land use in a mixed use structure or structures, a land use must satisfy two conditions: The principal function of each accessory land use must be to support the primary land use and it must be 25%\* or less of the gross floor area (GFA) of the primary land use. The feepayer shall certify in writing to the Local Administrator that the principal function of any land use claimed as an accessory land use is to support a primary land use and, further, identify the supported primary land use. Any use, which does not meet both these criteria, regardless of size, shall be considered a primary land use and the fee calculated accordingly. For example, a feepayer with a 10,000 square foot structure certifies that the primary land use is 8,000 square feet (SF) of manufacturing with

functions, principally in support of the manufacturing use, consisting of 1,000 SF (12.5%) of warehouse, and 1,000 SF (12.5%) of office. Since the warehouse and office uses have been certified to be principally in support of the primary land use and each supportive function is less than 25% of the primary land use GFA, they are legitimate accessory uses. The fee for the entire 10,000 square foot structure is therefore based on the primary land use rate for manufacturing.

3. If any use, which supports the primary land use, is greater than 25% of the GFA of the primary land use, it becomes an additional primary land use. Therefore, a mixed-use structure may have more than one primary land use. The impact fees are then assessed for each primary land use based on the fee schedule (Exhibit D) and the results aggregated. Accessory land uses to the primary land uses are treated as noted above. For example, a feepayer with a 10,000 square foot structure certifies that the primary land use is 6,000 SF of manufacturing, with supportive functions of 3,000 SF (50%) of warehouse, and 1,000 SF (16.7%) of office. Since the warehouse use is greater than 25% of the GFA of the manufacturing use, it becomes an additional primary land use. The fee is therefore based on the two primary land use rates: 7,000 SF at the manufacturing rate (6,000 manufacturing + 1,000 office) plus 3,000 SF at the warehouse rate.
4. In the case of a mixed-use structure with more than one primary land use, the impact fees are assessed for each primary land use based on the fee schedule (Exhibit D) and the results aggregated. For example, a feepayer with a 10,000 square foot structure certifies that there are two primary land uses, namely, 8,000 SF of medical office and 2,000 SF of drive-in banking that is unrelated to the medical office operation. The medical office primary land use is further broken down to 7,000 SF of medical office use and a supportive function of 1,000 SF (14%) of general office. The fee would then be based on the primary land use rates of 8,000 SF at the medical office rate plus 2,000 SF at the drive-in banking rate. If the supporting general office function to the medical office had been greater than 25% of the medical office GFA, the general office function would become an additional primary land use. In our above example, if the general office area had been 2,000 SF (33%), the fee would then be based on three primary land use rates of 6,000 SF at the medical office rate, plus 2,000 SF at the general office rate, plus 2,000 SF at the drive-in banking rate.

**Note: see Exhibit H for blank worksheets.**

5. In all cases the burden shall be on the feepayer to provide written certification to the satisfaction of the Local Administrator of the breakdown of the primary land uses and any supportive accessory uses in percent and GFA.



\* 25% is based on the Uniform Building Code, Volume 1, Section 302-Mixed Use Occupancy

#### E. Shell Permit

Developers will often apply for a building permit to construct the "shell" of a building. Remodeling permits would be issued later to finish construction of the interior of the structure. The impact fee shall be paid prior to the issuance of the building permit for construction of the shell. The amount of the fee shall be based on the intended land use as described by the developer. If the intended land use is not known, and in the absence of a contract or lease stating what the use will be, the impact fees shall be assessed based on the land use allowed under the existing zoning for the lot or parcel which generates the least traffic impact as determined by the Local Administrator. If it is found during review of the application for a remodeling permit that the actual land use differs from the intended land use as described by the developer, a determination shall be made as to whether or not an additional impact fee is due based on the procedures for Change of Use, Section IV. F. If so, the additional impact fee shall be paid prior to the issuance of a remodeling permit for the completion of the building.

~~If a shell permit was issued or applied for prior to December 15, 1995 and construction was left uncompleted, no impact fee shall be assessed for permits issued to finish the structure. Subsequent change of use, redevelopment, or modification of the structure may be subject to an impact fee based on the procedures for Change of Use.~~

#### F. Change of Use

1. In the case of a change of use, redevelopment, or modification of a previous land use, which requires the issuance of a building permit, the impact fee shall be based upon the net increase in the impact fee for the new use as compared to the previous use. The amount of the impact fee that is due as a result of the change in land use shall be determined and paid at the time that ~~the~~ the fee payer applies for the building permit.
2. Previous land use shall be the most recent lawful land use physically existing and active on the property within the ten (10) years prior to the date the building permit is issued. There is a twenty (20) year time limit for the previous land use in Redevelopment Districts designated by the participating local governments. The fee payer shall furnish all documentation required by the Local Administrator to determine the most recent previous use, including any gaps in time when there was no use. In the absence of satisfactory documentation, the Local Administrator shall treat the parcel as vacant land.

3. The burden shall be on the feepayer to provide written certification to the satisfaction of the Local Administrator of the breakdown of the primary land uses and any supportive accessory uses in percent and GFA of the existing and the proposed changes to the land use. For example, an existing 10,000 square foot manufacturing structure, as certified by the feepayer, consists of 8,000 SF of manufacturing and supportive functions of 1,500 SF (18.8%) warehouse and 500 SF (6.3%) office. The proposed changes to this 10,000 square foot structure, as certified by the feepayer, will result in 7,500 SF of manufacturing and supportive functions of 1,800 SF (24.6%) of warehouse and 700 SF (9.3%) office. With these changes, the accessory uses still remain below the 25% threshold as stated in Section IV.D., Mixed Use Structures. In this case no fee will be charged. If the entire incremental change had been in the warehouse use (i.e. 7,500 SF of manufacturing, 2,000 SF of warehouse, and 500 SF of office), the warehouse use would become an additional primary land use since the warehouse use is now greater than 25% as stated in Section IV.D., Mixed Use Structures. The fee is now based on 8,000 SF at the manufacturing rate plus 2,000 SF at the warehouse rate. If the new fee is greater than the original fee, a fee is charged for the difference between the new fee and the original fee. If the new fee is less than the original fee, no fee is charged. Under no circumstances will a refund of impact fees be granted for a change in use.

**Note: see Exhibit H for blank worksheets.**

4. The Local Administrator shall calculate the impact fee due to a change in use. The Local Administrator shall be guided in the determination of the fee by the sources listed in **Section IV.A. Part A** above. Under no circumstances will a refund of the impact fee be granted for change of use.

#### G. Auxiliary Uses

Auxiliary land uses are uses which are secondary to the primary land use and are typically not measured in the same units as are used for fee assessment. For example, the unit of assessment for a golf course is per hole. A separate fee is not calculated for the golf course storage and maintenance buildings since they are an auxiliary use. A further example is an apartment complex where the unit of assessment would be per dwelling which has a clubhouse for use of the tenants. The club house would be an auxiliary use and would generally not be assessed a separate impact fee unless it can be established by the Local Administrator that the auxiliary land use serves as an individual attraction. However, structures that meet the definition of a "dwelling" are not exempted as auxiliary uses.

#### H. **Mobile Home** ~~Fabricated Housing~~

~~When a person applies for a mobile home set-up permit, the fee payer may request a determination by the Local Administrator as to whether or not a mobile home (or other dwelling) was legally in place on that lot, parcel, or space prior to December 15, 1995. If so, no impact fee shall be assessed for set-up of the mobile home. If not, t~~  
 The appropriate impact fee for the set-up of a mobile home residence must be paid prior to the issuance of the requested permit. An exemption will also be granted if it can be documented that an impact fee has been paid previously for a mobile home set-up on that same lot, parcel, or space. Documentation to be used by the Local Administrator may include utility bills for the period of time in question, the tax rolls or other such records deemed appropriate by the Local Administrator.

I. Relocation of Dwelling Unit

Impact fees shall be assessed for structures or mobile homes moved from one location to another unless the structure or unit being moved is a replacement of an equivalent use at the new location (for further discussion of equivalent uses, see also Section VIII IX, Exemptions). If the structure or mobile home so moved is replaced by an equivalent use at the old location, no impact fee shall be due for the replacement use. In every case, the burden of proving past payment of impact fees, exemption, or equivalency of use rests with the fee payer.

J. Recreational Vehicles (RV's)

The provision of an RV site will be assessed an impact fee at the Hotel/Motel (Per Room) rate in the fee schedule (Exhibit D). No impact fees shall be assessed for "move in" of a recreational vehicle in an RV park developed prior to December 15, 1997 or that has already paid a regional road impact fee.

K. Shopping Centers

Out-parcels shall be included with the main structure of the shopping center when determining total square footage. The total square footage shall be used to determine the rate for each general commercial use. Uses within the shopping center which fall into a separately identified land use category such as drive-in banks, convenience stores, fast food restaurants, etc. shall be charged according to the rates for the specific land use. In arriving at the rate for general commercial uses when an existing shopping center is expanded, the total square footage shall be calculated according to the square footage of the existing center **plus** and the new additions but in no case will there be a refund or credit for the existing uses if the new general commercial rate is lower than that paid on the existing uses.

L. Model Homes

Single-family model homes constructed on single-family lots and ~~single-family model homes placed on multi-family lots~~ shall pay the impact fee for a single-family dwelling

unit as shown on the fee schedule (Exhibit D). Multi-family models shall pay the multi-family rate.

M. Facilities Constructed for Private Use

For land uses limited exclusively to private use, which are internal to a particular development and for the exclusive use of residents within the development or their guests, and which, therefore have no off-site street impact, e.g., private clubhouse dining facilities built as part of a planned development, no impact fee will be charged if the following conditions are met:

1. The final approval, which identifies the facility, includes a condition of approval limiting the facility exclusively to private on-site use.
2. There exists sufficient authority and documentation that authorizes the Local Administrator to revoke the Certificate of occupancy for the building or structure in question.
3. There exists sufficient authority and documentation which authorizes the Local Administrator to withhold all permits of all types on any and all phases of the development of which the building or structure is a part until the correct impact fees are paid for public use of the facility, if public use occurs in violation of the condition.
4. In addition to the above, the Local Administrator is authorized to proceed with the actions and sanctions delineated in Section III.B.3., Underpayment of Fee Based on Error or Misrepresentation, of this Manual, if public use occurs in violation of the condition.

For land uses that are partially limited to private use internal to a particular development, only the portion of the facility devoted to public use will be assessed an impact fee, if the final approval contains the same conditions listed in paragraphs 1-4 above, which identify and restrict part of the facility to exclusive private use and grants similar authorization to the Local Administrator if public use occurs in violation of the condition.

N. Supplemental Units/Mother-in-law Attached or Detached Dwellings

The impact fees for supplemental (mother-in-law) units attached to a single family detached dwelling unit are assessed at the multi-family rate in addition to the single family rate.

O. Gaming/Resorts

Impact fees for new gaming/resort development will be determined based upon the number of hotel rooms and RV spaces and the appropriate rates for these uses. Separate fees for the gaming area or the typical gaming/resort amenities such as restaurants, incidental retail shopping, entertainment facilities, etc. shall not be charged.

The impact fees for adding additional rooms to existing casino/resort development will be assessed at the hotel/motel rate. The development of additional gaming/casino floor area with no additional rooms will be assessed at the casino gaming area rate. If the ratio of increase in gaming area is higher than the ratio increase additional rooms, the Local Administrator in consultation with the RTC RRIF Administrator will determine the appropriate rate of assessment. Other traffic generating land uses of a type or magnitude that are not typically associated with casino/resort development will be charged impact fees in addition to the room or casino gaming area based fees.

## V. ADMINISTRATIVE DETERMINATION OF FEES

### A. General

Impact fees shall be assessed in accordance with the land use type in the fee schedule adopted in this manual. If it is determined that there is no comparable type of land use in the fee schedule, then the Local Administrator shall determine the fee based on the guidelines of this Section. If the feepayer disagrees with the impact fee determined administratively (or based on the fee schedules in this manual), the feepayer may prepare an independent fee calculation study in accordance with Section VI of this Administrative Manual.

### B. Methodology

If it is determined that there is no comparable type of land use in the fee schedule, then the Local Administrator shall determine the fee by:

1. Determining the Most Comparable Use. If the type of development activity is not specified in the fee schedule (Exhibit D) or in Exhibit A, the Local Administrator shall determine the fee on the basis of the **fee schedule** applicable to the most nearly comparable type of land use ~~on the fee schedule~~. The Local Administrator shall be guided in the selection of a comparable type by the reports titled:
  - a. "Trip Generation - An Informational Report (latest edition)," prepared by the Institute of Transportation Engineers (ITE), or

- b. Articles or reports appearing in the ITE Journal as deemed acceptable by the Local Administrator ~~Community Development Department~~, or
- c. Studies or reports done by or for the U.S. Department of Transportation, Nevada Department of Transportation, Regional Transportation Commission, Cities of Reno or Sparks, or Washoe County and deemed acceptable by the Local Administrator ~~Washoe County Community Development Department~~.

These sources should also be used when possible to determine other relevant traffic parameters to the fee calculation (i.e., trip length, percent new trips). In the event that those parameters are not available, the parameters identified in the fee schedule, applicable to the most nearly comparable type of land use, should be used; and

2. Applying the formula:

$$\text{IMPACT FEE/UNIT} = \text{VMT/Unit} \times \text{NC}$$

$$\text{VMT/UNIT} = \frac{\text{ADT/Unit} \times \text{NT} \times \text{TL}}{2}$$

where:

ADT/Unit = Average number of trips generated per unit of development on a weekday

NT = Percent New Trips

TL = Trip Length in miles

VMT/Unit = Vehicle-Miles of Travel per unit of development

NC = Net Cost per VMT. For the purposes of this formula, use the current net cost per VMT within the City of Reno and outside the City of Reno as identified in the RRIF Capital Improvement Program

C. Miscellaneous Land Use Types

The Local Administrator shall maintain a list of the fees determined administratively for miscellaneous land use types. **Exhibit I contains a list of the fees previously determined administratively that will be updated periodically as new fees are determined.**

D. Pre-Development Review Impact Fee Calculation

Any person contemplating establishing a traffic-generating land development activity may request a preliminary determination of the impact fees due from such development. A person requesting a pre-development review impact fee calculation shall submit to the Local Administrator the pertinent information identified by the Local Administrator and an application fee of \$150. Using the information regarding the proposed project as submitted ~~on the application~~, the Local Administrator will provide, within 15 days of the date of submittal ~~of the completed application~~, a preliminary calculation of the impact fees due for the proposed project. The Local Administrator may request that the RTC make the preliminary determination of impact fees on his behalf, in which case the \$150 application fee would be paid to the RTC.

## VI. INDEPENDENT FEE CALCULATION STUDY

### A. Option to the Feepayer

If a feepayer shall opt not to have the impact fee determined according to the fee schedule in Section IV or determined administratively per Section V, then the feepayer shall prepare and submit an independent fee calculation study in accordance with this Section. The utilization of this option by the feepayer shall not exempt the fee payer from paying the impact fee prior to the issuance of a building permit, mobile home set-up permit, or recreational vehicle building permit.

### B. Notice of Intent by Feepayer

The feepayer shall inform the RTC RRIF Administrator in writing of his intent to utilize an independent fee calculation study submitted with a fee of \$500, which is non-refundable and does not go toward RRIF, for administrative costs associated with the review and decision on such study. The Notice of Intent shall include the basis for opting to do an independent fee calculation study. The RTC RRIF Administrator shall then schedule a pre-application meeting with the applicant and the Local RRIF Administrator.

### C. Pre-Application Meeting

Before beginning the independent fee calculation study, the feepayer or ~~his~~ **their designated** representative shall attend a pre-application meeting with the RTC RRIF Administrator and the Local RRIF Administrator. The purpose of the pre-application meeting will be to discuss the procedures of the independent fee calculation study, the methodology to be employed, and the standards to be met.

Results, conclusions, and agreements reached at the pre-application meeting regarding the scope of the study, methodology, required forms or documentation, or

procedures, which may not constitute a waiver of manual provisions, shall be placed in writing by the RTC RRIF Administrator, and a copy of this memorandum shall be sent to the applicant. The applicant shall acknowledge receipt and acceptance of this memorandum, in writing, to the RTC RRIF Administrator. By accepting this memorandum, the applicant is obligated to turn over the completed study to the RTC RRIF Administrator prior to payment of the impact fee. Further, the applicant is obligated to abide by the findings of the study, **even if it results in the need to pay a greater fee than that which would have been paid had the fee been determined under the provisions of Section IV.**

#### D. General

1. The purpose of the independent fee calculation study is to measure the impact of the development in question on the Regional Road Impact Fee Network as defined in Exhibit C of this Manual. The fee computed for the development in question under the independent fee calculation study provisions is not intended to apply to other developments of the same use.
2. The independent fee calculation study shall follow the methodologies and formats which are agreed upon during the pre-application meeting and in accordance with any documentation or methodology required by this Manual.
3. The independent fee calculation study shall be prepared and presented by qualified, registered professional engineers with experience in traffic engineering. The methodology shall be consistent with best professional practice and support the central claim of the study. The study shall provide all necessary supporting documentation and information. Failure to adhere to best professional standards is a basis for rejection of the study. The applicant's submission shall certify that the study complies with best professional practices and this attestation shall be sealed.
4. The applicant shall submit the study to the RTC RRIF Administrator, at which time a 30-day review period shall begin.

#### E. Sufficiency Determination

1. The RTC RRIF Administrator, after consultation with the Local Administrator, will review the independent fee calculation study for sufficiency, methodology, technical accuracy, and findings. The RTC RRIF Administrator shall have 30 days to inform the applicant, in writing, of any deficiencies or defects in the study, or to find the study complete and competent. This notice shall be posted certified mail, return receipt requested. In the event that this notice is not given within 30 days, the study shall be considered complete and competent.



2. If the applicant does not respond to the RTC RRIF Administrator regarding the finding of deficiency within 30 days of receipt of the notice, the RTC RRIF Administrator will consider the independent fee calculation study to be invalid.
3. The 30-day sufficiency review shall begin when the submission is received and date stamped by the RTC RRIF Administrator. If the study is found to be deficient, the 30-day time period shall begin again with the submission of a new or modified study.

F. Notification of Feepayer and Appeal

Within 30 days of submittal of the independent fee calculation study, the RTC RRIF Administrator shall notify the feepayer in writing of the acceptance, conditional acceptance, or rejection of the study. If the feepayer disagrees with the findings of the RTC RRIF Administrator, the feepayer may appeal the decision (see Section XI.).

G. Determination of Fee

The determination of the amount of the impact fee shall be made by the RTC RRIF Administrator. If the study is approved, the impact fee will be determined on the basis of the study findings, if the study is denied, the impact fee will be determined using the established fee schedule.

H. Effective Date

The date at which the independent fee calculation study is approved by the RTC RRIF Administrator, or 30 days after submission if there is no finding, shall be the effective date for any fees established pursuant to an independent fee calculation study.

I. Application for Permit

It shall be the responsibility of the feepayer, at the time of application for a permit or development order, to submit a claim including supporting documentation for modified impact fees resulting from an approved independent fee calculation study.

J. Independent Fee Calculation Guidelines

The impact fee structure identified in the Regional Road Impact Fee was established based on average travel characteristics for land uses within Washoe County. While those characteristics and resultant impact fees were based on the best available data and sound engineering practices, it is recognized that individuals may desire to conduct independent surveys of their project's trip generation, trip length, and

percent new trips and recalculate their particular impact fee per unit of development. All of the following variable inputs to the impact fee formula set forth in Section V.B must be included in any independent fee calculation study unless it is mutually agreeable between the RTC RRIF Administrator and the feepayer to use established parameters as summarized in the fee schedule.

1. Trip Generation Rate Studies. The trip generation rates used in the Regional Road Impact Fees are identified in the fee schedule (Exhibit D). However, feepayers conducting an independent fee calculation study shall be permitted to conduct local, independent surveys of trip generation rates to confirm or contradict the rates identified in the fee schedule or to establish rates for land uses not identified in the schedule.

The methodology for conducting an independent survey of trip generation rates is summarized as follows:

- a. A minimum of three (3) sites for the land use in question should be selected. The selected sites should be single-use sites with exclusive driveways.
- b. The site inventory and sites proposed for the survey shall be reviewed by the RTC RRIF Administrator, who will be responsible for the approval of the sites to be surveyed prior to initiation of the survey.
- c. Two-way, 24-hour counts must be made for all driveways for three consecutive weekdays with counts recorded hourly, except during the peak periods of 7:00 am to 9:00 am; 11:00 am to 1:00 p.m.; and 4:00 p.m. to 6:00 p.m. during which periods counts shall be recorded at fifteen (15) minute intervals.
- d. Equipment at each site should be checked periodically to insure a proper count. No count should be conducted during a special event traffic day. Equipment failure or inclement weather should be grounds for aborting the count. If machine recordings are made, the original tapes must be submitted.
- e. The trip generation date and generation rate shall be summarized and calculated in a report. Trip generation rates shall be calculated using the same unit basis (i.e., dwelling units, gross floor area, etc.) by use as identified in Exhibit D of this Manual. All calculations and assumptions, such as seasonal adjustments, shall be clearly reported and documented.

- f. All traffic counts and analyses shall be conducted by a qualified, State of Nevada registered professional engineer with experience in traffic engineering.
2. Trip Length Studies. Alternative trip length data shall be based upon origin/destination and trip purpose studies conducted at land uses the same as or comparable to the proposed land development activity. As with the trip generation studies, the following conditions shall be met:
    - a. A minimum of three sites for the land use in question should be surveyed for three (3) consecutive weekdays.
    - b. The site inventory, sites proposed for the surveys, and the detailed survey methodology shall be reviewed and approved by the RTC RRIF Administrator prior to the initiation of the survey.
    - c. At a minimum, the following data must be obtained:
      - (1) Trip origin by location (major street intersection, landmark);
      - (2) Trip destination by location (major street intersection, landmark);  
and
      - (3) Primary trip purpose.
    - d. The origin/destination and trip purpose data should be coded and summarized using the summary report form provided by the RTC RRIF Administrator. All calculations and assumptions, including documentation of the sample size confidence level, shall be clearly reported and documented.
    - e. All surveys shall be conducted by a qualified, State of Nevada registered professional engineer with experience in traffic engineering.
  3. Percent New Trips Studies. Alternative trip data relevant to the percent new trips shall be based upon trip purpose studies conducted at land uses the same as or comparable to the proposed land development activity. As with other studies, the following conditions shall be met:
    - a. A minimum of three sites should be surveyed for three consecutive weekdays.
    - b. The site inventory, sites proposed for the surveys, and the detailed survey methodology must be reviewed and approved by the RTC RRIF Administrator prior to the initiation of the survey.

- c. For all uses, the questions and interpretation of survey results, by land use, shall be as determined by the RTC RRIF Administrator. Trip data will be coded and summarized using the summary report form provided by the RTC RRIF Administrator. All calculations and assumptions, including documentation of the sample size confidence level, shall be clearly recorded and documented.
4. Internal Orientation Studies. It is recognized that certain mixed use developments may capture a portion of their total trip generation on-site. Those trips would be internal to the site and would not impact the external road network. The degree of internal orientation that can be expected is dependent on the type, character, quantity, and location of uses in the particular mixed-use development.

Trip ends in a mixed-use development are comprised of "attractions" and "productions". The land uses contained in the Fee Schedule can be classified into those two groups as follows:

<u>Attractions</u>	<u>Productions</u>
- Office/Commercial	- Residential
- Industrial	- Hotel/Motel
- Institutional	
- Recreational	

For mixed use developments not opting to conduct a more refined analysis, a ten (10) percent deduction in trip generation will be given for the smaller trip type (i.e., attractions or productions) with that volume also deducted from the predominant trip type (i.e., attractions or productions). For example, if the smaller land use and trip type were attractions, a ten percent deduction would be applied to the attraction total. That volume (10% of the attraction trips) would also be deducted from the production trips. If a feepayer desires to obtain credit for more than ten (10) percent internal orientation for a specific mixed use development, detailed trip studies shall be conducted. Those studies must include, but not be limited to, the following:

- Detailed site plan identifying development land uses, internal vehicular circulation systems, and internal pedestrian circulation systems.
- Trip generation by land use, and by attractions and productions.
- Trip matrix identifying by trip purpose and on-site origins and destinations, inbound and outbound internal trip ends.

- d. Trip table identifying total trip generation, external trip ends, and internal trip ends by land use.

## VII. STUDIES TO ESTABLISH NEW/REDEFINED LAND USE CATEGORIES

### A. Studies by the RTC RRIF Administrator

From time to time, the RTC RRIF Administrator in conjunction with the various Local RRIF Administrators may undertake studies necessary for the creation of a land use category currently not included in the RRIF or to redefine an existing land use category. The results of such studies may be proposed for inclusion in the periodic updates to the RRIF Administrative Manual.

### B. Studies by Others

Third parties interested in proposing the addition of new land uses or the redefinition of existing land uses and the trip generation data associated therewith, shall undertake the necessary independent studies as identified by the RTC RRIF Administrator at their sole expense. Completion and acceptance of such studies by the RTC RRIF Administrator shall in no way be construed as binding the participating local governments to accept the results of such studies or to amend the RRIF Administrative Manual to incorporate them into the land use fee structure.

#### 1. Notice of Intent

Prior to initiating an independent land use study, the applicant shall inform the RTC RRIF Administrator of his intent in writing. Upon receiving this notice, the RTC RRIF Administrator shall schedule a pre-application meeting with the applicant.

#### 2. Pre-application meeting

Prior to commencing with an independent land use study, the applicant shall meet with the RTC RRIF Administrator to discuss the scope, methodology, procedures, and standards to be met of the required study.

Results, conclusions, and agreements reached at the pre-application meeting regarding the scope of the study, methodology, required forms or documentation, or procedures, which may not constitute a waiver of manual provisions, shall be placed in writing by the RTC RRIF Administrator, and a copy of this memorandum shall be sent to the applicant.

If the applicant wishes to proceed with the study, he shall acknowledge receipt and acceptance of the RTC RRIF Administrator's memorandum in writing and return this acknowledgment to the RTC RRIF Administrator with an application fee of \$1,500 for administrative costs associated with the review and decision on such a study. By accepting this memorandum, the applicant is obligated to turn over the completed study and assign all rights to the study to the RTC RRIF upon its completion.

### 3. RTC RRIF Administrator

Upon completion and acceptance of an independent land use study, the RTC RRIF Administrator shall include the salient results of such a study in the next proposed general update to the RRIF Administrative Manual for consideration by the participating local governments.

## VIII. REFUNDS AND CREDIT EXCHANGES

### A. Expiration, Revocation, Surrender of Permit

Under the conditions defined in Section III.E, Expiration of Building Permit, a fee payer shall be entitled to a refund, without interest, equal to the full amount of the impact fee paid. In the case of an expired permit that was obtained in whole or in part by the use of credits, ~~only the portion not obtained by credit~~ **entire fee** may be refunded **only if a written request is made to the RTC RRIF Administrator within 30 days of the expiration, revocation, or surrender of the permit. The refund will be in the same proportion (cash vs credit) as the original payment.**

### B. Overpayment

A refund, with interest accrued on the amount overpaid, will be made if it is determined, as a result of appeal or independent fee calculation study, that overpayment of the fee has occurred.

### C. Impact Fee Revenues Not Expended

Upon the application of an owner of record of property for which an impact fee has been collected, the RTC RRIF Administrator shall refund the applicable fee paid plus interest accrued if the fee, or any portion thereof, has not been spent for the purpose for which it was collected within ten (10) years after the date on which it was collected.

1. Impact fee revenues shall be deemed expended or encumbered when a contract or agreement obligating all or a portion of the payment of said funds shall be approved by the RTC RRIF Administrator.

2. No refunds of impact fees pursuant to the above criteria will be provided for in the event the owner of record does not request such a refund.
3. Before issuance of the refund can be authorized, the owner of record shall submit a written request for refund to the RTC RRIF Administrator. This request must be submitted within 180 days of the date funds are considered refundable.
4. In applying for the refund, it shall be the applicant's responsibility to pursue the acquisition of, and/or furnish, as required by the RTC RRIF Administrator, all materials and information necessary to validate proof of payment of the impact fee, the date and amount paid, and the permit issued as a result of that payment. The RTC RRIF Administrator shall verify whether the impact fee is refundable, and if so, process the applicant's request.
5. The refunded impact fee, including accrued interest, shall be returned to the owner of record.

#### D. Recalculation of Fees

1. At the time of the review of the impact fee system described in Section II.A.5.d., IV., the RTC RRIF Administrator shall recalculate the impact fees according to the provisions of this section.
2. The net cost per service unit shall be recalculated using the identical methodology as was used to calculate the net cost per service unit in the last update of the Regional CIP, but substituting actual costs of completed projects for the estimated costs included in the CIP.
3. The RTC RRIF Administrator shall automatically refund the applicable fee paid plus interest accrued to all feepayers if:
  - a. The actual cost of the fully completed capital improvements plan is less than the impact fees paid. In such cases, the difference is refunded; or
  - b. The recalculated net cost per service unit at the time of a capital improvements plan update is less by more than ten percent (10%) of that estimated in calculating the regional road impact fees. In such cases, the difference beyond ten percent (10%) is refunded.

#### E. Termination

In the event that the imposition of the impact fee is terminated in any or all of the Participating Local Governments, any fees collected from development in that jurisdiction and not spent or encumbered at the time of such termination shall be considered refundable upon application of the owner of record.

1. Within 30 days following the effective date of this termination, the Participating Local Government shall turn over all funds in the Local Government Trust Fund and all pertinent records to the RTC RRIF Administrator.
2. The RTC RRIF Administrator shall notify feepayers that they may be eligible for a refund upon application of the feepayer or his successor in interest. The notification shall specify how fee payers may submit a refund application. The refund application must be submitted by the feepayer or his successor in interest within 180 days following the publication of the first notice. Holders of credits shall be considered feepayers for purposes of refund under this termination procedure.
3. Fees available for refund shall be those not expended or encumbered as defined in part C B above.
4. No refunds of impact fees will be provided for in the event the owner of record does not request such a refund. Fees available for refund shall be prorated over those eligible feepayers submitting proper application for refund. In no case shall the feepayer receive a refund greater than the amount originally paid plus accrued interest.
5. Any fees available for refund and not so refunded shall remain in the RTC Trust Fund. In the event that all Participating Local Governments terminate the imposition of the impact fee, the remaining funds shall be expended on street improvements identified in the Regional CIP.

#### F. Credit Exchanges

- ~~1. A feepayer may apply to the RTC RRIF Administrator to exchange RRIF credits for cash payments of RRIF impact fees made by the feepayer between 15 Dec. 1995 and the date this manual is adopted. The application for exchange must be made in writing and must provide documentation to the full and sole satisfaction of the RTC RRIF Administrator of the following:~~
  - ~~(a) The credits offered for exchange are contained in a valid RRIF Credit Certificate in the applicant's name and were originally issued within the 24 months following the date upon which the fees requested for exchange were paid.~~



~~(b) The land for which the fees requested for exchange were paid is included in the Development of Record of a valid Capital Contribution Front-Ending Agreement. (This would preferably be documented by marking each property on a copy of the same map that was used in the Capital Contribution Front-Ending Agreement to delineate the Development of Record.)~~

~~(c) All conditions of the Capital Contribution Front-Ending Agreement referenced above have been fulfilled to the full and sole satisfaction of the RTC RRIF Administrator and all Offered Improvements have been accepted by the RTC RRIF Administrator and the Local RRIF Administrator.~~

~~(d) The feepayer, amount, date, type of land use, and associated building permit number for each impact fee payment being requested for exchange.~~

~~(e) There is not a written preexisting agreement with a local government prohibiting exchange of RRIF credits or offering some other manner of compensation.~~

~~Upon presentation to the RTC RRIF Administrator of satisfactory documentation of the above and the proper RRIF Credit Certificate, the RTC RRIF Administrator is authorized to make an exchange subject to the availability of unobligated RRIF funds within the appropriate benefit district. Should RRIF funds not be available, the RTC RRIF Administrator shall make exchanges on a first-come first-served basis as unobligated RRIF funds become available. No interest shall be due the applicant for RRIF funds so exchanged regardless of any delay encountered in making the exchange due to the unavailability of unobligated RRIF funds. The cash value of the exchange will be made at the \$/VMT rate in effect at the time the cash fees requested for exchange were paid.~~

12. A feepayer may apply to the RTC RRIF Administrator to exchange RRIF credits for cash payments of RRIF impact fees made by the feepayer ~~after the date this manual is adopted~~. The application for exchange must be made in writing and must provide documentation to the full and sole satisfaction of the RTC RRIF Administrator of the following:

(a) The credits offered for exchange are contained in a valid RRIF Credit Certificate in the applicant's name and were originally issued within the 12 months following the date upon which the fees requested for exchange were paid.

- (b) The land for which the fees requested for exchange were paid is included in the Development of Record of a valid Capital Contribution Front-Ending Agreement. (This would preferably be documented by marking each property on a copy of the same map that was used in the Capital Contribution Front-Ending Agreement to delineate the Development of Record.)
- (c) All conditions of the Capital Contribution Front-Ending Agreement referenced above have been fulfilled to the full and sole satisfaction of the RTC RRIF Administrator and all Offered Improvements have been accepted by the RTC RRIF Administrator and the Local RRIF Administrator.
- (d) The feepayer, amount, date, type of land use, and associated building permit number for each impact fee payment being requested for exchange.
- (e) There is not a written preexisting agreement with a local government prohibiting exchange of RRIF credits or offering some other manner of compensation.

Upon presentation to the RTC RRIF Administrator of satisfactory documentation of the above and the proper RRIF Credit Certificate, the RTC RRIF Administrator is authorized to make an exchange subject to the availability of unobligated RRIF funds within the appropriate benefit district. Should RRIF funds not be available, the RTC RRIF Administrator shall make exchanges on a first-come first-served basis as unobligated RRIF funds become available. No interest shall be due the applicant for RRIF funds so exchanged regardless of any delay encountered in making the exchange due to the unavailability of unobligated RRIF funds. The cash value of the exchange will be made at the \$/VMT rate in effect at the time the cash fees requested for exchange were paid.

#### G. Appeals

A decision of the RTC RRIF Administrator regarding refunds or credit exchanges may be appealed by the fee payer (see Section XI VIII.).

### IX. EXEMPTIONS

#### A. Must Be Claimed by Feepayer

An exemption must be claimed by the feepayer at the time of the application of a building permit. An exemption not so claimed shall be deemed waived by the fee payer.

#### B. Total Exemptions

The following shall be exempted from payment of all impact fees:

1. Alterations. Alteration or expansion of an existing building or use of land where no additional living units will be produced over and above those in the existing use of the property, the use is not changed, and where no additional vehicular trips will be produced over and above those produced by the existing use.
2. RV Site Amendment. An amendment to a recreational vehicle building permit, provided that the amended recreational vehicle building permit does not increase the number of recreational vehicle units permitted.
3. Federal Buildings. A building permit obtained by or for the United States of America. Privately owned properties or facilities leased for general government operations and activities and private residential, commercial, or industrial activities constructed or operated through lease agreements on public lands or in public facilities shall not be considered governmental or public facilities and shall be subject to the provisions of this Manual.
4. Property owned by a public school district or State University. In accordance with amendments made to NRS 278B and the State Attorney General, property owned by a school district and the State University System are is exempt from paying impact fees. See Exhibit G for details. However, private schools and private universities or private uses housed within public school district and public university facilities are not exempt from impact fees.
5. Internal Uses. Under the conditions set forth in part IV.M of this Manual, land uses devoted entirely or partially to exclusive private use, which are internal to a particular development and which, therefore have no off-site street impact.
6. Previous Approval Exemptions.
  - a. Development approvals that meet either of the following criteria shall be exempt from payment of the Regional Road Impact Fee:
    - (1) Projects with discretionary approvals from the Elected Board: 1) In the City of Reno prior to 5/28/91 and the applications for which

approvals required the preparation of a traffic report consistent with the City of Reno guidelines and subsequent non-site traffic-related improvements other than proportionate share contributions: or 2) outside of Reno but within the service area prior to the adoption of the Regional Impact Fee, and the applications for which approvals required non-site traffic-related improvements other than proportionate share contributions.

- (2) Those project approvals that meet the above criteria and for which additional traffic studies are required in order to monitor the cumulative traffic impacts of phased development.

Such projects shall be required to do the traffic mitigation required as conditions of approval. Projects that meet the first criteria with the exception that no off-site, traffic-related improvements are required other than proportionate share cash contributions shall remain exempt until September 1, 1997. As of September 2, 1997, these projects shall be subject to payment of Fees and all proportionate share cash contributions shall become null and void.

- (3) Exhibit E contains the Regional Road Impact Fee Exemption Listing.

- b. Such projects shall be required to do the traffic mitigation required as conditions of approval.
- c. In the event that a time extension is granted, the exemption from the imposition of impact fees will be retained. If any development approval exempted under this Section is allowed to expire, such exemption shall be null and void. Any subsequent approval and development of the project in any form shall be deemed not to have been approved prior to May 28, 1991, and are subject to the imposition of impact fees.
- d. In the event that an amendment to a development approval exempted under this Section changes the traffic generation characteristics from those of the original approval, the incremental increase in traffic generation resulting from such amendment shall be subject to the imposition of impact fees.
- e. In applying for the above-mentioned exemptions, it shall be the applicant's responsibility to furnish, as required by the RTC RRIF Administrator, all materials and information necessary to validate the exemption including, but not limited to, the following:

- (1) current Opinion of Title;
- (2) official document from affected governmental owner stating the proposed land use;
- (3) official documents from zoning hearings;
- (4) old and new construction plans;
- (5) official Certificate of Occupancy and Use records; and
- (6) statements from owner stating past and proposed land use.

Projects exempt from the payment of impact fees pursuant to this Section, may nevertheless be required to perform additional traffic mitigation measures if such project is developed in phases, regardless of whether project approval was granted for a total or phased development, and regardless of whether traffic mitigation measures required at the time of project approval have been completed by the applicant. A "phased development" means:

- (1) a project which was approved as a phased development.
- (2) a project which received approval for a total project, but which has not been totally developed pursuant to such approval at the end of a five year period starting with such approval.

#### C. Exemption Based on Error

Exemptions from payment of the impact fee based on error shall be subject to the provisions found in Section III.B. of this Manual.

#### D. Determination and Appeals

The determination of eligibility for an exemption shall be made by the RTC RRIF Administrator. If the feepayer disagrees with the findings on the RTC RRIF Administrator, the feepayer may appeal the decision (see Section XI.).

## X. CREDITS

### A. Feepayer Must Apply

Pursuant to this Manual, any person except a unit of government who constructs all or part of a capital improvement included in the Regional CIP or offers a dedication of land may apply for a credit. To be eligible for such a credit, **a letter should be submitted to the RTC RRIF Administrator that includes the Developer of Record, the Development of Record and the proposed capital improvements prior to the initiation of work on the improvements.** ~~must be included in a Capital Contribution Front-Ending Agreement fully executed prior to the initiation of work on the improvements.~~ **A fully executed Capital Contribution Front-Ending Agreement (CCFEA) must be in place prior to the completion of work on the improvements. In no case shall any credits be issued unless there exists a fully executed Capital Contribution Front-Ending Agreement (CCFEA).**

#### B. Eligible Contributions

A feepayer may obtain credit against the Regional Road Impact Fees for the following:

1. Credits shall be given for mandatory or required right-of-way dedications and construction of street improvements included in the Regional Road Impact Fee CIP.
2. **Except as otherwise provided in this subparagraph,** credits shall be given for actual payments into assessment districts **or payments made to retire any bonds or other financial instruments utilized** formed for the purpose of funding the construction of street improvements included in the Regional Road Impact Fee CIP. **Where an assessment district is formed for the aforementioned purpose, the Developer of Record shall be entitled to receive the credits provided by this paragraph only upon submission of proof that language approved by the RTC regarding said credits is set forth in a separate notice recorded against each parcel within the assessment district prior to the sale of said parcel and a disclosure form is included in the sale of the parcel from the Developer of Record to the initial purchaser and said sale is conditioned so that said disclosure is to be included in every subsequent sale until all bonds or other financing has been paid in full. At a minimum, the separate notice and disclosure form shall provide that the initial parcel purchasers and all succeeding purchasers who make payments for the retirement of assessment bonds or other financial instruments utilized for the construction of street improvements, are releasing any rights to said credits to the Developer of Record or his successors and assigns and forever disclaiming any interest in said credits.**
3. Credits shall be given for right-of-way dedications and construction of street improvements included in the Regional Road Impact Fee CIP and

set forth in a Developer Agreement entered into with one of the Participating Local Governments prior to the effective date of the Ordinance.

4. Credits shall be given for voluntary right-of-way dedications and street improvements included in the Regional Road Impact Fee CIP pursuant to an agreement approved by the RTC Board according to the provisions of this Section.
5. No credit shall be given for:
  - a. right-of-way, street improvements and/or site-related improvements not included in the Regional Road Impact Fee CIP. Site-related improvements refers to capital improvements and right-of-way dedications for direct access improvements to the development in question, including, but not limited to, the following:
    - (1) site driveways and streets, turn lanes into those driveways, and/or traffic control measures for those driveways;
    - (2) frontage streets;
  - b. local streets and/or private streets;
  - c. proposed street improvements which do not meet design standards approved by the RTC;
  - d. proposed street improvements for which compensation has previously been given by a governmental body;
  - e. any portion of the improvements which exceed the scope of the RRIF road crediting standards or the improvements envisioned in the CIP project.

C. Capital Contribution Front-Ending Agreement (**CCFEA**)

1. The RTC and the Participating Local Government within whose jurisdiction the Offered Improvements lie may enter into a Capital Contribution Front-Ending Agreement with any person who proposes to construct Non-Site Related Regional Road Capital Improvements or to dedicate right-of-way that are identified in the Service Area's CIP.
2. The offer to construct capital improvements or dedicate right-of-way for impact fee credits shall be made in an application **writing** to the RTC RRIF Administrator. **The letter must contain the documentation identified in**

Section X.D., below, identifying, in accordance with the documentation requirements specified in section "D" below, the capital improvements and/or right-of-way dedications for which the credits are requested.

3. If the application is approved by the RTC RRIF Administrator and the Local Administrator, an CCFEA agreement shall be forwarded for execution by the RTC Board and Participating Local Government within whose jurisdiction the improvements lie that specifically describes the following:
  - a. the ~~person or entity~~ applicant, referred to as the Developer of Record, offering to make improvements and to whom RRIF credits will be issued (~~Developer of Record~~);
  - b. the contribution, payment, construction, or land dedication which is offered for credit (~~Offered Improvements~~) and the legal description or other adequate description of the project or development, referred to as the Development of Record, to which the offered improvements are related (~~Development of Record~~);
  - c. the time by which the construction of roadway improvements or dedication of land shall be paid, completed, or dedicated and any extensions thereof;
  - d. the amount of all credits (expressed in vehicle miles of travel [VMT]) to be issued based on estimated reasonable costs;
  - e. a schedule for when interim credits are to be issued during phases of construction or dedication of land which provides reasonable assurance that over crediting shall not occur.
4. The applicant must sign and date a copy of the CCFEA agreement indicating his consent to the terms therein before credit will be given. If the applicant fails to execute the CCFEA agreement within 30 days of receipt by personal delivery or by registered mail approval by the RTC Board and the Participating Local Governments, the RTC RRIF Administrator will consider the credit application to be invalid shall be deemed to have been withdrawn. Registered mail shall be deemed to have been received three days after mailing.
5. All changes in the estimate of approved credit or the schedule of credit issuance, or to the approved plans and specifications, shall require approval of the RTC RRIF Administrator. The fee payer applicant shall provide the RTC RRIF Administrator copies of all contracts or agreements made for design services, construction, or engineering services during construction within fifteen (15) days after their execution. To be eligible for



credit, any change orders or modifications to any such contracts or agreements in excess of \$5,000 in the case of design and engineering services during construction and \$10,000 in the case of construction must receive prior approval by the RTC RRIF Administrator. Changes in amounts less than these thresholds may be submitted after the fact to the RTC RRIF Administrator for a determination of eligibility for credit. All requests for an increase of the estimate of approved credit shall include all documentation required by the RTC RRIF Administrator.

6. In the event an feepayer applicant cannot acquire any portion of the right-of-way ~~for fair market value or less~~ **that conforms to Section X.D.4., below**, the RTC ~~shall expeditiously upon the feepayer's applicant may~~ request **the RTC to** commence an eminent domain action to acquire a right-of-way order for said right-of-way. The feepayer ~~shall pay all legal fees of the RTC, costs, bonds, and awards of any such legal proceeding as a cost of the Capital Contribution Front-Ending Agreement which costs shall be eligible for credit.~~ **By submitting such a request, the applicant agrees to pay all of the RTC's legal fees, costs and amounts awarded by a Court or Arbitrator as just compensation for the property and property rights acquired. All said expenses shall be eligible for RRIF credits.**
7. Withdrawal of Offer by Applicant. Any person who offers land and/or improvements in exchange for credits may withdraw the offer of dedication at any time prior to the transfer of legal title to the land or improvements in question and pay the full impact fees required by this Manual.
8. Except as provided for in Section VIII, Refunds and Credit Exchanges, any claim for credit must be made no later than the time of application for a building permit. Any claim not so made shall be deemed waived.

#### D. Documentation

An feepayer applicant proposing to enter into a **CCFEA Capital Contribution Front-Ending Agreement** shall submit the following documentation with his application **the letter** to the RTC RRIF Administrator: (For detailed submittal information ask the RTC RRIF Administrator for the CCFEA Applicant Guide)

1. **Certification of Eligibility for Inclusion on the Regional Road Impact Fee System.** If, in the opinion of the RTC RRIF Administrator, the specific development plans of the applicant may result in the generation of traffic volumes or other operational characteristics that would make the Offered Improvements ineligible for retention on the Regional Road Impact Fee Network, he may require the applicant to perform the necessary studies to make a determination of this issue. The reasonable cost of such studies

shall only be creditable if the offered improvements are deemed eligible for the offered improvements to be retained on the Regional Road Impact Fee Network.

2. **Developer of Record, Development of Record, Engineer of Record: The name, address, phone number, fax number and a contact person of the Developer of Record for which credits will be issued. The name, Local Government File Number and three copies of the site plan of the Development of Record for which credits will be issued. Name, address, phone number, fax number and contact person of the Engineer of Record.**

23. **Construction of Capital Improvements.**

- a. The proposed plans and specifications for the specific construction prepared and certified by a duly qualified engineer, registered and licensed in the State of Nevada;
- b. The projected costs for the proposed improvement, which shall be based on local information for similar improvements, along with the construction timetable for the completion of the improvement. Such estimated cost shall include the cost of construction, planning, feasibility, alignment studies, plan-line studies, preliminary engineering, relevant geotechnical, environmental and cultural resource studies, permitting, the cost of all lands, property, rights, easements, and franchises acquired, construction financing charges, plans and specifications, surveys, engineering and legal services, construction inspection and testing, and all other expenses necessary or incident to determining the feasibility or practicability of such construction.

34. **Right-of-Way Dedication.** When a person proposes credit for the dedication of right-of-way contained in the RRIF CIP, he shall present:

- a. a specimen of the deed which he proposes to use to convey title to the appropriate governmental body;
- b. a Preliminary Title Report;
- c. a copy of the most recent assessment of the property for tax purposes;
- d. documentation satisfactory to the RTC RRIF Administrator to establish the value of the property offered which may include property appraisals prepared by qualified professionals, purchase contracts,

etc. Establishing the value of the land in question by appraisal or other means must be done in the following manner:

- (1) if the land in question is subject to a valid agreement, zoning approval, or development approval which ~~prescribes a valuation~~ **established a valuation or prescribes a method of valuation**, the agreement, zoning approval, or development approval shall control;
  - (2) if the dedication is made pursuant to a condition of zoning or development approval is ~~not a site-related improvement and the condition of approval does not specifically prescribe otherwise~~, the **value of the** land shall be ~~valued at current fair market value~~ **determined as of the date of the application for change in zoning or development approval and shall be** based upon the zoning of the land as ~~it~~ **that** existed prior to the approval which contains the condition of dedication;
  - (3) ~~otherwise~~ **if neither (1) or (2) are applicable**, valuation shall be based on the fair market value of the land ~~at its time of dedication~~ **sixty (60) days following the execution of the CCFEA by the applicant or actual acceptance of any "offer of dedication" from the applicant by the Local Government, whichever is earlier.**
45. Other Contribution. If the proposed application involves a credit for any contribution or payment not provided for in this Manual, the following documentation must be provided:
- a. A certified copy of the development approval in which the contribution or payment was agreed.
  - b. If payment has been made, proof of payment; or
  - c. If payment has not been made, the proposed method of payment.

E. Determination of Final Credit

1. Amount of the Final Credit. The RTC RRIF Administrator shall determine which capital improvements and/or right-of-way dedications are eligible for credits and what the amount of the credit shall be for each. The credit shall be in an amount equal to the actual cost of the elements identified in D.2.b. **above subject to a test of reasonableness**. The determination of the amount of credit shall be made by the RTC RRIF Administrator, after consultation with the Local Administrator, based on the review of the

documentation presented. Credits created pursuant to a CCFEA Capital Contribution Front-Ending Agreement shall be expressed in terms of VMT units. If the RTC RRIF Administrator determines that such estimates submitted by the applicant are either unreliable or inaccurate, the final credit determination shall be made by the RTC RRIF Administrator based upon alternative engineering criteria, construction cost estimates, property appraisals, or other reasonable means of determining the value of the offered improvements or right-of-way.

2. Final Credit for Construction. Final credits for construction of eligible regional road improvements will be issued upon the fulfillment of all terms of the CCFEA Capital Contribution Front-Ending Agreement to the full and sole satisfaction of the RTC RRIF Administrator and the acceptance of the Offered Improvements by the RTC RRIF Administrator and the Local RRIF Administrator.
3. Final Credit for Right-of-Way Dedication. Final credit for land dedication shall be created when the proper documentation required in this Section have been submitted, the following procedures have been completed, and the irrevocable offer of dedication for said land has been accepted by the appropriate governmental body. The procedures required are:
  - a. The delivery to the appropriate governmental body of an irrevocable offer of dedication, with sufficient funds to pay all costs of transfer of title including recording;
  - b. The escrow of taxes for the current year or the payment of said taxes for the year;
  - c. The issuance of a title insurance policy subsequent to recording of the deed and escrow of taxes.
4. Credits Claimed. Fee payers Applicant's claiming credits shall submit sufficient documentation to permit the RTC RRIF Administrator to determine whether such credits claimed are due and in what amount.
5. RRIF Credit Certificates. Credits shall be in the form of a RRIF Credit Certificate issued by the RTC RRIF Administrator. Only authorized officials at the City of Reno, the City of Sparks, Washoe County, and the RTC are permitted to make entries into this document. Entries or alterations by others may render the document void. With the transaction that reduces the credit balance on a certificate to zero, the local government making the transaction will retain the certificate and return it to the RTC RRIF Administrator. All risk is assumed by the person or organization to whom a credit certificate was issued. Although the RTC RRIF Administrator will be

tracking credit transactions for administrative purposes, the credit certificate itself is the official record of credit balance and usage. Should the certificate be lost, stolen, damaged, or destroyed, the RTC RRIF Administrator is not obligated to determine the amount of remaining credits nor to provide a replacement certificate. The RTC RRIF Administrator may attempt to ascertain the amount of credit remaining but does not guarantee that a replacement certificate will be issued.

#### F. Credit Usage

The transferability and usage of credits are as follows:

1. RRIF credits may be used by the Developer of Record to pay for up to 100% of the Regional Road Impact Fees on any traffic generating development of land included in the Development of Record.
2. RRIF credits may be used by the Developer of Record to pay for up to 100% of the Regional Road Impact Fees on any traffic generating development of the Developer of Record within the same benefit district as the Development of Record.
3. RRIF credits are transferable to a third party. To transfer credits, the credit book must be returned to the RTC **RRIF** Administrator, credits will be subtracted and transferred to a new credit book issued to the new holder.
  - a. RRIF credits may be used by a third party to pay for up to 100% of the Regional Road Impact Fees on any traffic generating development of land included in the Development of Record.
  - b. RRIF credits may be used by a third party to pay for up to one half of the amount of the Regional Road Impact Fees due on any traffic generating development within the same benefit district as the Development of Record. The other half of the amount of the Regional Road Impact Fees due must be paid in cash.
4. RRIF credits may not be used outside of the benefit district in which the Development of Record lies.

Note: Only authorized officials at the City of Reno, the City of Sparks, Washoe County, and the RTC are permitted to make entries into this document. Entries or alterations by others may render the document void. With the transaction that reduces the credit balance on a certificate to zero, the local government making the transaction will retain the certificate and return it to the RTC **RRIF Administrator**.

#### G. ~~Cancellation and~~ Expiration of Credit

1. ~~Cancellation. Once used, credits shall be canceled and shall not be re-established even if the permit for which they were used expires without commencing construction.~~
2. Expiration. Unused credits shall expire twenty years from the original date of issuance.

#### H. Appeals

If the feepayer **applicant** disagrees with the findings of the Local Administrator or RTC RRIF Administrator with respect to credits due, the feepayer **applicant** may appeal the decision (see Section XI).

### XI. APPEALS

#### A. Notice of Appeal

A feepayer **or applicant** affected by an administrative decision of the RTC RRIF Administrator or Local Administrator may appeal such decision to the RTC Regional Road Impact Fee Technical Advisory Committee, by filing with the RTC RRIF Administrator within ten (10) days of the date of the written decision, a written notice stating and specifying briefly the grounds of the appeal.

#### B. Review by the Regional Road Impact Fee Technical Advisory Committee (RRIF TAC)

1. The RTC RRIF Administrator shall place the appeal on the Regional Road Impact Fee Technical Advisory Committee agenda for the next scheduled meeting.
2. The **RRIF TAC** ~~Regional Road Impact Fee Technical Advisory Committee (RRIF TAC Committee)~~ shall consist of the **RTC RRIF Administrator**, Community Development Directors and Public Works Directors from the **Cities** y of Reno, and ~~the City of Sparks~~ **and Washoe County** or their designees, a Planning Commission member from the City of Reno, Washoe County, and the City of Sparks, **one two (2)** RTC staff members appointed by the Executive Director of the RTC and 4 private sector members appointed by the Chairman of the RTC. The RTC RRIF Administrator shall chair the RRIF TAC Committee.
3. The RTC RRIF TAC, after a public hearing, shall have the power to affirm or reverse the decision of the RTC RRIF Administrator or Local Administrator. In making its decision, the RTC RRIF TAC shall make

written findings and apply the standards of this Manual ~~and this Manual~~. If the RTC RRIF TAC reverses the decision of the RTC RRIF Administrator or Local Administrator, it shall direct the RTC RRIF Administrator to recalculate the fee, credit or refund in accordance with its findings. In no case shall the RTC RRIF TAC have the authority to negotiate the amount of the fee, credit or refund.

#### C. Review by RTC Board

1. If the RTC RRIF TAC affirms the decision of the RTC RRIF Administrator, the applicant may appeal the decision to the RTC Board within ten (10) days of the RTC RRIF TAC's decision, by filing a notice of appeal with the RTC RRIF Administrator.
2. The RTC RRIF Administrator shall place the appeal on the RTC Board's agenda for the next regularly scheduled meeting occurring at least twenty-one (21) days thereafter.
3. The RTC Board, after a public hearing, shall affirm or reverse the decision of the RTC RRIF TAC based on the standards in this Manual. If the RTC Board reverses the decision, it shall direct the RTC RRIF Administrator to recalculate the fee, credit or refund in accordance with its findings. In no case shall the RTC Board have the authority to negotiate the amount of the fee, credit or refund.

## XII. USE OF FUNDS

#### A. Deposit in Trust Fund

1. All regional road impact fees collected by the Local Administrator pursuant to this Manual shall be immediately deposited in the Local Government's Trust Fund.
2. Any proceeds in the Local Government Trust Fund not immediately necessary for expenditure shall be invested in an interest-bearing account. All income derived from these investments shall be retained in the Local Government Trust Fund until transferred to the RTC Trust Fund. Record of the Local Government Trust Fund accounts shall be available for public inspection in the Local Administrator's office, during normal business hours.
3. No less frequently than quarterly, and pursuant to the Interlocal Cooperation Agreement, the Local Administrator shall transfer the impact fee funds in the Local Government Trust Fund to the RTC RRIF Trust Fund. All proceeds in the RTC Trust Fund not immediately necessary for

expenditure shall be invested in an interest-bearing account. ~~Record of the RTC Trust Fund accounts shall be available for public inspection in the RTC RRIF Administrator's Office, during normal business hours.~~

#### B. Limitations on Expenditures

1. Impact fee monies shall only be expended from funds drawn from the RTC Trust Fund.
2. Funds shall only be expended on those projects selected by the RTC Board and approved by the RTC Board and the Participating Local Governments in an Interlocal Cooperative Agreement.
3. The expenditure of impact fee funds shall be limited to those road capital improvement projects included in the Regional Road Impact Fee CIP.
4. For the purposes of determining whether impact fee funds have been spent or encumbered, the first fees collected shall be considered the first monies spent or encumbered.
5. If impact fee funds transferred to the RTC Trust Fund are required to be refunded pursuant to Section VIII., Refunds, they shall be returned by the RTC RRIF Administrator to the Local Administrator for refund.

#### C. Benefit Districts

The Service Area is divided into three Benefit Districts, as described in Exhibit B. Impact fee funds shall be spent within the Benefit District from which the traffic generating land development activity paying the fee is located, except that:

1. Where a road on the Regional Road Impact Fee Network is used to define Benefit District boundaries, the road demarcating the boundary shall be considered as part of both Benefit Districts that it bounds, and impact fees from both Benefit Districts may be used to fund road capital improvements for that road; or
2. Impact fee funds from all Benefit Districts may be used to fund road capital improvements identified on the Regional CIP for McCarran Boulevard and Virginia Street; or
3. Impact fee funds may be used to fund a road capital improvement on the Regional CIP outside the Benefit District from which the fees are collected, if it is demonstrated by competent substantial evidence that the fee payers from the Benefit District from which the fees come will receive sufficient benefit from the road capital improvement.



### XIII. AMENDMENTS TO REGIONAL CIP

#### A. Biennial Consideration of Amendments

The RTC Board and the Governing Bodies of the Participating Local Governments shall consider any person's proposed amendments ~~by any person~~ to the Regional CIP requesting modifications to specific road capital improvements no more often than biennially ~~during odd-numbered years~~.

#### B. Procedure

1. Any person who proposes an amendment to the Regional CIP that requires a modification of road capital improvements shall submit an application requesting such an amendment to the RTC RRIF Administrator by the end of the first quarter of the update year ~~any odd-numbered year~~. The application shall include the appropriate data and supporting analysis to demonstrate justification for amending the Regional CIP, and either adding and/or deleting road capital improvements; to the extent necessary, justification for modifications to land use assumptions and trip characteristics and a traffic report (Exhibit F) shall be included in the application by the applicant.
2. Within ten (10) working days after the end of the first quarter of the update year ~~odd-numbered years~~, the RTC RRIF Administrator shall compile and synthesize all applications submitted by private persons for proposed amendments to the Regional CIP, and mail copies of these applications to the Impact Fee Administrators of the Participating Local Governments. Prior to the end of the second quarter of the update year ~~each odd-numbered year~~, the RTC RRIF Administrator shall prepare a Staff Report recommending approval, approval with modifications, or disapproval of each proposed application; in preparing the Staff Report, the RTC RRIF Administrator shall consider and to the extent appropriate incorporate any comments from the Impact Fee Administrators of the Participating Local Governments.
3. During the third quarter of the update year ~~each odd-numbered year~~, the RTC Board shall review and consider the applications for proposed amendments to the Regional CIP and the Staff Report prepared by the RTC RRIF Administrator. By the end of the update year ~~each odd-numbered year~~, the RTC Board shall submit its recommendations to each of the Governing Bodies of the Participating Local Governments who shall make a decision on whether to approve, approve with modifications, or disapprove the proposed applications. For an application to receive final

approval, it shall require approval by each of the Governing Bodies of the Participating Local Governments.

4. Based upon the decision of the RTC Board and the Governing Bodies of the Participating Local Governments, the RTC RRIF Administrator shall prepare the appropriate modifications to the Regional CIP, and the Manual, which shall then be approved in a consolidated form by the Governing Bodies of each Participating Local Government before they become final.

#### C. Standard

Any application for an amendment to the Regional CIP requesting modification of road capital improvements submitted by a private person, shall only be approved if the application demonstrates that the land use assumptions or the travel characteristics used in the Regional CIP have changed to such a degree that the modification of the road capital improvement is necessary to maintain adequate levels of service on the Regional Road Impact Fee Network.

#### D. Special Request For Private Amendment

1. Any person, including the RTC or any Participating Local Government, may propose an amendment to the Regional CIP during periods other than that specified in Section XIII B.1. The RTC RRIF Administrator will consider applications to amend the Regional CIP if the following criteria are met: a) a non-refundable fee of \$5,000 is provided to fund the cost of processing the amendment, no credits will be given for this fee if approved b) the amendment is consistent with a Master Plan that has been approved by the appropriate Governing Body and Truckee Meadows Regional Planning Agency as necessary, c) meets the standards of a regional road as defined in the RRIF CIP Section III, titled "Regional Road Network".
2. The RTC RRIF Administrator, with concurrence from the Local Administrator, will process applications meeting the criteria specified in Section XIII D.1. The RTC RRIF Administrator is further authorized to make necessary revisions to the RRIF Regional CIP. Any revisions made to the RRIF CIP under this provision shall be included in the biennial update of the RRIF CIP and fees. Any projects added to the RRIF CIP in accordance with this Section, shall be eligible for credit in accordance with the provisions of Section X. in this manual.

### **XIV. BIENNIAL REVIEW EVERY TWO YEARS**

The Regional CIP and Manual ~~should~~ shall be reviewed and evaluated by the RTC at least once every two (2) years, to determine if any modifications, additions, or updates need to

be made to the Regional CIP and this Manual. This review shall be conducted by the RTC RRIF Administrator and submitted to the RTC Board and the Governing Bodies of each of the Participating Local Governments. Before any modifications of the Regional CIP or this Manual are final they shall be approved by each of the Governing Bodies of the Participating Local Governments.

## **XV. ADOPTION AND AMENDMENTS**

This Manual has been adopted by Resolution of by the RTC Board and by each Participating Local Government. This Manual may be amended only by Resolution of by the RTC Board and by Resolution of the Governing Bodies of each Participating Local Governments.

**EXHIBIT A**  
**EXPANDED LIST OF LAND USES BY LAND USE CATEGORY**

**EXHIBIT A**  
**EXPANDED LIST OF LAND USES BY LAND USE CATEGORY**

**RESIDENTIAL**

**SINGLE-FAMILY DETACHED**

one or two detached dwelling units on individual lot  
 two or more detached dwellings on a single parcel under condominium  
 ownership  
 mobile home subdivision  
 mobile home on individual lot

**MULTI-FAMILY**

Two or more ~~attached~~ dwelling units, including.

apartments  
 condominium  
 townhouse  
 duplex  
 boarding house  
 senior assisted living housing  
 supplemental units/mother in-law detached dwellings

**MOBILE HOME**

mobile home park

**HOTEL/MOTEL**

hotel  
 motel  
 casino hotel  
 resort hotel  
 RV park

**OFFICE**

**GENERAL OFFICE**

General offices and office buildings including:

accounting offices

architect  
 financial offices  
 insurance office  
 laboratories  
 law offices  
 government offices  
 public utility office  
 real estate  
 recording studio

#### MEDICAL OFFICE

medical clinic  
 dentists office  
 veterinary clinic  
 urgent care  
 optometrist office  
 chiropractic Office

#### COMMERCIAL/RETAIL

##### GENERAL COMMERCIAL

Shopping centers and free-standing commercial buildings, including:

adult entertainment  
 bakery  
 bar/cocktail lounge  
 barber shop  
 beauty salon  
 car wash (operator)  
 clothing store  
 drug/variety store  
 dry cleaning  
 electronics sales and service  
 ice cream parlor  
 jeweler  
 massage, tattoo, body painting, etc.  
 office supplies  
 pawn shop  
 pet store  
 pet grooming  
 pool/billiard parlor  
 record store  
 quality restaurant

savings & loan  
shopping center  
shoe repair  
tailor  
taxidermy  
video arcade  
video rental

**DRIVE-IN BANK**

bank with drive-through window or drive-through ATM

**CONVENIENCE STORE**

convenience store with or without pumps  
service station with convenience market

**FAST FOOD RESTAURANT**

restaurant (fast food and/or drive through)

**INDUSTRIAL**

**GENERAL INDUSTRY (LIGHT)**

abattoir and packing plant  
auto repair  
auto painting  
auto body  
equipment rental  
industrial laundry  
heavy equipment repair /service

**GENERAL INDUSTRY (LIGHT) (cont.)**

material testing labs  
publishing or publishing and printing

**MANUFACTURING**

dairy products  
chemical processing/manufacturing  
furniture manufacturer  
textile mill

WAREHOUSING

storage warehouse  
distribution warehouse

MINI-WAREHOUSE

mini storage warehouse development

REGIONAL WAREHOUSE

regional warehouse development

INSTITUTIONAL

PRIVATE ELEMENTARY SCHOOL

elementary school  
~~middle school~~  
~~junior high school~~

PRIVATE MIDDLE/JUNIOR HIGH/ HIGH SCHOOL

middle school  
junior high school  
high school

PRIVATE UNIVERSITY

college  
university  
junior college  
community college

DAY CARE CENTER

child care center  
day care center  
kindergarten

HOSPITAL

hospital  
psychiatric hospital  
mental institution



NURSING HOME

convalescent center  
nursing home

CHURCH/SYNAGOGUE

church  
synagogue

RECREATIONAL

GOLF COURSE

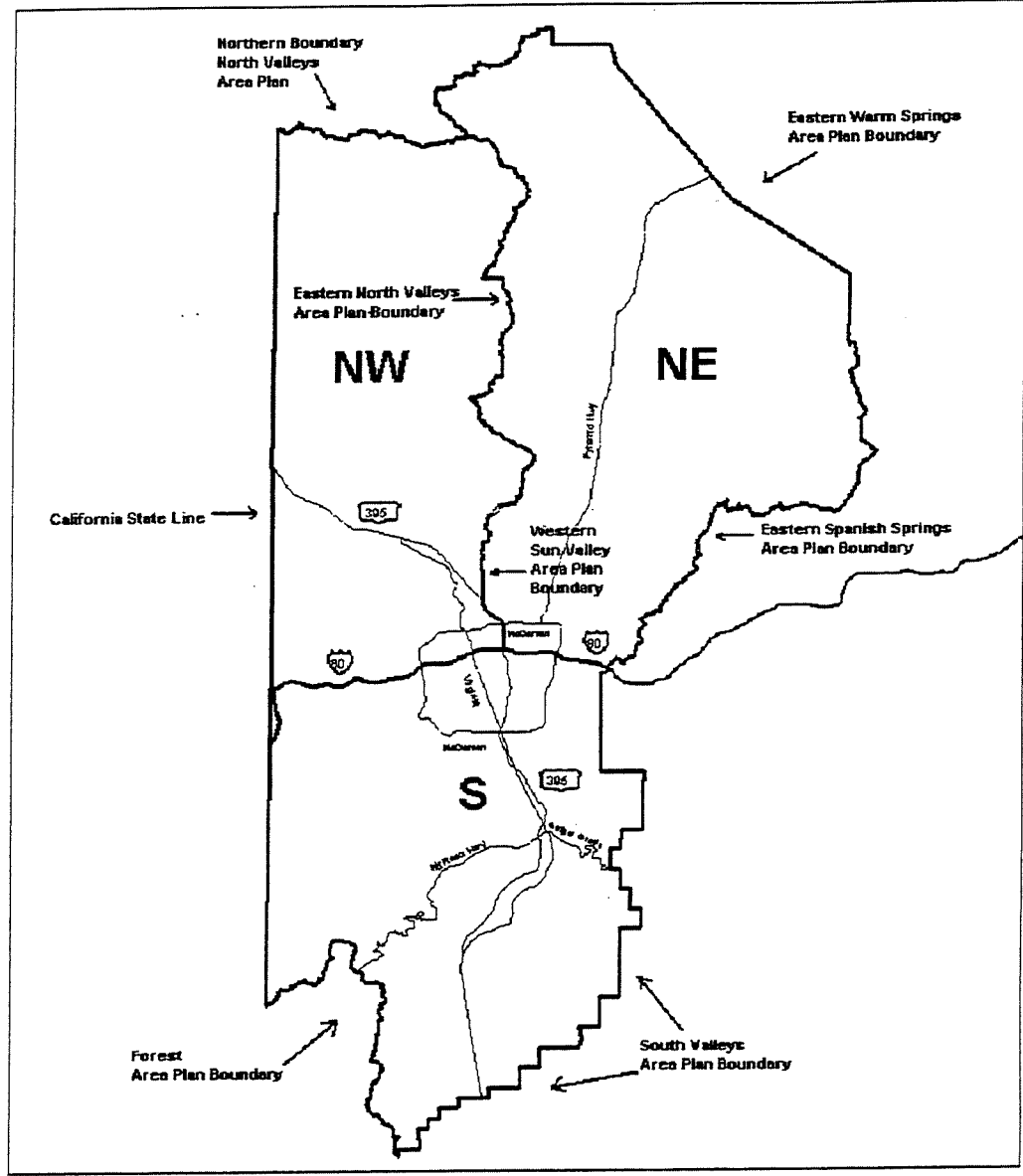
public golf course  
private golf course

PARK

public park  
public swimming pool  
skating rink

**EXHIBIT B  
REGIONAL ROAD IMPACT FEE SERVICE AREA  
AND BENEFIT DISTRICTS**

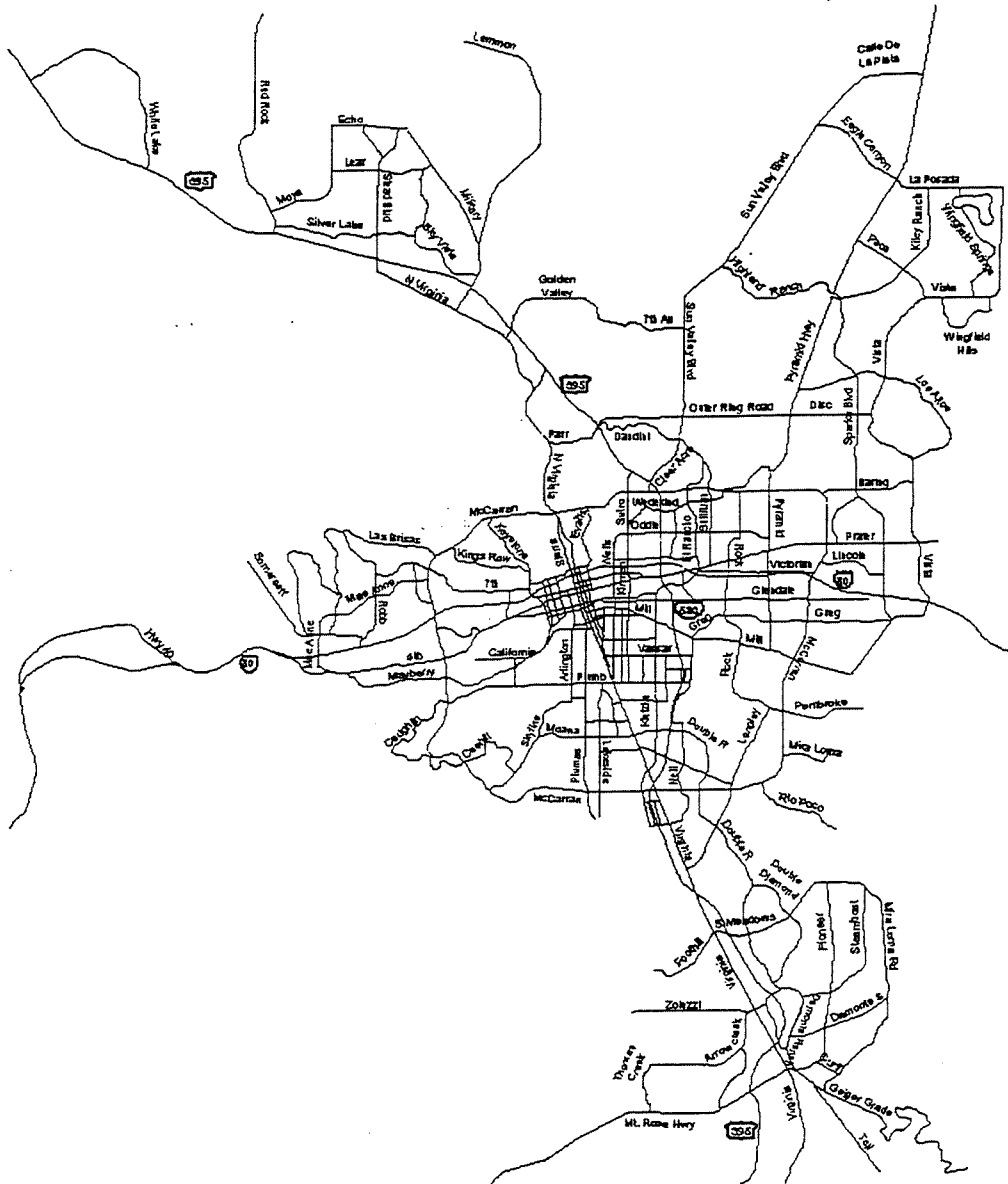
# EXHIBIT B REGIONAL ROAD IMPACT FEE SERVICE AREA AND BENEFIT DISTRICTS



**EXHIBIT C**  
**REGIONAL ROAD IMPACT FEE NETWORK**

1201

# EXHIBIT C REGIONAL ROAD IMPACT FEE NETWORK



**EXHIBIT D  
REGIONAL ROAD IMPACT FEE SCHEDULE**

## EXHIBIT D REGIONAL ROAD IMPACT FEE SCHEDULE

Land Use	Unit	ADT Trip Rate	1-Way Trips	% New Trips	Daily Trips	Trip Length	Daily VMT	\$ / VMT Reno	Outside	Fees	
										Reno	Outside
<b>Residential</b>											
Single-Family Detached	Dwelling	9.57	4.79	100%	4.79	3.20	15.33	\$123	\$135	\$1,886	\$2,070
Multi-Family	Dwelling	6.63	3.32	100%	3.32	3.20	10.62	\$123	\$135	\$1,306	\$1,434
Mobile Home	Dwelling	4.81	2.41	100%	2.41	3.20	7.71	\$123	\$135	\$948	\$1,041
Hotel/Motel	Room	9.11	4.56	85%	3.88	3.20	12.42	\$123	\$135	\$1,528	\$1,677
<b>Office</b>											
General Office Building	1000 GFA	11.01	5.51	85%	4.68	3.20	14.98	\$123	\$135	\$1,843	\$2,022
Medical Office	1000 GFA	36.13	18.07	85%	15.36	2.86	43.95	\$123	\$135	\$5,406	\$5,933
<b>Commercial/Retail</b>											
Com/Re <50,000 GFA	1000 GFA	91.66	45.83	33%	15.12	1.22	18.39	\$123	\$135	\$2,262	\$2,483
Com/Re 50-99K	1000 GFA	70.68	35.34	45%	15.90	1.54	24.53	\$123	\$135	\$3,017	\$3,312
Com/Re 100-199K	1000 GFA	54.50	27.25	55%	14.99	1.86	27.88	\$123	\$135	\$3,429	\$3,764
Com/Re 200-299K	1000 GFA	46.82	23.41	59%	13.81	2.18	30.06	\$123	\$135	\$3,697	\$4,058
Com/Re 300-399K	1000 GFA	42.02	21.01	62%	13.03	2.49	32.49	\$123	\$135	\$3,996	\$4,386
Com/Re 400-499K	1000 GFA	38.66	19.33	64%	12.37	2.86	35.39	\$123	\$135	\$4,353	\$4,778
Com/Re >1,000,000 GFA	1000 GFA	29.08	14.54	72%	10.47	3.20	33.49	\$123	\$135	\$4,119	\$4,521
Drive-In Bank	1000 GFA	265.21	132.61	55%	72.94	0.66	48.45	\$123	\$135	\$5,959	\$6,541
Fast Food Restaurant	1000 GFA	496.12	248.06	25%	62.02	0.66	41.19	\$123	\$135	\$5,066	\$5,561
Convenience Store	1000 GFA	845.69	422.85	25%	105.71	0.66	70.21	\$123	\$135	\$8,636	\$9,478
Casino Gaming Area	1000 GFA	46.05	23.03	85%	19.58	3.20	62.66	\$123	\$135	\$7,707	\$8,459
<b>Industrial</b>											
General Light Industrial	1000 GFA	6.97	3.49	85%	2.97	3.20	9.50	\$123	\$135	\$1,169	\$1,283
Manufacturing	1000 GFA	3.82	1.91	85%	1.62	3.20	5.18	\$123	\$135	\$637	\$699
Warehouse	1000 GFA	4.96	2.48	85%	2.11	3.20	6.75	\$123	\$135	\$830	\$911
Regional Warehouse	1000 GFA	1.89	0.95	85%	0.81	3.20	2.59	\$123	\$135	\$319	\$350
Mini-Warehouse	1000 GFA	2.50	1.25	90%	1.13	3.20	3.62	\$123	\$135	\$445	\$489
<b>Institutional</b>											
Elementary School	1000 GFA	12.03	6.02	24%	1.44	1.95	2.81	\$123	\$135	\$346	\$379
High School	1000 GFA	13.27	6.64	50%	3.32	1.95	6.48	\$123	\$135	\$797	\$875
University	1000 GFA	18.36	9.18	80%	7.34	1.95	14.33	\$123	\$135	\$1,763	\$1,935
Day Care Center	1000 GFA	79.26	39.63	24%	9.51	1.95	18.56	\$123	\$135	\$2,283	\$2,506
Hospital	1000 GFA	16.78	8.39	85%	7.13	3.20	22.82	\$123	\$135	\$2,807	\$3,081
Nursing Home	1000 GFA	5.36	2.68	85%	2.28	3.20	7.30	\$123	\$135	\$898	\$986
Church/Synagogue	1000 GFA	9.11	4.56	85%	3.88	2.49	9.67	\$123	\$135	\$1,189	\$1,305
<b>Recreation</b>											
Golf Course	Hole	35.74	17.87	85%	15.19	2.49	37.87	\$123	\$135	\$4,658	\$5,112
Park	Acre	2.28	1.14	85%	0.97	2.49	2.42	\$123	\$135	\$298	\$327

**EXHIBIT E  
REGIONAL ROAD EXEMPTION LIST**

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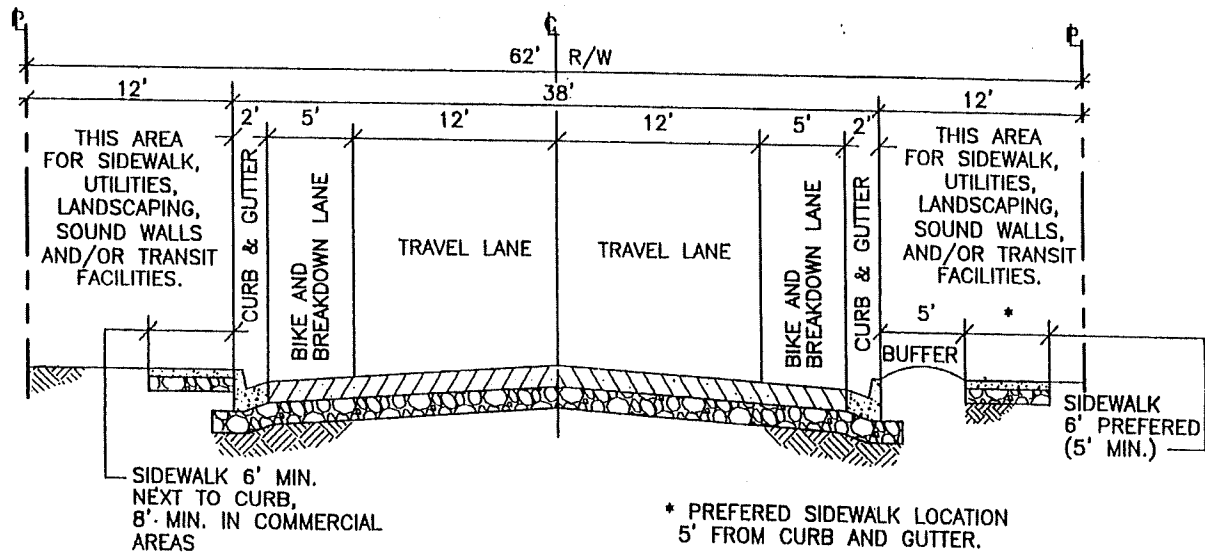


## EXHIBIT E REGIONAL ROAD EXEMPTION LIST

Brookside Lakes  
 Caughlin Ranch  
 Caughlin Creek (Caughlin)  
 Cimarron  
 Codyco/Mae Anne Village Shopping Center  
Convention Properties-(Firecreek Crossing)  
 Creekridge (Caughlin)  
 Dermody Aircenter  
 Eastridge (Caughlin)  
 Edgewater 5,6,7  
 Evans Creek #1 & #2  
 Evergreen (Caughlin)  
 Manzanita West 1 & 2 Only  
 Meadowlake Park (Caughlin)  
 Meadowlake Village (Caughlin)  
 Meadowood Mall – Limits (Partial Exemption)  
 Mesa Meadows  
 Northgate 3  
 Park 2001 Projects  
 Peppermill Expansion  
 Quail Run (MH across from Hug)  
 Redfield Estates (Firecreek Crossing)  
 Reno West Business Park  
 Reno Vista  
 Ridge Hollow (Caughlin)  
 Rolling Hills Highlands 2,3,4  
 Rosewood  
 Sierra Executive Centre  
 Sierra Gardens  
 Silver Shores #9-19  
 Sky Country  
 South Meadows Phase 1 & 2  
 South Point (Caughlin)  
 Suncrest  
 Traditions (Caughlin)  
 Triple Crown Phase 1  
 Triple Crown Phase 2  
 Village Green (Caughlin)  
 Vista Point (Caughlin)  
 Wellington 1 & 2 Only  
 West Point (Caughlin)  
 Wingfield Springs

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EXHIBIT E  
TYPICAL 2-LANE RIGHT-OF-WAY SECTION



TYPICAL 62' RIGHT-OF-WAY SECTION  
TWO TRAVEL LANES

P:\CIVIL\RTC\dwg\rd\_xsec.dwg  
2002-04-02 11:25AM By: calvergon

MARCH, 2002

ORIGINAL SHEET - A51



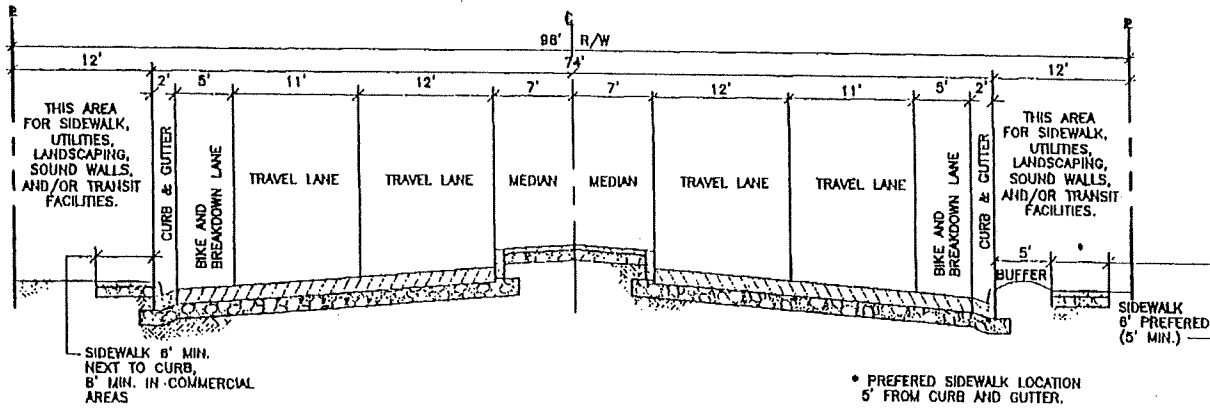
Stantec

Stantec Consulting Inc.  
Suite 100, 6980 Sierra Center Parkway  
Reno NV U.S.A.  
89511  
Tel. 775.850.0777  
Fax. 775.850.0787  
www.stantec.com

Client/Project

REGIONAL TRANSPORTATION COMMISSION  
RIGHT-OF-WAY SECTION

EXHIBIT E  
TYPICAL 4-LANE RIGHT-OF-WAY SECTION



TYPICAL 98' RIGHT-OF-WAY SECTION  
FOUR TRAVEL LANES

P:\CML\RTC\dwg\rd\_xsec.dwg  
2002-04-02 11:24AM By: cahverson

MARCH, 2002



Stantec

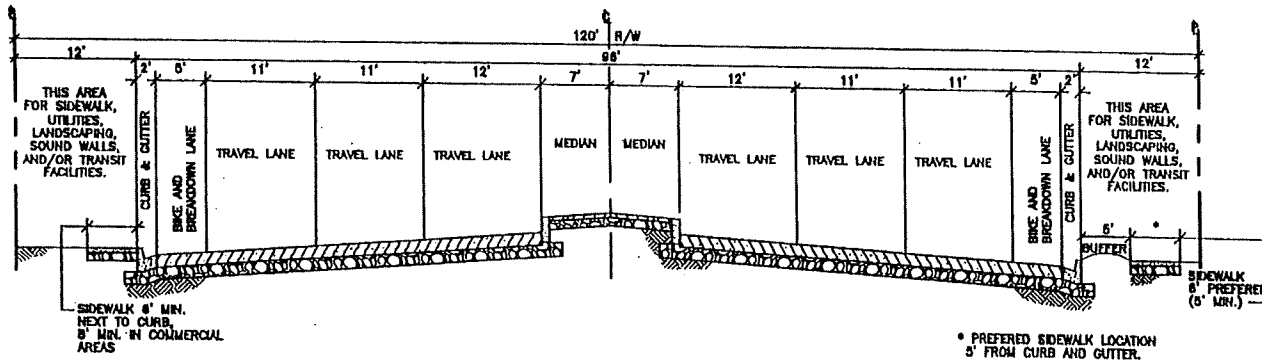
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Client/Project

REGIONAL TRANSPORTATION COMMISSION  
RIGHT-OF-WAY SECTION

V:\NSM - SHEET TEMPLATES

EXHIBIT E  
TYPICAL 6-LANE RIGHT-OF-WAY SECTION



TYPICAL 120' RIGHT-OF-WAY SECTION  
SIX TRAVEL LANES

P:\CML\RTC\dwg\rd\_xsec.dwg  
2002-04-02 11:25AM By: calverson

MARCH, 2002

ORIGINAL SHEET - ANSI A



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Client/Project  
REGIONAL TRANSPORTATION COMMISSION  
RIGHT-OF-WAY SECTION

**EXHIBIT F  
TRAFFIC REPORT GUIDELINES  
REGIONAL ROAD IMPACT FEE**

**EXHIBIT F  
TRAFFIC REPORT GUIDELINES  
REGIONAL ROAD IMPACT FEE**

**CITY OF RENO  
CITY OF SPARKS  
WASHOE COUNTY  
REGIONAL TRANSPORTATION COMMISSION**

**I. INTRODUCTION**

The Regional Road Impact Fee (RRIF) Traffic Report Guidelines provide criteria about traffic report content and techniques necessary to evaluate impacts of new development. The guidelines represent recognition of the comprehensive analyses undertaken as part of development and periodic updating of the Regional Road Impact Fee (RRIF) Capital Improvements Program (CIP).

The RRIF CIP uses ten-year population and employment land-use assumptions based on approved projects and master plans. Roadway segment and freeway ramp improvements are identified that will be needed within the ten-year horizon. These facilities are also analyzed to determine right-of-way requirements for capacity improvements needed beyond ten years. In some instances, a proposed, large development may have not been included in the land-use assumptions to determine future traffic volumes. Other developments may have phasing plans that exceed the time frame of the CIP. For these and other cases outlined below, a traffic report may be needed to measure traffic impacts and determine potential improvements not identified in the RRIF CIP.

The RRIF Traffic Report Guidelines are divided into the following sections:

- II. Requirement for Traffic Report
- III. Traffic Report Time Lines
- IV. Traffic Report Format and Required Elements
- V. Recommended Mitigations

**II. REQUIREMENT FOR TRAFFIC REPORT**

A traffic report may be recommended for developments meeting any one of the following criteria:

- A. Projects generating 100 or more peak-hour trips: Capacity analysis of proposed driveways.

- B. Projects generating 200 or more peak-hour trips: Report required if RTC staff cannot validate project inclusion in the RRIF CIP land-use forecast.
- C. The project is among those previously approved by an elected board with conditions of approval requiring future traffic reports.
- D. Applications for Master Plan Amendment calculated generating 200 or more peak-hour trips or that proposes a change to roadways in the Regional Transportation Plan (RTP) for Washoe County or the Regional Road Impact Fee (RRIF) Network.
- E. Projects defined as "Projects of Regional Significance" in the Truckee Meadows Regional Plan.
- F. Projects that will be phased over a period of time exceeding ten years.
- G.. Projects that may impact planned roadway projects, e.g., a proposal may require revised access or be located near an arterial intersection.
- H. Projects deemed to have impacts related to intersection capacity, safety, neighborhood, or other concerns as identified by the cities of Reno and Sparks, Washoe County, or the State of Nevada Department of Transportation (NDOT).
- I. The Regional Transportation Commission (RTC), NDOT or the local entity reserves the right to request additional information necessary to properly assess the impact of the proposed project.

Calculation of trip generation should use appropriate rates **found in the latest edition of TRIP GENERATION** by the Institute of Transportation Engineers (ITE) or other sources approved by RTC staff and the local jurisdiction.

### III. TRAFFIC REPORT TIME LINES

- A. Project Submittal Deadlines: The appropriate local entity with jurisdiction over approval of development applications should be contacted to determine submittal deadlines.
- B. Prior to Submittal of Development Application: To facilitate prompt and efficient review and processing of development applications, RTC staff recommends the following be completed before submittal of the development application:

1. Project trip generation should be approved by the appropriate, local entity.
2. Applicants for projects generating 200 or more peak-hour trips should contact RTC to determine if the proposal is accommodated in the RRIF CIP land-use forecast. If a report is required, the following steps should then be completed before submittal of the development application: The applicant's consultant should meet with RTC, the appropriate jurisdiction, and/or NDOT to define the scope of the report including variables identified in these guidelines, such as intersections and peak periods to be analyzed and trip distribution, as well as the potential for pass-by trips, the need for new intersection counts, or agency/neighborhood concerns. Potential site plan changes may be recommended to provide Citifare or CitiLift service to the project.
4. Traffic reports that require future-year analysis should obtain background traffic volumes developed or approved by RTC staff.
5. The traffic report should be reviewed for completeness and accuracy and approved by appropriate staff at the local jurisdiction.
6. Recommendations on the following pages identify specific improvements that should be depicted on submitted site plans.

C. After Submittal of Development Application:

All traffic issues identified by reviewing agencies following submittal of an approved traffic report should be resolved before the writing of the staff report by the appropriate entity. This will ensure that all recommended conditions of approval associated with traffic concerns could be resolved before official action on the project.

#### IV. TRAFFIC REPORT FORMAT

All traffic reports shall be prepared by, or under the direction of, a professional engineer with adequate experience in transportation engineering. ~~who~~ The report shall be stamped and signed ~~the report~~.

- A. Project Description: The traffic report should include a description of the following:



1. Existing and proposed land-uses on the site. The project should be described in terms of the amount of development, e.g., number of residential units, nonresidential square feet of floor area.
  2. Project buildout date and phasing if appropriate.
  3. A vicinity map showing the location of the project and surrounding land-uses.
  4. The site plan should be shown to scale with clear definition of internal circulation and proposed vehicle and pedestrian access to adjacent streets. Any driveways located across roadways **and** adjacent to the site should be depicted. **Distances from the nearest full movement intersections to project driveways should also be shown.** The design of project access must consider proper distance between intersections and project driveways as well as other elements described in appropriate local codes and Regional Transportation Plan (RTP) policies.
  5. Any approved or required encroachment permits for roadways under the jurisdiction of NDOT.
  6. Nonresidential and multi-family projects should include a description of Citifare service, if any. Potential location(s) for bus stop(s) and related passenger amenities, e.g., passenger shelters, should be indicated on the proposed site plan.
  7. Senior or assisted-care residential projects should include a description of transportation needs of residents, including site plan elements needed to provide CitiLift paratransit service to the project. RTC staff can provide information related to provision of CitiLift service.
- B. **Roadways Description:** The following elements should be described for all facilities adjacent to the site or otherwise included in the traffic report.
1. The roadway descriptions should begin with a list of intersections to be analyzed as required by the appropriate jurisdiction.
  2. Existing and proposed roadways should be identified in terms of their functional classification.
  3. The number and type of lanes, e.g., through-lanes, left-turn lanes, bike lanes, existing and planned for each roadway segment and intersection to be analyzed in the report.

4. The existence or lack of pedestrian facilities on both sides of roadways adjacent to the site.
  5. A vicinity map depicting location of roadways and intersections to be analyzed.
- C. Trip Generation: To assess the magnitude of traffic impacts of the proposed, the following must be included in the report:
1. Trip generation rates and peak hours must be determined and approved by the local jurisdiction or RTC staff. Trip generation should be calculated based on approved trip rates found in the latest edition of the ITE *Trip Generation*. If not available in this publication, other trip generation sources or procedures should be proposed for approval.
  2. For purposes of driveway analysis, there should be no reduction in calculated trip generation for pass-by or diverted trips. Reductions for intersection analysis should be approved by the local jurisdiction and RTC staff.
  3. A table should summarize average daily traffic volumes and peak-hour volumes with subtotals for each land-use.
- D. Trip Distribution and Assignment: Distribution of project trips should be approved before application submittal by the local jurisdiction in consultation with RTC staff.
1. Trip distribution should be depicted for each peak-period to be analyzed on a vicinity map similar to that used to indicate the location of the project and intersections to be analyzed (see B. 5 above).
  2. A map should illustrate assignment of project trips for each peak-period to driveways and intersections to be analyzed.
  3. Additional maps should illustrate background traffic plus project trips for each peak-period analyzed.
- E. Analysis: Analysis at required intersections and roadway segments should consist of the following applicable scenarios for the peak periods required:
1. Existing conditions without project traffic (*New counts of turning movements at key intersections may be required by the local*

*jurisdiction. RTC recommends new counts if existing data is older than 12 months or if circumstances, such as completion of a new facility, make new counts important to the analysis.)*

2. Background conditions at proposed date of project completion (if two or more years in the future).
3. Project traffic plus background traffic at project buildout.
4. 2012 and 2030 projections 2015 (or latest 20-year projection) without project traffic.
5. 2012 and 2030 projections 2015 (or latest 20-year projection) plus project traffic.
6. Demonstrated improvement with recommended mitigations (as required, below).
7. Construction impacts including impacts on transit service.

Results of the analysis should be depicted in a summary table indicating appropriate Levels of Service or available capacity for each critical movement at required intersections, driveways, or roadway segments. All raw traffic data and analysis worksheets, including computer printouts and turning movements counted, should be provided in appendices.

The impact analysis for existing scenarios should be based on the "operations" analysis technique described in the latest edition of the *Highway Capacity Manual* (HCM) for the appropriate intersection type (signalized or unsignalized). Analysis of 2012 and 2030 projections 2015 (or latest projection) conditions should utilize the "planning" technique described in the latest edition of the HCM. Any computer software used to assist in the level of service analysis should be approved by the Federal Highway Administration (FHWA) and be consistent with local agency review procedures.

All traffic control warrant analyses shall be conducted in accordance with the latest edition of the *Manual on Uniform Traffic Control Devices* (MUTCD) requirements for signalized and unsignalized intersections. In addition, a safety analysis shall be conducted regarding both transit vehicle and pedestrian movements in the vicinity of the proposed project.

## V. RECOMMENDED MITIGATIONS

The traffic study should include recommendations to mitigate impacts of project traffic when Levels of Service (LOS) do not meet adopted Level of Service Standards as identified in the RRIF CIP. Appropriate staff at the local jurisdiction should be consulted to determine if an alternative Level of Service (LOS) is applicable.

Recommended mitigations may include planned public roadway improvements identified in the RRIF CIP, RTP, or plans of other local agencies. In such cases, the site plan should indicate an offer to dedicate right-of-way or provision of setbacks to protect any right-of-way needed to complete planned roadway improvements.

All proposed mitigations should be identified in detail including schematic plans that indicate existing right-of-way and pavement sections, proposed improvements and their preliminary cost estimates, and another iteration of the volume/capacity analysis demonstrating the anticipated results of the recommended improvements. Proposed improvements should be shown in a scale drawing indicating all existing and proposed right-of-way, lane configuration, and channelization including tapers and turn lanes. Levels of Service (LOS) for the street system with proposed mitigations should be presented.

All design must comply with the American Association of State Highway and Transportation Officials (AASHTO), MUTCD, and ITE traffic engineering and design guidelines. In addition, all mitigation must comply with local guidelines.

A. ~~RRIF Credit:~~ Right-of-way dedications or construction of roadway improvements, that meets the 10-year design, completed by the applicant and identified in the RRIF CIP may be eligible for credits against the RRIF. The RRIF General Administrative Manual indicates no credit shall be given a fee-payer for street improvements and/or site-related improvements not included in the RRIF CIP.

Site-related improvements refer to capital improvements and right-of-way dedications for direct access improvements to development streets or driveways including, but not limited to, turn lanes and traffic control measures. Questions regarding credits should be directed to RTC Engineering Director Manager ~~Derek Morse (348-0171)~~, who is the RRIF Administrator for the RTC.

~~B. Projects exempt from the RRIF:~~ The RRIF General Administrative Manual includes a list of projects exempt from paying Regional Road Impact Fees (RRIF). Traffic reports for projects exempt from the RRIF should include mitigation of adjacent roadway and off-site impacts in the form of a contribution of the proportionate share of improvement costs as defined in the RRIF CIP, RTP, or other appropriate

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~~documents. In some cases, traffic impacts of a development may require construction of unplanned improvements to accommodate project traffic impacts.~~

- ~~1. The proposed methodology for calculating proportionate share costs for necessary improvements is based upon the following:~~

$$\text{Project Traffic} + (\text{Future Traffic} + \text{Project Traffic} - \text{Existing Traffic})$$

---


$$\times \text{Improvement Cost} =$$

---


$$\text{Project Proportionate Share of Mitigation Cost}$$

- ~~2. Proportionate share contributions to traffic signals should be based upon methodology shown in Appendix A: Traffic Signal Proportionate Share Methodology or another method acceptable to the local jurisdiction with approval authority.~~

/REPORT.DOC

**APPENDIX A**

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**TRAFFIC SIGNAL PROPORTIONAL SHARE METHODOLOGY**

~~Project Proportional Share = Project ADT Utilizing Intersection ) Use ADT Values in Table Below X Project Cost~~

---

~~ADT Values for Traffic Signal Proportional Share~~

~~Directions: Add values for major and minor street listed in table below for the appropriate major and minor street geometrics. Use either Urban or Rural values, based upon intersection location.~~

Major Street  (# of lanes on each approach)	Minor Street	ADT on major street (total both directions)		ADT on minor street (one direction only)	
		Urban	Rural	Urban	Rural
4	4	8000	5600	2400	1680
2 or more	4	9600	6720	2400	1680
2 or more	2 or more	9600	6720	3200	2240

Major Street	Minor Street	ADT on major street (total both directions)		ADT on minor street (one direction only)	
4	2 or more	8000	5600	3200	2240

Example: For an intersection in a rural location with 2 or more approach lanes on both the major and minor streets, the value to use in the denominator of the formula would be:

---


$$6,720 + 2,240 = 8,960$$

**EXHIBIT G**  
**NEVADA REVISED STATUTES: CHAPTER 278B**  
**ATTORNEY GENERAL OPINION NO. 97-29**

1201

**EXHIBIT G**  
**NEVADA REVISED STATUTES: CHAPTER 278B**  
**ATTORNEY GENERAL OPINION NO. 97-29**

NEVADA REVISED STATUTES: CHAPTER << 278B >>  
 CHAPTER << 278B >>

IMPACT FEES FOR NEW DEVELOPMENT

GENERAL PROVISIONS

- NRS 278B.010      Definitions.
- NRS 278B.020      "Capital improvement" defined.
- NRS 278B.030      "Drainage project" defined.
- NRS 278B.040      "Facility expansion" defined.
- NRS 278B.045      "Fire station project" defined.
- NRS 278B.050      "Impact fee" defined.
- NRS 278B.060      "Land use assumptions" defined.
- NRS 278B.070      "Local government" defined.
- NRS 278B.080      "New development" defined.
- NRS 278B.083      "Park project" defined.
- NRS 278B.087      "Police station project" defined.
- NRS 278B.090      "Sanitary sewer project" defined.
- NRS 278B.100      "Service area" defined.
- NRS 278B.110      "Service unit" defined.
- NRS 278B.120      "Storm sewer project" defined.
- NRS 278B.130      "Street project" defined.
- NRS 278B.140      "Water project" defined.

IMPOSITION; CAPITAL IMPROVEMENTS PLAN



NRS 278B.150 Capital improvements advisory committee: Establishment; designation of planning commission; duties.

NRS 278B.160 Imposition and purpose of impact fee; costs that may be included; property of school district exempt.

NRS 278B.170 Contents of capital improvements plan.

NRS 278B.180 Public hearing to consider land use assumptions; notice of hearing.

NRS 278B.190 Approval of land use assumptions; development of capital improvements plan; public hearing to consider adoption of plan and imposition of impact fee; notice of hearing.

NRS 278B.200 Receipt, consideration and waiver of complaints, protests and objections concerning impact fee.

NRS 278B.210 Adoption of capital improvements plan and imposition of impact fee; accounting.

#### AMOUNT, COLLECTION AND USE OF FEES

NRS 278B.220 Inclusion of costs of financing in amount of impact fee.

NRS 278B.230 Maximum impact fee per service unit; time for collection.

NRS 278B.240 Credits against impact fees; reimbursement of school district for certain costs.

NRS 278B.250 Conditions upon collection of impact fee.

NRS 278B.260 Refund of impact fee.

NRS 278B.270 Collection of additional impact fees.

NRS 278B.280 Prohibited uses of impact fees.

#### REVIEW AND REVISION OF CAPITAL IMPROVEMENTS PLAN

NRS 278B.290 Periodic review of capital improvements plan; public hearing to discuss revision; notice of hearing.

NRS 278B.300 Adoption of revised capital improvements plan.

#### MISCELLANEOUS PROVISIONS

NRS 278B.310 Development entitled to services and use of facilities upon

payment of impact fee.

NRS 278B.320 Seller of property to provide buyer with notice of impact fee; contents of notice; liability of seller.

NRS 278B.330 Limitation on time for judicial review of final action, decision or order.

NRS 278B.010 Definitions. As used in this chapter, unless the context otherwise requires, the words and terms defined in NRS 278B.020 to 278B.140 , inclusive, have the meanings ascribed to them in those sections.

(Added to NRS by 1989, 839; A 2001, 844 )

NRS 278B.020 "Capital improvement" defined. "Capital improvement" means a:

1. Drainage project;
2. Fire station project;
3. Park project;
4. Police station project;
5. Sanitary sewer project;
6. Storm sewer project;
7. Street project; or
8. Water project.

(Added to NRS by 1989, 839; A 2001, 844 )

NRS 278B.030 "Drainage project" defined. "Drainage project" means any natural and artificial watercourses, water diversion and water storage facilities, including all appurtenances and incidentals necessary for any such facilities.

(Added to NRS by 1989, 840)

NRS 278B.040 "Facility expansion" defined. "Facility expansion" means the expansion of the capacity of an existing facility associated with a capital improvement to serve new development. The term does not include the repair, maintenance or modernization of a capital improvement or facility.

(Added to NRS by 1989, 840)

NRS 278B.045 "Fire station project" defined. "Fire station project" means a facility for a fire station or a fire substation. The term does not include:

1. A facility or portion of a facility that is designed for a use related to the administration of a fire department or any other use not directly related to fire fighting; or
2. Any equipment, including, without limitation, vehicles, used for fire fighting.

(Added to NRS by 2001, 843 )

NRS 278B.050 "Impact fee" defined. "Impact fee" means a charge imposed by a local government on new development to finance the costs of a capital improvement or facility expansion necessitated by and attributable to the new development. The term does not include a tax for the improvement of transportation imposed pursuant to NRS 278.710 .

(Added to NRS by 1989, 840; A 1991, 34)

NRS 278B.060 "Land use assumptions" defined. "Land use assumptions" means projections of changes in land uses, densities, intensities and population for a specified service area over a period of at least 10 years and in accordance with the master plan of the local government.

(Added to NRS by 1989, 840)

NRS 278B.070 "Local government" defined. "Local government" means a city or a county.

(Added to NRS by 1989, 840)

NRS 278B.080 "New development" defined. "New development" means:

1. The subdivision of land;
2. The construction, reconstruction, redevelopment, conversion, structural alteration, relocation or enlargement of any structure which adds or increases the

number of service units; or

3. Any use or extension of the use of land which increases the number of service units.

(Added to NRS by 1989, 840)

NRS 278B.083 "Park project" defined. "Park project" means real property, turf, trees, irrigation, playground apparatus, playing fields, areas to be used for organized amateur sports, play areas, picnic areas, horseshoe pits, trails, jogging and pedestrian paths, tennis courts, areas designated for the use of skateboards and other recreational equipment or appurtenances which are designed to serve natural persons, families and small groups and which are used for a park that is not larger than 50 acres in area. The term does not include auditoriums, arenas, bandstand and orchestra facilities, bathhouses, clubhouses, community centers that are more than 3,000 square feet in floor area, golf course facilities, greenhouses, swimming pools, zoo facilities or similar recreational facilities.

(Added to NRS by 2001, 844 )

NRS 278B.087 "Police station project" defined. "Police station project" means a facility for a police station or a police substation. The term does not include:

1. A facility or portion of a facility that is designed for a use related to the administration of a police department or any other use not directly related to the provision of police services, including, without limitation, the training of police officers; or

2. Any equipment, including, without limitation, vehicles, used to provide police services.

(Added to NRS by 2001, 844 )

NRS 278B.090 "Sanitary sewer project" defined. "Sanitary sewer project" means facilities for the collection, interception, transportation, treatment, purification and disposal of sewage, including all appurtenances and incidentals necessary for any such facilities.

(Added to NRS by 1989, 840)

NRS 278B.100 "Service area" defined. "Service area" means the area within the boundaries of the local government which is served and benefited by the capital improvement or facilities expansion as set forth in the capital improvements plan.

(Added to NRS by 1989, 840)

NRS 278B.110 "Service unit" defined. "Service unit" means a standardized measure of consumption, use, generation or discharge which is attributable to an

individual unit of development calculated for a particular category of capital improvements or facility expansions.

(Added to NRS by 1989, 840)

NRS 278B.120 "Storm sewer project" defined. "Storm sewer project" means facilities for the collection, interception, transportation and disposal of rainfall and other storm waters, including all appurtenances and incidentals necessary for any such facilities.

(Added to NRS by 1989, 840)

NRS 278B.130 "Street project" defined. "Street project" means the arterial or collector streets or roads which have been designated on the streets and highways plan in the master plan adopted by the local government pursuant to NRS 278.220 , including all appurtenances, traffic signals and incidentals necessary for any such facilities.

(Added to NRS by 1989, 840; A 2001, 844 )

NRS 278B.140 "Water project" defined. "Water project" means facilities for the collection, transportation, treatment, purification and distribution of water, including all appurtenances and incidentals necessary for any such facilities.

(Added to NRS by 1989, 840)

#### IMPOSITION; CAPITAL IMPROVEMENTS PLAN

NRS 278B.150 Capital improvements advisory committee: Establishment; designation of planning commission; duties.

1. Before imposing an impact fee, the governing body of the local government must establish by resolution a capital improvements advisory committee. The committee must be composed of at least five members.
2. The governing body may designate the planning commission to serve as the capital improvements advisory committee if:
  - (a) The planning commission includes at least one representative of the real estate, development or building industry who is not an officer or employee of the local government; or
  - (b) The governing body appoints a representative of the real estate, development or building industry who is not an officer or employee of the local government to serve as a voting member of the planning commission when the planning commission is meeting as the capital improvements advisory committee.

3. The capital improvements advisory committee shall:

(a) Review the land use assumptions and determine whether they are in conformance with the master plan of the local government;

(b) Review the capital improvements plan and file written comments;

(c) Every 3 years file reports concerning the progress of the local government in carrying out the capital improvements plan;

(d) Report to the governing body any perceived inequities in the implementation of the capital improvements plan or the imposition of an impact fee; and

(e) Advise the local government of the need to update or revise the land use assumptions, capital improvements plan and ordinance imposing an impact fee.

(Added to NRS by 1989, 845; A 1995, 2689)

NRS 278B.160 Imposition and purpose of impact fee; costs that may be included; property of school district exempt.

1. A local government may by ordinance impose an impact fee in a service area to pay the cost of constructing a capital improvement or facility expansion necessitated by and attributable to new development. Except as otherwise provided in NRS 278B.220, the cost may include only:

(a) The estimated cost of actual construction;

(b) Estimated fees for professional services;

(c) The estimated cost to acquire the land; and

(d) The fees paid for professional services required for the preparation or revision of a capital improvements plan in anticipation of the imposition of an impact fee.

2. All property owned by a school district is exempt from the requirement of paying impact fees imposed pursuant to this chapter.

(Added to NRS by 1989, 840; A 1995, 2690)

NRS 278B.170 Contents of capital improvements plan. A capital improvements plan must include, by service area:

1. A description of the existing capital improvements and the costs to upgrade, improve, expand or replace those improvements to meet existing needs or more stringent safety, environmental or regulatory standards.

2. An analysis of the total capacity, level of current usage and commitments for usage of capacity of the existing capital improvements.

3. A description of any part of the capital improvements or facility expansions and the costs necessitated by and attributable to the new development in the service area based on the approved land use assumptions.

4. A table which establishes the specific level or quantity of use, consumption, generation or discharge of a service unit for each category of capital improvements or facility expansions.

5. An equivalency or conversion table which establishes the ratio of a service unit to each type of land use, including but not limited to, residential, commercial and industrial uses.

6. The number of projected service units which are required by the new development within the service area based on the approved land use assumptions.

7. The projected demand for capital improvements or facility expansions required by new service units projected over a period not to exceed 10 years.

(Added to NRS by 1989, 841)

NRS 278B.180 Public hearing to consider land use assumptions; notice of hearing.

1. A local government which wishes to impose an impact fee must set a time at least 20 days thereafter and place for a public hearing to consider the land use assumptions within the designated service area which will be used to develop the capital improvements plan.

2. The notice must be given:

(a) By publication of a copy of the notice at least once a week for 2 weeks in a newspaper of general circulation in the jurisdiction of the local government.

(b) By posting a copy of the notice at the principal office of the local government and at least three other separate, prominent places within the jurisdiction of the local government.

3. Proof of publication must be by affidavit of the publisher.

4. Proof of posting must be by affidavit of the clerk or any deputy posting the notice.

5. The notice must contain:

(a) The time, date and location of the hearing;

(b) A statement that the purpose of the hearing is to consider the land use assumptions which will be used to develop a capital improvements plan for which an impact fee may be imposed;

(c) A map of the service area to which the land assumptions apply; and

(d) A statement that any person may appear at the hearing and present evidence for or against the land use assumptions.

(Added to NRS by 1989, 842; A 1995, 2690)

NRS 278B.190 Approval of land use assumptions; development of capital improvements plan; public hearing to consider adoption of plan and imposition of impact fee; notice of hearing.

1. The governing body of the local government shall approve or disapprove the land use assumptions within 30 days after the public hearing.

2. If the governing body approves the land use assumptions, it shall develop or cause to be developed a capital improvements plan.

3. Upon the completion of the capital improvements plan, the governing body shall set a time at least 20 days thereafter and place for a public hearing to consider the adoption of the plan and the imposition of an impact fee.

4. The notice must be given:

(a) By publication of a copy of the notice at least once a week for 2 weeks in a newspaper of general circulation in the jurisdiction of the local government.

(b) By posting a copy of the notice at the principal office of the local government and at least three other separate, prominent places within the jurisdiction of the local government.

5. Proof of publication must be by affidavit of the publisher.

6. Proof of posting must be by affidavit of the clerk or any deputy posting the notice.

7. The notice must contain:

(a) The time, date and location of the hearing;

(b) A statement that the purpose of the hearing is to consider the adoption of an



impact fee;

- (c) A map of the service area on which the proposed impact fee will be imposed;
- (d) The amount of the proposed impact fee for each service unit; and
- (e) A statement that any person may appear at the hearing and present evidence for or against the land use assumptions.

(Added to NRS by 1989, 843; A 1995, 2690)

NRS 278B.200 Receipt, consideration and waiver of complaints, protests and objections concerning impact fee.

1. On the date and at the place fixed for the hearing any person may, by written complaints, protests or objections, present his views concerning the proposed impact fee to the governing body, or present them orally, and the governing body may adjourn the hearing from time to time.

2. After the hearing has been concluded, after all written complaints, protests and objections have been read and considered, and after all persons wishing to be heard in person have been heard, the governing body shall consider the arguments, if any, and any other relevant material put forth, and shall by resolution or ordinance, pass upon the merits of each such complaint, protest or objection.

3. Any complaint, protest or objection to the regularity, validity and correctness of the proceedings and instruments taken, adopted or made before the date of the hearing shall be deemed waived unless presented in writing at the time and in the manner set forth in this section.

(Added to NRS by 1989, 843)

NRS 278B.210 Adoption of capital improvements plan and imposition of impact fee; accounting.

1. The governing body of the local government shall approve or disapprove the adoption of the capital improvements plan and the imposition of an impact fee within 30 days after the public hearing.

2. If the governing body approves the plan and the imposition of the impact fee, it shall adopt an ordinance providing that all the impact fees collected must be deposited in an interest-bearing account which clearly identifies the category of capital improvements or facility expansions within the service area for which the fee was imposed.

3. The records of the account into which the impact fees were deposited must be available for public inspection during ordinary business hours.

4. The interest and income earned on money in the account must be credited to the account.

(Added to NRS by 1989, 844)

#### AMOUNT, COLLECTION AND USE OF FEES

NRS 278B.220 Inclusion of costs of financing in amount of impact fee. Projected interest charges and other finance costs may be included in calculating the amount of impact fees if the money is used for the payment of principal and interest on the portion of the bonds, notes or other obligations issued by or on behalf of the local government to finance the capital improvements or facility expansions identified in the capital improvements plan as being necessitated by and attributable to new development.

(Added to NRS by 1989, 841)

NRS 278B.230 Maximum impact fee per service unit; time for collection.

1. The impact fee per service unit must not exceed the amount determined by dividing the costs of the capital improvements described in subsection 3 of NRS 278B.170 by the total number of projected service units described in subsection 6 of NRS 278B.170 .

2. If the number of new service units projected over a period is less than the total number of new service units shown by the approved land use assumptions at full development of the service area, the maximum impact fee which may be charged per service unit must be calculated by dividing the costs of the part of the capital improvements required by the new service units described in subsection 7 of NRS 278B.170 by the projected new service units described in that subsection.

3. The impact fee may be collected at the same time as the fee for issuance of a building permit for the service unit or at the time a certificate of occupancy is issued for the service unit, as specified in the ordinance.

(Added to NRS by 1989, 842)

NRS 278B.240 Credits against impact fees; reimbursement of school district for certain costs.

1. If an owner is required by a local government, as a condition of the approval of the development, to construct or dedicate, or both, a portion of the off-site facilities for which impact fees other than for a park project are imposed, the off-site facilities must be credited against those impact fees.

2. If a school district is required by a local government to construct or dedicate, or both, a portion of the off-site facilities for which impact fees are imposed, the local government shall, upon the request of the school district, reimburse or enter into an agreement to reimburse the school district for the cost of the off-site facilities

constructed or dedicated, or both, minus the cost of the off-site facilities immediately adjacent to or providing connection to the school development which would be required by local ordinance in the absence of an ordinance authorizing impact fees.

3. If an owner is required by a local government to:

(a) Pay a residential construction tax pursuant to NRS 278.4983 ;

(b) Dedicate land pursuant to NRS 278.4979 or otherwise dedicate or improve land, or both, for use as a park; or

(c) Construct or dedicate a portion of the off-site facilities for which impact fees for a park project are imposed,

the owner is entitled to a credit against the impact fee imposed for the park project for the amount of the residential construction tax paid, the fair market value of the land dedicated, the cost of any improvements to the dedicated land or the cost of the off-site facilities dedicated or constructed, as applicable.

(Added to NRS by 1989, 842; A 1995, 2691; 2001, 844 )

NRS 278B.250 Conditions upon collection of impact fee. An impact fee must not be collected unless:

1. Collection is made to pay for a capital improvement or facility expansion which has been identified in the capital improvements plan;

2. The local government agrees to reserve capacity to serve future development and the owner and the local government enter into a written agreement to do so; or

3. The local government agrees that the owner of a new development may construct or finance the capital improvements or facility expansions and:

(a) The costs incurred or money advanced will be credited against the impact fees otherwise due from the new development; or

(b) It will reimburse the owner for those costs from the impact fees paid from other developments which will use those capital improvements or facility expansions.

(Added to NRS by 1989, 842)

NRS 278B.260 Refund of impact fee.

1. The local government shall, upon the request of an owner of real property for which an impact fee has been collected, refund the impact fee and any interest and income earned on the impact fee by the local government, if:

(a) After collecting the fee the local government did not begin construction of the

capital improvement or facility expansion for which the fee was collected within 5 years after collecting the fee; or

(b) The fee, or any portion thereof, was not spent for the purpose for which it was collected within 10 years after the date on which it was collected.

2. The local government shall, upon the completion of the capital improvement or facility expansion identified in the capital improvements plan or upon expenditure of fees collected from a development, recalculate the impact fee for that development by using the actual costs of the capital improvement or facility expansion or the actual costs of those capital improvements or facility expansions completed and engineering estimates of those capital improvements or facility expansions to be completed within the service area.

3. If the impact fee based on the cost or recalculated cost is less than the impact fee paid, the local government shall refund:

(a) The difference if the actual costs are known; or

(b) The difference if it exceeds the impact fee paid by more than 10 percent, if estimates are used,

and any interest and income earned by the local government on the amount of money refunded.

4. The local government shall refund any impact fee or part thereof, and any interest and income earned by the local government on the amount of money refunded, if it is not spent within 10 years after the date of payment.

5. Each refund must be paid to the owner of the property on record at the time the refund is paid. If a local government paid the impact fee, the refund must be paid to that local government.

6. Any limitation of time established by this section is suspended for any period, not to exceed 1 year, during which this state or the Federal Government takes any action to protect the environment or an endangered species which prohibits, stops or delays the construction of the capital improvement or facility expansion for which an impact fee was collected.

(Added to NRS by 1989, 844; A 1991, 298)

NRS 278B.270 Collection of additional impact fees. After the collection of the impact fee no additional impact fees may be collected for the same service unit. If the number of service units increases, the impact fee must be limited to the amount which is attributable to the additional service units.

(Added to NRS by 1989, 842)

NRS 278B.280 Prohibited uses of impact fees. Impact fees must not be used for:

1. The construction, acquisition or expansion of public facilities or assets other than capital improvements or facility expansions which are included in the capital improvements plan.
2. The repair, operation or maintenance of existing or new capital improvements or facility expansions.
3. The upgrading, expansion or replacement of existing capital improvements or facilities to serve existing development to meet more stringent safety, environmental or regulatory standards.
4. The upgrading, expansion or replacement of existing capital improvements or facilities to provide better service to existing development.
5. The administrative and operating costs of the local government.
6. Except as otherwise provided in NRS 278B.220 , the payments of principal and interest or other finance charges on bonds or other indebtedness.

(Added to NRS by 1989, 841)

#### REVIEW AND REVISION OF CAPITAL IMPROVEMENTS PLAN

NRS 278B.290 Periodic review of capital improvements plan; public hearing to discuss revision; notice of hearing.

1. Each local government which imposes an impact fee shall review and may revise the land use assumptions and capital improvements plan at least once every 3 years. The 3-year period begins upon the adoption of the capital improvements plan by the local government.
2. Upon the completion of the revised capital improvements plan, the local government shall set a time at least 20 days thereafter and place for a public hearing to discuss and review the revision of the plan and whether the revised plan should be adopted.
3. The notice must be given:
  - (a) By publication of a copy of the notice at least once a week for 2 weeks in a newspaper of general circulation in the jurisdiction of the local government.
  - (b) By posting a copy of the notice at the principal office of the local government and at least three other separate, prominent places within the jurisdiction of the local government.
4. Proof of publication must be by affidavit of the publisher.

5. Proof of posting must be by affidavit of the clerk or any deputy posting the notice.

6. The notice must contain:

- (a) The time, date and location of the hearing;
- (b) A statement that the purpose of the hearing is to consider the revision of the land use assumptions, capital improvements plan and the imposition of an impact fee;
- (c) A map of the service area for which the revision is being prepared; and
- (d) A statement that any person may appear at the hearing and present evidence for or against the revision.

(Added to NRS by 1989, 845; A 1995, 2691)

NRS 278B.300 Adoption of revised capital improvements plan. The governing body of the local government shall approve or disapprove the adoption of the revised capital improvements plan, the land use assumptions and the imposition of an impact fee within 30 days after the public hearing.

(Added to NRS by 1989, 845)

#### MISCELLANEOUS PROVISIONS

NRS 278B.310 Development entitled to services and use of facilities upon payment of impact fee. Any new development for which an impact fee has been paid is entitled to:

- 1. The permanent use and benefit of the facilities for which the fee was imposed; and
- 2. Receive immediate service from any existing facility with actual capacity to serve the new service units.

(Added to NRS by 1989, 842)

NRS 278B.320 Seller of property to provide buyer with notice of impact fee; contents of notice; liability of seller.

1. The seller of any property who has actual or constructive notice of the imposition or pending imposition of an impact fee on that property which has not been paid in full shall give written notice of the fee to the buyer before the property is conveyed.

2. The notice must contain:

(a) The amount of the impact fee which has not yet been paid, if it has been imposed at the time the notice is given; and

(b) The name of the local government which imposed or will impose the impact fee.

3. If the seller fails to give the notice required pursuant to this section, he is liable to the buyer for any amount of the impact fee which becomes payable on the property after the conveyance.

(Added to NRS by 1989, 845)

NRS 278B.330 Limitation on time for judicial review of final action, decision or order. No action or proceeding may be commenced for the purpose of seeking judicial relief or review from or with respect to any final action, decision or order of any committee or other governing body authorized by this chapter unless the action or proceeding is commenced within 25 days after the date of filing of notice of the final action, decision or order with the clerk or secretary of the committee or governing body.

(Added to NRS by 1991, 49)

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**OPINION NO. 97-29 IMPACT FEES; FEES; TAXES:** The State of Nevada is exempt from the payment of impact fees and transportation taxes to local governments. The State of Nevada is subject to reasonable fees assessed by utility purveyors for expansion and construction of facilities.

Carson City, December 31, 1997

Eric Raecke, Manager, Public Works Board, 505 East King St., #301, Carson City, Nevada  
89701

Dear Mr. Raecke:

You have requested our legal opinion on whether the State of Nevada is subject to certain development fees charged by local governments and public utilities.

QUESTION ONE

Is the State of Nevada exempt from payment of impact fees and transportation taxes to local governments?

ANALYSIS OF QUESTION ONE

The Nevada Legislature has authorized local governments to charge certain fees and taxes on new development to cover the costs of capital improvement, facility expansion, and improvement of transportation necessitated by the new development.

NRS 278B.050 defines the term "impact fee" as follows: "'Impact fee' means a charge imposed by a local government on new development to finance the costs of a capital improvement or facility expansion necessitated by and attributable to the new development. The term does not include a tax for the improvement of transportation imposed pursuant to NRS 278.710."

NRS 278B.160(1) provides:

A local government may by ordinance impose an impact fee in a service area to pay the cost of constructing a capital improvement or facility expansion necessitated by and attributable to new development. Except as otherwise provided in NRS 278B.220, the cost may include only:

- (a) The estimated cost of actual construction;
- (b) Estimated fees for professional services; (c)

The estimated cost to acquire the land; and

- (d) The fees paid for professional services required for the preparation or revision of a capital improvements plan in anticipation of the imposition of an impact fee.

2. All property owned by a school district is exempt from the requirement of paying impact fees imposed pursuant to this chapter.

NRS 278.710(1) and (4) provide:

1. A board of county commissioners may by ordinance, but not as in a case of emergency, impose a tax for the improvement of transportation on the privilege of new residential, commercial, industrial and other development pursuant to paragraph (a) or (b) as follows:

(a) After receiving the approval of a majority of the registered voters of the county voting on the question at a special election or the next primary or general election, the board of county commissioners may impose the tax throughout the county, including any such development in incorporated cities in the county. A



county may combine this question with a question submitted pursuant to NRS 244.3351, 365.203, 371.045 or 377A.020, or any combination thereof.

(b) After receiving the approval of a majority of the registered voters who reside within the boundaries of a transportation district created pursuant to NRS 244A.252, voting on the question at a special or general district election or primary or general state election, the board of county commissioners may impose the tax within the boundaries of the district. A county may combine this question with a question submitted pursuant to NRS 244.3351.

4. The tax imposed pursuant to this section must be collected before the time a certificate of occupancy for a building or other structure constituting new development is issued, or at such other time as is specified in the ordinance imposing the tax. If so provided in the ordinance, no certificate of occupancy may be issued by any local government unless proof of payment of the tax is filed with the person authorized to issue the certificate of occupancy. Collection of the tax imposed pursuant to this section must not commence earlier than the first day of the second calendar month after adoption of the ordinance imposing the tax.

The general and well-established rule is that the state is not subject to taxation. "There is a presumption that the legislature does not intend to subject publicly owned property to taxation by the state and local governments, and that such property is impliedly immune from taxation unless an intention to tax such property is clearly manifested." Op. Nev. Att'y Gen. No. 96-17 (July, 1996).

In *State v. Lincoln Co. Power Dist.*, 60 Nev. 401, 407; 11 P.2d 528, 530 (1941), the court held:

[I]t is stated to be the general rule that in the absence of any constitutional prohibition the state may tax its own property, the presumption is always against an intention to do so, and such property is impliedly immune from taxation unless an intention to include it is clearly manifested; which immunity rests upon public policy and the fundamental principles of government.

Some things are always presumptively exempted from the operation of general tax laws because it is reasonable to suppose they were not within the intent of the legislature in adopting them. Such is the case with property belonging to the state and its municipalities and which is held by them for public purposes. COLEY ON TAXATION, 4th Ed. vol. 2, sec. 621.

The meaning of taxation must be kept in view, and that is: a charge levied by the sovereign power upon the property of its subject. It is not a charge upon its own property, nor upon property over which it has no dominion.

It was held in *People v. Doe G.* 1,034, 36 Cal. 220, that the constitution and laws on the subject of taxing property refer to private property and persons, not public property of the state....

When public property is involved, exemption is the rule and taxation is the exception.

A transportation tax is by definition a tax. An impact fee is also a tax. *Douglas County Contractors Ass'n v. Douglas County*, 112 Nev. 1452, 929 P.2d 253 (1996); *Hillis Homes, Inc. v. Snohomish County*, 650 P.2d 193 (Wash 1982). If the state is not subject to taxation, neither can it be subject to impact fees and transportation taxes.

Generally, when the legislature has chosen to subject the state to a particular fee, assessment or restriction imposed by a local governing body, it has done so specifically, e.g. NRS 268.433 (state subject to special assessment) and NRS 278.580(3) (state subject to zoning regulations adopted pursuant to chapter 278). Additionally, the absence of an express provision

requiring state compliance has been interpreted as exempting the state from local regulation, e.g. Op. Nev. Att'y Gen. No. 140 (August 1973) (state not subject to local building codes). Clearly, if the legislature intended the State to be subject to a charge or fee imposed by its own political subdivision, it would have been a simple matter for the legislature to so provide. See e.g. *Penrose v. Whitacre*, 62 Nev. 239, 243, 147 P.2d 887, 889 (1944). Of course, a local government's authority to govern is derived exclusively and directly from the state itself, and it possesses only such powers as are expressly granted. *Ronnow v. City of Las Vegas*, 57 Nev. 332, 344, 65 P.2d 133, 136 (1937).

Numerous state courts have expressed the principle discussed above in even stronger terms. "The universal rule is that laws in derogation of sovereignty are construed strictly in favor of the state and are [not] permitted to divest it or its government of any prerogatives, unless intention to effect that object is clearly expressed." *People v. Centro-O-Mart*, 214 P.2d 378, 379 (Cal. 1950) (en banc). "It is a general principle that statutory laws of general application are not applicable to the state unless the legislature in the enactment of such laws made them specifically applicable to the state." *Big Island Small Ranchers Assn v. State*, 588 P.2d 430, 436 (Haw. 1978).

Further, NRS 278B.230(3) provides, "the impact fee may be collected at the same time as the fee for issuance of a building permit for the service unit or at the time a certificate of occupancy is issued for the service unit ..... Similarly, NRS 278.710(4) provides for collection of the transportation tax before issuance of a certificate of occupancy. Under NRS 341.145, the State of Nevada Public Works Board "has final authority for approval as to the architecture of all buildings, plans, designs, types of construction, major repairs and designs of landscaping" and therefore is not required to obtain local building permits, submit to inspections by the local building department personnel, or to receive certificates of occupancy from local governments. Since the impact fee statute and transportation tax statute provide for a time for collection that will never occur for a state public works project, it can reasonably be inferred that the legislature never intended for the State to pay impact fees or transportation taxes.

#### CONCLUSION TO QUESTION ONE

The State of Nevada is exempt from the payment of impact fees and transportation taxes to local governments.

**EXHIBIT H**  
**MIXED USE AND CHANGE OF USE WORKSHEETS**

EXHIBIT H  
MIXED USE AND CHANGE OF USE WORKSHEETS

MIXED USE STRUCTURES WORKSHEET			
1. PRIMARY LAND USE	1000GFA	\$/UNIT	FEE
_____	_____		
SUPPORTIVE FUNCTION LESS THAN 25% OF ABOVE PRIMARY USE			
_____ %	_____		
_____ %	_____		
TOTAL		x	=
2. PRIMARY LAND USE	1000GFA	\$/UNIT	FEE
_____	_____		
SUPPORTIVE FUNCTION LESS THAN 25% OF ABOVE PRIMARY USE			
_____ %	_____		
_____ %	_____		
TOTAL		x	=
3. PRIMARY LAND USE	1000GFA	\$/UNIT	FEE
_____	_____		
SUPPORTIVE FUNCTION LESS THAN 25% OF ABOVE PRIMARY USE			
_____ %	_____		
_____ %	_____		
TOTAL		x	=
4. PRIMARY LAND USE	1000GFA	\$/UNIT	FEE
_____	_____		
SUPPORTIVE FUNCTION LESS THAN 25% OF ABOVE PRIMARY USE			
_____ %	_____		
_____ %	_____		
TOTAL		x	=
<b>FEE TOTAL</b>			

CHANGE OF USE WORKSHEET			
<b>PROPOSED PRIMARY LAND USE</b>	1000GFA	\$/UNIT	FEE
_____	_____		
SUPPORTIVE FUNCTION LESS THAN 25% OF ABOVE PRIMARY USE			
_____ %	_____		
_____ %	_____		
<b>TOTAL</b>		x	=
<b>PROPOSED PRIMARY LAND USE</b>	1000GFA	\$/UNIT	FEE
_____	_____		
SUPPORTIVE FUNCTION LESS THAN 25% OF ABOVE PRIMARY USE			
_____ %	_____		
_____ %	_____		
<b>TOTAL</b>		x	=
<b>EXISTING USE</b>	1000GFA	\$/UNIT	FEE
_____	_____		
SUPPORTIVE FUNCTION LESS THAN 25% OF ABOVE PRIMARY USE			
_____ %	_____		
_____ %	_____		
<b>TOTAL</b>		x	=
<b>EXISTING USE</b>	1000GFA	\$/UNIT	FEE
_____	_____		
SUPPORTIVE FUNCTION LESS THAN 25% OF ABOVE PRIMARY USE			
_____ %	_____		
_____ %	_____		
<b>TOTAL</b>		x	=
FEE FOR THE PROPOSED USE			_____
SUBTRACT FEE PAID ON TOTAL EXISTING USE			_____
<b>FEE TOTAL</b>			_____
NOTE: UNDER NO CIRCUMSTANCES WILL A REFUND BE GRANTED FOR A CHANGE IN USE			

**EXHIBIT I**  
**ADMINISTRATIVE DECISIONS**

1201

## EXHIBIT I ADMINISTRATIVE DECISIONS

Land Use*	Unit	ADT Trip Rate	1-Way Trips	% New Trips	Daily Trips	Trip Length	Daily VMT	\$/VMT		2002 Fees	
								Reno	Outside	Reno	Outside
<b><u>Residential</u></b>											
Congregate Care Facility	Dwelling Unit	2.15	1.08	100%	1.08	3.20	3.44	123	135	423	464
Elderly Housing - Attached	Dwelling Unit	3.48	1.74	100%	1.74	3.20	5.57	123	135	685	752
<b><u>Commercial/Retail</u></b>											
Drive In Bank	Unit	250.00	125.00	55%	68.75	0.66	45.38	123	135	5582	6126
Fueling Station	Fueling Station	168.56	84.28	33%	27.81	0.66	18.36	123	135	2258	2479
Furniture Store	1000 GFA	5.06	2.53	33%	0.83	1.22	1.02	123	135	125	138
Home Improvement Store	1000 GFA	35.05	17.53	55%	9.64	1.86	17.93	123	135	2205	2421
New Car Sales	1000 GFA	37.50	18.75	33%	6.19	1.22	7.55	123	135	929	1019
<b><u>Institutional</u></b>											
Day Care Center	Student	4.52	2.26	24%	0.54	1.95	1.06	123	135	130	143
General Aviation Airport	Aircraft	5.00	2.50	90%	2.25	3.20	7.20	123	135	886	972
Library	1000 GFA	54.00	27.00	44%	11.88	1.95	23.17	123	135	2850	3128
Prison	Inmate	0.25	0.13	85%	0.11	3.20	0.34	123	135	42	46
<b><u>Recreational</u></b>											
Amusement Park	Acre	76.00	38.00	85%	32.30	2.49	80.43	123	135	9893	10858
Campground/RV Park	Site	4.47	2.24	85%	1.90	3.20	6.08	123	135	748	821
Fitness Center	1000 GFA	17.14	8.57	85%	7.28	2.49	18.14	123	135	2231	2449
Driving Range	Driving Range Station	10.00	5.00	85%	4.25	2.49	10.58	123	135	1301	1428
Horse Stalls	Stall	0.57	0.29	85%	0.24	2.49	0.60	123	135	74	81
Museum	1000 GFA	11.07	5.54	85%	4.70	2.49	11.71	123	135	1440	1581
Recreational Community Center	1000 GFA	22.88	11.44	85%	9.72	2.49	24.21	123	135	2978	3268



Washoe County Department of Community Development 1001 E. Ninth St., Bldg A Post Office Box 11130 Reno, NV 89520-0027 Tel: 702-328-3600 Fax: 702-328-3648

TO: Washoe County Board of County Commissioners
FROM: Adrian P. Freund, AICP, Director
SUBJECT: Development Code Technical Revision Amendment DC 03-005
DATE: April 28, 2003 PREPARED BY: Michael A. Harper, AICP

APPLICATION SUMMARY

Request: To amend Washoe County Code, Chapter 110, Development Code, Article 706, Impact Fees, by amending the date of adoption of the amended Regional Road Impact Fee Administrative Manual, by amending the date of adoption of the amended Regional Road Impact Fee Capital Improvement Program, by incorporating the administrative manual and capital improvements program by reference, and other matters relating thereto.

RECOMMENDATION/FINDINGS

It is recommended that the Board of County Commissioners introduce the attached ordinance and bill to amend Chapter 110, the Washoe County Development Code, on May 13, 2003 and conduct the appropriate hearing on May 27, 2003 to determine:

- If the request is an appropriate technical revision amendment to the Washoe County Development Code;
• If the proposed technical revision amendment is consistent with the goals, policies and standards of the elements of the Washoe County Comprehensive Plan;
• If any modifications, revision, additions, or deletions are necessary to the proposed technical revision amendments of Division 7 of the Washoe County Development Code.

It is recommended that the Board of County Commissioners approve the proposed ordinance on May 27, 2003 as a technical revision to the Washoe County Code. The Board of County Commissioners should use the following findings as the basis for their action:

1. The Director of Community Development has found that the proposed technical revision is consistent with all of the following:
i. Nevada Revised Statutes;
ii. The Truckee Meadows Regional Plan;
iii. The Washoe County Comprehensive Plan; and
iv. The purposes of the Development Code.
2. The amendment is needed to conform to an action taken by another County agency (Regional Transportation Commission of Washoe County) even if that action does not result in a change in the Washoe County Code
3. The amendments are in substantial compliance with the policies and action programs of the Washoe County Comprehensive Plan,



A-5/13/03
20B



4. The amendments will not adversely impact the public health, safety, or welfare, and will promote the original purposes for the Development Code as expressed in Article 818, Adoption of Development Code,
5. The amendments respond to conditions that were not foreseen at the time that the Development Code was adopted, and
6. The Washoe County Board of County Commissioners gave reasoned consideration to the information in the staff report, any comments from the Washoe County Planning Commission and citizen advisory boards, and to the information received during the public hearing.

At the second reading on May 27, 2003, the Board of County Commission can take three actions:

1. Adopt as introduced;
2. Refer any changes back to the Planning Commission for further deliberations on identified issues; or
3. Reject the amendment.

<b>TECHNICAL AMENDMENT PROCESS</b>
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Washoe County Code, Chapter 110, permits the director of the Department of Community Development to present a technical revision amendment of the Development Code directly to the Board of County Commissioners. The director may determine that one of the following requires a technical revision amendment because it is

- (1) Mandated by state law, whether by statute or court decision, and when no significant discretion can be exercised by the County;
- (2) Mandated by federal law, whether by statute or court decision, and when no significant discretion can be exercised by the County;
- (3) Required to avoid a sanction under federal law, and when no significant discretion can be exercised by the County;
- (4) Required to avoid disqualification from a federal program, and when no significant discretion can be exercised by the County;
- (5) To obtain a benefit under federal law, and when no significant discretion can be exercised by the County;
- (6) Needed to conform to an action taken by another County agency even if that action does not result in a change in the Washoe County Code;
- (7) Needed to conform to a name change or other change made in the Washoe County Code; or
- (8) Needed to improve or clarify the Development Code when there is not substantive effect on the Development Code.

The director is required to circulate the proposed technical revision to the Washoe County Planning Commission and the members of the citizen advisory boards for comment. Those comments are to be provided to the Board of County Commissioners when they consider first reading of the technical revision amendment.

The Board of County Commissioners is required to hold both a first reading (introduction) and second reading (public hearing and possible action) on the technical revision amendment.

## ANALYSIS

### GENERAL

Periodically the Regional Transportation Commission of Washoe County amends the administrative manual for the Regional Road Impact Fee and the capital improvement program for the Regional Road Impact Fee. This is done to satisfy the requirements of imposing a Regional Road Impact Fee that supports the expansion of capacity of the regional road network to meet increased demand on that network. Washoe County participates in this process both at a staff level (Regional Road Impact Fee technical advisory committee) and at the RTC Board level through its two appointments to that Board. The administrative manual establishes the steps through which the Regional Road Impact Fee is developed and collected, the latter done by each local government. The capital improvements program establishes the list of projects to be funded by the Regional Road Impact Fee and the estimated costs of each project. The fee that is collected is intended to assist in the construction of these projects along with other funding sources collected by the RTC (such as the fuel tax).

When the administrative manual and capital improvements program for the Regional Road Impact Fee were last amended in 1998 by the RTC, the County determined that it was more appropriate to incorporate both documents by reference rather than repeat the language of both documents within the Washoe County Code (specifically Article 706 of the Development Code).

On April 18, 2003, the Regional Transportation Commission of Washoe County approved changes to both the administrative manual and the capital improvements program (the latter determines the actual Regional Road Impact Fee that is established) which are included as Exhibits 1 and 2. Because the County actually collects the fee on behalf of the RTC, the Washoe County Code must be amended. The RTC staff has provided an explanation of the changes to the administrative manual and capital improvements program in correspondence that is attached.

This technical revision is intended to incorporate the adoption dates of the new administrative manual and capital improvements program, as well as some minor additional amendments that reference the changed dates.

### SPECIFIC AMENDMENTS

#### **Section 110.706.05, Regional Road Impact Fee, subsection (d), Exhibit A, pg 706-2)**

This amendment changes the date of the most currently adopted Regional Road Impact Fee administrative manual to the action of the RTC on April 18, 2003.

#### **Section 110.706.05, Regional Road Impact Fee, subsection (e), Exhibit A, pg 706-2)**

This amendment changes the date of the most currently adopted Regional Road Impact Fee capital improvements program to the action of the RTC on April 18, 2003.

**Section 110.706.05, Regional Road Impact Fee, subsection (g), Exhibit A, pg 706-3)**

This amendment changes the date of the most currently adopted Regional Road Impact Fee administrative manual to the action of the RTC on April 18, 2003.

**Section 110.706.05, Regional Road Impact Fee, subsection (j), Exhibit A, pg 706-5)**

This amendment identifies that a new effective date of this particular section of the Development Code will need to be inserted. In order to insure that collection of the new Regional Road Impact Fees occurs uniformly throughout the region, this amendment become effective 30 days after the actions of the other local government on these changes.

**PLANNING COMMISSION COMMENTS:**

Any comments will be provided at the first reading of this amendment.

**CITIZENS' ADVISORY BOARD COMMENTS**

Any comments will be provided at the first reading of this amendment.

<b>AUTHORITY</b>
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Nevada Revised Statutes, Chapter 278; Washoe County Development Code, Article 818

MAH (BCC DC03-005 tech revision sr)

Encl.: Ordinance, Exhibit A, Exhibits 1 and 2 (amended Regional Road Impact Fee Administrative Manual and Capital Improvements Program), Correspondence from Chris Louis to Clara Lawson, et al.

XC: Washoe County Planning Commission; Citizen Advisory Board members; Michelle Poché, Assistant County Manager; Development Services Advisory Committee members; Clara Lawson, P.E., Engineering Division; Chris Louis, P.E., Senior Engineer, RTC; Jim Barnes, Deputy District Attorney; Sharon Kvas, AICP, Planning Manager, Current Planning Program

# Regional Transportation Commission

Engineering Department □ Century Park □ 1105 Terminal Way, Suite 108 □ Reno, Nevada 89502  
P.O. Box 30002 □ Reno, Nevada 89520-3002 □ Phone 775-348-0171 □ Fax 775-3481-0170

David Aiazzi, Chair  
Dwight Dortch, Commissioner

John R. Mayer, Vice Chair  
David E. Humke, Commissioner

James M. Shaw, Commissioner  
Gregory H. Krause, Executive Director

April 11, 2003

Mr. Keith Lockard  
City of Reno  
P.O. Box 1900  
Reno, NV 89505

Mr. Neil Krutz  
Sparks Cityworks  
1675 East Prater Way, Suite 107  
Sparks, NV 89432

Ms. Clara Lawson  
Washoe County Engineering  
P.O. Box 11130  
Reno, NV 89520-0027

RE: Regional Road Impact Fee System Update

Dear Local RRIF Administrators:

Please submit this Regional Road Impact Fee (RRIF) System Update agenda item for the Planning Commission and City Council meetings you have scheduled.

## RECOMMENDATION

It is recommended that the Planning Commission and City Council or County Commission pass and adopt the amending Ordinance which includes updates of the RRIF General Administrative Manual (GAM) and Capital Improvements Plan (CIP).

## SUMMARY

In accordance with the provisions of the Interlocal Cooperative Agreement entered into by the RTC, Washoe County, the City of Reno, and the City of Sparks, the RTC is responsible for initiating periodic reviews of the program and proposing modifications to the participating governments. The review process is undertaken by the RTC in conjunction with the RRIF Technical Advisory Committee (RRIF TAC). Final recommendations of this committee were made by unanimous vote on February 26, 2003. The proposed revisions were endorsed by unanimous vote by the RTC TAC on March 26, 2003. The presentation to the RTC Citizens Advisory Committee and RTC Board will occur on April 16, 2003 and April 18, 2003 respectively, results will be presented at the meeting. The fee rates resulting for this update are typically twelve (12) percent higher than the current rates inside the City of Reno and seven (7) percent higher in the other jurisdictions.

Page 2 of 4 RE: RRIF System Update

## **BACKGROUND**

In accordance with the provisions of the "Regional Road Impact Fee Ordinance Interlocal Cooperation Agreement" entered into by the RTC, the City of Sparks, the City of Reno, and Washoe County on November 28, 1995, RTC is responsible for making periodic reviews of the program and recommending appropriate amendments to the participating local governments. The vehicle used to make these reviews is the RRIF Technical Advisory Committee (RRIF TAC) which consists of the Community Development Directors and Public Works Directors from the City of Reno, Washoe County, and the City of Sparks, a Planning Commission member from each local government, two (2) RTC staff members and four (4) private sector members. Since January of 2002, the RRIF TAC has been meeting and considering amendments to the RRIF GAM and CIP suggested by RTC staff, local government personnel charged with collecting fees, and others. The final recommendations of this committee, made by unanimous vote on February 26, 2003, are contained in the revised GAM and CIP which accompanies this agenda item. The documents contain the original language and the proposed modifications for easy reference of the changes. Overviews of the substantive changes proposed are as follows:

### **Fee Rates and CIP**

The proposed amendments to the fee rates were the result of many hours of technical analysis and wide-ranging discussion by the RRIF TAC. Most of the information for this update came from the recently approved 2030 RTP since similar steps are involved in the fee update. The first step was to review and revise the population and employment assumptions, which included geographic location, made by each of the entities and subsequently adopted by their respective planning commissions. Further detail on the geographic location of population and employment was then developed by the RTC in conjunction with the local planning staffs based upon approved land use plans, approved land developments, tentative map approvals, zoning, etc. From this information, traffic projections were made which were then used to identify the capacity projects to be included in the CIP and the cost of these projects was estimated. The final step was a series of calculations to determine the fair share of the total costs which could be charged to new development and the resultant fee rates necessary to capture this cost. In making these calculations, there were many factors which tended to push the fees up or down from current levels:

Factors which cause a decrease in the fee level:

1. New LOS thresholds from the 2030 RTP, new roads and widened roads handling more traffic with access control standards resulting in a decrease in the total CIP

Factors which cause an increase in the fee level:

1. Decrease in Federal Funding Available for Regional Roads
2. Increase in the Right-Of-Way Cost
3. Increase in Construction Costs due to Inflation
4. Decrease in outstanding capacity bonds (Reno only)

The fee rates resulting from this process and recommended by the RRIF TAC are typically twelve (12) percent higher than the current rates inside the City of Reno and seven (7) percent higher in the other jurisdictions. The greater increase in Reno is due to a decline in the outstanding bonded debt for capacity improvements which must be offset against the fee rate. Despite the greater percentage increase in Reno, the Reno rates still remain lower than areas outside of Reno. There were substantial increases and decreases in a few of the land use fee rates due to an update of the trip rates with new numbers from the 6th Edition of the Institute of

Page 3 of 4 RE: RRIF System Update

Transportation Engineers' (ITE) Trip Generation. While a complete listing of the proposed fee rates is included in Table 11 of the CIP, the proposed modification to the Single Family Residence rate is given here for illustration:

Single Family Residential

	Inside Reno	Outside Reno
1999 Fee	\$1,683	\$1,928
2003 Fee	\$1,886	\$2,070
Increase	\$203 (+12%)	\$142 (+7%)

The proposed increase in the fee rates is considered reasonable by the RRIF TAC. Inflation in construction costs alone would have required a 9.5% increase in the fee rates if all other factors had remained unchanged.

**General Administrative Manual**

The proposed changes to the GAM consisted largely of cleaning up the current language to remove ambiguity and to provide additional detail necessary for consistent administration, and the addition of some new features which address the timing and sequence of real world development activities while maintaining the control necessary to insure the delivery of quality constructed projects. The more substantive changes are summarized as follows:

**SECTION IV - DETERMINATION OF FEE BASED ON FEE SCHEDULE, Subsection A.d., Industrial.** A new category under the Industrial land use was added. Six local studies have indicated a lower trip generation rate for a regional warehouse as compared to a local warehouse. The lower trip generation of the regional warehouse is due to automation and large truck distribution to areas outside the Truckee Meadows. The mean trip generation rate for this land use is 1.89 ADT per 1,000 Gross Floor Area. The land use description below was added to Section IV.A. of the Manual.

**Regional Warehouse.** Large distributions centers, usually 200,000 to 500,000 square feet or greater, are primarily devoted to the storage of large amounts of materials and distribution via semi-trucks to locations nationally.

**SECTION X - CREDITS, Subsection B.2. Eligible Contributions.** With the advent of a method of financing endorsed by the participating local governments which involves a CCFEA within an assessment district, the existing language in this section needed to be revised. The existing language would only allow the issuance of credit for actual payments into an assessment district. The added language would address this method by allowing the issuance of credit upon proof of disclosure to property owners that credits were issued to the developer and the property owner releases any rights to said credits to the developer.

**EXHIBIT G - Exhibit G** is new and was added to provide the impact fee legislation namely NRS: Chapter 279B and Attorney General Opinion No. 97-29 which exempts the State University System.

**EXHIBIT H - Exhibit H** is new and provides worksheets for local administrator use.

**EXHIBIT I - Exhibit I** is new and adds a table showing the administrative decisions to date.

Page 4 of 4 RE: RRIF System Update

**Future adoption activities**

The tentative adoption schedule will include workshops and informational meetings, as well as public hearings. There may be some minor, non-substantive changes made to the documents accompanying this agenda item as a result of the discussions during the adoption process, additional proof readings, etc. Should substantive changes be proposed, these will be brought back for endorsement.

The present schedule is to have the new fees effective on July 1, 2003.

Enclosed with this agenda item are the amending RRIF Ordinance language and the updated GAM and CIP. Please review this information and if you have any questions please call me.

Sincerely,

Chris Louis, P.E.  
Senior Engineer  
clouis@rtcwashoe.com

CJL/w enclosure

ec: Robert Russell, RTC Engineering  
File

FINAL DRAFT February 21, 2003  
additions are in bold and underlined, deletions in strikeout

# **REGIONAL ROAD IMPACT FEE SYSTEM**

## **CAPITAL IMPROVEMENTS PLAN**

**3<sup>RD</sup> EDITION**

**Regional Transportation Commission**



FINAL DRAFT February 21, 2003



## REGIONAL ROAD IMPACT FEE SYSTEM CAPITAL IMPROVEMENTS PLAN

### I. INTENT AND HISTORY

The Regional Road Impact Fee (RRIF) program was implemented in November 1995 which included the preparation of a "capital improvements plan" (CIP) as required by the Nevada impact fee statute, NRS 278B, *Impact Fees for New Development*. With the preparation of the CIP and its companion, General Administrative Manual, the RRIF program was adopted and is jointly administered by the Regional Transportation Commission of Washoe County (RTC), the City of Reno, the City of Sparks and Washoe County, within the framework of an interlocal cooperation agreement as authorized by the state Interlocal Cooperation Act. Revenue collection under the RRIF began in February 1996.

~~During the adoption of the 1995 RRIF, a commitment was made to update the program after the first full year of operation.~~ As indicated in the General Administrative Manual, the RRIF System will be reviewed and updated every two years. The first step in the update is to review and revise the population and employment assumptions for each of the entities and the revised assumptions are then adopted by each entity. The next steps are to compile a revised listing of roadway projects and their associated costs, determine the net cost per service unit and recalculate the impact fees based on the new listing of roadway projects. Contained in this document is an explanation of the methodology used to compute the road impact fees, a listing of proposed roadway projects and their associated costs, the results from the study including the net cost per service unit, an equivalency table presenting service unit generation by various land uses and an impact fee schedule based on the net cost per service unit.

### II. SERVICE AREA/BENEFIT DISTRICTS

Impact fees must be assessed uniformly within defined "service areas." Impact fee service areas serve two distinct purposes. The first purpose is for fee calculation (i.e., a single road impact fee schedule applies to all new development within the service area). The second purpose is to show benefit to fee-paying development (impact fees collected in the service area are spent within the service area). It is possible to subdivide a service area into multiple benefit districts, so that all development within the service area is subject to the same fee schedule, but fees collected in one part of the service area are earmarked for expenditure in that part of the service area.

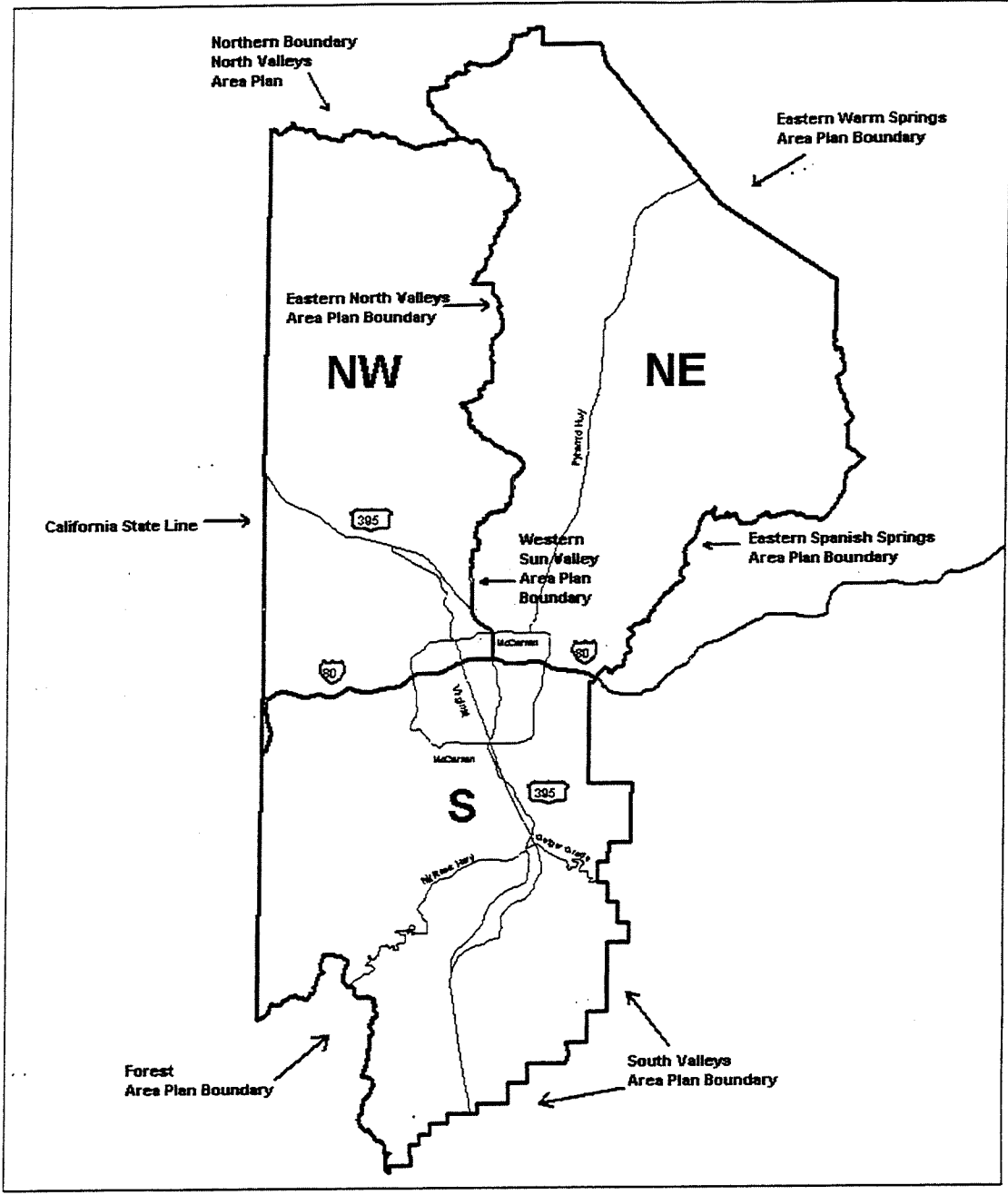
A single regional service area is appropriate for the regional road network. The major roadway network functions as a system to facilitate the movement of traffic throughout the region. Travel on the major roadway system during the peak hour, when the capacity of the system is most critical, tends to be dominated by relatively long commuting trips. Any attempt to subdivide the regional system into multiple service areas will of necessity be relatively arbitrary due to the interconnected nature of the regional roadway network.

Consequently, it is recommended that the entire area served by the regional network should be defined as a single service area, and that regional road impact fees should apply uniformly throughout the region.

While it would make little sense to calculate regional road impact fees separately for the cities and the unincorporated county, and while major road improvements within the cities can reasonably be said to benefit new development in the unincorporated area, it is more difficult to show that road improvements on one side of the service area will benefit new development on the opposite end of the region. One way to more clearly show benefit is to subdivide the regional service area into benefit districts. Three benefit districts were established as described below and illustrated in *Figure 1*. Parcel maps showing exact boundaries are available at RTC, City of Reno, City of Sparks and Washoe County.

- Northwest Benefit District - Starting at the southwest corner of the district at the California Nevada state line and Interstate 80, follow the state line north to the northern boundary of the Washoe County North Valleys Planning Area (i.e., northern boundary of the Red Rock Hydrographic Basin boundary), then east along the northern boundary of the North Valleys Planning Area (i.e., northern boundary of the Red Rock and Bedell Flat Hydrographic Basin boundary), then south along the eastern edge of the North Valleys Planning Area (i.e. eastern boundary of the Bedell Flat and Antelope Valley Hydrographic Basin boundary) to the western edge of the Washoe County Sun Valley Planning Area boundary, then continue south along the western edge of the Sun Valley Planning Area to US 395 at the Sutro Street terminus, then southeast along the US 395 alignment to Interstate 80, then west along Interstate 80 to the state line.
- Northeast Benefit District - Starting at the southwest corner of the district at the US395/Interstate 80 interchange, follow US 395 northwest to the Sutro Street terminus, then continue north along the western edge of the Washoe County Sun Valley Planning Area to the eastern edge of the Washoe County North Valleys Planning area, then north to the western edge of the Washoe County Warm Springs Planning Area, then north to the northwest corner of the Warm Springs Planning Area, then east along the northern boundary of the Warm Springs Planning Area, then southeast and south along the boundary of the Warm Springs Planning Area, then west along the southern boundary of the Warm Springs Planning Area to the eastern edge of the Washoe County Spanish Springs Planning Area and the Washoe County Truckee Canyon Planning Area, then southwest along the western edge of the Truckee Canyon Planning Area to Interstate 80, then west along Interstate 80 to US 395.
- South Benefit District - Starting at the northwest corner of the district at the California/Nevada line and Interstate 80, follow Interstate 80 east to the western edge of the Washoe County Truckee Canyon Planning Area, then south along the Washoe County/Storey County line to the Washoe County/Carson City line, then west along the Washoe County/Carson City line to the southern jurisdictional line of the Tahoe Regional Planning Agency and the Washoe County Tahoe Planning Area, then north along the California Nevada line to Interstate 80.

**FIGURE 1  
REGIONAL ROAD IMPACT FEE SERVICE AREA  
AND BENEFIT DISTRICTS**



### III. REGIONAL ROAD NETWORK

NRS 278B authorizes local government to adopt impact fees for "street projects," which are defined as "the arterial or collector streets or roads that have been designated on the streets and highways plan in the master plan adopted by the local government pursuant to NRS 278.220, including all appurtenances and incidentals necessary for any such facilities."

Only those roadways, existing and planned, that are identified as part of the regional road system **network in the 2030 RTP** are eligible for funding with regional road impact fees. All ~~major and minor~~ **high (expressway), moderate (major) and low (minor) access control** arterial roadways, **as defined in the 2030 RTP**, within the service area, excluding freeways, are included in the regional **road** network. Most freeway ramps are deemed by the RTC as regionally significant and are included. In addition, collectors are included if they have a forecast volume of 5,000 average daily trips at buildout. Buildout is defined as the full development of the master planned land use in each jurisdiction. **The roadways and their classification are included in the regional road impact-fee network are listed and defined in the 2030 RTP and Exhibit A.** The regional **road** network is illustrated in *Figure 2*.

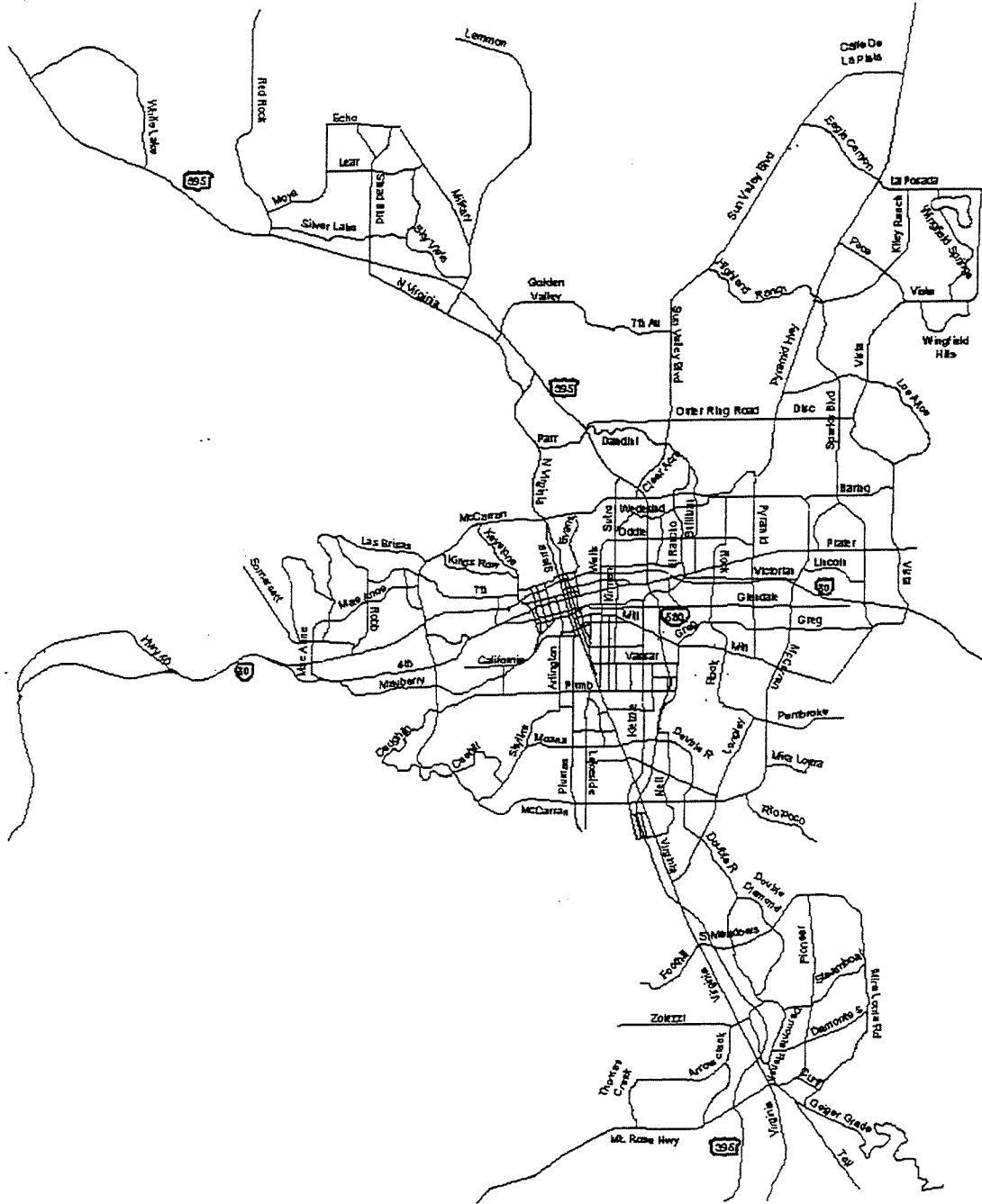
### IV. SERVICE UNIT

NRS 278B requires that capital facilities, and the demand for those facilities, be expressed in terms of "service units." The statute defines a service unit as "a standardized measure of consumption, use, generation or discharge which is attributable to an individual unit of development calculated for a particular category of capital improvements or facility expansions."

Service units create the link between supply (roadway capacity) and demand (traffic generated by new development). An appropriate service unit for roadway impact fees is vehicle miles of travel (VMT) during the PM peak hour. VMT is a combination of the number of vehicles traveling during a given time period and the distance (in miles) that these vehicles travel. PM peak hour was selected as the time period for assessing impact fees based on the following criteria:

1. The heaviest demand of service typically occurs during this hour.
2. Roadways are sized during the planning process to serve the demand that occurs during the PM peak hour.
3. Roadway capacity can be more precisely defined on an hourly basis.

Figure 2  
REGIONAL ROAD SYSTEM



## A. Service Unit Supply

On the supply side, the number of service units that can be accommodated by a roadway facility depends on the desired level of service (LOS). Level of service categories are qualitative measures of traffic conditions ranging from free movement (LOS "A") to breakdown flow (LOS "F"). ~~Level of service categories are generally quantified as a ratio of the capacity of a roadway facility. Capacity represents the maximum volume of traffic that can be accommodated on a roadway facility before the breakdown of traffic flow occurs.~~

A Multiple Level of Service (MLOS) standard was adopted for the regional road impact fee system. The adopted MLOS standard is:

1. LOS C for the following facilities:

All regional roadway facilities, other than freeway and freeway ramps located outside the area bounded by McCarran Boulevard, except as specified below.

2. LOS D for the following facilities:

N. Virginia Street from North McCarran Boulevard to US 395;  
Longley Lane from the Moana Lane Extension to South McCarran Boulevard;

All regional roadway facilities located inside the area bounded by McCarran Boulevard, except as specified below;

All freeways, freeway ramps and freeway ramp intersections, except as specified below;

**All intersections, except as specified below.**

3. LOS E for the following facilities:

McCarran Boulevard for its entire length;  
S. Virginia Street from Moana Lane to Plumb Lane;  
Mill Street from Terminal Way to Ryland Street;  
Terminal Way from Villanova Drive to Mill Street;  
Mill Street/Kietzke Lane intersection;  
Plumb Lane/S. Virginia Street intersection;  
I-80 Westbound On-Ramp from Rock Boulevard.

4. LOS F for the following facilities:

Plumas Street from Plumb Lane to California Avenue;  
Rock Boulevard from Glendale Avenue to Victorian Avenue;  
S. Virginia Street from Kietzke Lane to South McCarran Blvd.;  
N. Virginia Street/I-80 Ramp intersections.

For roadway segments, LOS is generally quantified as the maximum service flow rate for each level of service, as a range of volume to capacity (V/C) ratios. For example, LOS "C" is defined as a V/C ratio between 0.70 and 0.80. Service flow rates are discrete values, whereas levels of service represent a range of conditions. Because the service flow rates are the maximum for each level of service, they effectively define the flow boundaries between levels of service. The maximum number of vehicles per hour that can be accommodated by a roadway that is operating at LOS "C" is referred to as the maximum service volume. Thus, the maximum service volume at LOS "C" is 80 percent of the capacity of the roadway.

The actual capacity maximum service volume of an individual roadway segment is affected by a host of factors, including frequency of signalized intersections, signal timing, intersection configuration, lane width, percent of truck traffic, access management, etc. The engineering analysis required to precisely estimate the capacity of individual segments is generally not appropriate for impact fee analysis, however, both because it would be prohibitively expensive and because it is simply not practical to do for future roadway improvements in advance of engineering design. Instead, the planning-level capacity estimates adopted by the local government or used in a regional transportation model are typically used to determine the approximate capacity maximum service volume of existing and future roadways for the purpose of impact fee calculations.

The capacity maximum service volume estimates used in the regional road impact fee analysis are equivalent to those used in the City of Reno's road impact fee system (repealed following adoption of the RTC RRIF). While significantly lower than the capacity assumptions in the RTC model were developed as part of the 2030 Regional Transportation Plan (RTP) and shown in Table 2-4 "Average Daily Traffic Level of Service Thresholds by Facility Type for Roadway Planning" (see Exhibit B). These capacity estimates appear to be more representative of actual roadway capacities daily maximum service flow rates. For example, Reno's average daily capacity estimates were based on hourly capacities of 725 vehicles per lane for major arterials and 650 vehicles per lane for minor arterials. These capacities are very similar to the Florida Department of Transportation's planning estimates of peak hour directional volumes of 760 vehicles per lane for major city/county roadways and 600 vehicles per lane for other non-state roadways. The RTC model capacity estimates, in contrast, are 1,000 vehicles per lane for major arterials and 850 vehicles per lane for minor arterials. Another reason for using these capacity estimates is to be consistent with Reno's impact fee system. Since VMT is based on the PM peak hour, peak hour peak direction volumes, also developed as part of the 2030 RTP, were used. These rates are based upon the Highway Capacity Manual published by the Transportation Research Board using spreadsheet software developed by the Florida Department of Transportation. However, the RTC model capacity estimate of 1,600 vehicles per hour for ramps was used for ramp improvement calculations.

The capacity maximum service volume per lane estimates for major arterials, minor high, moderate and low access control arterials, collectors, and freeway ramps are shown in Table 1. The maximum service volume for each LOS category is calculated as a percent

of capacity. For example, for LOS "C," the maximum service volumes are 580 vehicles/hour for major arterials, 520 vehicles/hour for minor arterials and collectors, and 1,280 vehicles/hour for freeway ramps. Also indicated is the average daily traffic per two lanes for each LOS category.

Table 1  
CAPACITY AND MAXIMUM SERVICE VOLUMES

Level of Service	Max V/C Ratio	Hourly Vehicles/Lane			ADT/2 Lanes			
		Major Arterial	Minor Arterial / Collector	Freeway Ramp	Major Arterial	Minor Arterial	Collector or	Freeway Ramp (1 Lane)
LOS "A"	0.6	435	390	960	9,057	8,120	7,188	9,600
LOS "B"	0.7	507	455	1120	10,556	9,473	8,380	11,200
LOS "C"	0.8	580	520	1280	12,080	10,830	9,580	12,800
LOS "D"	0.9	653	585	1440	13,600	12,190	10,780	14,400
LOS "E"	1	725	650	1600	15,130	13,540	11,980	16,000

Level of Service	Maximum PM Peak Hour Vehicles/Lane			
	HAC Arterial	MAC Arterial	LAC Arterial	Freeway Ramp
LOS "C"	980	720	450	1,280
LOS "D"	1,070	860	680	1,440
LOS "E"	1,150	940	760	1,600

Source: Ratio of hourly vehicles/lane to ADT/lane = 0.095 from RTC model. Developed as part of the 2030 RTP.

The number of service units supplied by a roadway **in the PM Peak Hour** is the vehicle miles of travel that can be accommodated on that roadway without exceeding the desired LOS. This is determined by calculating **multiplying** the maximum service volume/**lane at the desired LOS by the** of the roadway (number of **through** lanes times maximum vehicles/lane at desired LOS) and multiplying by the length of the roadway. The number of service units added by a road improvement is the service units provided by the new road or by the additional lanes in the case of a widening project.

Unlike roadway segments, the capacity of intersections cannot be expressed in terms of vehicle miles of travel. Thus, it is not possible to determine the number of service units that will be added to the roadway system by an intersection improvement. The methodology used to determine intersection LOS is discussed later in this report.

B. Service Unit Demand



For the demand side, the increase in service units on existing and proposed regional roadways was estimated using the adopted 1997 2002 and 2007 2012 land use assumptions as inputs into the RTC regional travel demand forecasting model. Model runs using 1997 2002 and 2007 2012 land use assumptions were performed on the respective roadway network.

The model networks include freeways and other roads not included in the road impact fee regional road network. In addition, South Virginia Street south of the existing US 395 freeway **of Mount Rose Highway**, although included in the definition of the regional impact fee network, was excluded from this analysis. The completion of the southern freeway section of US 395 **I-580** will result in a shift of substantial amounts of traffic from this congested arterial. Excluding this arterial section avoids the necessity of calculating deficiencies that will be remedied with the completion of the freeway from Mt. Rose Highway to Bowers Mansion and results in a relatively constant percentage of travel on the regional impact fee network. Excluding South Virginia south of Mt. Rose Highway, peak hour travel demand on the regional impact fee network is projected to increase by 120,536 **133,402** VMT over the next ten years, as shown in Table 2.

Table 2  
PM PEAK HOUR TRAVEL DEMAND, 1997-2007 **2002-2012**

Roadway Type	1997 VMT	Percent	2007 VMT	Percent	New VMT
Regional Roads	279,919	47.8%	394,560	52.2%	114,641
Freeway Ramps	12,849	2.2%	18,744	2.5%	5,895
Subtotal, Regional	292,768	50.0%	413,304	54.7%	120,536
Freeways	249,807	42.6%	287,253	38.1%	37,446
S Virginia	30,910	5.2%	38,511	5.1%	7,601
Other Nonregional	12,675	2.2%	16,111	2.1%	3,436
Subtotal, Nonregional	293,392	50.0%	341,875	45.3%	48,483
Total Peak Hour VMT	586,160	100.0%	755,179	100.0%	169,019

Roadway Type	2002 VMT	Percent	2012 VMT	Percent	New VMT
Regional Roads	273,270	42.0%	397,795	41.2%	124,525
Freeway Ramps	22,380	3.4%	31,257	3.2%	8,877
Subtotal, Regional	295,650	45.4%	429,052	44.4%	133,402
Freeways	301,922	46.5%	505,761	52.3%	203,839

S Virginia/US 395S	34,878	5.4%	10,171	1.1%	(24,707)
Other Non-regional	17,428	2.7%	21,716	2.2%	4,288
Subtotal, Non-regional	354,228	54.6%	537,648	55.6%	183,420
Total Peak Hour VMT	649,878	100.0%	966,700	100.0%	316,822

Source: RTC model runs using 1997 2002 and 2007 2012 land use assumptions on the respective modeled networks.

## V. LEVEL OF SERVICE ANALYSIS

Improvements to existing roadway facilities to be included in the regional road impact fee CIP were identified based on a level of service analysis. However, such analysis is not practical for new facilities. Consequently, new road facilities to be included in the regional road impact fee CIP were identified by the RTC and the participating local governments. Once those roads were identified, a level of service analysis was performed based on projected land uses. Improvement projects and necessary right-of-way were identified from that analysis.

The current levels of service for existing roadway facilities were estimated based on model run output and traffic count data.

~~A new study of existing deficiencies was not performed with this update. All deficiencies identified in the 1995 CIP are currently programmed for improvement with non-impact fee funds. These funds include general obligation bonds authorized by the City of Reno and state and federal funds programmed in the Regional Transportation Improvement Program.~~

The level of service for existing roadway facilities was also estimated for the years 2007, 2012, 2015 and ~~for buildout~~ 2030, based on model run output using the respective population and employment assumptions and the modeled roadway network.

## VI. INTERSECTIONS

The intersection component of the 1995 CIP was utilized for this update. Cost estimates were increased by ~~7~~ 17% using the Engineering News Record, Construction Cost Index from 1994 to 2002, to determine current costs per critical turning movement.

The intersection component of the regional impact fee CIP is limited to intersections not associated with planned new roads or road widening projects. The cost estimates for new roads and widening projects include the costs of signalization and improvements to intersections associated with the project.

~~The City of Reno's road impact fee system was based on a detailed operational analysis that calculated intersection level of service based on vehicle delay. While this approach is recommended as the technical approach to monitoring intersection level of service for the~~

~~regional system, it was not possible to use this approach in preparing the regional road impact fee capital improvements plan. This approach was impractical because of 1) the limited engineering resources available; 2) the number of intersections involved in the regional system; and 3) the 10-year planning horizon used in the regional system (vs. Reno's 5-year horizon). Instead, a~~

A planning study level of analysis was used to identify whether there are any intersection deficiencies outside the City of Reno, and to establish a reasonable connection between the travel demand generated by a land use and the resulting need for additional intersection improvements.

The level of service analysis for signalized intersections was based on the total critical volume for the intersection, which is the sum of critical volumes for the north-south and east-west streets. Critical volumes are the largest sum of conflicting movements. For the north-south roadway, for example, the critical volume may be either:

northbound left-turn volume plus the maximum single-lane volume for the southbound through plus right-turn movement, or

southbound left-turn volume plus the maximum single-lane volume for the northbound through plus right-turn movement.

The ~~operational standards used by the City of Reno and the~~ planning standards used in this analysis for the various LOS categories are shown in Table 3.

Table 3  
INTERSECTION LEVEL OF SERVICE STANDARDS

Level of Service	Delay (seconds)	Maximum Critical Volume
LOS "A"	5.0	900
LOS "B"	5.1 - 15.0	1050
LOS "C"	15.1 - 25.0	1200
LOS "D"	25.1 - 40.0	1350
LOS "E"	40.1 - 60.0	1500

Source: Operational standard (delay in seconds) from City of Reno, Street Project Impact Fee Ordinance. Planning standard (maximum critical volume) from Transportation Research Board, National Cooperative Highway Research Program Report 187, Quick Response Urban Travel Estimation Techniques and Transferable Parameters, 1978.

The analysis of existing LOS was limited to 74 major signalized intersections for which the RTC provided lane diagrams and 1994 PM peak hour turning movement counts. No

intersections unrelated to planned roadway improvements or not already identified as deficient by the City of Reno were found to be deficient with respect to the MLOS standard using the critical turning movement analysis.

The ten-year planning horizon used in the regional road impact fee capital improvements plan made it impractical to identify all of the specific intersection improvements that will be needed to accommodate new development. As with new road projects, the intersection improvements included in the CIP were taken from current planning documents. However, unlike road improvements, the capacity added by intersection improvements cannot be expressed in terms of service units (i.e., vehicle miles of travel).

The critical turning movement methodology provides a way to relate the travel demand generated by new development to the need for additional intersection improvements. The first step is to estimate the average cost to reduce the critical movements at an intersection by one. A conservative generalized estimate of the cost to add a lane to an intersection is ~~\$208,650~~ **\$225,701** (see Exhibit C). Obviously, the most cost-effective approach to intersection improvements is to add only those lanes that will most reduce the critical turning movements. Improvements were identified that would reduce the total projected critical turning movements at nine selected intersections below 1,200. Using the generalized cost estimate described above, the average cost per critical turning movement was calculated to be \$1,444 **\$1,559**, as shown in Table 4.

Table 4  
AVERAGE COST PER CRITICAL TURNING MOVEMENT

Intersection		Improvement	Critical Movements			Estimated Cost	Cost per Movement
Primary St.	Secondary St.		Before	After	Change		
Kietzke Ln	Moana Ln	add right turn EBAWB	1225	1186	39	\$417,300	\$10,700
Kietzke Ln	Peckham Ln	add left turn SB	1243	1020	223	\$208,650	\$935
N McCarran	Clear Acre Ln	add right turn WB	1227	1078	149	\$208,650	\$1,400
N McCarran	Pyramid Way	add right turn WB/NB	1329	1101	228	\$417,300	\$1,832
N McCarran	Sullivan Lane	add left turn WB	1428	1181	247	\$208,650	\$845
S Virginia St	4th St	add left turn SB	1299	1187	112	\$208,650	\$1,863
S Virginia	McCarran	add left turn SB	1377	1182	195	\$208,650	\$1,070

St							
S Virginia St	Plumb Ln	add left turn NB	1314	1041	273	\$208,650	\$764
Sun Valley	Dandini Blvd	add NB thru N leg	1312	1186	126	\$208,650	\$1,656
Total			11754	10162	1592	\$2,295,150	\$1,441

Intersection		Critical Movement			Improvement	Number of Lanes	Estimated Cost	Cost per Movement
Primary St	Secondary St	Before	After	Change				
Kietzke Ln	Moana Ln	1,225	1,186	39	add right turn EB & WB	2	\$451,402	\$11,574
Kietzke Ln	Peckham Ln	1,243	1,020	223	add left turn SB	1	\$225,701	\$1,012
McCarran Blvd, N	Clear Acre Ln	1,227	1,078	149	add right turn WB	1	\$225,701	\$1,515
McCarran Blvd, N	Pyramid Way	1,329	1,101	228	add right turn WB & NB	2	\$451,402	\$1,980
McCarran Blvd, N	Sullivan Lane	1,428	1,181	247	add left turn WB	1	\$225,701	\$914
S Virginia St	4th St	1,299	1,187	112	add left turn SB	1	\$225,701	\$2,015
S Virginia St	McCarran Blvd	1,377	1,182	195	add left turn SB	1	\$225,701	\$1,157
S Virginia St	Plumb Ln	1,314	1,041	273	add left turn NB	1	\$225,701	\$827
Sun Valley Dr	Dandini Blvd	1,312	1,186	126	add NB thru lane N leg	1	\$225,701	\$1,791
Totals		11,754	10,162	1,592			\$2,482,712	\$1,559

Source: Total PM peak hour critical turning movements based on 1994 counts factored up based on ratio of projected to current modeled volumes on approach links. "Before" is estimated 2004 critical movements after planned widening projects and improvements needed to bring 1994 critical movements to or below 1,200. "After" is estimated 2004 critical movements after indicated improvement. Cost estimates based on number of lane additions and generalized estimate of \$208,650 per lane addition (see Exhibit C-7).

Total PM peak hour critical turning movements were calculated for the 74 major signalized intersections. The sum of these critical turning movements was then divided by total 1994 peak hour VMT to determine critical movements per VMT. At the average cost per critical movement calculated above, the intersection cost attributable to new development is **\$334,327** per peak hour VMT. Based on projected peak hour travel demand, the growth-related intersection costs over the 1997-2007 **2002-2012** planning horizon is about **\$39.944** million, as shown in Table 5.

Table 5  
GROWTH-RELATED INTERSECTION COSTS, 1997-2007

Intersection Cost Factor	Value
Total PM Peak Hour Critical Movements, 1997	67,337
Total PM Peak Hour VMT, 1997	292,768
Critical PM Peak Hour Turning Movements per VMT	0.23
Cost per PM Peak Hour Critical Turning Movement	\$1,441
Intersection Cost per PM Peak Hour VMT	\$334
Projected New PM Peak Hour VMT, 1997-2007	120,536
Growth-Related Intersection Costs, 1997-2007	\$39,897,416

GROWTH-RELATED INTERSECTION COSTS, 2002-2012

Intersection Cost Factor	Value
Total PM Peak Hour Critical Movements, 2002	61,407
Total PM Peak Hour VMT, 2002	295,650
Critical PM Peak Hour Turning Movements per VMT	0.21
Cost per PM Peak Hour Critical Turning Movement	\$1,559
Intersection Cost per PM Peak Hour VMT	\$327
Projected New PM Peak Hour VMT, 2002-2012	133,402
Growth-Related Intersection Costs, 2002-2012	\$43,622,454

Source: Total 1994 critical movements for 74 signalized intersections based on RTC intersection counts; cost per movement from Table 5; projected VMT growth from Table 2.

## VII. CAPITAL IMPROVEMENTS PROGRAM

The regional road impact fees are based on the development of a regional impact fee capital improvements program (CIP) that identifies planned projects over the ~~1997-2002~~ **2002 to 2007-2012** period to provide capacity for new development within the service area. The regional road impact fee CIP consists of new road projects, road widening projects, freeway ramp and intersection improvements. In addition this update includes the reservation of right-of-way for the identified planned projects for the years ~~2007 to 2015~~ and ~~2015 to buildout~~ **2012 to 2030**. The projects included in the CIP were identified as necessary to remedy existing deficiencies and to accommodate new development over the next ten years based on analysis of existing conditions, model output based on the

adopted land use assumptions, and the professional judgment of transportation planners of the RTC and participating local governments.

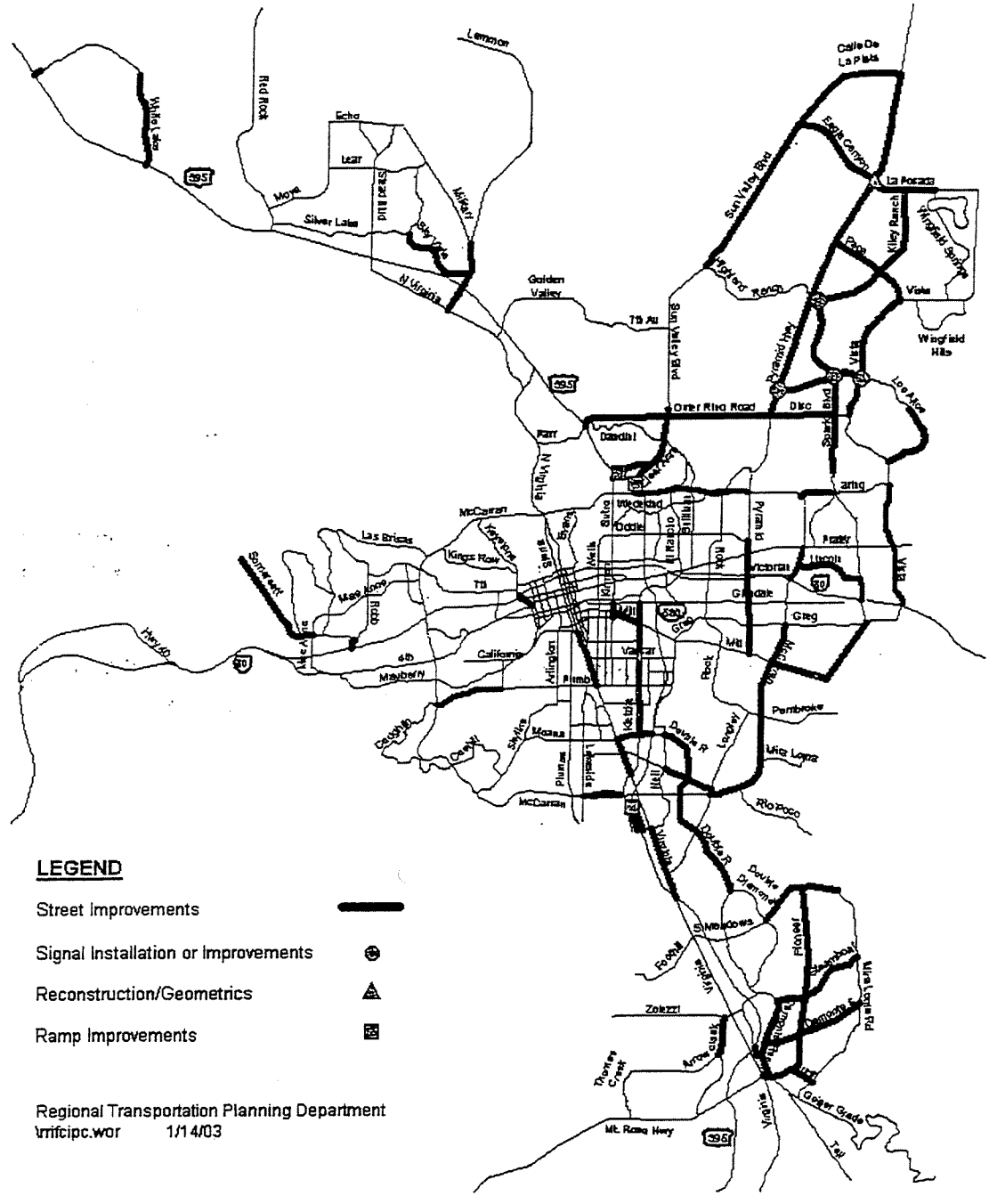
~~Right-of-way reservation is a new item in the CIP. Many of the planned projects are new roads and roads which need to be widened. The RTC traffic model is utilized for future planning of new roads in the region. The model can predict road capacity under 2015 and buildout 2030 conditions using the 2030 population and employment assumptions for these conditions. For new roads, reservation for right-of-way will be for buildout 2030 conditions where the cost of land is low. Roads to be widened will be looked at on a case-by-case basis for the 2015 and buildout 2030 conditions. If part of a developer property is impacted by the widening it may be prudent to take what is needed for the buildout 2030 condition. This will be determined by the RTC in cooperation with the participating local government on a case-by-case basis.~~

Road and freeway ramp widening projects included in the CIP are generally limited to projects warranted by the level of service analysis described in the previous section. ~~As noted earlier, M~~ modeling and level of service analysis alone cannot be used to determine the need for new roads. The RTC and the local governments first identify new roads. A level of service analysis is then performed on those roads based on projected land uses and a determination is made as to the timing necessary for construction and widening. Most of the ramps included in the definition of the regional roadway network currently exist. New ramps included in the regional roadway network were included in the CIP. Roadway and freeway ramp improvements included in the regional road impact fee CIP are shown in Figures 3, 4 and 5 and summarized in Exhibit D.

~~The costs of intersection improvements associated with new roads and widening projects are included in the costs of those projects. To avoid double-counting, intersection improvements included in the CIP exclude those associated with road projects. Intersection improvements identified in existing municipal, county and regional planning documents were included in the CIP. These planning documents cover a five-year period and amount to more than one-half of the estimated \$39.9 22 million in growth-related intersection costs over the next ten years. The intersection improvements included in the regional road impact fee CIP are summarized in Exhibit E.~~

Construction cost estimates were developed for each roadway project based on generalized cost estimates for the various types of improvements (e.g., new two-lane roadway) categorized as urban vs. rural and constructed by the public vs. private sectors (see Exhibit C). Exhibit B ~~E~~ includes typical right-of-way sections for various width roadways upon which the construction cost estimates were based. ~~In general, rural projects are assumed to have lower signalization and intersection costs due to fewer signalized intersections per mile. In addition, rural two-lane minor roadways were assumed to be constructed without curb and gutter, sidewalks and street lights. Roadways~~

Figure 3  
REGIONAL ROAD IMPACT FEE  
CAPITAL IMPROVEMENTS PLAN





anticipated to be constructed by the private sector were assumed to be somewhat less expensive due to lower costs for administration, engineering design and construction management. Higher unit costs were assumed for widening projects due to the need to remove existing improvements. In a few cases, where construction cost estimates in adopted plans were considerably higher than those derived from the unit cost assumptions, the higher adopted estimates were used.

Right-of-way cost estimates for most new road projects in undeveloped areas are based on typical raw land prices of approximately \$0.86 per square foot. Right-of-way estimates for most widening projects and new roads in developed areas were estimated based on the existing development density.

High-density development is defined as commercial/retail developed areas. The estimated right-of-way cost for high-density development is \$9.00 per square foot.

Medium density development is defined as mainly residential developed areas. The estimated right-of-way cost for medium density development is \$2.50 per square foot.

Cost estimates for ramp improvements were based on recent NDOT and RTC interchange improvement costs and/or plan line studies. ~~Cost estimates for intersection improvements are based on adopted planning documents, with the exception of signalization costs, which are based on an estimate of \$250,000 per signal (see Exhibit C-6).~~

## VIII. NET COST PER SERVICE UNIT

The cost per service unit is determined by dividing the cost of providing additional roadway capacity by the amount of new capacity supplied. The regional road impact fees will be based, however, not on the total cost per service unit, but on the net cost attributable to new development. The net cost per service unit takes into account anticipated state/federal funding availability and revenue credits for outstanding debt and existing deficiencies.

While most of the improvements included in the CIP will need to be constructed over the next ten years, not all of the cost can be attributed to new development during the planning horizon. Since road improvements cannot be made incrementally, some of the new capacity created by a road improvement may not be fully utilized by new development within the planning horizon. As shown in Table 6, the regional road impact fee CIP will create sufficient capacity to accommodate an additional ~~420,536~~ 133,402 new vehicle miles of travel during the PM peak hour. However, the projected growth in PM peak hour VMT over the next ten years is only ~~57~~ 82 percent of the added service unit capacity.

The regional road impact fee CIP consists of roadway, freeway ramp, intersection improvements and reservation of right-of-way with an estimated total cost of about ~~\$358~~ 289 million (see Exhibit D, Roads and Ramps and Exhibit E, Intersections). ~~The portion of the CIP costs attributable to new development, based on projected new travel demand on~~

roadways and freeway ramps and the intersection methodology described above, is about \$192 million.

NRS 278B requires that impact fees take into account other funding sources. The major source of outside funding for improvements to the regional roadway network is Federal and State highway funds. Estimated Federal and State funding over the ten-year period covered by the CIP was based on the amount of funding currently programmed for CIP projects in the current five-year Regional Transportation Improvements Program and funds brought into the program by existing impact fee programs with the City of Reno and Washoe County. While future federal funding is uncertain, it was assumed that the amount programmed for the next five years would be similar to the amount that will be available in the succeeding five years. Based on this assumption, approximately \$55 ~~35~~ million in Federal and State highway funds should be available over the ten-year period to help fund improvements identified in the regional road impact fee CIP.

The remaining local share of the growth-related costs is about \$184 ~~254~~ million. **The portion of the CIP costs attributable to new development, based on projected new travel demand on roadways and freeway ramps and the intersection methodology described above, is about \$192 217 million.** Dividing this amount by the projected new PM peak hour VMT growth yields an estimated local cost of \$1,530 ~~1,626~~ per VMT. An additional deduction of 6 percent is given due to the local VMT growth, giving a new local cost estimate of \$1,438 ~~1,528~~ as shown in Table 6.

Table 6  
GROWTH-RELATED COSTS, 1997-2007 ~~2002-2012~~

Growth-Related Cost Factor	Roads and Ramps	Intersections	Total
ROW	\$337,140,433	\$21,190,594	\$358,331,027
Less Federal/State Funds	\$39,050,000	\$15,950,000	\$55,000,000
Local Cost	\$298,090,433	\$5,240,594	\$303,331,027
New Service Units	235,851	NA	235,851
Local Cost/New Service Units	\$1,264	\$332	NA
Development Cost	\$152,357,504	\$40,017,952	\$192,375,456
Less Local Fees Collected	\$7,977,987		\$7,977,987
Net Development Cost	\$144,379,517	\$40,017,952	\$184,397,469

New VMT	120,536
Development Cost/VMT	\$1,530
Net Local Cost/VMT after 6% Reduction for Local VMT Growth	\$1,438

Growth-Related Cost Factor	Roads and Ramps	Intersections	Total
2002 CIP	\$245,283,696	\$43,622,454	\$288,906,150
Less Fed/State Funds	\$34,388,000	\$1,000,000	\$35,388,000
Local Cost	\$210,895,696	\$42,622,454	\$253,518,150
New PM Service Units	162,365	NA	162,365
Local Cost/New PM Service Units	\$1,299	\$327	NA
New PM VMT	133,402	133,402	133,402
Development Cost	\$173,289,198	\$43,622,454	\$216,911,652
New PM VMT			133,402
Development Cost/New PM VMT			\$1,626
Net Local Cost /VMT after 6% Reduction for Local VMT Growth			\$1,528

Source: Total CIP costs from Exhibit D and Exhibit E table 5; new service unit capacity from Exhibit D; new VMT from Table 2; Federal and state funding is two times current 5-year funding for CIP projects from the current Regional Transportation Improvement Program.

#### A. Revenue Credits

In addition to paying regional road impact fees, new development will be generating additional property tax and motor fuels tax revenues that will be used to retire outstanding road improvement bonds issued by the RTC and the City of Reno. As shown in Table 8, about \$4.8 million of the outstanding RTC debt was spent on past capacity-expanding improvements to the regional road impact fee network.

Table 8  
ELIGIBLE OUTSTANDING RTC DEBT

RTC Bonded Projects, 1989-1994			Regiona	Capacit	Total	Eligible
Street	From	To	Network	y	Cost	Cost
21st St	Glendale	Greg St	Y	Y	\$256,987	\$256,987
Golden Valley	(sections)		Y	N	\$211,382	\$0
Lemmon Dr	Buck	Patrician	Y	N	\$72,945	\$0
Lemmon Dr	Patricia	Ramsey	Y	N	\$1,019,271	\$0
McCarran	Cashill	Plumb	Y	Y	\$5,237,865	\$5,237,865
Moana	Plumas	Pioneer	Y	Y	\$29,500	\$29,500
Pembroke	McCarran	Steamboat	Y	N	\$18,357	\$0

Pyramid Way	McCarran	Urban limits	Y	Y	\$1,581,206	\$1,581,206
Reno Overlays	NA	NA	Y/N	N	\$225,997	\$0
Sparks Overlays	NA	NA	Y/N	N	\$2,007,754	\$0
Total					\$10,661,264	\$7,105,558
Percent Eligible					66.6%	
Total Outstanding Debt					\$7,207,273	
Eligible Outstanding Debt					\$4,800,044	

Source: RTC, "Schedule of Debt Service Requirements to Maturity, Year Ended June 30, 1996."

The City of Reno currently has ~~\$38,525,000~~ **\$27,940,000** outstanding on its 1985 bond issue, of which 44.5 percent, or ~~\$17,143,625~~ **\$12,433,300**, is attributable to road capital improvements. In addition, the City has ~~\$13,050,000~~ **\$10,790,000** outstanding on the 1989 bond issue to fund improvements to pre-existing roadway deficiencies. New development within the City of Reno will be helping to repay this outstanding debt, and should receive a credit against the regional road impact fee. The City of Sparks and Washoe County have no outstanding debt for road improvements.

The road debt credits ~~are~~ **is** calculated on a per service unit basis by dividing the outstanding eligible debt by the total existing PM peak hour VMT attributable to all development within the service area and development within the City of Reno, respectively, as shown in Table 9-7. The RTC debt credit of \$16 per VMT will be deducted from the local cost per VMT for new development outside the City of Reno, while the total debt credit of ~~\$176~~ **122** per VMT will be deducted from the local cost per VMT for development within the City of Reno.

Table 9-7  
ROAD DEBT CREDIT PER VMT  
Region and City of Reno

Debt Credit Factor	RTC	Reno	Total
Outstanding Debt	\$4,800,044	\$30,193,625	\$34,993,669
Total Existing VMT	292,768	188,800	NA
Debt Credit/VMT	\$16	\$160	\$176

Debt Credit Factor	RTC	RENO	Total
Outstanding Debt	\$0	\$23,223,300	\$23,223,300
Total Existing VMT	295,650	190,688	NA
Debt Credit/VMT	\$0	\$122	\$122

Source: RTC eligible outstanding debt from Table 8; Reno outstanding debt for existing deficiencies from City of Reno Finance Department, 1997 **2002**; total regional VMT from Table 2; City of Reno VMT based on RTC model output.

In addition to contributing toward the retirement of outstanding debt, new development will also be generating motor fuels tax revenues that will be used, in part, for capacity-expanding improvements to the regional road impact fee network. Over the past five years, ~~just over one-half~~ **26%** of the RTC motor fuels tax revenues have been spent on such capacity-expanding improvements. Assuming that this trend continues, new development will be contributing the equivalent lump sum value of **\$116 108** per PM peak hour VMT toward such improvement costs, as shown in Table ~~40~~ **8**.

Table ~~40~~ **8**  
RTC MOTOR FUELS TAX CREDIT PER VMT

Debt Credit Factor	Value
1997 <b>2002</b> RTC Motor Fuels Tax Revenues	\$12,829,500 <b>\$15,685,450</b>
1997 <b>2002</b> PM Peak Hour VMT	292,768 <b>295,650</b>
Annual Motor Fuels Tax Payment per VMT	\$44 <b>\$53</b>
Percent Eligible Expenditures, 1989-1994 <b>1997-2002</b>	33.7 <b>25.8%</b>
Annual Motor Fuels Tax Credit per VMT	\$45 <b>\$14</b>
Net Present Value Credit	\$116 <b>\$108</b>

Source: 1996 RTC motor fuels tax revenues estimated based on 1993 revenues from \$0.04/gallon tax inflated by 2%, plus 5/4's of estimated 1994 revenues from \$0.04/gallon tax to estimate revenues from \$0.05/gallon tax; **2002 RTC Motor Fuels Tax from RTC Finance**; total 1997 **2002** VMT on regional network from Table 2; percent eligible expenditures **calculated** from RTC, "Street and Highway Projects, 1989-1996" "Yearly Comprehensive Annual Financial, 1997-2001" Report; net present value calculations based on 10 years of payments using 5% discount rate.

B. Net Cost Summary

The net cost per service unit is the local share of growth-related costs less revenue credits for existing deficiencies and outstanding debt. As shown in Table 44 9, the net cost is \$1,146 ~~\$1,298~~ per PM peak hour VMT in Reno and \$1,306 ~~\$1,420~~ per PM peak hour VMT elsewhere in the region. However, while the CIP improvements have been based on peak hour demands, the impact fees will be assessed on new development based on average daily travel demand. Model output based on the 1997 ~~2002~~ land use assumptions indicates that PM peak hour travel is 9.6 ~~9.5~~% of average daily travel (292,768 ~~295,649~~ PM peak hour VMT/3,046,935 ~~3,097,456~~ daily VMT on the entire modeled network). Using this ratio, the net local cost per daily VMT is \$110 ~~\$123~~ in Reno and \$126 ~~\$135~~ in the rest of the region, as shown in Table 44 9.

Table 44 9  
NET COST PER SERVICE UNIT

Net Cost Factor	Location of Development	
	In Reno	Other
Local Cost/Pk Hr VMT	\$1,438	\$1,438
RTC Fuel Tax Credit/Pk Hr VMT	\$116	\$116
RTC Debt Credit/Pk Hr VMT	\$16	\$16
Reno Debt Credit/Pk Hr VMT	\$160	\$0
Net Local Cost per Pk Hr VMT	\$1,146	\$1,306
PM Pk Hr VMT/Daily VMT, 1994	0.096	0.096
Net Local Cost per Daily VMT	\$110	\$126

	Reno	Other
Local Cost/VMT	\$1,528	\$1,528
RTC Fuel Tax Credit/VMT	\$108	\$108
RTC Debt Credit/VMT	\$0	\$0
Reno Debt Credit/VMT	\$122	\$0
Net Local Cost/VMT	\$1,298	\$1,420
PM Pk Hr VMT/Daily VMT	0.095	0.095
Net Cost per Daily VMT	\$123	\$135

Source: Table 7, Table 9 and Table 10; ratio of peak to daily VMT from RTC model.

IX. EQUIVALENCY TABLE

This section describes the determination of an appropriate equivalency table that estimates the number of service units generated by specific land use types. For the purpose of fee assessment, the demand placed on the roadway system by new development is expressed in terms of vehicle miles of travel during an average weekday. VMT is a product of trip generation and the average length of a trip.

#### A. Trip Generation

Average daily trip rates were updated for this edition based on information published in the Institute of Transportation Engineers' (ITE) Trip Generation, 5<sup>th</sup> Edition and other published sources. Rates were established for specific land use types within the broader categories of residential, office, commercial, industrial and institutional land uses. Rates are per dwelling unit, 1,000 square feet of gross floor area, or other appropriate unit of development.

Trip generation rates represent trip ends, or driveway crossings from the site of a land use. Thus, a one-way trip from home to work counts as one trip end for the residence and one trip end for the work place. To avoid over-counting, all trip rates have been divided by two. This places the burden of travel equally between the origin and destination of the trip and eliminates double-charging for any particular trip.

Rates calculated from ITE equations were adjusted to exclude pass-by and diverted trips. This adjustment is intended to reduce the possibility of over-counting by only including primary trips generated by the development.

Pass-by trips are those trips that are already on a particular route for a different purpose and simply stop at a particular development on that route. For example, a stop at a convenience store on the way home from the office is a pass-by trip for the convenience store. A pass-by trip does not create an additional burden on the street system and therefore should not be counted in the assessment of impact fees.

A diverted trip is similar to a pass-by trip, but a diversion is made from the regular route to make an interim stop. On a system-wide basis, this trip also does not add an additional burden on the street system, so it is not considered in assessing impact fees. The reduction for pass-by and diverted trips was drawn from published information.

#### B. Trip Lengths

Average trip lengths were determined using information derived from the regional travel demand-forecasting model. The recommended trip lengths exclude travel on local streets and freeways.

The home-to-work trip constitutes the majority of average daily travel. Evaluation of output from the model runs revealed an average home-based work trip length of 6.40 miles. Based on the fact that 50 percent of modeled PM peak hour VMT occurs on the regional road network (see Table 2), the average home-to-work trip length on the regional network is estimated to be 3.20 miles. Since the home-to-work trip is the primary determinant of trip

lengths for residential, office and industrial uses, this trip length calculated is recommended for use in the equivalency table for such uses. The model output was also utilized to determine average daily trip lengths for other trip purposes as well as the 1995 CIP trip lengths.

The result of combining trip generation and trip length information is an equivalency table that establishes the number of service units (VMT) generated by various land use types per unit of development. The recommended equivalency table is presented in Table 42 10.

Table 42-10  
SERVICE UNIT GENERATION BY LAND USE

Land Use	Unit	ADT Trip Rate	1-Way Trips	% New Trips	Daily Trips	Trip Length (mi.)	Daily VMT
<b>Residential</b>							
Single Family Detached	Dwelling	9.55	4.78	100%	4.78	3.20	15.30
Multi-Family	Dwelling	6.48	3.24	100%	3.24	3.20	10.37
Mobile Home	Dwelling	4.81	2.41	100%	2.41	3.20	7.71
Hotel/Motel	Room	8.70	4.35	85%	3.70	3.20	11.84
<b>Office</b>							
General Office Building	1000 sq ft	11.86	5.93	85%	5.04	3.20	16.13
Medical Office	1000 sq ft	34.16	17.08	85%	14.52	2.86	41.55
<b>Commercial/Retail</b>							
Shopping Center <50,000 sf	1000 sq ft	91.66	45.83	33%	15.12	1.22	18.39
Shopping Center 50-99,000 sf	1000 sq ft	70.68	35.34	45%	15.90	1.54	24.53
Shopping Center 100-199,999 sf	1000 sq ft	54.50	27.25	55%	14.90	1.86	27.88
Shopping Center 200-299,999 sf	1000 sq ft	46.82	23.41	59%	13.81	2.18	30.06
Shopping Center 300-399,999 sf	1000 sq ft	42.02	21.01	62%	13.03	2.49	32.49
Shopping Center 400-499,999 sf	1000 sq ft	38.66	19.33	64%	12.37	2.86	35.39
Shopping Center 500-999,999 sf	1000 sq ft	32.10	16.05	69%	11.07	3.03	33.60



Table 42-10  
SERVICE UNIT GENERATION BY LAND USE

Land Use	Unit	ADT Trip Rate	1-Way Trips	% New Trips	Daily Trips	Trip Length (mi.)	Daily VMT
Shopping Center 1,000,000 sf±	1000-sq ft	29.08	14.54	72%	10.47	3.20	33.49
Drive-in Bank	1000-sq ft	265.22	132.61	55%	72.94	0.66	48.45
Fast Food Restaurant	1000-sq ft	632.12	316.06	25%	79.02	0.66	52.49
Convenience Store	1000-sq ft	737.99	369.00	25%	92.25	0.66	61.27
<b>Industrial</b>							
General Light Industrial	1000-sq ft	6.97	3.49	85%	2.97	3.20	9.50
Manufacturing	1000-sq ft	3.24	1.62	85%	1.38	3.20	4.42
Warehouse	1000-sq ft	4.88	2.44	85%	2.07	3.20	6.62
Mini-Warehouse	1000-sq ft	2.61	1.31	90%	1.18	3.20	3.78
<b>Institutional</b>							
Elementary School	1000-sq ft	10.72	5.36	24%	1.29	1.95	2.52
High School	1000-sq ft	10.90	5.45	50%	2.73	1.95	5.33
University/College	1000-sq ft	22.93	11.47	80%	9.18	1.95	17.92
Day Care Center	1000-sq ft	79.26	39.63	24%	9.51	1.95	18.56
Hospital	1000-sq ft	16.78	8.39	85%	7.13	3.20	22.82
Nursing Home	1000-sq ft	5.36	2.68	85%	2.28	3.20	7.30
Church/Synagogue	1000-sq ft	9.32	4.66	85%	3.96	2.49	9.87
<b>Recreational</b>							
Golf Course	Hole	37.59	18.8	85%	15.98	2.49	39.84

Table 12-10  
 SERVICE UNIT GENERATION BY LAND USE

Land Use	Unit	ADT Trip Rate	1 Way Trips	% New Trips	Daily Trips	Trip Length (mi.)	Daily VMT
Park	Acre	1.12	0.56	85%	0.48	2.49	1.20

Land Use	Unit	ADT Trip Rate	1-Way Trips	% New Trips	Daily Trips	Trip Length	Daily VMT
<b>Residential</b>							
Single-Family Detached	Dwelling	9.57	4.79	100%	4.79	3.20	15.33
Multi-Family	Dwelling	6.63	3.32	100%	3.32	3.20	10.62
Mobile Home	Dwelling	4.81	2.41	100%	2.41	3.20	7.71
Hotel/Motel	Room	9.11	4.56	85%	3.88	3.20	12.42
<b>Office</b>							
General Office Building	1000 GFA	11.01	5.51	85%	4.68	3.20	14.98
Medical Office	1000 GFA	36.13	18.07	85%	15.36	2.86	43.95
<b>Commercial/Retail</b>							
Com/Re <50,000 GFA	1000 GFA	91.66	45.83	33%	15.12	1.22	18.39
Com/Re 50-99K	1000 GFA	70.68	35.34	45%	15.90	1.54	24.53
Com/Re 100-199K	1000 GFA	54.50	27.25	55%	14.99	1.86	27.88
Com/Re 200-299K	1000 GFA	46.82	23.41	59%	13.81	2.18	30.06
Com/Re 300-399K	1000 GFA	42.02	21.01	62%	13.03	2.49	32.49
Com/Re 400-499K	1000 GFA	38.66	19.33	64%	12.37	2.86	35.39
Com/Re 500-999K	1000 GFA	32.10	16.05	69%	11.07	3.03	33.60
Com/Re >1,000K	1000 GFA	29.08	14.54	72%	10.47	3.20	33.49
Drive-In Bank	1000 GFA	265.21	132.61	55%	72.94	0.66	48.45
Fast Food Restaurant	1000 GFA	496.12	248.06	25%	62.02	0.66	41.19
Convenience Store	1000 GFA	845.69	422.85	25%	105.71	0.66	70.21
Casino	1000 GFA	46.05	23.03	85%	19.58	3.20	62.66
<b>Industrial</b>							
General Light Industrial	1000 GFA	6.97	3.49	85%	2.97	3.20	9.50
Manufacturing	1000 GFA	3.82	1.91	85%	1.62	3.20	5.18
Warehouse	1000 GFA	4.96	2.48	85%	2.11	3.20	6.75
Regional Warehouse	1000 GFA	1.89	0.95	85%	0.81	3.20	2.59
Mini-Warehouse	1000 GFA	2.50	1.25	90%	1.13	3.20	3.62
<b>Institutional</b>							
Elementary School	1000 GFA	12.03	6.02	24%	1.44	1.95	2.81
High School	1000 GFA	13.27	6.64	50%	3.32	1.95	6.48
University	1000 GFA	18.36	9.18	80%	7.34	1.95	14.33
Day Care Center	1000 GFA	79.26	39.63	24%	9.51	1.95	18.56
Hospital	1000 GFA	16.78	8.39	85%	7.13	3.20	22.82
Nursing Home	1000 GFA	5.36	2.68	85%	2.28	3.20	7.30
Church/Synagogue	1000 GFA	9.11	4.56	85%	3.88	2.49	9.67
<b>Recreation</b>							
Golf Course	Hole	35.74	17.87	85%	15.19	2.49	37.87
Park	Acre	2.28	1.14	85%	0.97	2.49	2.42

Sources: 1-Way Trips represent one-half of trip ends on a weekday reported in ITE, Trip Generation, 5<sup>th</sup> Edition, 1994; ADT for general office based on 200,000 sf building; ADT for shopping center categories based on upper size in range; primary trip factors for shopping centers, drive-in banks, fast food restaurants and convenience stores from ITE; shopping center factors equal non-pass-by percentage based on formula less 10%; day care center primary trip factor from paper by Hitchens, 1990 ITE Compendium; primary trip factors for other land uses assumed; trip lengths based on following data on trip lengths by trip type from RTC model output home-based work: 3.20 miles, home-based other: 2.86 miles, home-based recreation: 2.49 miles, home-based school: 1.95 miles; non-home-based: 0.66 miles (note: figures are 50% of actual trip length, representing % of modeled travel on regional network).

**X. NET COST SCHEDULE**

The maximum regional road impact fee for a given land use type is the product of the number of service units generated by the land use and the net cost per service unit. Based on the capital improvements program, and the data, analysis and assumptions contained in this study, the maximum impact fees by land use type are presented in Table 43 11.

Table 43 11  
REGIONAL ROAD IMPACT FEE NET COST SCHEDULE

Land Use	Unit of Development	VMT/Unit	Net Cost per VMT		Net Cost per Unit	
			Reno	Other	Reno	Other
<b>Residential</b>						
Single Family Detached	Dwelling	15.30	\$110	\$126	\$1,683	-\$1,928
Multi Family	Dwelling	40.37	\$110	\$126	-\$1,141	-\$1,307
Mobile Home	Dwelling	7.71	\$110	\$126	-\$848	-\$971
Hotel/Motel	Room	11.84	\$110	\$126	-\$1,302	-\$1,492
<b>Office</b>						
General Office Building	1000 sq. ft.	16.13	\$110	\$126	-\$1,774	-\$2,032
Medical Office	1000 sq. ft.	41.55	\$110	\$126	-\$4,571	-\$5,235
<b>Commercial</b>						
Shopping Center <50,000 sf	1000 sq. ft.	18.39	\$110	\$126	-\$2,023	-\$2,317
Shopping Center 50-99,000 sf	1000 sq. ft.	24.53	\$110	\$126	-\$2,698	-\$3,091
Shopping Center 100-199,999 sf	1000 sq. ft.	27.88	\$110	\$126	-\$3,067	-\$3,513
Shopping Center 200-299,999 sf	1000 sq. ft.	30.06	\$110	\$126	-\$3,307	-\$3,788
Shopping Center 300-399,999 sf	1000 sq. ft.	32.49	\$110	\$126	-\$3,574	-\$4,094

Shopping Center 400-499,999 sf	1000 sq. ft.	35.39	\$110	\$126	-\$3,893	-\$4,459
Shopping Center 500-999,999 sf	1000 sq. ft.	33.6	\$110	\$126	-\$3,696	-\$4,234
Shopping Center 1,000,000 sf+	1000 sq. ft.	33.49	\$110	\$126	-\$3,684	-\$4,220
Drive-in Bank	1000 sq. ft.	48.45	\$110	\$126	-\$5,330	-\$6,105
Fast Food Restaurant	1000 sq. ft.	52.49	\$110	\$126	-\$5,774	-\$6,614
Convenience Store	1000 sq. ft.	61.27	\$110	\$126	-\$6,740	-\$7,720
<b>Industrial</b>						
General Light Industrial	1000 sq. ft.	9.50	\$110	\$126	-\$1,045	-\$1,197
Manufacturing	1000 sq. ft.	4.42	\$110	\$126	-\$486	-\$557
Warehouse	1000 sq. ft.	6.62	\$110	\$126	-\$728	-\$834
Mini-Warehouse	1000 sq. ft.	3.78	\$110	\$126	-\$416	-\$476
<b>Institutional</b>						
Elementary School	1000 sq. ft.	2.52	\$110	\$126	-\$277	-\$318
High School	1000 sq. ft.	5.33	\$110	\$126	-\$586	-\$672
University/College	1000 sq. ft.	17.92	\$110	\$126	-\$1,971	-\$2,258
Day Care Center	1000 sq. ft.	18.56	\$110	\$126	-\$2,042	-\$2,339
Hospital	1000 sq. ft.	22.82	\$110	\$126	-\$2,510	-\$2,875
Nursing Home	1000 sq. ft.	7.30	\$110	\$126	-\$803	-\$920
Church/Synagogue	1000 sq. ft.	9.87	\$110	\$126	-\$1,086	-\$1,244
<b>Recreational</b>						
Golf Course	Hole	39.84	\$110	\$126	-\$4,382	-\$5,020
Park	Acre	1.20	\$110	\$126	\$132	-\$151

Land Use	Unit	Daily VMI	\$/VMI		\$/Unit	
			Reno	Outside	Reno	Outside
<b>Residential</b>						
Single-Family Detached	Dwelling	15.33	\$123	\$135	\$1,886	\$2,070
Multi-Family	Dwelling	10.62	\$123	\$135	\$1,306	\$1,434
Mobile Home	Dwelling	7.71	\$123	\$135	\$948	\$1,041
Hotel/Motel	Room	12.42	\$123	\$135	\$1,528	\$1,677
<b>Office</b>						
General Office Building	1000 GFA	14.98	\$123	\$135	\$1,843	\$2,022
Medical Office	1000 GFA	43.95	\$123	\$135	\$5,406	\$5,933
<b>Commercial/Retail</b>						
Com/Re <50,000 GFA	1000 GFA	18.39	\$123	\$135	\$2,262	\$2,483
Com/Re 50-99K	1000 GFA	24.53	\$123	\$135	\$3,017	\$3,312
Com/Re 100-199K	1000 GFA	27.88	\$123	\$135	\$3,429	\$3,764
Com/Re 200-299K	1000 GFA	30.06	\$123	\$135	\$3,697	\$4,058
Com/Re 300-399K	1000 GFA	32.49	\$123	\$135	\$3,996	\$4,386
Com/Re 400-499K	1000 GFA	35.39	\$123	\$135	\$4,353	\$4,778
Com/Re 500-999K	1000 GFA	33.60	\$123	\$135	\$4,133	\$4,536
Com/Re >1,000K	1000 GFA	33.49	\$123	\$135	\$4,119	\$4,521
Drive-In Bank	1000 GFA	48.45	\$123	\$135	\$5,959	\$6,541
Fast Food Restaurant	1000 GFA	41.19	\$123	\$135	\$5,066	\$5,561
Convenience Store	1000 GFA	70.21	\$123	\$135	\$8,636	\$9,478
Casino Gaming Area	1000 GFA	62.66	\$123	\$135	\$7,707	\$8,459
<b>Industrial</b>						
General Light Industrial	1000 GFA	9.50	\$123	\$135	\$1,169	\$1,283
Manufacturing	1000 GFA	5.18	\$123	\$135	\$637	\$699
Warehouse	1000 GFA	6.75	\$123	\$135	\$830	\$911
Regional Warehouse	1000 GFA	2.59	\$123	\$135	\$319	\$350
Mini-Warehouse	1000 GFA	3.62	\$123	\$135	\$445	\$489
<b>Institutional</b>						
Elementary School	1000 GFA	2.81	\$123	\$135	\$346	\$379
High School	1000 GFA	6.48	\$123	\$135	\$797	\$875
University	1000 GFA	14.33	\$123	\$135	\$1,763	\$1,935
Day Care Center	1000 GFA	18.56	\$123	\$135	\$2,283	\$2,506
Hospital	1000 GFA	22.82	\$123	\$135	\$2,807	\$3,081
Nursing Home	1000 GFA	7.30	\$123	\$135	\$898	\$986
Church/Synagogue	1000 GFA	9.67	\$123	\$135	\$1,189	\$1,305
<b>Recreation</b>						
Golf Course	Hole	37.87	\$123	\$135	\$4,658	\$5,112
Park	Acre	2.42	\$123	\$135	\$298	\$327

**EXHIBIT A**  
**REGIONAL ROAD IMPACT FEE NETWORK**

**EXHIBIT A  
REGIONAL ROAD IMPACT FEE NETWORK**

Class	Street Name	From	To	Miles
<b>High Access Control Arterials (HAC) / Expressway</b>				
HAC	Business 395 (N Virginia)	N Virginia St	US 395	0.54
HAC	Kietzke Ln	Del Monte Ln	McCarran Blvd	0.67
HAC	McCarran Blvd	Entire Length		23.05
HAC	Mt Rose Hwy	Callahan Rd	S Virginia St	3.92
HAC	Outer Ring Rd	US 395	Vista Blvd	4.77
HAC	Pioneer Pkwy	S Virginia St	South Meadows Parkway	3.00
HAC	Pyramid Hwy	McCarran Blvd	Calle de la Plata	7.65
HAC	North Connector	Sun Valley Blvd	Lemmon Dr	3.50
HAC	N Virginia St	N McCarran Blvd	Business 395	2.51
HAC	S Virginia St	Bowers Mansion Rd	Patriot Blvd	12.50
HAC	Southeast Connection	Geiger Grade	I-80 at Mustang	10.30
HAC	Sparks Blvd Ext	Mill St Extension	Greg St	1.51
HAC	West Sun Valley Freeway	Outer Ring Rd	Eagle Canyon	6.88
<b>Moderate Access Control Arterials (MAC) / Major Arterials</b>				
MAC	2nd St	4th St	Keystone Ave	0.69
MAC	2nd St	Kuenzli St	Truckee River	1.67
MAC	4th St	W I-80	I-80/Prater Way	8.13
MAC	5th St	Keystone Ave	Evans Ave	1.00
MAC	6th St	Sierra St	4th St	1.26
MAC	7th St	Robb Dr	Keystone Ave	1.98
MAC	Arlington Ave	Skyline Blvd	5th St	2.01
MAC	Arrowcreek Pkwy	Thomas Creek Rd	S Virginia St	2.82
MAC	Baring Blvd	McCarran Blvd	Vista Blvd	1.64
MAC	California	Mayberry Dr	S Virginia St	1.41
MAC	Clear Acre Ln	McCarran Blvd	Dandini Blvd	1.15
MAC	Damonte Pkwy S	Damonte Ranch Pkwy	Mira Loma Rd	2.01
MAC	Damonte Ranch Pkwy	S Virginia St	Pioneer Pkwy	2.72
MAC	Del Monte Ln	Kietzke Ln	S Virginia St	0.34
MAC	Disc Dr	Sparks Blvd	Vista Blvd	0.25
MAC	Double Diamond Pkwy	Double R Blvd (south)	Double R Blvd (north)	2.47
MAC	Double R Blvd	Damonte Ranch Pkwy	Longley Ln	3.50
MAC	Durham Rd	Plumb Ln	Villanova Dr	0.24
MAC	Eagle Canyon Rd	Sun Valley Ext	Pyramid Hwy	1.68
MAC	El Rancho Dr	Victorian Ave	Clear Acre Ln	2.87
MAC	Galletti Way	Glendale Ave	4th St	0.59
MAC	Geiger Grade	Pioneer Pkwy	Mira Loma Rd	0.33
MAC	Gentry Way	Terminal Way	Neil Rd	0.17
MAC	Glendale Ave	Truckee River	Meredith Way	3.04
MAC	Greg St	Mill St	I-80	4.53
MAC	Keystone Ave	California Ave	Coleman Dr	1.86
MAC	Kietzke Ln	McCarran Blvd	Victorian Ave	4.64
MAC	Kiley Ranch Rd	Pyramid Way	La Posada Dr	3.05
MAC	Kirman Ave	Mill St	Truckee River	0.19
MAC	Kuenzli St	2nd St	Kietzke Ln	1.03
MAC	La Posada Dr	Pyramid Hwy	Cordoba Blvd	1.16
MAC	Lakeside Dr	Ridgeview Dr	Moana Ln	1.52
MAC	Lear Blvd	Moya Blvd	Military Rd	1.80



MAC	Lemmon Dr	N Virginia St	Deodar Way	3.50
MAC	Longley Ln	S Virginia St	McCarran Blvd	1.68
MAC	Longley Ln	McCarran Blvd	Rock Blvd	1.68
MAC	Mae Anne Ave	W 4th Street	McCarran Blvd	3.24
MAC	Matley Ln	Plumb Ln	Villanova Dr	0.24
MAC	Mayberry Dr	W 4th St	California Ave	3.45
MAC	Military Rd	Lemmon Dr	Echo Ave	1.72
MAC	Mill St	Lake St	Sparks Blvd Ext	5.13
MAC	Moana Ln	Plumas St	Neil Rd	1.74
MAC	Moana Ln Ext	Neil Rd	Longley Ln	0.80
MAC	Oddie Blvd	Wells Ave	Pyramid Hwy	2.72
MAC	Old Virginia Rd	Damonte Ranch Pkwy (s)	Damonte Ranch Pkwy (n)	0.97
MAC	Pace Dr	Pyramid Hwy	Vista Blvd	1.69
MAC	Peckham Ln	Lakeside Dr	Longley Ln	2.49
MAC	Plumas St	Ridgeview Dr	California Ave	3.55
MAC	Plumb Ln	McCarran Blvd	Terminal Way	4.36
MAC	Prater Way	I-80/4th St	E of Vista Blvd	4.31
MAC	Pyramid Hwy	Mill St	McCarran Blvd	2.89
MAC	Red Rock Rd	US 395	Moya Blvd	0.40
MAC	Robb Dr	I-80	Las Brisas	2.65
MAC	Rock Blvd	East McCarran Blvd	Prater Way	3.49
MAC	S Meadows Pkwy	S Virginia St	Pioneer Pkwy	2.34
MAC	S Meadows Pkwy	Pioneer Pkwy	Mira Loma Rd	0.62
MAC	S Virginia St	Patriot Blvd	Plumb Ln	4.13
MAC	Sharlands Ave	Mae Anne Ave	Robb Dr	0.86
MAC	Sky Vista Pkwy	Lemmon Dr	Silver Lake Rd	1.26
MAC	Somerset Pkwy	Mae Anne Ave	North Somerset collector	2.19
MAC	Spanish Springs Pkwy	Eagle Canyon Rd	Pyramid Hwy	1.73
MAC	Sparks Blvd	Greg St	Pyramid Hwy	6.55
MAC	Stead Blvd	N Virginia St	Echo Ave	2.75
MAC	Steamboat Pkwy	Damonte Ranch Pkwy	S Meadows Pkwy	2.12
MAC	Stoker Ave	4th St	7th St	0.53
MAC	Sun Valley Blvd	Dandini Blvd	Highland Ranch Pkwy	3.49
MAC	Sutro St	Truckee River	Clear Acre Ln	2.96
MAC	Terminal Way	Gentry Way	Mill St	1.70
MAC	Vassar St	Kietzke Lane	Terminal Way	0.63
MAC	Victorian Ave	Prater Way	McCarran Blvd	2.10
MAC	Vista Blvd	I-80	Los Altos Pkwy S	2.75
MAC	Vista Blvd	Los Altos Pkwy S	La Posada	6.95
MAC	Wedge Pkwy	Mt Rose Hwy	Arrowcreek Pkwy	0.97
MAC	Wells Ave	Ryland St	Oddie Blvd	1.43
MAC	White Lake Pkwy	US 395 (White Lake)	US 395 (Bordertown)	3.91
<b>Low Access Control Arterials (LAC) / Minor Arterial</b>				
LAC	2nd St	Keystone Ave	Kuenzli St	0.99
LAC	7th Ave	Chocolate Dr	Sun Valley Blvd	0.47
LAC	8th St	Sierra St	Center St	0.15
LAC	9th St	Wells Ave	El Rancho Dr	1.47
LAC	9th St	N Virginia St	Evans Ave	0.23
LAC	California Ave	Mayberry Dr	Arlington Ave	1.04
LAC	Center St	S Virginia St	9th St	1.57
LAC	Curti Ranch Rd	Mira Loma Rd	Pioneer Pkwy	0.33
LAC	Echo Ave	Moya Blvd	Military Rd	1.34

LAC	Evans Ave	4th St	McCarran Blvd	1.59
LAC	Golden Valley Dr	N Virginia St	Spearhead Way	1.63
LAC	Holcomb Ave	S Virginia St	Mill St	1.14
LAC	Keystone Ave	Coleman Dr	McCarran Blvd	0.94
LAC	Kings Row	McCarran Blvd	Keystone Ave	1.61
LAC	Kirman Ave	Plumb Ln	Mill St	1.36
LAC	Lemmon Dr	Deodar Way	Ramsey Way	2.75
LAC	Liberty St	Arlington Ave	Ryland St	0.64
LAC	Lincoln Way	McCarran Blvd	Sparks Blvd	1.14
LAC	Locust St	Plumb Ln	Mill St	1.37
LAC	Los Altos Pkwy	Pyramid Hwy	Vista Blvd (south end)	4.10
LAC	Moana	Skyline Blvd	Plumas St	0.86
LAC	Moya Blvd	Red Rock Rd	Echo Ave	2.35
LAC	Mt Anderson St	Stead Blvd	Echo Ave	0.72
LAC	Neil Rd	S Virginia St	Gentry Way	2.15
LAC	Parr Blvd	N Virginia St	US 395	1.02
LAC	Prototype Dr	Gateway Dr	Double R Blvd	0.66
LAC	Rock Blvd	Prater Way	N McCarran Blvd	1.38
LAC	Ryland St	Center St	Mill St	0.83
LAC	S Meadows Pkwy	Pioneer Pkwy	Mira Loma Rd	0.62
LAC	N Virginia St	Truckee River	N McCarran	1.85
LAC	S Virginia St	Truckee River	Plumb	1.47
LAC	Sierra St	California Ave	N Virginia St	2.21
LAC	Sullivan Ln	Prater Way	El Rancho Dr	2.00
LAC	Vassar St	S Virginia St	Kietzke	0.93
LAC	Villanova Dr	US 395	Terminal Way	0.12
LAC	Wells Ave	S Virginia St	Ryland St	1.19

## Collectors

COL	1st St	Keystone Ave	Evans Ave	0.83
COL	9th St	Sierra St	N Virginia St	0.08
COL	Avenida de Landa	Sharlands Ave	Robb Dr	2.55
COL	Beaumont Pkwy	Somersett Pkwy	Avenida de Landa	1.30
COL	Brinkby Ave	Plumas St	S Virginia St	0.77
COL	Burns St	Center St	Holcomb Ave	0.04
COL	Cadillac Place	Lymberry St	Eastshore Dr	0.05
COL	California Ave	Idlewild Dr	Mayberry Dr	0.88
COL	Calle de Oro	Vista Blvd Ext	Wingfield Pkwy	1.90
COL	Cashill Blvd	McCarran Blvd	Skyline Blvd	1.66
COL	Caughlin Pkwy	McCarran Blvd @ Cashill	McCarran Blvd @ Plumb Ln	3.37
COL	Cordoba Blvd	Calle de Oro	La Posada Dr	0.18
COL	Eastshore Dr	Cadillac Place	Lakeside Dr	0.31
COL	Foothill Rd	Thomas Creek Rd	S Virginia St	1.46
COL	Grove St	Lymberry St	Harvard Way	0.96
COL	Harvard Way	Grove St	Vassar St	0.83
COL	Howard Dr	Prater Way	Sparks Blvd	1.10
COL	Hunter Lake Dr	Plumb Ln	California Ave	0.51
COL	Lake St	Truckee River	6th St	0.45
COL	Lakeside Dr	Moana Ln	Plumb Ln	1.00
COL	Las Brisas	Robb Drive	McCarran Blvd	1.77
COL	Lymberry St	Moana Ln	Grove St	0.62
COL	Mira Loma Dr	McCarran Blvd	Hidden Valley Dr	1.17
COL	Mira Loma Rd	Geiger Grade	S Meadows Pkwy Ext	4.09

COL	Pembroke Dr	McCarran Blvd	Piping Rock Ct	1.48
COL	Ralston St	Riverside Dr	University Terrace	0.72
COL	Rio Poco Rd	McCarran Blvd	Pioneer Pkwy	1.75
COL	Riverside Dr	Keystone Ave	Ralston St	0.37
COL	Sierra Highlands Dr	McCarran Blvd	7th St	0.94
COL	Silver Lake Rd	Red Rock Rd	Sky Vista Pkwy	2.65
COL	Silverada Blvd	9th St	Wedekind Rd	0.89
COL	Sinclair St	Holcomb Ave	Truckee River	0.55
COL	Sky Vista Pkwy	Lear Blvd	Silver Lake Rd	1.27
COL	Skyline Blvd	McCarran Blvd	Arlington Ave	2.46
COL	Summit Ridge Rd	McCarran Blvd	W 4th St	0.93
COL	Taylor St	Holcomb Ave	Kietzke Ln	0.94
COL	Thomas Creek Rd	Mt Rose Hwy	Arrowcreek Pkwy	0.90
COL	University Terrace	Keystone Ave	Sierra St	0.82
COL	Urban Rd	Arlington Ave	Plumas St	0.25
COL	Villanova Dr	Harvard Way	US 395	0.31
COL	Vine St	Riverside Dr	University Terrace	0.84
COL	Washington St	Riverside Dr	University Terrace	0.80
COL	Wedekind Rd	Sutro St	Pyramid Hwy	3.16
COL	Wingfield Pkwy	Vista Blvd	Calle de Oro	2.07
COL	Yori Ave	Plumb Ln	Vassar St	0.54
COL	Zolezzi Ln	Welcome Way	Arrowcreek Pkwy	2.02
<b>Rural Highways</b>				
RH	7th Ave	Billar Ln	Chocolate Dr	0.85
RH	Dandini Blvd	US 395	Clear Acre Ln	1.77
RH	Eastlake Blvd	.4 m N of Carson Co	S Virginia St	10.27
RH	Geiger Grade	Mira Loma Rd	Storey Co Line	5.45
RH	Golden Valley Dr	Spearhead	Billar	0.98
RH	Highland Ranch Pkwy	Sun Valley Blvd	Pyramid Hwy	2.41
RH	Mt Rose Hwy	Tahoe MPO Boundary	Callahan Rd	14.00
RH	N Virginia St	Business 395	Stead Blvd	3.79
RH	Old US 395	Eastlake Blvd	S Virginia St @ Bowers M	7.81
RH	Pyramid Hwy	Calle de la Plata	N. Limit Warm Springs PA	10.97
RH	Red Rock Rd	Moya Blvd	N Limit North Valleys PA	14.57
RH	Sun Valley Blvd Ext	Highland Ranch Pkwy	Eagle Canyon Rd	3.12
RH	Toll Rd	Ravazza Rd	Geiger Grade	1.86
RH	US Hwy 40 (Verdi)	I-80 (west)	I-80 (east)	3.92
<b>Ramps</b>				
Ramp	395/80			0.29
Ramp	395/80			0.32
Ramp	395/80			0.05
Ramp	395/80			0.30
Ramp	395/80			0.32
Ramp	395/80			0.29
Ramp	395/80			0.44

Ramp	395/80		0.28
Ramp	395/80		0.59
Ramp	395/Bordertown NB Off		0.24
Ramp	395/Bordertown NB On		0.20
Ramp	395/Bordertown SB Off		0.20
Ramp	395/Bordertown SB On		0.23
Ramp	395/Clear Acre NB Off		0.30
Ramp	395/Clear Acre NB On		0.50
Ramp	395/Clear Acre SB Off		0.40
Ramp	395/Clear Acre SB On		0.30
Ramp	395/Cold Springs NB On		0.25
Ramp	395/Cold Springs NB On		0.28
Ramp	395/Cold Springs SB Off		0.29
Ramp	395/Cold Springs SB On		0.26
Ramp	395/DelMonte NB On		0.15
Ramp	395/DelMonte NB Off		0.15
Ramp	395/DelMonte SB Off		0.12
Ramp	395/DelMonte SB Off		0.14
Ramp	395/Glendale NB Off		0.20
Ramp	395/Glendale SB Off		0.09
Ramp	395/Glendale SB On		0.14
Ramp	395/Golden Villy NB Off		0.15
Ramp	395/Golden Villy NB On		0.09
Ramp	395/Golden Villy On		0.08
Ramp	395/Golden Villy SB On		0.14
Ramp	395/Lemmon NB Off		0.15
Ramp	395/Lemmon NB On		0.13
Ramp	395/Lemmon SB Off		0.17
Ramp	395/Lemmon SB On		0.13
Ramp	395/Longley NB On		0.07
Ramp	395/Longley SB Off		0.11
Ramp	395/Mill NB Off		0.21
Ramp	395/Mill NB On		0.05
Ramp	395/Mill SB Off		0.15
Ramp	395/Mill SB On		0.17
Ramp	395/Moana NB Off		0.17
Ramp	395/Moana NB On		0.15
Ramp	395/Moana SB Off		0.16

Ramp	395/Moana SB On		0.15
Ramp	395/Mt Rose NB On		0.23
Ramp	395/Mt Rose SB On		0.18
Ramp	395/N McCarran NB Off		0.26
Ramp	395/N McCarran NB Off		0.12
Ramp	395/N McCarran NB On		0.19
Ramp	395/N McCarran SB Off		0.18
Ramp	395/N McCarran SB On		0.29
Ramp	395/N Virginia NB On		0.28
Ramp	395/N Virginia NB On		0.28
Ramp	395/N Virginia SB On		0.14
Ramp	395/Oddie NB Off		0.17
Ramp	395/Oddie NB On		0.27
Ramp	395/Oddie NB On		0.12
Ramp	395/Oddie SB Off		0.27
Ramp	395/Oddie SB On		0.14
Ramp	395/Oddie SB On		0.17
Ramp	395/Parr NB Off		0.09
Ramp	395/Parr NB On		0.11
Ramp	395/Parr SB Off		0.10
Ramp	395/Parr SB On		0.10
Ramp	395 Plumb NB		0.71
Ramp	396 Plumb SB		0.67
Ramp	395/Red Rock NB Off		0.13
Ramp	395/Red Rock NB On		0.30
Ramp	395/Red Rock SB Off		0.31
Ramp	395/Red Rock SB On		0.12
Ramp	395/S Meadows NB Off		0.06
Ramp	395/S Meadows NB On		0.13
Ramp	395/S Meadows SB Off		0.08
Ramp	395/S Meadows SB On		0.12
Ramp	395/S Virginia NB On		0.05
Ramp	395/S Virginia NB On		0.14
Ramp	395/S Virginia SB Off		0.04
Ramp	395/S Virginia SB Off		0.08
Ramp	395/S Virginia SB Off		0.13
Ramp	395/Stead NB Off		0.20
Ramp	395/Stead NB On		0.11

Ramp	395/Stead SB Off			0.13
Ramp	395/Stead SB On			0.16
Ramp	395/Steamboat NB Off			0.10
Ramp	395/Steamboat NB On			0.10
Ramp	395/Steamboat SB Off			0.10
Ramp	395/Steamboat SB On			0.10
Ramp	395/Sutro NB Off			0.30
Ramp	395/Sutro NB On			0.25
Ramp	395/Sutro SB Off			0.25
Ramp	395/Sutro SB On			0.30
Ramp	80/3rd (Verdi)			0.01
Ramp	80/3rd (Verdi)			0.04
Ramp	80/3rd (Verdi)			0.02
Ramp	80/3rd (Verdi)			0.01
Ramp	80/4th			0.10
Ramp	80/4th			0.06
Ramp	80/4th EB Off			0.16
Ramp	80/4th EB On			0.39
Ramp	80/4th WB Off			0.25
Ramp	80/4th WB On			0.28
Ramp	80/E McCarran EB Off			0.27
Ramp	80/E McCarran EB Off			0.21
Ramp	80/E McCarran EB Off			0.09
Ramp	80/E McCarran EB On			0.31
Ramp	80/E McCarran EB On			0.07
Ramp	80/E McCarran WB Off			0.27
Ramp	80/E McCarran WB On			0.15
Ramp	80/E McCarran WB On			0.43
Ramp	80/Garson Rd			0.23
Ramp	80/Garson Rd			0.06
Ramp	80/Garson Rd			0.27
Ramp	80/Garson Rd			0.22
Ramp	80/Garson Rd			0.05
Ramp	80/Keystone EB Off			0.16
Ramp	80/Keystone EB Off			0.04
Ramp	80/Keystone EB On			0.03
Ramp	80/Keystone EB On			0.20
Ramp	80/Keystone EB On			0.07

Ramp	80/Keystone WB Off		0.17
Ramp	80/Keystone WB On		0.18
Ramp	80/Keystone WB On		0.04
Ramp	80/Mogul EB Off		0.10
Ramp	80/Mogul WB Off		0.14
Ramp	80/Mogul WB On		0.06
Ramp	80/Old 40 (Verdi)		0.20
Ramp	80/Old 40 (Verdi)		0.13
Ramp	80/Old 40 (Verdi)		0.16
Ramp	80/Pyramid EB Off		0.17
Ramp	80/Robb EB Off		0.15
Ramp	80/Robb EB On		0.23
Ramp	80/Robb WB Off		0.20
Ramp	80/Robb WB On		0.19
Ramp	80/Rock EB Off		0.31
Ramp	80/Rock EB On		0.18
Ramp	80/Rock WB Off		0.18
Ramp	80/Rock WB Off		0.18
Ramp	80/Rock WB On		0.31
Ramp	80/Sparks WB On		0.08
Ramp	80/Sparks WB Off		0.08
Ramp	80/Virginia EB Off		0.18
Ramp	80/Sierra to Center		0.15
Ramp	80/Virginia EB On		0.13
Ramp	80/Virginia WB Off		0.05
Ramp	80/Virginia WB On		0.15
Ramp	80/Vista EB Off		0.21
Ramp	80/Vista EB On		0.26
Ramp	80/Vista WB Off		0.23
Ramp	80/Vista WB On		0.11
Ramp	80/W McCarran EB Off		0.27
Ramp	80/W McCarran EB On		0.20
Ramp	80/W McCarran WB Off		0.30
Ramp	80/W McCarran WB On		0.25
Ramp	80/W Verdi		0.35
Ramp	80/W Verdi		0.26
Ramp	80/W Verdi		0.01
Ramp	80/Wells EB Off		0.15

Ramp	80/Wells EB On		0.17
Ramp	80/Wells WB Off		0.25
Ramp	80/Wells WB On		0.15
High Access Arterial (HAC) Centerline Miles			105.24
Moderate Access Arterial (MAC) Centerline Miles			133.97
Low Access Arterial (LAC) Centerline Miles			55.28
Collector (COL) Centerline Miles			54.87
Rural Highway (RH) Centerline Miles			81.77
Ramp Centerline Miles			30.33
<b>Total Centerline Miles</b>			<b>461.46</b>



Table 2-1						
Facility Type	Access Management Plan					
	Minimum Si Signal Spacing	Median Type	Left From Major Street? Spacing from. signal)	Left From Minor Street or Driveway?	Right Decel Lanes at Driveways?	Driveway Spacing'
High Access Control-Arterial	1/2 mile	raised w/channelized turn pockets	750' minimum	only at signalized locations	Yes	250'/500'
Moderate Access Control-Arterial	1/4 mile	raised or painted w/turn pockets	Yes 500 minimum	no on 6 or 8 lane roadways w/o signal	Yes	200'/300'
Low Access Control-Arterial	1000 ft.	painted turn pockets or two-way, left turn lane	Yes 350' minimum	Yes	No	150'/200'
Collector	n/a	median optional	Yes	Yes	No	100'/100'
Rural Highways	1 mile	None	Yes	Yes	Yes	1450'/450'

1. Minimum spacing from signalized intersection/spacing from other driveways.
2. 2. If they experience more than 30 inbound right-turn movements during peak hour.
3. 3. If they experience more than 60 inbound right-turn movements during peak hour.
4. 4. For facilities with posted speeds of 45 miles per hour or greater.

**EXHIBIT B  
MAXIMUM SERVICE VOLUMES**

**EXHIBIT B  
MAXIMUM SERVICE VOLUMES**

<b>Table 2-4 Average Daily Traffic Level of Service Thresholds By Facility Type for Roadway Planning</b>					
<b>Facility Type</b>	<b>Maximum Service Flow Rate (daily) for Given Service Level</b>				
<b>Number of Lanes</b>	<b>LOS A</b>	<b>LOS B</b>	<b>LOS C</b>	<b>LOS D</b>	<b>LOS E</b>
<b>Freeway</b>					
4	28,600	42,700	63,500	80,000	90,200
6	38,300	61,200	91,100	114,000	135,300
8	51,100	81,500	121,400	153,200	180,400
10	63,800	101,900	151,800	191,500	225,500
<b>High Access Control-Arterial</b>					
4	20,000	29,000	36,500	39,000	41,400
6	30,000	44,800	56,000	58,900	62,200
8	40,000	59,800	74,600	78,600	82,900
<b>Moderate Access Control-Arterial</b>					
4	n/a	n/a	28,700	33,500	36,100
6	n/a	n/a	44,400	51,400	54,600
8	n/a	n/a	59,200	68,600	72,700
<b>Low Access Control-Arterial</b>					
2	n/a	n/a	8,800	13,200	14,800
4	n/a	n/a	18,600	27,300	31,100
<b>Collector</b>					
2	n/a	n/a	7,300	8,500	9,100
<b>Rural Highway</b>					
2	2,100	4,200	6,800	10,800	17,300

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*Goals and Policies  
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**EXHIBIT C  
CONSTRUCTION COST ESTIMATES**

## EXHIBIT C CONSTRUCTION COST ESTIMATES

### New 2-Lane *Public* Sector Roadway Estimate per Centerline Mile

Cost Component	Quantity	Unit	Unit Price	Cost
Roadway Grading	211,200	SF	\$0.35	\$74,279
Curb & Gutter w/A.B.	10,560	LF	\$11.72	\$123,805
Sidewalk w/A.B.	52,800	SF	\$2.64	\$139,281
8" Aggregate Base	168,960	SF	\$0.88	\$148,567
4" Asphalt Concrete	168,960	SF	\$1.17	\$198,089
Striping, Intersections, Misc.	1	LS	\$92,854	\$92,854
Street Lights	1	LS	\$30,951	\$30,951
Storm Drainage	1	LS	\$61,903	\$61,903
Signalization	1	LS	\$185,708	\$185,708
Contingency (10%)				\$105,544
Subtotal				\$1,160,981
Administration (5%)				\$58,049
Engineering Design (8%)				\$92,879
Construction Management (10%)				\$116,098
Total Construction Cost				\$1,428,007

### New 2-Lane *Private* Sector Roadway Estimate per Centerline Mile

Cost Component	Quantity	Unit	Unit Price	Cost
Roadway Grading	211,200	SF	\$0.35	\$74,279
Curb & Gutter w/A.B.	10,560	LF	\$11.72	\$123,805
Sidewalk w/A.B.	52,800	SF	\$2.64	\$139,281
8" Aggregate Base	168,960	SF	\$0.88	\$148,567
4" Asphalt Concrete	168,960	SF	\$1.17	\$198,089
Striping, Intersections, Misc.	1	LS	\$92,854	\$92,854
Street Lights	1	LS	\$30,951	\$30,951
Storm Drainage	1	LS	\$61,903	\$61,903
Signalization	1	LS	\$185,708	\$185,708
Contingency (10%)				\$105,544
Subtotal				\$1,160,981
Administration (3%)				\$34,829
Engineering Design (6%)				\$69,659
Construction Management (7%)				\$81,269
Total Construction Cost				\$1,346,738

## EXHIBIT C CONSTRUCTION COST ESTIMATES

### New 4-Lane Public Sector Roadway Estimate per Centerline Mile

Cost Component	Quantity	Unit	Unit Price	Cost
Roadway Grading	337,920	SF	\$0.35	\$118,846
Curb & Gutter w/A.B.	10,560	LF	\$11.72	\$123,805
Sidewalk w/A.B.	52,800	SF	\$2.64	\$139,281
8" Aggregate Base	295,680	SF	\$0.88	\$259,991
4" Asphalt Concrete	295,680	SF	\$1.17	\$346,655
Striping, Intersections, Misc.	1	LS	\$92,854	\$92,854
Street Lights	1	LS	\$30,951	\$30,951
Storm Drainage	1	LS	\$61,903	\$61,903
Signalization	1	LS	\$185,708	\$185,708
Contingency (10%)				\$135,999
Subtotal				\$1,495,993
Administration (5%)				\$74,800
Engineering Design (8%)				\$119,679
Construction Management (10%)				\$149,599
Total Construction Cost				\$1,840,071

### New 4-Lane Private Sector Roadway Estimate per Centerline Mile

Cost Component	Quantity	Unit	Unit Price	Cost
Roadway Grading	337,920	SF	\$0.35	\$118,846
Curb & Gutter w/A.B.	10,560	LF	\$11.72	\$123,805
Sidewalk w/A.B.	52,800	SF	\$2.64	\$139,281
8" Aggregate Base	295,680	SF	\$0.88	\$259,991
4" Asphalt Concrete	295,680	SF	\$1.17	\$346,655
Striping, Intersections, Misc.	1	LS	\$92,854	\$92,854
Street Lights	1	LS	\$30,951	\$30,951
Storm Drainage	1	LS	\$61,903	\$61,903
Signalization	1	LS	\$185,708	\$185,708
Contingency (10%)				\$135,999
Subtotal				\$1,495,993
Administration (3%)				\$44,880
Engineering Design (6%)				\$89,760
Construction Management (7%)				\$104,720
Total Construction Cost				\$1,735,353

## EXHIBIT C CONSTRUCTION COST ESTIMATES

### New 6-Lane *Private* Sector Roadway Estimate per Centerline Mile

Cost Component	Quantity	Unit	Unit Price	Cost
Roadway Grading	464,640	SF	\$0.35	\$163,414
Curb & Gutter w/A.B.	10,560	LF	\$11.72	\$123,805
Sidewalk w/A.B.	52,800	SF	\$2.64	\$139,281
8" Aggregate Base	422,400	SF	\$0.88	\$371,416
4" Asphalt Concrete	422,400	SF	\$1.17	\$495,222
Striping, Intersections, Misc.	1	LS	\$92,854	\$92,854
Street Lights	1	LS	\$30,951	\$30,951
Storm Drainage	1	LS	\$61,903	\$61,903
Signalization	1	LS	\$185,708	\$185,708
Contingency (10%)				\$166,455
Subtotal				\$1,831,009
Administration (3%)				\$54,930
Engineering Design (6%)				\$109,861
Construction Management (7%)				\$128,171
Total Construction Cost				\$2,123,971

### Widen 2-Lanes

Cost Component	Quantity	Unit	Unit Price	Cost
Roadway Grading	211,200	SF	\$0.45	\$94,092
Curb & Gutter w/A.B.	10,560	LF	\$31.58	\$333,532
Sidewalk w/A.B.	52,800	SF	\$4.49	\$237,087
8" Aggregate Base	126,720	SF	\$1.13	\$142,624
4" Asphalt Concrete	126,720	SF	\$1.36	\$172,337
Striping, Intersections, Misc.	5,280	LS	\$17.59	\$92,854
Street Lights	5,280	LS	\$5.86	\$30,951
Storm Drainage	5,280	LS	\$11.72	\$61,903
Signalization	5,280	LS	\$35.17	\$185,708
Contingency (10%)				\$135,109
Construction Traffic Control (15.6%)				\$274,700
Subtotal				\$1,760,897
Administration (5%)				\$88,045
Engineering Design (8%)				\$140,872
Construction Management (10%)				\$176,090
Total Construction Cost				\$2,165,904

## EXHIBIT C CONSTRUCTION COST ESTIMATES

### New Signal Installation

Cost Component	Quantity	Unit	Unit Price	Cost
Traffic Signal System	1	LS	\$160,000	\$160,000
Mobilization (7%)	1	LS	\$13,664	\$13,664
Traffic Control (15%)	1	LS	\$29,280	\$29,280
Subtotal				\$202,944
Administration (5%)				\$10,147
Engineering Design (8%)				\$16,236
Construction Management (10%)				\$20,294
Total Construction Cost				\$249,621

### Additional Turn Lane

Cost Component	Quantity	Unit	Unit Price	Cost
Saw cut Existing Pavement	600	SF	\$1.17	\$703
Remove Exist Improvements	1	LS	\$3,517.20	\$3,517
Roadway Grading	13,200	SF	\$0.41	\$5,416
Curb & Gutter w/A.B.	600	LF	\$35.17	\$21,103
Sidewalk w/A.B.	3,600	SF	\$2.93	\$10,552
8" Aggregate Base	7,200	SF	\$1.58	\$11,396
4" Asphalt Conc	7,200	SF	\$1.41	\$10,130
Striping, Intersections, Misc.	1	LS	\$7,034	\$7,034
Contingency (10%)				\$6,985
Signal Pole and Loops	1	LS	\$35,172	\$35,172
Subtotal				\$112,008
Administration (5%)				\$5,600
Engineering Design (8%)				\$8,961
Construction Management (10%)				\$11,201
Total Construction Cost				\$137,770
Right-of-Way	6,000	SF	\$14.66	\$87,930
Total Project Cost				\$225,700



**EXHIBIT D  
CAPITAL IMPROVEMENTS PLAN**

## EXHIBIT D CAPITAL IMPROVEMENTS PLAN

Road	From	To	Road Type	Lanes			Total Cost
				EX	2012	2030	
395 US	Clear Acre Ln/Sutro	NB on & off, SB on & off	Ramp	0	4	4	\$8,784,932
395 US	Pagni Lane	NB on & off, SB on & off	Ramp	0	4	4	\$4,800,000
395 US	Meadowood Mall W.	NB on & off, SB on & off	Ramp	1	2	2	\$3,108,000
Arrowcreek Pkwy.	Zolezzi Ln	Wedge Pkwy.	MAC	2	4	4	\$2,667,515
Baring Blvd	Sparks Blvd.	McCarran Blvd.	MAC	4	6	6	\$1,449,219
Calla de la Plata, W.	Pyramid Hwy	Eagle Canyon Dr.	MAC	0	2	2	\$3,435,655
Clear Acre Ln.	US-395	Dandini Blvd.	MAC	4	6	6	\$2,407,177
Curti Ranch Rd.	Mira Loma Rd.	Pioneer Pkwy.	MAC	0	2	2	\$952,663
Damonte Pkwy. E-W	Pioneer Pkwy.	Damonte Ranch Pkwy.	MAC	0	4	4	\$1,211,586
Damonte Pkwy. E-W	Mira Loma Rd.	Pioneer Pkwy.	MAC	0	2	2	\$2,684,777
Damonte Ranch Pk.	Pioneer Pkwy.	Steamboat Pkwy.	MAC	0	4	4	\$3,604,467
Disc Dr. Extension	Sparks Blvd.	Pyramid Hwy.	MAC	0	4	8	\$4,403,912
Double R Blvd.	Amston Dr.	Longley Ln.	HAC	0	6	6	\$4,894,541
Eagle Canyon Dr.	Pyramid Hwy.	Calla de la Plata Dr.	MAC	2	4	4	\$4,437,054
Keystone Ave.	W. 4th St.	I-80	MAC	4	6	6	\$540,387
Kietzke Ln.	Moana Ln.	2nd St.	MAC	4	6	6	\$7,610,884
Kiley Ranch Rd.	Sparks Blvd.	Pace Dr.	MAC	0	2	2	\$2,511,566
Kiley Ranch Rd.	Pace Dr.	La Posada Dr.	MAC	0	2	2	\$3,615,789
Kirman Ave.	Mill St.	2nd St.	MAC	2	4	4	\$465,194
La Posada Dr.	Cordoba Blvd.	Pyramid Hwy.	MAC	2	4	4	\$3,090,091
Lemmon Dr.	N. Virginia St.	US 395	MAC	0	2	2	\$988,421
Lemmon Dr.	US 395	Sky Vista Pkwy.	MAC	4	6	6	\$1,118,741
Lincoln Way	Sparks Blvd.	Marina Dr.	LAC	0	4	4	\$1,575,061
Lincoln Way	Marina Dr.	Howard Dr.	LAC	2	4	4	\$1,214,908
Lincoln Way	Howard Dr.	McCarran Blvd.	LAC	2	4	4	\$697,793
Los Altos Pky.	Vista Blvd. S.	Goodwin Ln.	LAC	2	4	4	\$2,456,226
Los Altos Pky	Vista Blvd.	Sparks Blvd.	LAC	2	4	4	\$1,848,772
Los Altos Pky	Sparks Blvd.	Pyramid Hwy	LAC	0	4	4	\$2,029,406
McCarran Blvd.	Longley Ln.	Greg St.	HAC	4	6	6	\$9,211,138
McCarran Blvd.	I-80	Prater Way	HAC	6	8	8	\$2,000,000
McCarran Blvd.	US 395 NB ramps	Clear Acre Ln.	HAC	4	6	6	\$8,645,067
McCarran Blvd.	Pyramid Hwy.	US 395 NB ramps	HAC	4	6	6	\$4,323,094
McCarran Blvd.	I-80	Mae Anne Ave.	HAC	4	6	6	\$1,853,024
McCarran Blvd.	Kietzke Ln.	Lakeside Dr.	HAC	4	6	6	\$2,569,075
Mill St.	Sparks Blvd.	McCarran Blvd.	MAC	0	4	4	\$3,089,543
Mill St.	Kietzke Ln.	Kirman Ave.	MAC	4	6	6	\$1,734,126
Moana Ln.	Longley Ln.	Neil Rd.	HAC	0	4	4	\$13,513,000
Moana Ln.	I-580	Kietzke Ln.	MAC	4	6	6	\$642,269
Moana Ln.	Kietzke Ln.	S. Virginia St.	MAC	4	6	6	\$1,284,537

Old Virginia St.	Damonte Ranch Pk.	s. terminus @ I-580	MAC	0	2	2	\$1,255,783
Outer Ring Rd.	Pyramid Hwy.	US 395	HAC	0	2	8	\$10,353,929
Pace Dr.	Vista Blvd.	Kiley Ranch Pkwy.	MAC	0	4	4	\$2,120,275
Pace Dr.	Kiley Ranch Pkwy.	Pyramid Hwy.	MAC	0	4	4	\$2,938,095
Peckham Lane	Neil Rd.	Longley Lane	MAC	2	4	4	\$2,403,404
Pioneer Pkwy.	Geiger Grade Rd.	South Meadows Pky	HAC	0	2	4	\$6,850,965
Plumb Ln.	Ferris Ln	W. McCarran Blvd.	MAC	2	3	3	\$1,573,559
Pyramid Hwy.	Mill St.	Greg St.	MAC	0	4	4	\$3,378,463
Pyramid Hwy.	Greg St.	I-80	MAC	0	6	6	\$6,602,282
Pyramid Hwy.	I-80	Oddie Blvd.	MAC	4	6	6	\$2,055,260
Pyramid Hwy.	Outer Ring Rd.	Pace Dr.	HAC	4	6	6	\$8,818,130
Pyramid Hwy.	Pace Dr.	La Posada Dr.	HAC	4	6	6	\$3,168,631
Pyramid Hwy.	La Posada Dr.	Calle de la Plata	HAC	2	4	4	\$5,255,796
Robb Dr.	I-80	Sharlands Dr.	MAC	4	6	6	\$289,021
Sky Vista Blvd.	Lemmon Dr.	Silver Lake Dr.	MAC	2	4	4	\$1,452,607
Somerset Pkwy.	Mae Anne Ave.	Town Center	MAC	0	4	4	\$7,814,728
South Meadows Pky.	Mira Loma	Pioneer Pkwy.	MAC	0	2	2	\$649,543
South Meadows Pky.	Pioneer Pkwy.	Double Diamond Pkwy.	MAC	0	4	4	\$4,906,922
Sparks Blvd.	I-80	Lincoln Way	HAC	4	6	6	\$963,403
Sparks Blvd.	Shadow Dr.	Disc Dr.	HAC	2	4	4	\$3,251,000
Sparks Blvd.	Disc Dr.	Pyramid Hwy	HAC	2	4	4	\$6,365,059
Steamboat Pkwy.	Pioneer Pkwy.	Mira Loma Rd.	MAC	0	2	2	\$3,507,532
Steamboat Pkwy.	Damonte Ranch Pk.	Pioneer Pkwy.	MAC	0	2	2	\$1,060,920
Sun Valley Blvd.	Dandini Blvd.	1st St.	MAC	4	6	6	\$1,862,579
Sun Valley Blvd.	Highland Ranch Pk.	Eagle Canyon Dr.	MAC	0	2	2	\$4,917,383
Sutro St. Ext.	Sunvilla Blvd.	Clear Acre Ln.	MAC	0	2	2	\$976,964
Virginia St., S.	US 395 @ Patriot	Neil Rd.	MAC	4	6	6	\$3,949,952
Virginia St., S.	Peckham Dr.	Carano Ln.	MAC	4	6	6	\$2,314,500
Virginia St., S.	Center St.	California Ave.	LAC	2	4	4	\$1,628,181
Virginia St., S.	Plumb Ln.	Center St.	LAC	4	6	6	\$2,087,373
Vista Blvd.	I-80	Baring Blvd.	MAC	4	6	6	\$2,978,878
Vista Blvd.	Disc Dr.	Los Altos Pkwy., N.	MAC	2	4	6	\$1,305,382
Vista Blvd.	Los Altos Pkwy., N.	Pace Dr.	MAC	2	4	6	\$4,719,721
White Lake Pkwy.	US 395	Crystal Canyon Blvd	MAC	2	4	4	\$3,377,590
White Lake Pkwy.	Cold Springs Dr.	US 395	MAC	2	4	4	\$660,276
GRAND TOTAL							\$245,283,696

**EXHIBIT E  
TYPICAL ROW SECTIONS**