



August 2010

2009 REGIONAL PLAN ANNUAL REPORT

Truckee Meadows Regional Planning Agency
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2009 Regional Plan Annual Report

*A report on progress during calendar year 2009 to implement the
Truckee Meadows Regional Plan*



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TABLE OF CONTENTS

1. INTRODUCTION	1
Moving Towards Benchmarking	1
2. REGIONAL FORM AND PATTERN	3
Population	3
TMSA Characteristics.....	3
Centers and Corridors	9
Inclusionary Housing.....	17
Sustainable Design and Construction	21
3. NATURAL RESOURCE MANAGEMENT	23
Open Space/ Greenways Plans.....	23
Air Quality	24
Water	28
Solid Waste.....	31
4. REGIONAL PLAN IMPLEMENTATION	33
APPENDICES	35
Appendix 1: 2009 Annual Reports Submitted by Local Governments & Affected Entities.....	35
Appendix 2: Scheduled Additions & Status as of April 8, 2009 for the Local Governments.....	37

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1. INTRODUCTION

The requirements for regional plan annual reporting are drawn from the *Nevada Revised Statutes* (NRS). The statutes require each local planning commission responsible for the preparation of a city or county master plan and each affected entity to prepare and submit to the regional planning commission and the governing board a complete report on progress to implement the Regional Plan by April 1 of each year.

*View of the
Truckee Meadows*



In 2004, the Truckee Meadows Regional Planning Agency (“TMRPA” or “Agency”) published the first Regional Plan annual report summarizing the individual annual reports into a comprehensive regional document.

The Agency believes it is beneficial to combine reports from local governments and affected entities with other data from various sources to create a Regional Plan annual report. While the annual reports submitted to the RPC and RPGB have been condensed and reformatted for brevity and cohesion, Agency staff have made every attempt to preserve the meaning of the original materials.

A complete list of annual reports submitted by local governments and affected entities is included in Appendix 1. Copies of the original reports are available by contacting the TMRPA at 775/321-8385.

This year’s report has been pared down significantly as the agency transitions toward benchmarking.

Moving Towards Benchmarking

*In January 2009,
staff presented the
RPGB with the
Phase I
Benchmarking
Report.*

In January 2009, staff presented the RPGB with the Phase I Benchmarking Report, and the Board directed staff to move forward with subsequent phases of the program.

A benchmarking program identifies measurable indicators that can be tracked reliably over time and analyzed with confidence against established baseline measures. A benchmarking program may also be the precursor to a scenario planning program that utilizes the indicators established in a benchmarking program to develop multiple growth scenarios.

The benchmarking process can add value to the regional planning program in several areas. Benchmarking can be used to: (1) assist in the update of the Regional Plan; (2) serve as a report card of plan implementation; and cumulative assessment of progress for plan implementation (3) identify what is working and what is not; (4) provide policy direction to the RPC, the RPGB, and staff; and (5) help identify long-term and short-term goals.

Benchmarking and scenario planning programs require ample resources to be a success. To support this work TMRPA staff have been pursuing grant funding.

In February, 2010, the US Department of Housing and Urban Development (HUD) in partnership with the US Department of Transportation and US Environmental Protection Agency released the Sustainable Communities Planning Grant Program Advance Notice and Request for Comment (Advance Notice). The advance notice announced HUD's intent to offer funding through a competitive Notice of Funding Available (NOFA). The goal of the program is to support multi-jurisdictional regional planning efforts that integrate housing, economic development, and transportation decision-making in a manner that empowers jurisdictions to consider the interdependent challenges of economic growth, social equity, and environmental impact simultaneously.

Sustainable Communities Grant monies would enable TMRPA, RTC, and the region to monitor progress toward implementation of the regional vision contained in the Regional Plan and Regional Transportation Plan.

The Truckee Meadows Regional Planning Agency, in partnership with the Regional Transportation Commission, will be submitting a grant application once the NOFA is released. The grant will enable TMRPA, RTC, and the region to monitor progress toward implementation of the regional vision contained in the Regional Plan and Regional Transportation Plan. Tools currently being developed for measuring progress toward, and formulating strategies for, implementing the sustainable regional vision will be refined and expanded. Upon completion of this project, a chronic analytical void in the region will be closed and the information used to fill it made available to all regional stakeholders.

The proposed project is expected to include: completing the development of core land use datasets, construction of key supporting datasets that influence the sustainability and affordability of land use decisions, preparation of sustainability benchmarks, publication of a regional sustainability implementation guide, and completion of a stakeholder education program to make the data accessible. The desired outcomes are a lucid picture of the region's current position, detailed regional benchmarks and implementation strategies that are realistic because they are based on sound data, and a wealth of continually updated data that can be accessed and understood by anyone, anytime.

The requested funding amount is expected to be nearly \$2 million over a three year timeframe.

2. REGIONAL FORM AND PATTERN

In 2007 the Regional Planning Governing Board completed the five year update of the Regional Plan. The plan continues to promote infill development within centers and transit corridors, and encourages development that preserves or enhances the character of communities and the natural environment.

In order to accommodate the projected future growth, it is an aim of the Regional Plan that downtown centers, other regional centers, transit-oriented development (TOD) corridors, secondary corridors, and infill areas designated by local governments will accommodate an increasing proportion of the region’s population and employment growth over the next 20 years.

Population Projections

To conform with the Regional Plan, the master plans, facilities plans, and other similar plans of local governments and affected entities must utilize the Consensus Forecast for determining future regional population estimates for the formulation of goals, policies, and service plans.

The 2010 Forecast is scheduled to be heard by the RPC in July of 2010.

Master plans of local governments and affected entities must be consistent with the forecasts of population and employment growth in the service area by providing appropriate density and intensity of use, and by providing for the necessary services and resources to support the population and employment growth. The Regional Planning Commission adopted the 2008 Consensus Forecast June 11, 2008. The 2010 Forecast is scheduled to be heard by the RPC in July of 2010.

The adopted *RPGB Regulations on Procedure* are used to update and maintain the Consensus Forecast including jurisdictional splits and the allocation of population to smaller geographic units of the region.

TMSA Characteristics

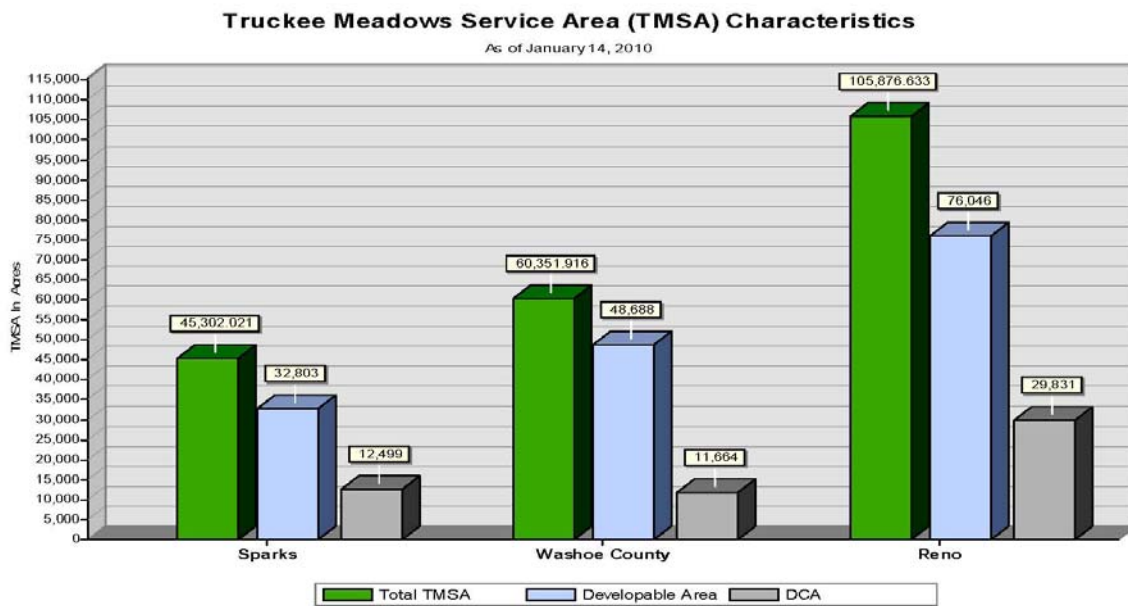
During 2009 and the early part of 2010, the overall size of the TMSA decreased by 7 acres. The table below provides total TMSA acreage by jurisdiction, as of June 2010.

The overall size of the TMSA decreased by 7 acres.

Total TMSA Acreage by Jurisdiction

Jurisdiction	2008 TMSA Area (Acres)	2009 TMSA Area (Acres)
Reno	106,042	105,876
Sparks	45,302	45,302
Washoe County	60,192	60,351
Total Acres:	211,536	211,529

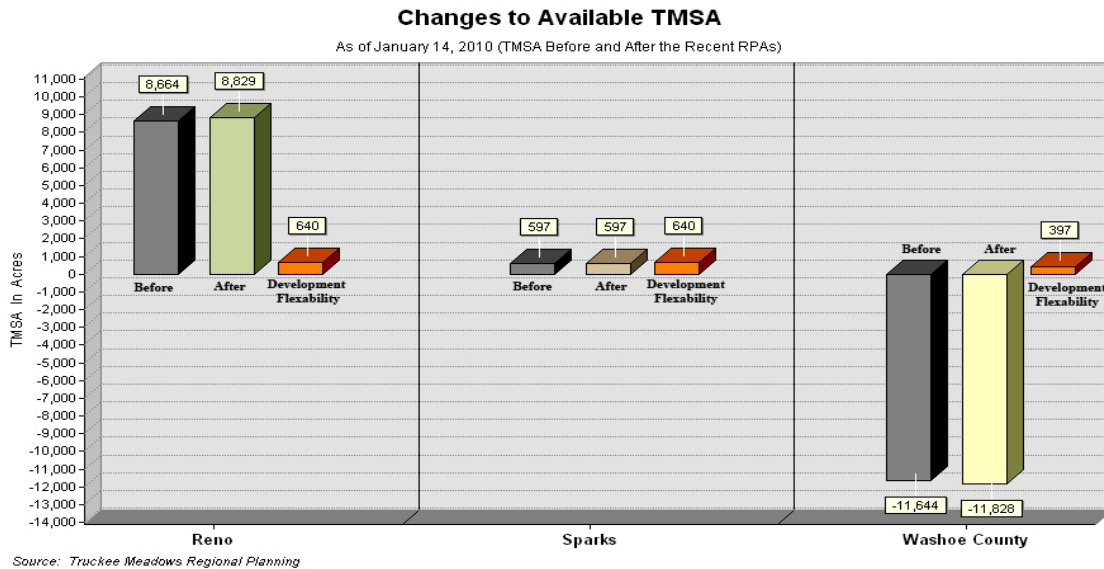
The size of each jurisdiction’s portion of the TMSA is based on a formula contained in the Regional Plan. The following charts provide additional details on the specific characteristics of each jurisdiction’s portion of the TMSA as currently sized. This first chart provides a snap shot of total TMSA area in acres (shown in green). Total TMSA represents both developable and development constrained land. The chart also shows the total development constrained area (shown in grey) and the balance of the total developable area (shown in light blue). The developable acreage for each jurisdiction is represented below as the TMSA less the development constrained area (DCA). The City of Sparks has approximately 32,803 developable acres, Washoe County approximately 48,688 developable acres, and the City of Reno about 76,046 developable acres of available developable land within the current TMSA.



Each jurisdiction may have additional capacity, or ability to expand their portion of the TMSA based on anticipated growth over the next 20 years. The additional capacity allows each jurisdiction to request amendments to the TMSA in the future. The chart on the following page provides a summary of each jurisdiction’s available capacity to expand their portion of the TMSA. There are two forms of potential capacity. The first component relates to the size of each jurisdiction’s current size of the TMSA based on anticipated future growth, and the second is a separate allocation of 640 acres to allow for some development flexibility. The chart on the following page shows the changes in the available capacity based on amendments processed in 2009 and approved in January, 2010.

The first column (shown in dark grey), represents each jurisdiction’s capacity to expand the TMSA prior to recent amendments. The middle column represents each jurisdiction’s current capacity to expand the TMSA,

and the third column represents each jurisdiction's development flexibility acreage.



Currently, the City of Reno has 8,829 acres available for TMSA expansion; the City of Sparks has 597 acres available for TMSA expansion. Washoe County does not have available capacity to expand its portion of the TMSA unless it uses the development flexibility allocation.

Development flexibility as described in Regional Plan Policy 1.1.7.3, allows each of the local governments to increase its portion of the TMSA by an additional 640 acres. This additional TMSA allocation is a separate, one-time only allocation. As shown in the chart, the cities of Reno and Sparks have 640 acres each, and Washoe County has 397 acres of their 640 acre development flexibility allotment remaining.

The WCSD experienced a negative student enrollment growth rate of approximately -1.4%.

Washoe County School District

From the 2008-2009 school year to the 2009-2010 school year, the Washoe County School District experienced a negative student enrollment growth rate of approximately -1.4%, which represents a further enrollment decline from the 2008-2009 years' -0.5% growth rate which is down significantly from the 2007-2008 years' 0.9% growth rate and well off the long-term historical trend of approximately 3% growth, year over year. Much, if not all, of this decline in enrollment can be linked to the nationwide economic downturn and resultant job losses in Washoe County. It is likely that many families decided to move out of the District during this time to seek employment elsewhere.

Despite declines in overall enrollment, WCSD continues to forecast the eventual need for additional schools in Spanish Springs.

Despite the declines in overall enrollment, WCSD continues to forecast the eventual need for additional schools in Spanish Springs while those previously regarded as urgent in the North Valleys and South Meadows regions have been put at a lower priority. WCSD Capital Projects and

Facilities Management staff worked with the City of Sparks to relocate a proposed elementary school site from outside the Truckee Meadows Service Area to a vacant commercial site within the Foothills development in Spanish Springs. In support of this goal, WCSD purchased an 8.1-acre property in July of 2009 for future use as an elementary school site. This property was purchased for \$300,000, which represents a deep discount compared with previous sales of the property.

Washoe County

Washoe County's role in the financing of certain public capital improvement projects, general funding and support to various agencies whose mission includes urban revitalization, and other policy support from the Board of County Commissioners continued to promote urban revitalization during the reporting period.

Infrastructure projects and capital improvements have a significant impact on implementing the goal of neighborhood preservation as does the cooperative planning process and related adjacency standards.

The County has identified one secondary TOD in Sun Valley that will be planned for in FY 2010-11. Washoe County has also identified the need to support healthy downtowns in the Cities of Reno and Sparks which also promotes infill development in the region.

Truckee Meadows Water Authority

TMWA maintains approximately 93,000 municipal water service connections in the Reno - Sparks area. Approximately 89,000 of those are active at this time. TMWA's service area covers the core urban areas including most of the regional network of centers and corridors identified for infill development and projects that support greater densities and intensities. Only a handful of new services were added to the overall water system in 2009. The increase of vacant properties has resulted in a net decrease in the number of active water services at the end of 2009 compared with the previous year.

Meter Retrofit

In 2009, TMWA retrofitted 575 services with meters. Ninety eight percent of TMWA's service connections are now metered. Water meter retrofit directly supports policies related to infill development by making conserved water available to store in upstream reservoirs under the terms of the Truckee River Operating Agreement (TROA). With increased water in storage, the region's drought supplies are enhanced, making it possible to stretch the existing water resources.

At the end of 2009, ~10,020 customers were still billing on a flat rate (compared to ~10,350 flat rate customers at the end of 2008). During 2009, TMWA's Board of Directors made the decision that all remaining flat - rate

TMWA maintains approximately 93,000 municipal water service connections in the Reno - Sparks area.

Ninety eight percent of TMWA's service connections are now metered.

customers with a meter installed be converted to metered rates beginning no sooner than July 2010.

Will - Serve Commitments

The amount of water committed to new projects continued the downward trend of the last four years by declining 64% from the previous year. With very little new construction in the region only 288 acre - feet of water was committed to new projects in 2009. This compares to the 808 acre - feet that was committed in 2008.

Capital Facility Installations & Replacements

TMWA's Capital Improvement Program was revised substantially downward in 2008 due to the slowdown in growth, with all but necessary projects being pushed out to future years. TMWA replaced a total of 5.9 miles of water mains and approximately 1.3 miles of service laterals in 2009. The decrease in installations and replacements is primarily a function of little new customer growth in TMWA's service territory.

Capital projects that TMWA completed in 2009 include the Glendale Treatment Plant Pumping Improvements Project (increasing capacity and reliability); the Highland Canal Reinforced Concrete Box Project (enclosing the section of canal located between the railroad tracks); the 4 MG Hunter Creek Reservoir Tank; the 4 MG Pyramid Tank; rehabilitation of several existing pump stations and pressure regulating stations, and several main replacements associated with the City of Reno and RTC reconstruction projects.

Stimulus Funding was received for the Mogul Bypass Project which was already in TMWA's Capital Improvement Plan. The project was expedited after the April 25, 2008 4.7 magnitude earthquake which damaged a major section of TMWA's raw water delivery system in west Reno. The \$13 million dollar project is expected to be completed by April 2010. The Mogul Bypass project is expected to save TMWA approximately \$400,000 a year in energy costs.



Mogul Bypass Project

Regional Transportation Commission

The RTP was submitted in 2009 for a conformity determination under the Truckee Meadows Regional Plan.

The Regional Transportation Plan (RTP) was developed with the use of land-use data obtained from the local agencies and TMRPA. The RTP was submitted in 2009 for a conformity determination under the Truckee Meadows Regional Plan.

The RTC continued to update the travel demand model to newer transportation modeling software with enhanced capabilities and data integration, which assists in forecasting where capacity improvements, congestion mitigation, public transportation service, or other transportation-related improvements are needed and in what time frames.

Through the development review process, RTC provides comments to the local entities on proposed developments regarding anticipated traffic impacts, transportation infrastructure and services necessary to meet the planned policy level of service (LOS) standards. Also evaluated is the need to provide right-of-way and improvements necessary to serve all modes of travel, including street and highway, public transportation and bicycle and pedestrian facilities, according to the Regional Transportation Improvement Program (RTIP) and the RTP. This project-level information is an important input into the regional transportation planning process and in the provision of needed traffic mitigation. In 2008, RTC staff analyzed and commented on more than 221 proposed land-use changes or development proposals. In 2009, staff analyzed and commented on more than 151 proposed land-use changes or development proposals.

In 2009, RTC staff analyzed and commented on more than 151 proposed land-use changes or development proposals.

The Regional Road Impact Fee (RRIF) System is updated every 2 years. The RRIF update is underway using the consensus forecast. The RRIF assesses new development a fee based on the proportionate share of traffic impacts of the new development. The Truckee Meadows service area is divided into 3 benefit districts: Northwest Benefit District, Northeast Benefit District and South Benefit District. Impact fees collected within these benefit districts must be spent within the same district.

A list of nominal improvements are developed to accommodate the new development over the next 10 years based on existing conditions and model output using adopted land-use assumptions. Average costs and the new capacity created are used to develop the impact fee structure.

In FY 2008, approximately \$22.5 million, and in 2009, approximately \$8.3 million in RRIF funds were programmed for local and regional projects.

In FY 2008, approximately \$22.5 million, and in 2009, approximately \$8.3 million in RRIF funds were programmed for local and regional projects. These projects included the construction of new roads, intersection improvements, freeway ramps, corridor alignments and intersection studies.

City of Sparks

The Legends at the Sparks Marina , the retail - entertainment project located on the eastern shore of the Sparks Marina on a site approximately 148 acres

in size, continued construction through 2009. The project is ultimately expected to include at least one million square feet of retail space, with nearly 700,000 square feet open by the end of 2009.

In 2009 the City commissioned and received detailed analyses of the infrastructure along the Oddie Boulevard corridor, which is located within Redevelopment Area 2. The scope of the assessment identifies what is currently in place and where the existing infrastructure is deficient per current standards or to support more intense, TOD type development. (The Oddie corridor is included in the TOD overlay district.) These analyses may form the backbone of a more detailed redevelopment plan for the area, and be used to plan and budget for future capital improvements in the area. The assessment will also be utilized to inform future planning for revitalization and land use intensification in this area.

Reno-Sparks Convention and Visitors Authority

The RSCVA has a five year strategic plan that includes sections on efficiently managing assets and developing capital improvement programs. The Reno-Sparks Convention and Visitors Authority defines capital expenditures as those which will have a useful life of greater than one year and which cost a minimum of \$5,000.

The Reno-Sparks Convention and Visitors Authority established a Capital Projects Fund used to account for most construction, major repairs, and the purchase of most major fixed assets - other than those in the enterprise funds.

Capital expenditures are generally classified into two groups: routine and nonroutine. Non-routine expenditures are those which are not expected to reoccur frequently or are of a large dollar amount. Routine expenditures are those which are 1) included in almost every budget year (wear & tear, obsolescence); and 2) will have no significant impact on the operating budget.

The FY 09-10 expenditures are projected to total \$626,960 in capital (\$130,000 in the Golf Course Enterprise Fund, and \$496,960 in the Capital Projects Fund).

The Reno-Sparks Convention and Visitors Authority established a Capital Projects Fund used to account for most construction, major repairs, and the purchase of most major fixed assets - other than those in the enterprise funds. It is funded through interest earnings, the proceeds of both long and short-term debt and transfers-in from other funds.

Centers and Corridors

One of the highest planning priorities in the Regional Plan is the preparation of center and corridor plans. The Regional Plan identifies ten centers (two downtown and eight regional centers) and five transit oriented development (TOD) corridors.

One of the highest planning priorities in the Regional Plan is the preparation of center and corridor plans.

The Regional Plan promotes infill development within centers and corridors to optimize existing infrastructure, preserve open space at the fringe of the community, and absorb future population growth.

TOD and Center Area Inventory as of January 14, 2010

	Total	Reno		Sparks	
	(Acres)	(Acres)	(%)	(Acres)	(%)
TODs	7,978	5,761	72.2%	2,217	27.8%
Centers	12,038	12,003	99.7%	35	0.3%
Total:	20,016	17,764	88.7%	2,252	11.3%

During 2009, the RPGB adopted both RPA 09-011 and RPA 09-027 to update maps 1-8 of the Regional Plan (Regional Plan versions 8 and 9). These mapping related amendments included revisions to the North Virginia TOD, the West Fourth Street TOD, the Sparks TOD, the Sparks Downtown Center, the UNR Regional Center, and the Gateway Regional Center boundaries. The majority of the decrease in TOD and Center acreages from last year is largely due to the updates of the West 4th Street TOD, the Sparks TOD, Sparks Downtown Center and the Gateway Regional Center boundaries.

City of Sparks

The City of Sparks adopted a Transit Oriented Development (TOD) Master Plan and subsequent implementing regulations in 2009. The TOD corridor is expected to play a significant role in providing for the future vitality of Sparks’ urban core, particularly downtown and along the Victorian Avenue and Prater Way corridors.

The City of Sparks adopted a Transit Oriented Development (TOD) Master Plan and subsequent implementing regulations in 2009.

The standards allow for greater density, reduced parking, reduced setbacks, improved design and other flexibility in those areas designated as the TOD corridor. Developers will no longer be required to amend the master plan, rezone, and receive a special use permit (in most cases) as the plan puts all of the key land use requirements in place. Most property will simply require a Site Plan Review (approximately 30 day process) as a prerequisite to building permit. The revised TOD requirements will be adopted by reference into the Sparks Municipal Code. The standards will



The Legends at Sparks Marina

be applied through the use of a TOD zoning designation.

The City applied the TOD zoning designation to most properties within the TOD corridor master plan area in July of 2009. This includes most of the Town Center Redevelopment Area and the Marina and Oddie Boulevard districts of Redevelopment Area 2. Properties with development handbooks retained the NUD designation. The TOD plan designated Victorian Square as Sparks' Downtown Center, where the highest density will be required. The following are infill projects completed in 2009: photovoltaic system on the Larry D. Johnson Community Center, Pacific Pawnbrokers and Simons Building Demolition (Victorian Square).

A portion of Victorian Avenue has been slated for reconstruction as a "complete street" with dedicated pedestrian, bicycle and auto lanes, landscaping and lighting.

In 2009, the RTC at the request of the City of Sparks undertook reconstruction of Victorian Avenue between Pyramid Way and Nichols Boulevard as a "complete street" with dedicated pedestrian, bicycle and auto lanes, landscaping and lighting. This \$3.3 million project, to be completed in early 2010, represents a major step towards providing a pedestrian and bicycle friendly route between downtown Sparks and the Sparks Marina/Legends. In 2010 the City will seek to complete the connection by providing (with striping, at least) the remainder of the route, including crossing McCarran Boulevard.

As a component of the Victorian Square Development Plan, in 2009, the City negotiated the acquisition of property from the Nugget. This agreement, approved in early 2010, has enabled the City to bid construction of a second phase of public improvements. Construction is expected to be complete by August 2010.

City of Reno and Reno Redevelopment

The City of Reno's primary infill strategy is through implementation of their 14 regional centers and transit oriented development corridors. The City has based its facilities planning on a model that distributes 35% of forecasted growth to locations within these center and corridor areas. This distribution is encouraged through development incentives and CIP funding prioritization within center and corridor plan areas.

The Reno City Planning Commission adopted the Western Gateway Regional Center (WGRC) Plan in 2009, which ensures that non-restricted gaming operations remain within the boundaries of defined TODs and Centers.

Development in the Western Gateway Regional Center is subject to the terms of a Settlement Agreement that expires November 8, 2012.

The WGRC plan was adopted in June of 2009. Development in the Western Gateway Regional Center is subject to the terms of a Settlement Agreement that expires November 8, 2012 (Case No. CV02-03469). This agreement outlines the required parameters for development that were transferred into the adopted Mortensen-Garson Development Standards Handbook and Mortensen-Garson Overlay District upon adoption in 2004. The Western

Gateway Regional Center Plan provides Master Plan guidance for the development and redevelopment of the plan area for the next twenty years and is intended to facilitate the associated Mortensen-Garson Overlay District consistent with State law. Development is encouraged to provide a minimum density of 18 units per acre with an average density of 30 dwelling units per acre or a minimum Floor Area Ratio (FAR) of 1.5. Upon expiration of the Settlement Agreement (Case No. CV02-03469), the above recommended densities and FAR should be required as minimum development standards unless alternative residential density and non-residential FARs are deemed appropriate and included in this plan consistent with Policy 1.2.14 of the Regional Plan.

The Reno City Council has already initiated revisions of most of the City's TOD and Center Plans to streamline, refine, and better incorporate design. Mapping of recent infill development within the region provided by the TMRPA is expected to be applied to this effort in 2010. Additionally, the City Council has requested an ordinance to provide preferred parking and different building densities for car-pool, hybrid, alternative fuel, and electric vehicles. This could serve as an incentive for reduced parking standards and encourage moderate infilling of areas outside of TODs and Centers

A corresponding zoning overlay for West Fourth Street TOD Corridor Plan (W4TC) western plan area (Gold Ranch) is scheduled for 2010.

The center and corridor plans are customized to further define their individual character and encourage strategic increases in density with pedestrian oriented design.

TOD's are a pedestrian friendly form of development that encourage a mixture of land uses. Plan elements include increases in required densities and facilities designed to enhance the pedestrian environment. The TOD plans are customized to encourage development that will further define the unique character of each plan area. The TOD's link the regional centers together to create vital areas within the city and establish the minimum land use densities required for the development of a significant and viable transit system. The development of a rapid transit system will encourage expanded development in both the TOD's and regional centers. The City continues to review the density requirements for compatibility with surrounding land uses and the availability of facilities and infrastructure to support desired density of development.

Expansions of station area plans are anticipated in 2010 and will include design standards.

The City of Reno recognizes the adopted 2040 Regional Transportation Plan (RTP). The Regional Transportation Commission (RTC) reviews all new development applications and works with the City to provide an effective roadway and transit system. Additionally, "station areas" are defined in each of the center and corridor plans. Expansions of station area plans are anticipated in 2010 and will include design standards. The location and

development of these plans will continue to be reviewed as new development occurs along the corridor.

The county has identified a potential secondary TOD corridor in Sun Valley that it anticipates planning for in 2010.

Washoe County

The county has identified a potential secondary TOD corridor in Sun Valley that it anticipates planning for in 2010. Secondary TOD corridors include but are not limited to the promotion of mixed-use areas with station centers, land use and designs which provide for and support the use of public transportation and other multi-modal transportation opportunities, and development at a human scale. Washoe County recognizes the need for consistency and connection between the three jurisdictions in order to best provide services to the citizens of all three jurisdictions particularly where transportation, public and alternative, are concerned.

Reno-Tahoe Airport Authority

For FY2009 (October 2008 to September 2009), RTAA received \$22.5 million (including sponsor share) in Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Grants. In 2009, Passenger Facility Charges (PFC) totaled approximately \$10 million and were collected to be used for the installation of a new checked baggage security screening system. In addition in FY 2008-2009 (July 2008 to July 2009) the amount from the airport operations and maintenance budget put towards capital projects was approximately \$1.3 million.

In 2009 RTAA opened the 6-story 127-room Hyatt Place Hotel in November 2009 under a 50-year lease.

In 2009, RTAA dedicated additional resources to promoting the strategic development of the over 5,000 available acres of RTAA property by creating and filling the new position of Airport Economic Development Director.

RTAA has about 250 acres of land that is either vacant or underutilized at Reno-Tahoe International Airport. Although times have been challenging for new development, RTAA has celebrated some recent successes and significant development in both aviation and non-aviation uses are anticipated as the economy recovers. The following is a summary of recent and ongoing activities:

- leased former American Airlines hangar on Rock Boulevard to Dassault Aircraft Services
- opened 6-story 127-room Hyatt Place Hotel in November 2009 under a 50-year lease
- continued to work with developers interested in the 7.5 acres of land surrounding the Hyatt Place Hotel for commercial and retail uses



Hyatt Place Hotel

- completed construction of 195-foot tall air traffic control tower in May 2009, it is expected to be fully functional in the fall 2010
- released request for proposals in June 2010 for the development of a hangar complex at the Reno-Stead Airport
- initiated conceptual design of a new emergency operations command center/terminal building at the Reno-Stead Airport. The study will be completed in early 2010
- evaluated requests for proposals to develop the Rock/Mill corner property. Based on the proposals received, the property will most likely be developed for general aviation use. Office and/or commercial use is less likely
- update of the Reno-Stead Airport Master Plan has been in development for two years and will be complete in 2010

All of these projects were undertaken in close collaboration with local jurisdictions and other affected entities.

Washoe County School District

WCSD continues to focus on upgrades and rehabilitation to urban core schools.

As residential housing growth has continued to slow over the last several years, and is expected to stay stagnant at least in the near term, WCSD has continued to focus on upgrades and rehabilitation to our urban core schools and those schools most in need of repairs. The goal of this strategy is to improve all schools to a level of parity primarily as a matter of equal educational delivery throughout the WCSD system. A secondary benefit is a potential promotion of infill as parents may become more attracted to the older and/or more urban sections of town as schools are physically improved.

Regional Transportation Commission

RTC provides a variety of public transportation services within Washoe County that service regional centers and transit-oriented development (TOD) corridors. Public transportation promotes a variety of goals and policies in the Regional Plan.

RTC RIDE

In 2009, RTC RIDE carried over 7.6 million passengers.

RTC RIDE, a public fixed-route transit service owned by RTC, operates every day of the year, with 24-hour service provided in the busy South Virginia Street corridor. In 2009, RTC RIDE carried over 7.6 million passengers. On an average weekday, over 21,000 passengers ride the RTC RIDE. Just under half of the trips are made by those traveling to and from work and more than 80% of ridership takes place inside the McCarran Boulevard ring.

Approximately 2% of the total trips in our region are being made using fixed-route transit (3.5% of all work trips). RTC has set a goal to increase transit mode share to 6% by 2030. The current economic downturn has hurt

RTC’s ability to fund transit and demand has also fallen as unemployment has risen. Despite this, the agency has been able to apply significant funding to a list of projects that will position public transit for future growth once an economic recovery begins.

In 2009, Bus Rapid Transit (BRT) service began on South Virginia Street. Branded RTC RAPID, this service connects downtown Reno with Meadowood Mall, with limited stops in-between. The RAPID operates every 10 minutes on weekdays between 7:00 am and 7:00 pm. The RAPID is complemented by the RTC RAPID CONNECT – a local service that operates less frequently but serves more stops. Both of these services are funded with

Congestion Mitigation and Air Quality (CMAQ) funds as a three-year demonstration project.



RAPID Station Concept

SIERRA SPIRIT

RTC operates a free circular shuttle in downtown Reno. Named the SIERRA SPIRIT, it operates

every 10 minutes from 7:00 am to 7:00 pm, 7 days a week. While RTC has worked with local governmental agencies as well as downtown businesses to assist in the funding of SIERRA SPIRIT, contributions have dropped in response to their own funding shortfalls. The route was shortened in May 2009 – no longer traveling south of the Truckee River. Ridership for the SPIRIT was more than 328,000 in 2009.

Virginia Street Transit Corridor Project

In 2009, RTC deployed the first phase of its new RTC RAPID and RTC RAPID Connect service on Virginia Street between its Reno downtown transit center to Meadowood Station. This new service replaced the RTC RIDE Route 1. The first phase of this new service was deployed using existing rolling stock and bus shelters, with new green branding elements.

The second phase, expected to be complete in fall 2010, includes the purchase of new 60-foot diesel hybrid, articulated buses and new stations, both utilizing bus rapid transit elements to provide fast, reliable service while increasing capacity to accommodate increased ridership. New stations will include raised platforms, ticket vending machines for pre-board purchase of fare, next bus indicators, and security cameras. The new buses will allow all-door boarding and alighting, increased rider amenities, reduced emissions, and on-board bike rack.

Ridership for the SIERRA SPIRIT was more than 328,000 in 2009.

In 2009, RTC deployed the first phase of its new RTC RAPID and RTC RAPID Connect service on Virginia Street.

Other RTC projects underway include the South Virginia Transit Queue Jump and Traffic Signal Priority. During this reporting period, the Queue Jump design was completed to 90%. The Queue Jump project will provide short transit only lanes at signalized intersection approaches so transit vehicles can bypass mixed traffic queues. The Queue Jump project completion is expected late summer 2010.

During 2009, the Transit Signal Priority design was completed and equipment installation started. This project will install traffic signal equipment that will be able to communicate to RTC buses to allow extension of green time or reduced red time if the bus is late. The Transit Signal Priority project is expected to be complete by the end of April 2010.

The Queue Jump project will provide short transit only lanes at signalized intersection approaches so transit vehicles can bypass mixed traffic queues.

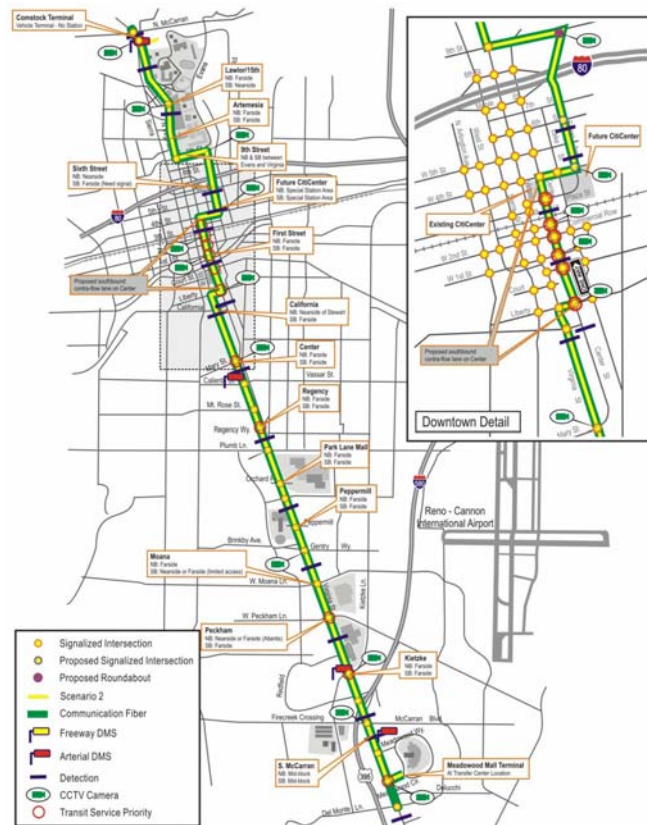
RTC continued work on developing the new transit center in downtown Reno, 4th Street Station, which will replace the current CitiCenter facility. 4th Street Station is estimated to be completed and open for service by Fall 2010.

The intermodal transit terminal will enhance the capacity and increase ridership. 4th Street Station will provide connections to the new RAPID (BRT) service, the RTC SIERRA SPIRIT, the RTC INTERCITY and other intermodal connections such as taxi service.

The new transit center will enhance the Reno downtown core by creating a more pedestrian and transit friendly environment and will help reduce delay and congestion and will improve air quality in the region.

The new facility will also allow achieving the full potential of the Virginia Street Transit-Oriented Development (TOD) corridor, which is the primary growth corridor for transit services.

The new transit center will enhance the Reno downtown core by creating a more pedestrian and transit friendly environment.



Proposed Virginia Street BRT Corridor

Inclusionary Housing

The 2007 Regional Plan requires local government master plans to include strategies based on quantifiable goals set by the jurisdiction to: a) increase affordable housing opportunities for persons earning less than 80% AMI (Area Median Income established by the U.S. Department of Housing and Urban Development, or HUD) and b) increase workforce housing opportunities for persons earning between 80 and 120% of the AMI. The goals will be measurable, with a timeline that covers at least the five-year planning period.

The Washoe County HOME Consortium (WCHC)

The WCHC created in 1994, allows the jurisdictions of Reno, Sparks and Washoe County to jointly allocate funds for affordable housing projects, thus, further leveraging limited available funds. The WCHC continues to fund projects, monitors the construction processes, and works with Community Housing Development Corporations (CHDCs) to increase their efficiency and effectiveness.

The Regional Housing Task Force (RHTF)

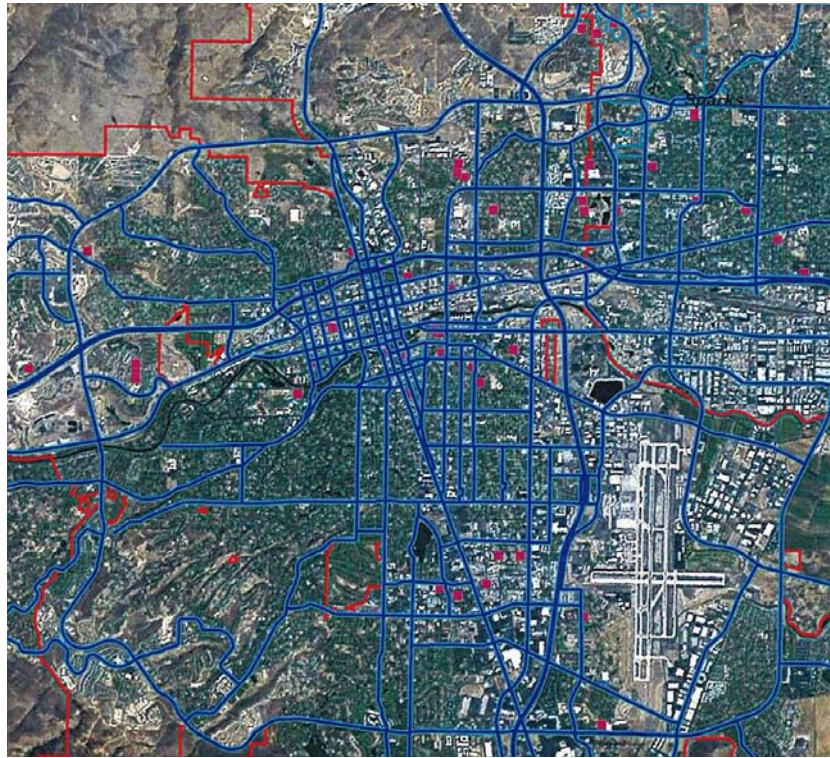
The RHTF was created in September of 2006, to develop recommendations that would remove barriers to affordable housing in the region. Participants included among others, HUD, TMRPA, Reno Housing Authority, Northern Nevada Builder's Association, RTC, Washoe County School District, Washoe County, and the cities of Reno and Sparks. The RHTF worked with the jurisdictions (Washoe County, City of Reno, City of Sparks) in the development of the master plan housing elements, reviewed drafts, provided comments, and endorsed the draft documents for adoption. In addition, the RHTF developed a plan to remove barriers to affordable housing, which was formally accepted at the May 12, 2009, joint meeting of Reno City Council, Sparks City Council, Washoe County School District, and the Washoe County Commission.

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Washoe County HOME Consortium

The Washoe County HOME Consortium (WCHC) has continued to work toward the development of affordable and workforce housing, though the environment has continued to change drastically over the past year. It is common knowledge that Nevada has been at the epicenter of the housing crash, with the Truckee Meadows experiencing foreclosure rates approaching 10% and up to 50% declines in home values in some areas.

The map on the following page shows the distribution of WCHC funded affordable housing development, most of which are within the McCarran Boulevard ring. The member jurisdictions support the continuation of this pattern by prioritizing such developments.



■
 Distribution
 of WCHC
 funded
 affordable
 housing
 development
 (map courtesy of
 WCHC)

In calendar year 2009, 41 of WCHC funded units were added to the affordable housing supply, most targeting households earning less than 50 percent of the area median income (AMI). These projects support other goals in the regional plan, including promoting infill and development within transit oriented development corridors and regional centers.

In calendar year 2009, 41 of WCHC funded units were added to the affordable housing supply.

In 2009, through Neighborhood Stabilization Program (NSP) funds awarded to Nevada under the Housing and Economic Recovery Act of 2008, and a contract with the Reno Housing Authority, 34 homes have been purchased. 23 of those homes are scheduled to be resold and 11 rented to very low income families (incomes below 50% of the area median income).

As of December 31, 2009, two forgivable loans have been made under the NSP program. In 2009 new projects being funded are minimal and previously funded projects continue to come on line and experience low vacancy levels.

The WCHC also has re-established a HOME funded first time homebuyer program for households earning 50 - 80 percent of AMI. These homebuyers may purchase any affordable, non-rental unit that is for sale in Washoe County. Within three months more than 20 applications were received and eight individuals had closed on their new homes, many either previously foreclosed or through short sales. In 2009 5 homebuyers were assisted through this program.

The American Recovery and Reinvestment Act of 2009 (ARRA) made available Homeless Prevention and Rapid Re-Housing program funds to provide assistance to households experiencing or at imminent risk of homelessness as a result of the economic downturn.

The City of Reno has also supported other affordable housing activities; including providing funding from the redevelopment housing set-aside for affordable units within the Morill Street Firehouse project. The City also continues to operate a homeowner occupied housing rehabilitation program and revising program guidelines to both ensure program viability and benefit community members in need of this service. Additional funding was allocated to the program from CDBG funds made available the American Recovery and Reinvestment Act of 2009 (ARRA).

The ARRA also made available Homeless Prevention and Rapid Re-Housing program funds to provide short and medium term rental assistance to households experiencing or at imminent risk of homelessness as a result of the economic downturn. The City of Reno was a direct grantee and Washoe County received a state pass-through grant. Central Intake for this program began in mid December, 2009, out of the Community Assistance Center and, per program guidelines, is anticipated to continue for approximately 24 months.

In the next calendar year the WCHC will be developing a new consolidated plan, the strategic plan for the use of funding through the U.S. Department of Housing and Urban Development (HUD) for fiscal years 2011 to 2014. In addition, HUD is proposing a number of programmatic changes that will impact the how funds are used to address community needs. The WCHC is also amending the intergovernmental agreement and subsequently the technical review committee by-laws to further implement recommendations of the Regional Housing Task Force adopted by the three jurisdictions. As the federal administration continues to develop programs to address the housing and economic crisis, WCHC will continue to look for new opportunities to maximize programs for our community.

City of Sparks

The City continues to participate in the Washoe County HOME Consortium (WCHC) The WCHC RHA partnership has received a second award of NSP funding to continue this program in 2010. Calendar year 2009 also saw the construction of the City Hall Apartments across from City Hall. This project, which Sparks prioritized for funding through the WCHC, provides over 40 units of affordable housing for seniors.

Washoe County

HOME

The Board of County Commissioners established the following priorities in the reporting period for the Washoe County pro rata share of the 2009 HOME Consortium allocation:

- Home Rehabilitation Programs
- Supportive Housing
- Projects or Programs that Support the Regional Initiative entitled, "Housing for All: A Plan to End Homelessness."

2009 saw the construction of the City Hall Apartments across from Sparks City Hall.

Six applications were reviewed by the Washoe County Home Consortium Technical Review Committee with three being identified as meeting one or more of the above noted Washoe County priorities: Autumn Village, Silver Sage Senior on Neil, and Bristlecone.

Six applications were reviewed by the Washoe County Home Consortium Technical Review Committee with three being identified as meeting one or more of the above noted Washoe County priorities: Autumn Village, Silver Sage Senior on Neil, and Bristlecone. In determining how HOME funds should be self-directed, staff considers, at a minimum, whether a project has other funding opportunities, the ability to take a project through to completion through multiple round funding and whether the project meets an established priority.

City Hall Apartments



This year, staff also took into consideration that the \$137,325.16 is less than half the amount available in prior years. All three projects requested far more in funding than Washoe County's

self-directed portion of the overall amount available and once reviewed against the previously noted criteria, none met the qualifications for allocation. In light of this, staff recommended and the Board of County Commissioners voted to return its share of funds to the HOME Consortium to create a larger pool of funds for allocation. With all three jurisdictions returning their shares to the pool, the available funds total \$565,429.13. This provides the Consortium the ability to work with applicants to ensure that any funding allocations will be to projects that have the ability to proceed.

Neighborhood Stabilization and Good Neighbor Program

The Reno Housing Authority was designated as Washoe County's agent for both the Neighborhood Stabilization and the Good Neighbor Program. Neighborhood Stabilization Program 1 provided a regional allotment of \$4.6 million collectively to Washoe County, the City of Reno and the City of Sparks within the reporting period. Washoe County, together with the cities of Reno and Sparks supported the Reno Housing Authority application for Neighborhood Stabilization Program 2 funds. The \$20 million request for the acquisition and rehabilitation of foreclosed houses for resale and rent to eligible households was granted early in 2010.

Proposed Code Amendments

Washoe County staff drafted and proposed code language intended to offer an increase in intensity of land use (density bonus) to developers who

A \$20 million Neighborhood Stabilization Program 2 funds request for the acquisition and rehabilitation of foreclosed houses for resale and rent to eligible households was granted early in 2010.

commit to providing social and/or environmental enhancements such as affordable and workforce housing, LEED-certified green development, and dedication of land for public use. Though staff was directed by the Planning Commission at the time of the public hearing to re-evaluate the proposed language, staff hopes in the future to move forward with language which will encourage and provide for the implementation of such standards.

Sustainable Design and Construction

To conform with the Regional Plan, master plans, facilities plans or other similar plans of local governments and affected entities must promote, encourage, or provide incentives for:

1. development practices that promote energy-efficient building technology for residential and non-residential development in terms of site location, building materials, building technology and other elements;
2. the use of alternative or renewable energy sources; and,
3. the use of low impact development (LID) practices.

City of Reno

In February of 2009 the Reno City Council upheld the Planning Commission's recommendation and adopted the Post Construction Stormwater Quality Management (Low Impact Development) Ordinance. At present, three projects have triggered the new standards that will treat storm water run-off onsite.

City of Sparks

The draft Conservation Element, currently scheduled for adoption by the end of 2010, includes a component on renewable resources and sustainable development. One of the proposed policies states that the City will adopt standards within 5 years that require new development to be constructed using sustainable building techniques.

As part of the master plan update, the Comprehensive Plan will have a chapter called *A Sustainable City*. The key components of the goals and policies of this chapter are: have the City promote sustainable practices by example; continue maintenance and participation in the City's and regional Sustainability Committees; and establishing educational activities for employees and citizens.

Washoe County

An updated Conservation Element completed the review and adoption cycle within the reporting period. The update includes policy references to additional forms of energy efficient building technologies, such as the LEED standards, Low-Impact Development (LID) and green building standards.

The Land Use and Transportation Element provides goals and policies encouraging low impact development and green building development practices as well as the use of alternate energy sources. The need to provide for alternate modes of transportation, connectivity and more mixed-used, transit oriented developments can also be found in the Land Use and Transportation Element.

In the 2009 reporting period, amendments updating Washoe County Development Code Article 420, Storm Drainage Standards, were completed which provide for the use of Low Impact Development (LID) techniques. Amendments to Article 416, Flood Hazards, were commenced in the reporting period and scheduled for completion in the 2010 reporting period.

Amendments to the Wind Energy Article of the Development Code were also commenced within the reporting period. Staff brought forward proposed revisions to a public hearing before the Planning Commission early in the 2010 reporting period. At that time, it was decided more work was necessary and a series of workshops has been underway since. It is anticipated that the updated revisions be brought for formal review within the 2010 reporting period.

Washoe County staff also drafted and proposed code language intended to offer an increase in intensity of land use (density bonus) to developers who commit to providing social and/or environmental enhancements such as affordable and workforce housing, LEED-certified green development, and dedication of land for public use. Though staff was directed by the Planning Commission at the time of the public hearing to re-evaluate the proposed language, staff hopes to, in the future, move forward with language which will encourage and provide for the implementation of such standards.

Washoe County District Health, Air Quality Management Division

The Washoe County District Health, Air Quality Management Division (AQMD) has promoted local governmental use of energy efficient building technologies and sustainability practices through its Division Director's leadership in the Washoe County Green Team, and local organization Green-Up as well as advocating for Washoe County's participation in the International Council for Local and Environmental Initiatives (ICLEI) in the development of Washoe County's GHG emissions inventory. In addition, the AQMD plays an active role in the Regional Green Team (Washoe County, Reno, Sparks, Washoe County School District and Reno-Tahoe International Airport).

Reno-Tahoe Airport Authority

For 2009, the Environmental Management Systems (EMS) core team evaluated the 2008 initiatives and developed additional initiatives for 2009. Successful components of the EMS in 2009 included a terminal wide recycling program which diverted more than 10 percent of the airport waste

The EMS program for the airport includes a number of best management practices that promote sustainable design and construction.

stream, a concrete re-use program for construction projects which resulted in a 100 percent re-use of demolished concrete and implementation of various energy conservation practices. RTAA is also investigating installation of solar panels and geothermal ground exchange heat pumps.

In 2009, light-emitting diode (LED) retrofitting began in the terminal building and will be completed in 2010. The top floor of the parking garage LED retrofit will begin in 2010. The new \$63 million baggage and check-in area project incorporated several energy efficient design components.

3. NATURAL RESOURCE MANAGEMENT

Open Space / Greenways Plans

The Regional Plan encourages Washoe County, through coordination with local, state, federal, tribal, and private partners, to secure funding to implement the regional open space plan, and requires local governments to revise their master plans to establish a coordinated network of open space and greenways, wherever possible, that links urbanized areas, public facilities including schools, recreation opportunities, and surrounding public lands.

Washoe County

The Washoe County Open Space and Natural Resource Management Plan was adopted as an Element of the Washoe County Master Plan in the 2009 reporting period. This document provides effective guidance in developing and protecting open spaces in the region and provides for those elements identified in Module #2 of the 2007 Regional Plan. Additionally, it serves as an important resource toward the effective management of natural resources and reinforces Washoe County's dedication to the preservation and maintenance of existing open space and natural habitats.

The Washoe County Open Space and Natural Resource Management Plan was adopted as an Element of the Washoe County Master Plan in the 2009 reporting period.



Washoe County Open Space and Natural Resource Management Plan adopted as an Element of the Washoe County Master Plan in the 2009

City of Reno

An amendment clarifying implementation of trail connectivity within the Rosewood Wash is anticipated in 2010. Additional amendments needed to further the adopted Open Space and Greenways Plan objectives are identified within the plan.

City of Sparks

The Conservation Element that is anticipated to be adopted late 2010, identifies (through mapping) water resources, areas of critical environmental concern, soils and slopes. The Conservation Element will include Goals and Policies intended to protect wetlands, open space, the Truckee River, water quality and steep slopes.

Also included in the plan will be the identification of natural habitats and migration corridors and policies intended to protect them.

Washoe County School District

Wherever possible, the District develops school sites adjacent to park sites and works with the managing park entity to jointly develop and use those facilities (baseball, soccer and general play fields) for the benefit of both students and residents. As an example of this strategy, Depoali Middle School in the South Meadows, which opened in the fall of 2009, is located adjacent to a planned City of Reno park facility. This property incorporates shared sports fields and parking lots.



Kendyl Depoali Middle School

Air Quality

The Regional Plan supports and encourages the work of the Washoe County District Health Department, Air Quality Management Division (AQMD) in managing air quality within the region.

The Regional Plan requires local governments and affected entities to review and revise as necessary their air quality plans and/or ordinances to attain and maintain state and federal air quality standards. The Regional Plan also requires local governments and affected entities to prohibit the use of diesel oil fueled, internal combustion power generation units synchronized with the regional electric grid within the TMSA, except in certain circumstances; and encourage development practices that promote energy-efficient building technology.

It is anticipated that the Conservation Element of the Sparks Master Plan will be adopted in 2010.

Washoe County District Health, Air Quality Management Division

In 2009 the Environmental Protection Agency (EPA) is considering revising the 8-hour ozone national ambient air quality standard (NAAQS) of not to exceed 75 parts per billion (ppb) promulgated in 2008 and replacing it with a lower NAAQS somewhere between 70 to 60 ppb by August 21, 2010. The 2008, 8-hour ozone NAAQS was promulgated against the recommendation of the Clean Air Scientific Advisory Committee and was not based on the overwhelming preponderance of some 2000 results of epidemiological studies.

EPA in Research Triangle Park, NC, is in the process of reviewing the Air Quality Management Division's (AQMD) Exceptional Events Petition submitted to EPA through its Exceptional Events Rule 40 CFR 50.14, as amended by Section 6013 of SAFE-TEA-LU in October, 2009 to exclude all 24-hour PM_{2.5} and 8-hour ozone data resulting from emissions impacts from the Northern California 2008 wildfires.

Very strong inversions during the month of December 2009, resulted in 8 exceedances of the current 24-hour PM_{2.5} NAAQS (35 µg/m³) forcing the issuance of residential and commercial wood burning bans for the first time in 14 years within the Truckee Meadows.

Exceedances recorded during the exceptional event impacts will jeopardize Washoe County's attainment status for the 24-hour PM_{2.5} NAAQS and place the 8-hour O₃ design value within 1 part per billion of violating its current NAAQS. Additionally, very strong inversions during the month of December 2009, resulted in 8 exceedances of the current 24-hour PM_{2.5} NAAQS (35 µg/m³) forcing the issuance of residential and commercial wood burning bans for the first time in 14 years within the Truckee Meadows. These events will potentially place the Truckee Meadows in nonattainment of the PM_{2.5} NAAQS necessitating a Nevada State Implementation Plan revision.

Washoe County is currently classified as attainment for the 8-hour O₃ and 24-hour PM_{2.5} NAAQS and "serious" non-attainment for the 24-hour PM₁₀ NAAQS. That being said, the AQMD submitted to EPA Region IX in July of 2009 a 24-hour PM₁₀ redesignation request and maintenance plan (Plan) requesting the Truckee Meadows be redesignated to attainment for PM₁₀. EPA Region IX has conditionally approved the Plan.

The AQMD has continued to spearhead and fund the promotion and implementation of Northern Nevada Bike to Work Day over the last four years. The purpose is to increase the awareness of the bicycle as a viable and healthy form of alternate transportation while reducing the impact of automobile emissions in the Truckee Meadows.

City of Reno

The City of Reno has implemented many policies towards bettering air quality in the Truckee Meadows, primarily through the implementation of the center and corridor plans and through amendments to the Policy Plan. Master Plan policies call for ride-share programs for large employers; more

energy efficient building technologies; site, building, and landscape design to reduce energy consumption; energy conserving site design; and development of alternative resources.

In an effort to improve air quality the City, in cooperation with the Regional Transportation Commission, has required Employee Trip Reduction (ETR) plans for the large employers within the Spanish Springs area.

City of Sparks

In an effort to improve air quality the City of Sparks, in cooperation with the Regional Transportation Commission, has required Employee Trip Reduction (ETR) plans for the large employers within the Spanish Springs area. This cooperation was extended to the Legends at Sparks Marina project as well. Those businesses with more than 100 employees are required to work with Regional Transportation Commission staff on a feasible ETR program that is unique to each business. The ETR program could include bike racks and shower facilities, a bus pass subsidy, van/car pooling programs, or any other alternative which reduces vehicle trips. Each tenant has agreed to promote their plan to interested employees. As public transportation becomes available or more accessible in Sparks, a bus pass subsidy program will be encouraged. The ETR program was established to reduce vehicle trips and mitigate air quality impacts.

The update of the Sparks Master Plan is underway and the draft incorporates several goals and policies to improve air quality including:

- Integrating alternative energy sources into future municipal buildings and the City's vehicle fleet;
- Encouraging higher development densities along major transportation corridors to promote alternative modes of transportation;
- Requiring new development to provide pedestrian and bicycle connections to the surrounding neighborhoods to encourage walking and bicycling.

Regional Transportation Commission

Motor Vehicle Emissions and Air Quality

On-road motor vehicles are a significant source of emissions in Washoe County. The RTC works closely with the Washoe County District Health Department - Air Quality Management Division (WCDHD-AQMD) to evaluate these emissions and the impacts to air quality. Currently, the Truckee Meadows Hydrographic Area portion of the county is designated as "serious" non-attainment of the 24-hour PM₁₀ NAAQS and attainment/maintenance of the 8-hour CO NAAQS. Because the Truckee Meadows Hydrographic Area is, or was, not meeting the NAAQS, transportation plans (i.e., Regional Transportation Plan, 2009-2013 Regional Transportation Improvement Program) are subject to transportation conformity and must conform to the air quality state implementation plan. The RTC conducts transportation conformity analyses in coordination with the WCDHD-AQMD, Nevada Division of Environmental Protection, Nevada Department of Transportation, Federal Highway Administration, and EPA.

Congestion Mitigation and Air Quality Program

The Congestion Mitigation and Air Quality (CMAQ) Program provides annual funding on a formula basis to air quality non-attainment areas for designated projects that will improve air quality. In FY 2009, nearly \$11 million in CMAQ funds were programmed for a variety of improvements including the RTC RAPID project, and bicycle and pedestrian improvements. RTC continued to perform air quality justifications for eligible projects that had requested CMAQ funds for implementation.

In 2009, RTC continued its efforts in the H2Fuel area. The H2Fuel project will begin using solar electrical generation to power a hydrogen fuel production facility through electrolysis technology.

Alternative Fuels

RTC is a lead agency in the region implementing alternative fuel programs in Washoe County to lessen our dependence on foreign oil and to improve the quality of life for the citizens. RTC's compressed natural gas (CNG) facility is state-of-the-art, which is used mainly by the paratransit vehicles. It is not unusual for fuel user groups to approach RTC and ask the agency to partner with them by sharing services, knowledge and/or know-how. In 2009, RTC continued to strengthen these partnerships and our leadership role in this vital activity, which ultimately leads to environmental enhancements for the entire community. In 2009, RTC continued its efforts in the H2Fuel area. The H2Fuel project will begin using solar electrical generation to power a hydrogen fuel production facility through electrolysis technology. The project will also construct a facility for fuel storage and dispensing for 10 vans. This project will be operated and maintained for a trial period while the primary project is planned to construct a geothermal electrical generation facility to power an expanded hydrogen fuel production facility using the same electrolysis technology. The primary project will also expand the facilities for gas storage, distribution, dispensing fuel, maintaining hydrogen powered vehicles and introduce transmission of the fuel. A number of transit vehicles using various types of hydrogen-powered propulsion systems will be operated and maintained under real world conditions. H2Fuel also affords unprecedented opportunities for working with regulatory agencies on the development and interaction of codes and standards across multiple technologies and areas of operation. The project will provide an experiment in public outreach and education on the use of hydrogen fuel on a community-wide scale.

Washoe County School District

In March of 2009, the WCSD approved new transportation software called Versatrans to optimize school bus routes throughout the District. This system, implemented in late 2009, results in more efficient use of the bus fleet and helps to reduce overall vehicle miles traveled, which has a positive impact on air quality in the region.

Reno-Tahoe Airport Authority

The Reno-Tahoe Airport Authority (RTAA) has converted all of its fleet vehicles so as to burn reformulated gasoline, biodiesel and/or ultra-low sulfur diesel fuels and all new vehicles acquired in 2009 complied with this

The Reno-Tahoe Airport Authority (RTAA) has converted all of its fleet vehicles so as to burn reformulated gasoline, biodiesel and/or ultra-low sulfur diesel fuels and all new vehicles acquired in 2009 complied with this program.

program. In 2009, RTAA purchased a street sweeper with the Nevada Department of Transportation's (NDOT) Congestion Mitigation – Air Quality (CMAQ) program grant. In addition, RTAA encourages contractors working on airport projects to use alternative fuel vehicles. The lead contractor working on the construction of the new \$63 million baggage and check-in area has utilized 100% bio-diesel fueled vehicles since project inception. Construction on this project began in 2008 and ended in 2010.

Water

An amendment to the 2004 – 2025 Comprehensive Regional Water Plan was adopted by the WRWC in January 2009. The purpose of the 2009 amendment is to include pertinent information and documents that have been completed since the last amendment in 2006. Key elements in the 2009 amendment include the addition of a revised water resources baseline table, an updated water conservation chapter, a Truckee River Flood Management Project update including TRACTION projects, the Reno, Sparks and Washoe County TMSA/FSA conceptual-level facility plans (incorporated by reference), the Washoe County 208 Water Quality Management Plan (also incorporated by reference) and a reclaimed water programs update.



Truckee River

In 2009, the Truckee Meadows Regional Plan was amended to address the requirements of Washoe County Question #3, which calls for the Regional Plan to be amended to reflect and to include policy or policies requiring that local government land use plans be based upon and in balance with identified and sustainable water resources available within Washoe County.

Truckee Meadows Water Authority

Coordination

Due to a number of key events which have occurred over the past 6 or 7 years TMWA had to revise its water resource planning and management strategies in 2009. This included the development of TMWA's 2010 - 2030 Water Resource Plan which has since been adopted by its Board. Those events include:

- Recent economic changes which have affected the region's growth activity and patterns for the Truckee Meadows resulting in a need to examine current population trends and their potential impact on water demands and resource requirements. Projected changes in demands can affect TMWA's water facility and capital improvement plans which, in turn can affect the funding of those plans and rates charged to customers and fees paid by developers.

Throughout 2009 TMWA and the Washoe County Department of Water Resources began the process to evaluate the consolidation of the two utilities.

- Legislative directives modified regional water planning for the Truckee Meadows and led to the creation of the Western Regional Water Commission (WRWC). TMWA is a major contributor to the municipal water management element within the 2010 - 2030 Comprehensive Regional Water Management Plan which must be completed before January 2011. A subset of directives to the WRWC was to evaluate the effectiveness of combining water purveyors within the Truckee Meadows. In late 2008 and throughout 2009 TMWA and Washoe County Department of Water Resources began the process to evaluate the consolidation of the two utilities. Initial findings on the integrated management of water resources and operations of the two utilities were favorable, with further analysis continuing into 2010.
- The context of TMWA's water resource planning has changed as a result of the five Mandatory Signatory Parties (TMWA, Pyramid Lake Paiute Tribe, California, Nevada, and the United States) and seven other parties signing the Truckee River Operating Agreement (TROA) in September 2008. TROA is one of the many milestones toward changing the way the Truckee River and its reservoirs will be managed once the Agreement is implemented.
- Since TMWA's predecessor began the Meter Retrofit program in 1995, TMWA has retrofit with water meters over 98 percent of the original 44,651 flat - rate water services that were required to be retrofit as part of the 1989 Negotiated River Settlement, which provides the opportunity to review and update TMWA's demand side management plans and programs.

Responsible Water Use

TMWA has a major responsibility as the principal steward of the region's water resources to promote responsible water use. Whether as a result of legal obligations related to TROA or out of its commitment to the sustainable use of water in the community, TMWA is engaged in numerous programs that promote responsible water use:

- Tiered water rates
- Assigned day watering (now up to three days a week)
- New drought classification system
- Conversion to a fully - metered water system
- Public Education Programs
- Water Waste Prevention Programs

Truckee River Fund

TMWA established the Truckee River Fund in 2004. The fund is used exclusively for projects that protect and enhance water quality or water resources of the Truckee River or its watershed. The following projects (totaling \$717,286) were approved for funding in 2009:

1. Watercraft Inspection Program for the Truckee River Watershed

2. Livestock Events Center Drainage Treatment System
3. Truckee River Cleanup 2010
4. 2010 Weed Treatments and Re-vegetation
5. Weed Control through Washoe County Sheriff's Work Program
6. Cloud Seeding for Tahoe and Truckee Basins for WY2010
7. Scope of Work to coordinate Truckee River Ecosystem Restoration

Green Energy

In 2009, TMWA generated \$2.7 million in hydroelectric power mitigating nearly half of the energy used to divert, treat, and distribute municipal water to 93,000 service connections throughout Reno, Sparks, and Washoe County.

In 2009, TMWA generated \$2.7 million in hydroelectric power (40.3 million kilowatt hours), mitigating nearly half of the energy used to divert, treat, and distribute municipal water to 93,000 service connections throughout Reno, Sparks, and Washoe County. Plant improvements during the winter of 2009 - 2010 included reconstruction of 770 feet of wooden flume between two hydro plants (Washoe and Fleish). These canal improvements along with updates to their respective telemetry systems will further improve plant efficiencies and increase TMWA's hydroelectric power generation capacity. This will further reduce TMWA's carbon footprint.

City of Reno

The City of Reno continues to comply with the Regional Water Management Plan objectives. The Water, Wastewater and Flood Management Facility Plan was adopted as an appendix to the Public Services Facilities and Infrastructure (PSFI). In 2009 staff is addressing the priorities, including storm water quality management, watershed management, utilization of effluent reuse, floodwater control, and water supply. These objectives assist in reducing non-point pollution discharges to the streams and rivers, effectively maintaining the quality of regional surface waters.

City of Sparks

In 2009, the City of Sparks participated in the process of amending the Truckee Meadows Regional Plan to address the requirements of Washoe County Question #3.

The City commissioned and received detailed analyses of the water related infrastructure along the Oddie Boulevard corridor. The infrastructure systems analyzed included: sanitary sewer system, potable water system, and potential use of treated effluent for landscape irrigation.

In addition, the study reviewed two separate storm sewer analyses and incorporated their findings. The City expects to use this work to plan and budget for future capital improvements in the area and inform future planning for revitalization and land use intensification in this area.

Washoe County

The Washoe County Comprehensive Plan and Area Plans contain numerous policies regarding the management of water resources and facilities, but these policies are not necessarily designed to implement the “desired” population distribution enumerated by the Regional Plan.

Solid Waste Management

In the Truckee Meadows, solid waste disposal is handled by private contracts and recycling centers. Each municipality and general improvement district within Washoe County has the authority to enter into franchise agreements for collection, transport and disposal of solid waste. The Washoe County Health District oversees solid waste management.

In early 2009 Waste Management completed a 3-year project of modifying the Special Use Permit (SUP) for the Lockwood Regional Landfill.

Waste Management, Inc.

In early 2009 Waste Management completed a 3-year project of modifying the Special Use Permit (SUP) for the Lockwood Regional Landfill. To plan for future community growth, an 800-acre expansion area to the north of the existing landfill footprint has been approved by Storey County. Environmental testing and planning is underway and is necessary to determine if the area is suitable for the placement of waste. This new area will provide the necessary air space to handle the areas disposal needs for years into the future.

Additionally, the Lockwood Regional Landfill recently installed a Gas Collection and Control System in accordance with the New Source Performance Standards under the Clean Air Act. This system was constructed in 2008, and became operational in January 2009. The system provides the necessary controls to meet both Federal and State standards in accordance with odor management and greenhouse gas emissions. A Power Purchase Agreement was executed with Nevada Energy in early 2010, which was the final necessary step to move forward with the installation of a gas to energy plant. Beginning in 2011, 2 generators will be powered by methane gas and produce 3.2 kilowatt hours, which is enough energy to provide power for 2000 homes.

Waste Management continues to work with the local governmental agencies and is developing plans to expand the main Company operations on Commercial Row. A Material Recovery Facility will be built, which will allow for recycling opportunities to be enhanced within the Truckee Meadows and expand Waste to Energy opportunities as they become available.

Washoe County District Health Department Environmental Health Services Division

Based on the current volume of waste being disposed of at the Lockwood Regional Landfill and aerial analysis of the property, it is estimated that

Due to the economic downturn, the amount of waste currently being disposed has dropped approximately 30% in the last two years.

there is approximately 17 to 20 years of disposal capacity within the existing landfill footprint. Due to the economic downturn, the amount of waste currently being disposed has dropped approximately 30% in the last two years. Plans to expand the landfill are currently on hold until such time as disposal rates increase. Regulatory oversight of the Lockwood Regional Landfill was transferred from Washoe County Health District to the Nevada Division of Environmental Protection, Solid Waste Branch on January 1, 2009. The interlocal agreement between the Washoe County Health District and Storey County expired and was not renewed; therefore, NDEP became the regulatory authority by default.



Sage Street Transfer Station, Reno

Regulations were drafted at the end of 2009 for materials recovery and recycling facilities, these regulations would mandate a 35% recycling rate within 5 years of adoption.

At the present rate of waste generation, the existing municipal solid waste transfer stations, located at Sage Street (Reno), Stead, and Incline Village, are adequate for current waste generation rates. No further action has been taken to formally permit a transfer station in the Spanish Springs area. This remains a long term goal, however.

In an effort to improve the recycling rates within the Health District, regulations were drafted at the end of 2009 for materials recovery and recycling facilities. These regulations would mandate a 35% recycling rate within 5 years of adoption. The regulations are scheduled for public hearing and possible adoption in May 2010. Concurrent to this, the Regional Solid Waste Management Plan is being updated. This plan will include tiered mandates for recycling (e.g. 50% within 10 years, 65% within 15 years, etc.)

The 10% waste stream reduction goal achieved by the RTAA amounts to approximately 160 tons of recyclables diverted from the waste stream on an annual basis.

Reno-Tahoe Airport Authority

An airport-wide recycling program with the goal of reducing the waste stream by 10% by June 30, 2009 began in October 2008. As of March 2009, the waste stream had been successfully reduced by about 8.5% and RTAA met the 10% goal by June of 2009. The 10% goal amounts to approximately 160 tons of recyclables diverted from the waste stream on an annual basis and is being continued as an initiative into the future.

4. REGIONAL PLAN IMPLEMENTATION

Before it takes final action to adopt or amend any master plan, facilities plan, or other similar plan, the *Nevada Revised Statutes* require each local government and affected entity to submit the proposed plan or amendment to the RPC, which must determine whether the proposed plan or amendment conforms to the Regional Plan.

During 2009 the RPC conducted 30 conformance reviews.

In 2009, the RPC conducted 30 conformance reviews; four were 180-day reviews for various local government and affected entity planning documents, 24 were 60-day master plan amendments, one was a project of regional significance, and one was a 40-day review of the Regional Water Management Plan.

Notable conformance reviews include the *Regional Transportation Plan*, *Regional Water Management Plan*, *Washoe County School District 2009-2028 Facilities Plan* and *City of Sparks TOD Corridor Master Plan*. The plans were found in conformance, with the inclusion of a list of scheduled additions to be implemented by the local governments. Please see Appendix 2 for a history and status on the scheduled additions required from each of the local governments as of May 12, 2010.

In late 2006, the Reno-Tahoe Airport Authority initiated a general update of the Master Plan for the Reno-Stead Airport which will likely be submitted for conformance review in 2010.

APPENDIX 1**2009 ANNUAL REPORTS SUBMITTED BY LOCAL GOVERNMENTS AND AFFECTED ENTITIES**

1. City of Reno Planning Commission and Reno Redevelopment, February 10, 2010, *Planning Progress and Priorities (Reporting Period January – December 2009)*.
2. Waste Management, Inc., February 18, 2010, *Waste Management, Inc. 2009 Regional Plan Annual Report*.
3. Washoe County Health District, Air Quality Management Division, March 9, 2010, *TMRPA 2009 Air Quality Annual Report*.
4. Washoe County School District, March 8, 2010, *Regional Planning Annual Report - 2009*.
5. HOME Consortium, March 12, 2010, *Regional Plan Annual Report (Reporting Period: January – December 2009)*.
6. Washoe County Health District, Air Quality Management Division, March 9, 2010, *TMRPA 2009 Air Quality Annual Report*.
7. Truckee Meadows Water Authority, March 18, 2010, *2009 Truckee Meadows Regional Annual Report Contribution*.
8. Washoe County Planning Commission, March 25, 2010, *Washoe County 2006 Regional Plan Annual Report (Reporting Period: January – December 2009)*.
9. Reno-Tahoe Airport Authority, March 31, 2010, *Reno - Tahoe Airport Authority Regional Plan Annual Report for 2009*.
10. Regional Transportation Commission, March 31, 2010, *Truckee Meadows Regional Plan Annual Report (Reporting Period: January – December 2009)*.
11. Reno-Sparks Convention and Visitors Authority, April 1, 2010, *2009 Annual Report*.
12. City of Sparks Planning Commission, April 2, 2010, *Regional Planning Annual Report Calendar Year 2009*.
13. Washoe County Health District, Environmental Health Services Division (Solid Waste), April 9, 2010, *TMRPA 2009 Annual Report*.

Copies of these annual reports are maintained on file at the Truckee Meadows Regional Planning Agency. Copies are available by contacting the Agency at 775/ 321-8385.

APPENDIX 2
SCHEDULED ADDITIONS & STATUS AS OF MAY 12, 2010 FOR THE LOCAL GOVERNMENTS

Status of City of Reno Master Plan Scheduled Additions, as amended by CR09-023

Addition List	Schedule	History	Status
1. Modify the Population Plan to utilize the Consensus Forecast [Policy 1.1.1]	Scheduled addition to update the Population Plan with Consensus Forecast population projections six months after the Consensus Forecast is completed	<ul style="list-style-type: none"> • Consensus Forecast complete June 2008 • Submitted July 2008 • Withdrawn August 2008 • Re-submitted October 2008 • Found in conformance December 2008 	Complete
2. Modify the Public Services, Facilities and Infrastructure Plan to utilize the Consensus Forecast [Policy 1.1.1]	Scheduled addition to update the Public Services, Facilities and Infrastructure Plan with Consensus Forecast population numbers 12 months after the Consensus Forecast is completed if the Consensus Forecast population projection is substantially different from the projection in the Public Services, Facilities and Infrastructure Plan	The City of Reno's projected population in the 2008 Consensus Forecast was not substantially different from Reno's Population Plan for facilities planning purposes and therefore this addition is no longer applicable. • Population Plan: 319,200 @ 2030 • Consensus Forecast: 339,543 @ 2030	N/A
3. Further define the boundary and character of the Western Gateway Regional Center [Policy 1.2.9] and develop a plan for the Western Gateway Regional Center that meets the eight criteria in Policy 1.2.11 [Policy 1.2.11]	January 2009	• Submitted July 2009 • Found in conformance September 2009	Complete
4. Further define the boundary and character of the extended W. 4th St. TOD [Policy 1.2.10] and develop a plan for the extended W. 4th St. TOD that meets the seven criteria in Policy 1.2.15 [Policy 1.2.15]	January 2009	• Submitted January 2009 • Found in conformance March 2009	Complete
5. Develop a plan for the implementation of affordable and workforce housing that meets the seven criteria in Policy 1.4.1 [Policy 1.4.1]	January 2009	<ul style="list-style-type: none"> • Submitted July 2008 • Withdrawn August 2008 • Re-submitted October 2008 • Found in conformance December 2008 	Complete
6. Modify management strategies for slopes of 1530% to address the four criteria in Policy 2.3.1 [Policy 2.3.1]	July 2008; Scheduled addition to expand the Conservation element to serve as a leader to the appropriate ordinance	• Submitted July 2008 • Found in conformance September 2008	Complete
7. Revise and update existing Neighborhood Plans that presently conflict with the priorities for managing regional growth established in Policy 1.2.2. [Policy 1.2.2]	July 2008; Scheduled addition to revise and update West University Neighborhood Plan maps; and, to revise and update Plumas Neighborhood Plan maps	• Submitted July 2008 • Found in conformance September 2008	Complete

Addition List	Schedule	History	Status
8. Develop an intensification plan for Centers and TODs that currently do not meet the density and intensity standards outlined in Policy 1.2.14 and delete language from the Land Use Plan that indicates TOD plans may allow development to occur at lower densities prior to the provision of rapid transit service. This intensification plan must address specific strategies to increase density and intensity of use over time, including the provision of facilities and infrastructure. [Policy 1.2.14]	July 2008	• Submitted July 2008 • Found in conformance September 2008	Complete
9. Establish limitations on and mitigation measures for Development Constrained Areas (DCA) pursuant to Policy 2.2.1 for FEMA Flood Hazard Zones classified as AE, playas, and wetlands [Policy 2.2.1]	July 2008	• Submitted July 2008 • Abeyance requested July 2008 • Re-submitted October 2008 • Found in conformance December 2008	Complete
10. Address the management of floodplains located in the City of Reno and its current Sphere of Influence [Policy 2.1.1 (1)]	July 2008; Scheduled addition to add DCA for expanded TMSA to maps	• Submitted July 2008 • Abeyance requested July 2008 • Re-submitted October 2008 • Found in conformance December 2008	Complete
11. Address the management of open space located in the City of Reno and its current Sphere of Influence [Policy 2.1.1 (3)]	July 2008; Scheduled addition to (1) consider the Washoe County Open Space Plan and update the Reno Open Space Plan as required; and (2) add DCA for expanded TMSA to maps	• Submitted July 2008 • Abeyance requested July 2008 • Re-submitted October 2008 • Found in conformance December 2008	Complete
12. Address the management of wetlands and other water bodies located in the City of Reno and its current Sphere of Influence [Policy 2.1.1 (11)]	July 2008; Scheduled addition to add DCA for expanded TMSA to maps	• Submitted July 2008 • Abeyance requested July 2008 • Re-submitted October 2008 • Found in conformance December 2008	Complete
13. Address the management of playas located in the City of Reno and its current Sphere of Influence [Policy 2.1.1 (12)]	July 2008; Scheduled addition to add DCA for expanded TMSA to maps	• Submitted July 2008 • Abeyance requested July 2008 • Re-submitted October 2008 • Found in conformance December 2008	Complete
14. Address the management of wildlife migration corridors located in the City of Reno and its current Sphere of Influence [Policy 2.1.1 (4)]	July 2008; Scheduled addition to (1) add updated Washoe County Open Space Plan wildlife habitat data and other relevant data for expanded TMSA to maps; and (2) add language to Master Plan that development applications are submitted to the appropriate agency for review and comment	• Submitted July 2008 • Found in conformance September 2008	Complete

Addition List	Schedule	History	Status
15. Address the management of the urban/wildland interface including weed management, public safety service provision, wildland fire management, and fuels reduction [Policy 2.1.1(14)]	July 2008; Scheduled addition to the Policy Plan that states development plans are reviewed for impact to and management of the urban/wildland interface	• Submitted July 2008 • Found in conformance September 2008	Complete
16. Address the management of threatened and endangered species [Policy 2.1.1(16)]	July 2008; Scheduled addition to (1) add updated Washoe County Open Space Plan habitat data and other relevant data for expanded TMSA to maps, and (2) add language to the Master Plan that development applications are submitted to the appropriate agency for review and comment	• Submitted July 2008 • Found in conformance September 2008	Complete
17. Ensure that the policies and guidelines of the Regional Utility Corridor Report (RUCR) are promoted and that future development will not conflict with the separation distances outlined in the RUCR [Policy 3.2.3]	July 2008	• Submitted July 2008 • Found in conformance September 2008	Complete
18. Include a cooperative planning process for cooperative planning areas identified in Policy 4.2.4 [Policy 4.2.5]	July 2008; Scheduled addition to include Cooperative Planning language in the Land Use Plan	• Submitted July 2008 • Found in conformance September 2008	Complete
19. Ensure compatibility of land uses with each military installation located in the City of Reno and its Sphere of Influence [Policy 1.2.22]	July 2008	• Submitted July 2008 • Found in conformance September 2008	Complete
20. Ensure that necessary public facilities and services to support new development are or will be available and adequate, based on adopted levels of services at the time the impacts of new development occur [Policy 3.5.1]	July 2008; Scheduled addition to include the contents of the letter dated January 30, 2008 (Attachment 3 to this staff report), in the Appendix of the Public Services, Facilities, and Infrastructure Plan	• Submitted July 2008 • Found in conformance September 2008	Complete
21. Modify, as necessary, city land uses and zoning that correspond to County land use and zoning in existence at the time of a city Sphere of Influence change [Policy 1.2.16]	July 2008; Scheduled addition to update Table 2 of the Land Use Plan to include Low Density Suburban, Low Density Rural, Medium Density Rural, and High Density Rural Washoe County Land Use designations	• Submitted July 2008 • Found in conformance September 2008	Complete
22. Modify the RSCJP to: a. Clarify the role, hierarchy and/or boundary of the North Virginia St. TOD Corridor with respect to the RSCJP such that the priorities for regional growth are promoted [Policy 1.2.2 & Policy 1.2.5]	September 2010	• Added to the City of Reno Master Plan List of Scheduled Additions based on TMRPA case number CR09-024, October 2009	Not Complete

Addition List	Schedule	History	Status
<p>b. c. d. Clarify the role and hierarchy of existing goals and policies contained in local government master plans relating to affordable and workforce housing (such as in the Washoe County Housing Element and the City of Reno Housing Plan) and their impact on the RSCJP [Policy 1.4.1] Clarify the role and hierarchy of existing or planned goals and policies contained in local government master plans relating to the development of a coordination and communication strategy to ensure broad stakeholder participation in natural resource planning and the development management strategies such as incentives, enhancements or offsets, mitigation, funding, acquisition, connectivity, or monitoring for the following natural resources: floodplains; greenways; open space; wildlife migration paths; habitat for wildlife and vegetation; rivers, streams and riparian zones; aquifer recharge areas; recreation management/uses; steep slopes; ridgelines; wetlands and other water bodies; playas; trails and trail networks; the urban/wildland interface; wellhead protection; and, threatened and endangered species (such as in the Washoe County Conservation Element, the Washoe County Open Space and Natural Resources Management Element, the City of Reno Conservation Plan, and the City of Reno Open Space and Greenways Plan) and their impact on the RSCJP [Policy 2.1.1]. Clarify the role and hierarchy of existing or planned goals and policies contained in local government master plans relating to specific use limitations and mitigation measures for the DCA (such as in the Washoe County Conservation Element and the City of Reno Conservation Plan) and their impact on the RSCJP [Policy 2.2.1]</p>			

Addition List	Schedule	History	Status
<p>e. f. g. h. Clarify the role and hierarchy of existing or planned goals and policies contained in local government master plans relating to management strategies for slopes of 15-30% (such as in the Washoe County Conservation Element and the City of Reno Conservation Plan) and their impact the RSCJP [Policy 2.3.1] Clarify the role and hierarchy of existing or planned goals and policies contained in local government master plans relating to open space and greenways plans (such as in the Washoe County Conservation Element, the Washoe County Open Space and Natural Resources Management Element, and the City of Reno Open Space and Greenways Plan) and their impact on the RSCJP [Policy 2.4.2] Clarify the role and hierarchy of existing or planned goals and policies contained in local government master plans relating to the provisions of the RUCR (such as in the Washoe County Land Use and Transportation Element and the City of Reno Policy Plan) and their impact the RSCJP [Policy 3.2.3] Clarify the role and hierarchy of existing or planned goals and policies contained in local government master plans relating to the provision of necessary public facilities and services to support new development at the time of the impacts of new development occur (such as in the Washoe County Public Services and Facilities Element and the City of Reno Public Services, Facilities, and Infrastructure Plan) and their impact on the RSCJP [Policy 3.5.1]</p>			



Addition List	Schedule	History	Status
<p>i. j. Modify the RSCJP to: be consistent with the joint planning area boundary set forth in the Regional Plan; designate portions of the planning area within the City of Reno's SOI; designate portions of the planning area subject to Washoe County's jurisdiction; and, update references to region-wide planning documents including the Regional Plan, the Regional Transportation Plan, and the Regional Water Management Plan [Policy 4.2.1] Modify the RSCJP to identify those areas subject to a cooperative planning process per Regional Plan Policy 4.2.4 and explain the cooperative planning process for these areas [Policy 4.2.5]</p>			

Status of City of Sparks Master Plan List of Scheduled Additions

Addition List	Schedule	History	Status
1. Utilize the Consensus Forecast in the Public Services and Facilities Plan [Policy 1.1.1] and clearly articulate population assumptions not only for the 2030 planning horizon, but also for further scenario planning beyond the 2030 planning horizon	Public Services and Facilities Plan (October 2009) • Revised to May 2010 • Further revised to December 2010	• The Public Services and Facilities Plan still needs submission and is anticipated to be received late 2010.	Not Complete
2. Modify, as necessary, Neighborhood Plans to ensure no conflicts exist with the Sparks TOD Corridor Area Plan [Policy 1.2.2]	Updated TOD Corridor Area Plan (March 2009) • Revised to August 2009	• Submitted April 2009 • Found in conformance June 2009	Complete
3. Identify how CIP expenditures and timing of public infrastructure investment are consistent with Policies 1.2.1 and 1.2.2 [Policy 1.2.5]	Public Services and Facilities Plan (October 2009) • Revised to May 2010 • Further revised to December 2010	• The Public Services and Facilities Plan still needs submission and is anticipated to be received late 2010.	Not Complete
4. Further define the boundary and character of the Downtown Sparks Center [Policy 1.2.8] and develop a plan for the Downtown Sparks Center that meets the eight criteria in Policy 1.2.11 [Policy 1.2.11]	Updated TOD Corridor Area Plan (March 2009) • Revised to August 2009	• Submitted April 2009 • Found in conformance June 2009	Complete
5. Include infill development incentives [Policy 1.2.13]	Updated TOD Corridor Area Plan (March 2009) • Revised to August 2009 Housing Element (September 2008)	• Submitted April 2009 • Found in conformance June 2009 • The Housing Element was submitted November 2008 and found in conformance December 2008.	Complete Complete
6. Develop a plan for the implementation of affordable and workforce housing that meets the seven criteria in Policy 1.4.1 [Policy 1.4.1]	Housing Element	• The Housing Element was submitted November 2008 and found in December 2008.	Complete conformance

Addition List	Schedule	History	Status
7. Provide for a coordination and communication strategy to ensure broad stakeholder participation and include management strategies such as incentives, enhancements or offsets, mitigation, funding, acquisition, connectivity, or monitoring of the following natural resources: open space; habitat for wildlife and vegetation; streams and riparian zones; aquifer recharge; wetlands and other water bodies; the urban/wildland interface; recreation management/uses; and, trails and trail networks [Policy 2.1.1]	Open space, habitat for wildlife and vegetation, streams and riparian zones, aquifer recharge, wetlands and other water bodies, and, the urban/wildland interface will be addressed in the updated Conservation Element (October 2009). • Revised to May 2010 • Further revised to December 2010 Recreation management/uses and trails and trail networks will be addressed in the updated Park, Open Space, and Recreation Services Plan (July 2011). • Revised to July 2012 • Further revised to December 2010	• The Conservation Element still needs submission and is anticipated to be received late 2010. • The updated Park, Open Space, and Recreation Services Plan still needs submission and is anticipated to be part of the Comprehensive Plan update late 2010.	Not Complete Not Complete
8. Include an Open Space and Greenways Plan that addresses the seven criteria identified in Policy 2.4.2 for the City of Sparks and its current Sphere of Influence [Policy 2.4.2]	Updated Park, Open Space, and Recreation Services Plan (July 2011) • Revised to July 2012 • Further revised to December 2010	• The updated Park, Open Space, and Recreation Services Plan still needs submission and is anticipated to be received late 2010.	Not Complete
9. Ensure that the policies and guidelines of the Regional Utility Corridor Report (RUCR) are promoted and that future development will not conflict with the separation distances outlined in the RUCR [Policy 3.2.3]	Updated Conservation Element (October 2009) • Revised to May 2010 • Further revised to December 2010	• The Conservation Element still needs submission and is anticipated to be received late 2010.	Not Complete
10. Ensure that necessary public facilities and services to support new development are or will be available and adequate, based on adopted levels of services, at the time the impacts of new development occur [Policy 3.5.1] and modify, as necessary, the Facilities Plan to include the four criteria identified in Policy 3.5.2 [Policy 3.5.2]	Public Services and Facilities Plan (October 2009) • Revised to May 2010 • Further revised to December 2010	• The Public Services and Facilities Plan still needs submission and is anticipated to be received late 2010.	Not Complete
11. Include a cooperative planning process for cooperative planning areas identified in Policy 4.2.4 [Policy 4.2.5]	Administrative Element (March 2009) • Revised to December 2009 • Further revised to December 2010	• The Administrative Element still needs submission and is anticipated to be received late 2010.	Not Complete
12. Include a transitional table that identifies city land uses and zoning that correspond to County land use and zoning in existence at the time of a city Sphere of Influence change [Policy 1.2.16]	Land Use Element (October 2009) • Revised to May 2010 • Further revised to December 2010	• The Land Use Element still needs submission and is anticipated to be received late 2010.	Not Complete

Status of Washoe County Comprehensive Plan List of Scheduled Additions, as amended by CR09-024

Addition List	Schedule	History	Status
1. Modify the Population Element and the Public Services and Facilities Element to utilize the currently adopted Consensus Forecast, clearly articulate population assumptions not only for the 2030 planning horizon, but also for further scenario planning beyond the 2030 planning horizon, and update any other portions of the Comprehensive Plan utilizing the previously adopted Consensus Forecast to utilize the currently adopted Consensus Forecast [Policy 1.1.1]	Updated Population Element (November 2008) Updated Public Services and Facilities Element (May 2009) • Revised to May 2010 • Further revised to November 2010	• Submitted November 2008 • Found in conformance January 2009 • The updated Public Services and Facilities Element still needs submission and was anticipated to be received May 2010.	Complete Not Complete
2. Include management strategies for slopes of 15-30% [Policy 1.1.9] that address four specific factors [Policy 2.3.1]	Updated Conservation Element (March 2009)	• Submitted October 2009 • Found in conformance December 2009	Complete
3. Develop a Resort Service Area (RSA) plan for designated Resort Service Areas that addresses the seven requirements listed in Policy 1.1.13 [Policy 1.1.13]	Updated Forest Area Plan (February 2009)	• Submitted September 2009 • Found in conformance October 2009	Complete
4. Revise elements of the Comprehensive Plan that presently conflict with the priorities for managing regional growth established in Policy 1.2.2. Plans currently in conflict with Regional Plan boundaries include the Southeast Truckee Meadows Specific Plan, the South Virginia Corridor Specific Plan, the Steamboat Specific Plan, and the Warm Springs Specific Plan [Policy 1.2.2]	Repeal of Southeast Truckee Meadows Specific Plan, S. Virginia Corridor Specific Plan, and Steamboat Specific Plan (March 2009) Updated Warm Springs Area Plan & Specific Plan  Warm Springs Area Plan (January 2009) • Revised to June 2010  Warm Springs Specific Plan (November 2009) • Revised to June 2010	• Submitted March 2009 • Found in conformance May 2009 • The updated Warm Springs Area Plan and Specific Plan are in progress and submission is anticipated in June 2010.	Complete Not Complete
5. Ensure compatibility of land uses with each military installation located in unincorporated Washoe County [Policy 1.2.22]	Updated Land Use and Transportation Element (May 2009)	• Submitted March 2009 • Found in conformance May 2009	Complete

Addition List	Schedule	History	Status
6. Limit detached residential development in the unincorporated areas to no more than five units per acre (with certain exceptions) within the TMSA and limit the use of density transfers in unincorporated areas [Policy 1.3.2]	Policy limiting density transfers - Updated Land Use and Transportation Element (May 2009) Policy limiting detached residential development to 5 du/ac - Updated Land Use and Transportation Element (May 2009)	• Submitted March 2009 • Found in conformance May 2009	Complete
7. Limit non-residential development in the unincorporated areas within the TMSA to serve the surrounding communities [Policy 1.3.3]	Updated Land Use and Transportation Element (May 2009) • Revised to February 2010 • Further revised to October 2010	• The updated Land Use and Transportation Element addressing limits on nonresidential development in the unincorporated TMSA still needs submission and was anticipated to be received February 2010.	Not Complete
8. Address wellhead protection for wells located in unincorporated Washoe County [Policy 2.1.1 (15)]	Updated Conservation Element 6 months after updates to the Regional Water Management Plan (RWMP) • Awaiting update of Regional Water Management Plan	• The Conservation Element will be updated 6 months after applicable updates are made to the RWMP.	Not Complete
9. Define 404 wetlands and AE floodways as Development Constrained Areas [Policy 1.1.8] and establish use limitations and mitigation measures for Development Constrained Areas (DCA) pursuant to Policy 2.2.1 [Policy 2.2.1]	Updated Conservation Element (March 2009)	• Submitted October 2009 • Found in conformance December 2009	Complete
10. Provide for a coordination and communication strategy to ensure broad stakeholder participation and include management strategies such as incentives, enhancements or offsets, mitigation, funding, acquisition, connectivity, or monitoring of the following natural resources: open space; habitat for wildlife and vegetation; streams and riparian zones; aquifer recharge; wetlands and other water bodies; the urban/wildland interface; recreation management/uses; and, trails and trail networks [Policy 2.1.1]	Include adopted Open Space and Natural Resources Management Plan as an element of the Comprehensive Plan (March 2009)	• Submitted March 2009 • Found in conformance May 2009	Complete

Addition List	Schedule	History	Status
11. Update, as necessary, Open Space and Greenways policies to address criteria relating to greenways identified in Policy 2.4.2 for unincorporated Washoe County [Policy 2.4.2]	Updated Public Services and Facilities Element (May 2009) • Revised to May 2010 • Further revised to November 2010	• The updated Public Services and Facilities Element still needs submission and was anticipated to be received May 2010.	Not Complete
12. Prohibit the use of diesel oil-fueled, internal combustion power generation units in the TMSA [Policy 2.6.2]	Updated Conservation Element (March 2009)	• Submitted October 2009 • Found in conformance December 2009	Complete
13. Ensure that the policies and guidelines of the Regional Utility Corridor Report (RUCR) are promoted and that future development will not conflict with the separation distances outlined in the RUCR [Policy 3.2.3]	Updated LUTE 6 months after updates to the Regional Utility Corridor Report (RUCR) are adopted by the RPGB • Awaiting completion of work of RPC RUCR subcommittee	• The Land Use and Transportation Element will be updated 6 months after applicable updates are made to the RUCR.	Not Complete
14. Ensure water-related facilities plans identify and describe infrastructure consistent with the major facilities described in the RWMP [Policy 3.2.2]	Updated Public Services and Facilities Element (May 2009) • Revised to May 2010 • Further revised to November 2010	• The updated Public Services and Facilities Element still needs submission and was anticipated to be received May 2010.	Not Complete
15. Ensure that necessary public facilities and services to support new development are or will be available and adequate, based on adopted levels of services at the time the impacts of new development occur [Policy 3.5.1]	Updated Public Services and Facilities Element (May 2009) • Revised to May 2010 • Further revised to November 2010	• The updated Public Services and Facilities Element still needs submission and was anticipated to be received May 2010.	Not Complete
16. Modify, as necessary, the Public Services and Facilities Element to include the four criteria identified in Policy 3.5.2 [Policy 3.5.2]	Updated Public Services and Facilities Element (May 2009) • Revised to May 2010 • Further revised to November 2010	• The updated Public Services and Facilities Element still needs submission and was anticipated to be received May 2010.	Not Complete
17. Include a cooperative planning process for cooperative planning areas identified in Policy 4.2.4 [Policy 4.2.5]	Updated Land Use and Transportation Element (May 2009)	• Submitted March 2009 • Found in conformance May 2009	Complete
18. Modify the RSCJP to: a. Clarify the role, hierarchy and/or boundary of the North Virginia St. TOD Corridor with respect to the RSCJP such that the priorities for regional growth are promoted [Policy 1.2.2 & Policy 1.2.5]	Updated Reno Stead Corridor Joint Plan (September 2010)	• Added to the Washoe County List of Scheduled Additions based on TMRPA case number CR09-024, October 2009	Not Complete

Addition List	Schedule	History	Status
<p>b. c. Clarify the role and hierarchy of existing goals and policies contained in local government master plans relating to affordable and workforce housing (such as in the Washoe County Housing Element and the City of Reno Housing Plan) and their impact on the RSCJP [Policy 1.4.1] Clarify the role and hierarchy of existing or planned goals and policies contained in local government master plans relating to the development of a coordination and communication strategy to ensure broad stakeholder participation in natural resource planning and the development management strategies such as incentives, enhancements or offsets, mitigation, funding, acquisition, connectivity, or monitoring for the following natural resources: floodplains; greenways; open space; wildlife migration paths; habitat for wildlife and vegetation; rivers, streams and riparian zones; aquifer recharge areas; recreation management/uses; steep slopes; ridgelines; wetlands and other water bodies; playas; trails and trail networks; the urban/wildland interface; wellhead protection; and, threatened and endangered species (such as in the Washoe County Conservation Element, the Washoe County Open Space and Natural Resources Management Element, the City of Reno Conservation Plan, and the City of Reno Open Space and Greenways Plan) and their impact on the RSCJP [Policy 2.1.1].</p>			

Addition List	Schedule	History	Status
<p>d. e. f. g. Clarify the role and hierarchy of existing or planned goals and policies contained in local government master plans relating to specific use limitations and mitigation measures for the DCA (such as in the Washoe County Conservation Element and the City of Reno Conservation Plan) and their impact on the RSCJP [Policy 2.2.1] Clarify the role and hierarchy of existing or planned goals and policies contained in local government master plans relating to management strategies for slopes of 15-30% (such as in the Washoe County Conservation Element and the City of Reno Conservation Plan) and their impact the RSCJP [Policy 2.3.1] Clarify the role and hierarchy of existing or planned goals and policies contained in local government master plans relating to open space and greenways plans (such as in the Washoe County Conservation Element, the Washoe County Open Space and Natural Resources Management Element, and the City of Reno Open Space and Greenways Plan) and their impact on the RSCJP [Policy 2.4.2] Clarify the role and hierarchy of existing or planned goals and policies contained in local government master plans relating to the provisions of the RUCR (such as in the Washoe County Land Use and Transportation Element and the City of Reno Policy Plan) and their impact the RSCJP [Policy 3.2.3]</p>			

Addition List	Schedule	History	Status
<p>h.i. j. Clarify the role and hierarchy of existing or planned goals and policies contained in local government master plans relating to the provision of necessary public facilities and services to support new development at the time of the impacts of new development occur (such as in the Washoe County Public Services and Facilities Element and the City of Reno Public Services, Facilities, and Infrastructure Plan) and their impact on the RSCJP [Policy 3.5.1] Modify the RSCJP to: be consistent with the joint planning area boundary set forth in the Regional Plan; designate portions of the planning area within the City of Reno's SOI; designate portions of the planning area subject to Washoe County's jurisdiction; and, update references to region-wide planning documents including the Regional Plan, the Regional Transportation Plan, and the Regional Water Management Plan [Policy 4.2.1] Modify the RSCJP to identify those areas subject to a cooperative planning process per Regional Plan Policy 4.2.4 and explain the cooperative planning process for these areas [Policy 4.2.5]</p>			

Status of 2009 RWMP Amendment List of Scheduled Additions

Addition List	Schedule	Status
1. Modify, as necessary, the RWMP to provide a comparison the region's 2030 population as set forth in the currently adopted Consensus Forecast with identified and available supplies of water resources	To be completed and submitted with the updated RWMP - 2011	Not Complete
2. Modify the "TMSA Facility Plan" to utilize the currently adopted Consensus Forecast and clearly articulate the population methodology utilized not only for the 2030 planning horizon, but also for further scenario planning beyond the 2030 planning horizon [Policy 1.1.1] and accordingly update documents incorporated by reference including the City of Reno and Washoe County TMSA/FSA Water, Wastewater and Flood Management Facility Plan, November 2007, and the City of Sparks TMSA/FSA Conceptual Facility Master Plan, January 2008, at the time they are amended to utilize the currently adopted Consensus Forecast for the 2030 planning horizon	<p>TMSA Facility Plan</p> <ul style="list-style-type: none"> ▪ To be completed and submitted with the updated RWMP – 2011 <p>Documents incorporated by reference</p> <ul style="list-style-type: none"> ▪ To be completed and submitted within 6 months following amendment of population projections in the updated City of Reno and Washoe County TMSA/FSA Water, Wastewater and Flood Management Facility Plan ▪ To be completed and submitted within 6 months following the amendment of population projections in the updated City of Sparks TMSA/FSA Conceptual Facility Master Plan 	<p>Not Complete</p> <p>Not Complete</p> <p>Not Complete</p>
3. Modify as necessary the "TMSA Facility Plan" that identifies municipal services in the Rural Development Area (RDA) within the 2030 TMSA [Policy 1.1.5] such that those sections of the "TMSA Facility Plan" addressing Water Facilities, Wastewater Facilities, and Water, Wastewater and Stormwater Facility Costs reflect the extraction of the Wastewater Reclamation Facility that is currently planned outside of the TMSA	To be completed and submitted with the updated RWMP - 2011	Not Complete
4. Clarify the planning horizon and projections of population growth associated with the service area boundaries in the SVGID Water System Master Plan	To be completed and submitted with the updated RWMP - 2011	Not Complete
5. Modify Policy 4.1.a to ensure facility plans and infrastructure studies utilize the Washoe County Consensus Forecast for determining future regional population estimates for the formulation of goals, policies and service plans	To be completed and submitted with the updated RWMP - 2011	Not Complete
6. Modify Policy 4.1.a to ensure facilities plans and infrastructure studies that identify facilities intended to serve the 2030 planning horizon plan for such facilities within the Truckee Meadows Services Area (TMSA)	To be completed and submitted with the updated RWMP - 2011	Not Complete

Addition List	Schedule	Status
7. Modify as necessary the "TMSA Facility Plan" to identify facilities that address existing deficiencies and, if applicable, facilities that address both existing deficiencies and new development [Policy 3.5.2]	To be completed and submitted with the updated RWMP - 2011	Not Complete
8. Modify Policy 4.1.a to ensure facilities plans include: <ol style="list-style-type: none"> 1. details on funding and timelines for the provision of required facilities; 2. a detailed description of all adopted levels of service; 3. an assessment of alternatives; and, 4. an identification of which facilities address: <ol style="list-style-type: none"> a. existing deficiencies; b. new development; and, c. both existing deficiencies and new development. 	To be completed and submitted with the updated RWMP - 2011	Not Complete
9. Modify the 208 Water Quality Management Plan to utilize the currently adopted Consensus Forecast	The 208 designated agency will update the 208 Water Quality Management Plan prior to the update of the RWMP in 2011	Not Complete

Status of RTP List of Scheduled Additions

Addition List	Schedule	Status
1. Modify the RTP to: <ol style="list-style-type: none"> a. Utilize the currently adopted Consensus Forecast for the 2030 planning horizon b. Clearly articulate how the population methodology utilized beyond the 2030 planning horizon and for service areas beyond the TMSA relates back to the Consensus Forecast; and, c. Denote population attributed to different regional geographies including the TMSA, outside of the TMSA, and areas outside of Washoe County [Policy 1.1.1 & Policy 1.1.2] 	<ul style="list-style-type: none"> ▪ To be completed with updated RTP – July 2013 	<ul style="list-style-type: none"> ▪ Not Complete
2. Modify as necessary the RTP to clarify future BRT routes and their priority to promote and not conflict with the desired future condition of TOD corridors in terms of long range implementation of BRT along all TOD corridors [Policy 1.2.15]	<ul style="list-style-type: none"> ▪ To be completed with updated RTP – July 2013 	<ul style="list-style-type: none"> ▪ Not Complete
3. Modify as necessary the RTP to clarify how ‘nominal improvements’ and capacity improvements prioritized to promote infill development and higher intensity development promote and do not conflict with the desired future condition of TOD corridors as areas where streetscape and capital improvements promote transit, walking, and bicycling [Policy 1.2.15]	<ul style="list-style-type: none"> ▪ To be completed with updated RTP – July 2013 	<ul style="list-style-type: none"> ▪ Not Complete
4. Modify as necessary the RTP to ensure that necessary public facilities and services to support new development are or will be available and adequate, based on adopted level of service (LOS) standards at the time the impacts of new development occur [Policy 3.5.1]	<ul style="list-style-type: none"> ▪ To be completed with updated RTP – July 2013 	<ul style="list-style-type: none"> ▪ Not Complete
5. Modify as necessary the RTP to utilize the land use contained in adopted master plans that have been found in conformance with the Regional Plan and include: <ol style="list-style-type: none"> 1. details on funding and timelines for the provision of required facilities; 2. a detailed description of all adopted levels of service; 3. an assessment of alternatives; and, 4. an identification of which facilities address: <ol style="list-style-type: none"> a. existing deficiencies; b. new development; and, c. both existing deficiencies and new development [Policy 3.5.2]. 	<ul style="list-style-type: none"> ▪ To be completed with updated RTP – July 2013 	<ul style="list-style-type: none"> ▪ Not Complete
6. Modify as necessary the RTP to identify and plan for adequate public services and facilities to support the densities summarized in Table 1.2.1 based on the priorities for regional growth [Policy 3.6.1]	<ul style="list-style-type: none"> ▪ To be completed with updated RTP – July 2013 	<ul style="list-style-type: none"> ▪ Not Complete
7. Modify as necessary the RTP to include existing and planned incentives to promote the use of alternative modes of transportation in the region’s Downtown Centers, Regional Centers, TOD corridors [hold over from 2030 RTP conformance review (CR05-003) – Policy 1.2.15]	<ul style="list-style-type: none"> ▪ To be completed with updated RTP – July 2013 	<ul style="list-style-type: none"> ▪ Not Complete

Status of WCSD Facilities Plan List of Scheduled Additions

Addition List	Schedule	Status
1. Modify as necessary the WCSD Facilities Plan to provide a more complete comparison to the Washoe County Consensus Forecast as additional population data is utilized for the more refined school age population [Policy 1.1.1]	<ul style="list-style-type: none"> ▪ To be completed with updated WCSD Facilities Plan – February 2011 	<ul style="list-style-type: none"> ▪ Not complete
2. Modify as necessary the WCSD Facilities Plan to promote, encourage, or provide incentives for energy efficient building technology, the use of alternative or renewable energy sources, and the use of low impact development (LID) practices [Policy 2.7.1]	<ul style="list-style-type: none"> ▪ To be completed with updated WCSD Facilities Plan – February 2011 	<ul style="list-style-type: none"> ▪ Not complete
3. Modify as necessary the WCSD Facilities Plan to ensure that the policies and guidelines of the Regional Utility Corridor Report (RUCR) are promoted and that future school development will not conflict with the separation distances outlined in the RUCR [Policy 3.2.3]	<ul style="list-style-type: none"> ▪ To be completed with updated WCSD Facilities Plan – February 2011 	<ul style="list-style-type: none"> ▪ Not complete
4. Modify as necessary the WCSD Facilities Plan to prohibit the location of schools, South of T26N with a projected population of at least 300 full-time students throughout any part of the calendar year, outside the Truckee Meadows Service Areas [Policy 3.7.1].	<ul style="list-style-type: none"> ▪ To be completed with updated WCSD Facilities Plan – February 2011 	<ul style="list-style-type: none"> ▪ Not complete
5. Modify as necessary the WCSD Facilities Plan to prohibit the location of a new school site at such a location and in such a manner that it will require any new speed controlled school zone on any arterial roadway as identified in the adopted Regional Transportation Plan [Policy 3.7.2].	<ul style="list-style-type: none"> ▪ To be completed with updated WCSD Facilities Plan – February 2011 	<ul style="list-style-type: none"> ▪ Not complete
6. Modify as necessary the WCSD Facilities Plan to address potential future school sites that are currently located near arterial roadways per the Regional Transportation Plan (Depaoli MS area ES #1) [Policy 3.7.2].	<ul style="list-style-type: none"> ▪ To be completed with updated WCSD Facilities Plan – February 2011 	<ul style="list-style-type: none"> ▪ Not complete