

EXHIBIT B

REGIONAL ROAD IMPACT FEE PROGRAM

CAPITAL IMPROVEMENTS PLAN

8TH EDITION



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REGIONAL ROAD IMPACT FEE SYSTEM CAPITAL IMPROVEMENTS PLAN

I. INTENT AND HISTORY

The Regional Road Impact Fee (RRIF) program was established in November 1995 pursuant to NRS chapter 278B, *Impact Fees for New Development*. The collection of RRIF fees began in February 1996.

The RRIF program was established by Washoe County, the City of Reno, the City of Sparks, and the Regional Transportation Commission of Washoe County (RTC), within the framework of an interlocal cooperative agreement as authorized by the *Interlocal Cooperation Act* in NRS chapter 277. The RRIF General Administrative Manual (the “RRIF GAM”) establishes the guidelines and procedures by which Washoe County, the City of Reno, the City of Sparks, and the RTC jointly administer the RRIF program.

RRIF fees are a charge imposed on new development to finance the costs of certain “street projects” and “facility expansions” necessitated by and attributable to new development. NRS 278B.020; NRS 278B.050; NRS 278B.130. The RRIF program is a way to charge new development its proportionate fair share of those costs.

Pursuant to NRS 278B, impact fee programs require the preparation and adoption of a “capital improvements plan.” This 8th Edition of the RRIF capital improvements plan (this “RRIF CIP”) was prepared and adopted in connection with the 88th Edition of the RRIF GAM.

This RRIF CIP complies with the requirements in NRS 278B.170 to both establish and explain the methodology used to calculate the amount of the RRIF fees as shown on the RRIF fee schedule presented in Exhibit A. The City of Reno, the City of Sparks, and Washoe County have each adopted ordinances to automatically increase the impact fees annually to account for inflation as authorized by NRS 228B.225. This RRIF CIP also establishes the complete and exclusive list of “street projects” and “facility expansions” that can be funded with RRIF fees, and against which RRIF fees can be credited if a developer constructs part or all of a project on the list.

RTC is the designated Metropolitan Planning Organization (MPO) for the urbanized area of Reno, Sparks and Washoe County. As the MPO, RTC is responsible for developing and approving the long-range Regional Transportation Plan, the short-range Regional Transportation Improvement Plan, and other planning documents. This RRIF CIP uses data and analysis developed by RTC’s Planning Department, including the RTC’s 2050 Regional Transportation Plan Update (the “2050 RTP-Update”). This RRIF CIP then makes adjustments to that analysis for purposes of this RRIF CIP.

II. SERVICE AREAS/BENEFIT DISTRICTS

Impact fees must be assessed uniformly within defined “service areas” as defined in NRS 278B.100. Impact fee service areas serve two distinct purposes. The first purpose is for fee calculation (the impact fee schedule applies to all new development within a defined service area). The second purpose is to show benefit to fee-paying development (the impact fees collected in the service area are spent within the service area).

Initially, the RRIF program was created using a single service area with three benefit districts under the assumption that a single regional service area is appropriate for a regional road network. The network functions as a system to facilitate the movement of traffic throughout the region. Travel on the network during the peak-hour, the most critical time period, tends to be dominated by relatively long commuting trips.

The benefit districts are shown in Exhibit B and are defined as follows:

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

- South Benefit District – Starting at the northwest corner of the district at the California/Nevada line and Interstate 80, follow Interstate 80 east to the western edge of the Washoe county Truckee Canyon Planning Area, then south along the Washoe County/Storey County line to the Washoe County/Carson City line, then west along the Washoe County/Carson City line to the southern jurisdictional line of the Tahoe Regional Planning Agency and the Washoe County Tahoe Planning Area, then north along the California/Nevada line to Interstate 80.

During the update to the 5th Editions of the RRIF GAM and CIP, the geographic area defining the service boundary was modified to meet the requirements of NRS 278B.100 as amended in 2007. As amended, NRS 278B.100 prohibits a single service area from incorporating an entire city (or county) whose population is over 15,000. A North Service Area was created by combining the Northeast and Northwest Benefit Districts and the South Benefit District was used as the boundary of the South Service Area. The boundaries of the North Service Area and the South Service Areas divide both the City of Reno and Sparks, to meet the requirements of NRS 278B.100. The service areas are shown in Exhibit B.

Separate capital improvement plans and resulting RRIF fees are calculated for each service area. Revenue generated from the payment of RRIF fees can only be spent within the service area in which it was collected.

III. RRIF NETWORK

NRS chapter 278B authorizes the imposition of an “impact fee” for a “street project” defined as “arterial or collector streets or roads which have been designated on the streets and highways master plan adopted by the local government pursuant to NRS 278.220, including all appurtenances, traffic signals and incidentals necessary for any such facilities.” See NRS 278B.130 (definition of “street project”). NRS chapter 278B also authorizes the imposition of an “impact fee” for a “facility expansion” defined as “the expansion of the capacity of an existing facility associated with a capital improvement to serve new development.” See NRS 278B.040 (definition of “facility expansion”).

The RRIF Program uses RTC’s transportation planning efforts as reflected in the 2050 RTP-Update to define the network of regional roads that are either existing or planned in the first 10 years of the 2050 RTP-Update (the “RRIF Network”). RTC maintains a database of all arterial and collector streets and roads, including segment lengths and number of lanes. For purposes of the RRIF Program, the RRIF Network includes existing or planned arterial or collector streets and roads that meet the following criteria:

1. State operated arterials
2. Arterials listed in the 2050 RTP-Update
3. Collectors that have a forecast volume of at least 14,000 annualized average daily trips at “build-out,” which is defined as full development based on the approved land use assumptions in each jurisdiction
4. Freeway and highway ramps that connect to arterial or collector streets and roads that are included in the RRIF Network are considered arterial or collector streets and roads

The RRIF Network only includes arterial or collector streets and roads that meet the criteria above that are either existing or planned in the first 10 years of the RTP.

IV. STREET PROJECTS AND FACILITY EXPANSIONS NECESSITATED BY AND ATTRIBUTABLE TO NEW DEVELOPMENT

NRS 278B.170(1) requires that this RRIF CIP include “[a] description of the existing capital improvements and the costs to upgrade, improve, expand or replace those improvements to meet existing needs or more stringent safety, environmental or regulatory standards.” NRS 278B.170(2) requires that this RRIF CIP include “[a]n analysis of the total capacity, level of current usage and commitments for usage of capacity of the existing capital improvements.” NRS 278B.170(3) requires that this RRIF CIP include “[a] description of any part of the capital improvements or facility expansions and the costs necessitated by and attributable to the new development in the service area based on the approved land use assumptions.” NRS 278B.170(7) requires that this RRIF CIP include “the projected demand for capital improvements or facility expansions required by new service units projected over a period not to exceed 10 years.”

The 2050 RTP-Update describes the existing capital improvements in each service area by identifying the existing arterial and collector streets and roads that are included in the RRIF Network. However, the 2050 RTP-Update does not identify which planned projects (or percentages of projects) include costs to upgrade, improve, expand or replace those capital improvements to meet existing needs or more stringent safety, environmental or regulatory standards. Further analysis (described below) is required to identify those projects (or percentages of projects) and costs.

The 2050 RTP-Update analyzes the existing capital improvements in terms of total capacity, level of current usage, and commitments for usage of the capacity by analyzing the regional road network as a whole over a period of 30 years. The 2050 RTP-Update establishes the desired level of service for the RRIF Network. The 2050 RTP identifies a list of all planned capital improvements and facility expansions for the regional road network over a period of 30 years needed to meet that level of service.

This RRIF CIP uses the list of projects in the 2050 RTP-Update to identify a list of planned capital improvements and facility expansions for the RRIF Network over the first 10 years of the 2050 RTP-Update. Sound engineering and planning judgment is then applied to make the following adjustments to that list:

1. Programs of projects that are not necessitated by and attributable to new development were removed.
2. Programs of projects (without specifically identified projects) were removed to provide clarity about which specific capital improvements or facility expansions are included in the list.
3. The projects were analyzed to determine the percentage of the cost of each project that adds capacity to the RRIF Network, as compared to the cost of each project to upgrade, improve, expand or replace existing capital improvements.
4. The projects were analyzed to determine the percentage of each project that is attributable to new development in the service area based on the approved land use assumptions.
5. If a project crosses the service area boundary, the costs were divided between the service areas based on the length of the project within each service area.

Following those adjustments, the resulting list of projects is the planned capital improvements and facility expansions necessitated by and attributable to new development in each service area. The list of projects for each service area is attached as Exhibit C.

The costs of the projects listed in Exhibit C reflect the portion of each project (and resulting costs) that is necessitated by and attributable to new development. The total cost of all projects in the North Service Area is \$465,466,576, and in the South Service Area is \$311,945,850. The combined total cost is \$777,412,426.

V. SERVICE UNIT - VEHICLE MILES OF TRAVEL (VMT)

NRS chapter 278B requires this RRIF CIP to use a “service unit” defined as a “standardized measure of consumption, use, generation or discharge which is attributable to an individual unit of development calculated for a particular category of capital improvements or facility expansions.” See NRS 278B.110 (definition of “service unit”).

This RRIF CIP uses average weekday Vehicle Miles of Travel (VMT) as the service unit. VMT is the product of vehicle trips generated by type of land use, multiplied by the average trip length.

VI. IMPACT FEE SCHEDULE EQUIVALENCY TABLE

NRS 278B.170(5) requires this RRIF CIP to include “[a]n equivalency or conversion table which establishes the ratio of a service unit to each type of land use, including but not limited to, residential, commercial and industrial uses.”

This section describes the determination of appropriate equivalency rates that estimate the VMT generated by each type of land use. Trip generation rates, expressed as average weekday Vehicle Trip Ends (VTE) by land use type, are from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). Rates were established for specific land use types within the broader categories of residential, office, commercial, industrial, and institutional land uses. Rates are per dwelling unit, 1,000 square feet of gross floor area, or other appropriate unit of development.

Since ITE rates represent the total number of trips (inbound and outbound) associated with a specific land use, all trip rates have been divided by two to eliminate double-charging any particular trip. This places the burden of travel equally between the origin and destination of the trip.

Trip adjustment factors also include adjustments to accommodate pass-by and diverted trips. Pass-by trips are those trips that are already on a particular route for a different purpose and simply stop at a particular development on that route. For example, a stop at a convenience store on the way home from the office is a pass-by trip for the convenience store. A pass-by trip does not create an additional burden on the street system and therefore should not be counted in the assessment of impact fees. A diverted trip is similar to a pass-by trip, but a diverted trip is made from the regular route to make an interim stop. On a system-wide basis, this trip also does not add an additional burden on the street system, so it is not considered in assessing impact fees.

In addition, residential development has a larger trip adjustment factor of 52.7% to account for commuters leaving Washoe County for work. In other words, residential development is assigned all inbound trips plus 2.7% of outbound trips to account for job locations outside of Washoe County, calculated as follows. According to the 2022 National Household Travel Survey weekday work trips are typically 24.75% of production trips (i.e., all out-bound trips). As shown in the Census Bureau’s web application, OnTheMap indicates that approximately 22.1% of resident workers traveled outside the county for work in 2022. In combination, these factors ($0.2475 \times 0.50 \times 0.221 = 0.027$) support the additional 2.7% allocation of trips to residential development.

For commercial development, the trip adjustment factor is less than 50% because retail development attracts vehicles as they pass by on arterial and collector roads. For an average shopping center, ITE data indicate 34% of the vehicles that enter are passing by on their way to some other primary destination. The remaining 66% of attraction trips have the commercial site as their primary destination. Because attraction trips are half of all trips, the trip adjustment factor is 66% multiplied by 50%, or approximately 33% of the trip ends.

Many institutional land uses, like schools, also have significant pass-by and diverted link trips as children are dropped off and picked up by parents on their way to some other primary destination. Given this travel pattern, the pass-by adjustment for schools and daycare utilized the commercial trip adjustment factor.

The average trip length, measured in miles, is derived from the regional travel demand model that the RTC Planning Department created as part of the 2050 RTP-Update. The recommended trip lengths by service area for the regional road network excludes travel on local streets and freeways. The average trip length is 2.91 miles for the North Service Area and 2.47 miles for the South Service Area.

Trip length weighting factors are used to account for trip length variations by the type of land use. Per the 2022 National Household Travel Survey, vehicle trips from residential development account for 121% of the average trip length. Conversely, shopping trips associated with commercial development are roughly 66% of the average trip length while other non-residential development typically accounts for trips that are 73% of the average for all trips.

The result of combining trip generation and trip length information is an equivalency table establishing the number of VMT generated by various land use types per unit of development. The equivalency rates are presented in Tables 1 and 2.

Table 1
North Service Area
Service Unit Generation by Land Use

<i>Land Use Type</i>	<i>Development Unit</i>	<i>Avg Wkdy Veh Trip Ends</i>	<i>Trip Rate Adjustment</i>	<i>Trip Length Adjustment</i>	<i>8th Ed North VMTs</i>
Residential					
Single Unit	Dwelling	9.24	53%	121%	17.24
3+ Units per Structure	Dwelling	5.75	53%	121%	10.73
Industrial					
Light Industrial	1000 Sq Ft	4.87	50%	73%	5.17
Manufacturing	1000 Sq Ft	4.75	50%	73%	5.05
Warehouse	1000 Sq Ft	1.71	50%	73%	1.82
Mini-Warehouse	1000 Sq Ft	1.45	50%	73%	1.54
Commercial					
Retail and Eating/Drinking Places	1000 Sq Ft	37.01	33%	66%	23.46
Casino Gaming Area	1000 Sq Ft	46.05	50%	73%	48.91
Office & Other Services					
Lodging	Room	3.35	50%	73%	3.56
Public Park	Acre	0.78	50%	73%	0.83
Schools and Daycare	1000 Sq Ft	22.50	33%	73%	15.77
Hospital	1000 Sq Ft	10.77	50%	73%	11.44
Nursing Home	1000 Sq Ft	6.75	50%	73%	7.17
Office and Other Services	1000 Sq Ft	10.84	50%	73%	11.51
Medical Office	1000 Sq Ft	36.00	50%	73%	38.24

The VMT for each land use type is the resulting calculation of Average Weekday Vehicle Trip Ends x Trip Rate Adjustment x Trip Length Adjustment x Average Trip Length for the North Service Area (2.91 miles).

Table 2
South Service Area
Service Unit Generation by Land Use

Land Use Type	Development Unit	Avg Wkdy Veh Trip Ends	Trip Rate Adjustment	Trip Length Adjustment	8th Ed South VMT's
Residential					
Single Unit	Dwelling	9.24	53%	121%	14.63
3+ Units per Structure	Dwelling	5.75	53%	121%	9.10
Industrial					
Light Industrial	1000 Sq Ft	4.87	50%	73%	4.39
Manufacturing	1000 Sq Ft	4.75	50%	73%	4.28
Warehouse	1000 Sq Ft	1.71	50%	73%	1.54
Mini-Warehouse	1000 Sq Ft	1.45	50%	73%	1.31
Commercial					
Retail and Eating/Drinking Places	1000 Sq Ft	37.01	33%	66%	19.91
Casino Gaming Area	1000 Sq Ft	46.05	50%	73%	41.52
Office & Other Services					
Lodging	Room	3.35	50%	73%	3.02
Public Park	Acre	0.78	50%	73%	0.70
Schools and Daycare	1000 Sq Ft	22.50	33%	73%	13.39
Hospital	1000 Sq Ft	10.77	50%	73%	9.71
Nursing Home	1000 Sq Ft	6.75	50%	73%	6.09
Office and Other Services	1000 Sq Ft	10.84	50%	73%	9.77
Medical Office	1000 Sq Ft	36.00	50%	73%	32.46

The VMT for each land use type is the resulting calculation of Average Weekday vehicle Trip Ends x Trip Rate Adjustment x Trip Length Adjustment x Average Trip Length for the South Service Area (2.47 miles).

VII. PROJECTED VEHICLE MILES OF TRAVEL (VMT) FOR EACH SERVICE AREA

NRS 278B.170(4) requires “[a] table which establishes the specific level or quantity of use, consumption, generation or discharge of a service unit for each category of capital improvements or facility expansions.”

This RRIF CIP uses the regional travel demand model that the RTC Planning Department created as part of the 2050 RTP-Update to determine the 10 year growth in VMT. The travel demand model uses TMRPA’s Population & Employment model based on the 2024 Consensus Forecast to predict where and what type of growth will occur. Information on that future growth is incorporated into the travel demand model by location (travel analysis zones). Population is converted to number of housing units and housing types based on

statistical data from the 2023 American Community Survey for Washoe County. Employment is broken down into employment categories and total square footage using standardized square foot per employee by employment type. Projections are calculated for 2025 and 2035 and prorated for the intermediate years to determine the 10-year growth.

Table 3 and Table 4 below show the projected 10-year growth in VMT per service area (highlighted in green).

**Table 3
North Service Area Travel Demand**

North Service Area	2025	2035	2025-2035 Increase
Total Population	335,845	366,859	31,014
Total Housing Units	127,334	138,962	11,628
Single Housing Units	89,944	98,157	8,213
2+ Housing Units	37,391	40,805	3,414
Industrial Jobs	26,606	29,321	2,715
Commercial Jobs	10,891	12,176	1,285
All Other Services Jobs	58,926	67,212	8,286
Total Jobs	96,423	108,709	12,286
KSF			
Industrial KSF	78,573	86,591	8,018
Commercial KSF	5,446	6,088	643
All Other Services KSF	18,047	20,585	2,538
Vehicle Trips			
Single Unit Trips	470,512	513,478	42,965
2+ Units Trips	134,670	146,968	12,297
Industrial Trips	67,180	74,036	6,855
Commercial Trips	66,508	74,355	7,847
All Other Services Trips	97,817	111,572	13,755
Total Vehicle Trips	836,688	920,407	83,720
Weekday Vehicle Miles of Travel (VMT)	2,609,147	2,862,585	253,438

Table 4
South Service Area Travel Demand

South Service Area	2025	2035	2025-2035 Increase
Total Population	220,162	240,493	20,331
Total Housing Units	83,474	91,096	7,622
Single Housing Units	58,962	64,346	5,384
2+ Housing Units	24,511	26,750	2,238
Industrial Jobs	48,960	51,489	2,529
Commercial Jobs	17,030	18,328	1,298
All Other Services Jobs	149,696	157,977	8,281
Total Jobs	215,686	227,794	12,108
KSF			
Industrial KSF	144,589	152,058	7,469
Commercial KSF	8,515	9,164	649
All Other Services KSF	45,848	48,384	2,536
Vehicle Trips			
Single Unit Trips	308,443	336,608	28,166
2+ Units Trips	88,283	96,344	8,062
Industrial Trips	123,624	130,010	6,386
Commercial Trips	103,996	111,923	7,926
All Other Services Trips	248,495	262,242	13,746
Total Vehicle Trips	872,841	937,127	64,286
Weekday Vehicle Miles of Travel (VMT)	2,026,196	2,183,691	157,494

VIII. COST PER VEHICLE MILES TRAVELLED (VMT) FOR EACH SERVICE AREA

This RRIF CIP determines the cost per VMT by dividing the unfunded portion of the costs of the projects listed in Exhibit C (the “RRIF Share”) by the projected increase in VMT in each service area. A separate cost per VMT is determined for each service area.

In order to determine the unfunded portion, this RRIF CIP takes into account other available funding sources (federal, state and local funds) that are available to pay for the costs of the projects listed in Exhibit C. Those other available funding sources are accounted for in order to avoid possible double payment for growth-related improvements from those funding sources. The amount of other available fundings sources is determined using the financial plans and revenue projections developed in conjunction with the first 10 years of the 2050 RTP-Update, with further detail and adjustments for purposes of this RRIF CIP. See 2050 RTP-Update, Chapter 11 – Investing Strategically. The following table presents the results of those calculations:

Table 5
Funding Needs and Available Funding Sources

Funding Source	2025-2034 Total
Total Cost	\$777,412,426
Available Local, State and Federal Funding Sources	\$627,507,765
Unfunded Portion (i.e., the RRIF Share)	\$149,904,660

The other available funding sources are regional in nature and are not required to be used in one service area or the other. Therefore, this RRIF CIP developed a formula to determine the percentage of the RRIF Share that should be attributable to each service area. This RRIF CIP calculated the total costs of all projects listed in Exhibit C by service area. This RRIF CIP then divided the total costs in each service area, by the combined cost of both service areas, to determine the percentage of the total RRIF Share for each service area. The following table presents the results of those calculations:

Table 6
Percentage of RRIF Share by Service Area

Project Costs	North Service Area	South Service Area	2025-2034 Total
2050 RTP: Capacity Related Improvements	\$465,466,576	\$311,945,850	\$777,412,426
% Capacity Related RTP	59.87%	40.13%	100%

For purposes of this RRIF CIP, 59.87% of the RRIF Share is attributable to the North Service Area and 40.13% of the RRIF Share is attributable to the South Service Area. The RRIF Share in each service area was then divided by the projected increase in VMT in each service area to determine the cost per VMT in each service area. The following table presents the results of the calculations above:

Table 7
Cost per Vehicle Miles Traveled (VMT)

Description	North Service Area	South Service Area
Total RRIF Share	\$149,904,660	
% RRIF Eligible RTP	59.87%	40.13%
RRIF Share by Service Area	\$89,753,658	\$60,151,002
VMT Growth by Service Area	253,438	157,494
\$/VMT for RRIF Share	\$354.14	\$381.93

IX. RRIF FEE SCHEDULE

The RRIF fee for a given land use type is the product of the VMT generated by each type of land use and the cost per VMT. The RRIF fees for each land use type in each service area are presented in Exhibit A.

EXHIBIT A

REGIONAL RAOD IMPACT FEE SCHEDULE – 8th Edition

Development Type	Development Unit	North VMT's	8 th Ed RRIF North	South VMT's	8 th Ed RRIF South
<i>Residential</i>					
Single Unit	Dwelling	17.24	\$6,105.37	14.63	\$5,587.79
3+ Units per Structure	Dwelling	10.73	\$3,799.92	9.10	\$3,477.45
<i>Industrial</i>					
Light Industrial	1000 Sq Ft	5.17	\$1,831.85	4.39	\$1,676.88
Manufacturing	1000 Sq Ft	5.05	\$1,786.71	4.28	\$1,635.56
Warehouse	1000 Sq Ft	1.82	\$643.22	1.54	\$588.80
Mini-Warehouse	1000 Sq Ft	1.54	\$545.42	1.31	\$499.28
<i>Commercial</i>					
Retail and Eating/Drinking Places	1000 Sq Ft	23.46	\$8,307.01	19.91	\$7,604.27
Casino Gaming Area	1000 Sq Ft	48.91	\$17,321.70	41.52	\$15,856.35
<i>Office & Other Services</i>					
Lodging	Room	3.56	\$1,260.10	3.02	\$1,153.50
Public Park	Acre	0.83	\$293.40	0.70	\$268.58
Schools and Daycare	1000 Sq Ft	15.77	\$5,585.82	13.39	\$5,113.29
Hospital	1000 Sq Ft	11.44	\$4,051.13	9.71	\$3,708.42
Nursing Home	1000 Sq Ft	7.17	\$2,539.01	6.09	\$2,324.22
Office and Other Services	1000 Sq Ft	11.51	\$4,077.46	9.77	\$3,732.53
Medical Office	1000 Sq Ft	38.24	\$13,541.39	32.46	\$12,395.84

EXHIBIT B

RRIF SERVICE AREAS

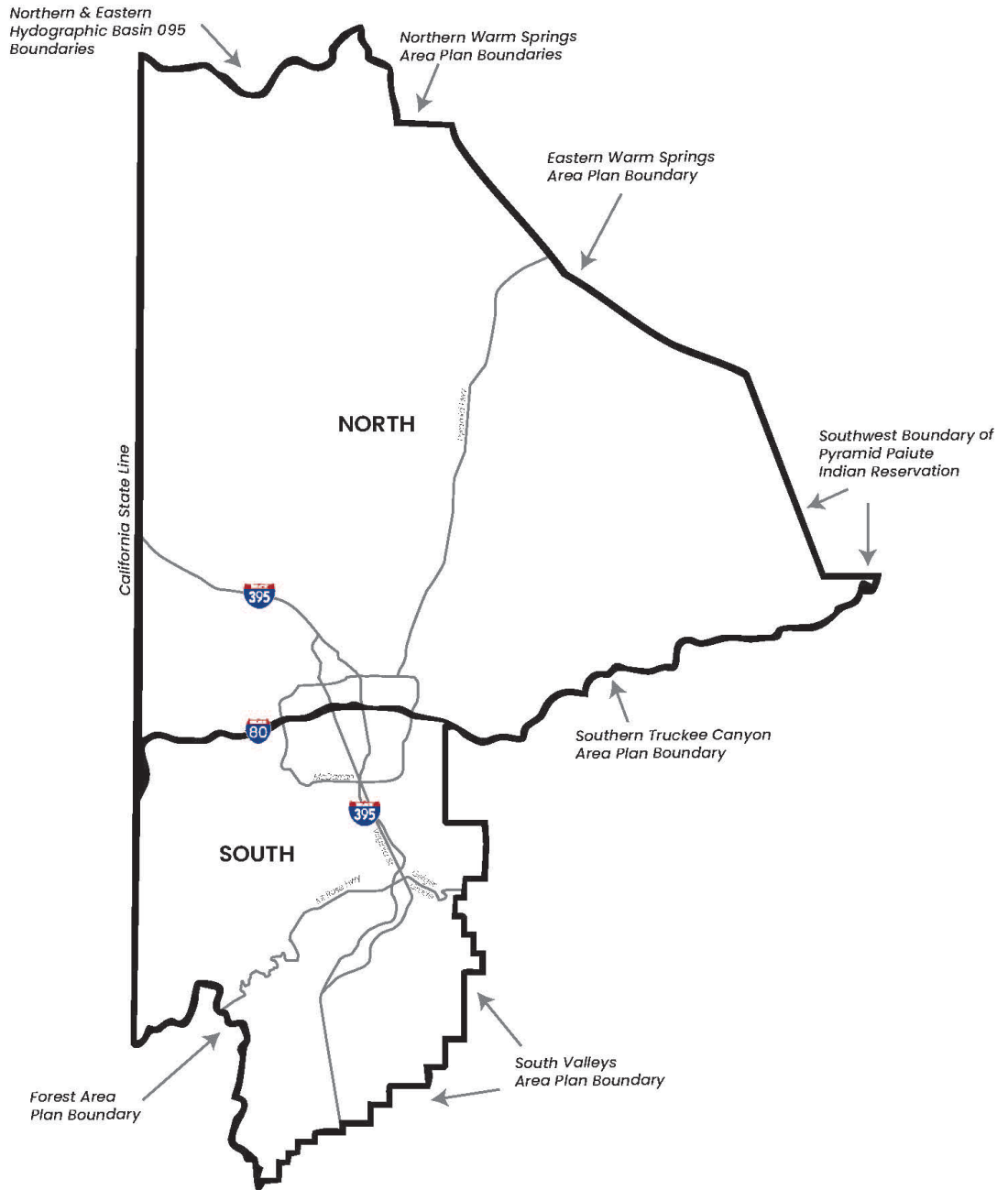


EXHIBIT B

RRIF BENEFIT DISTRICTS

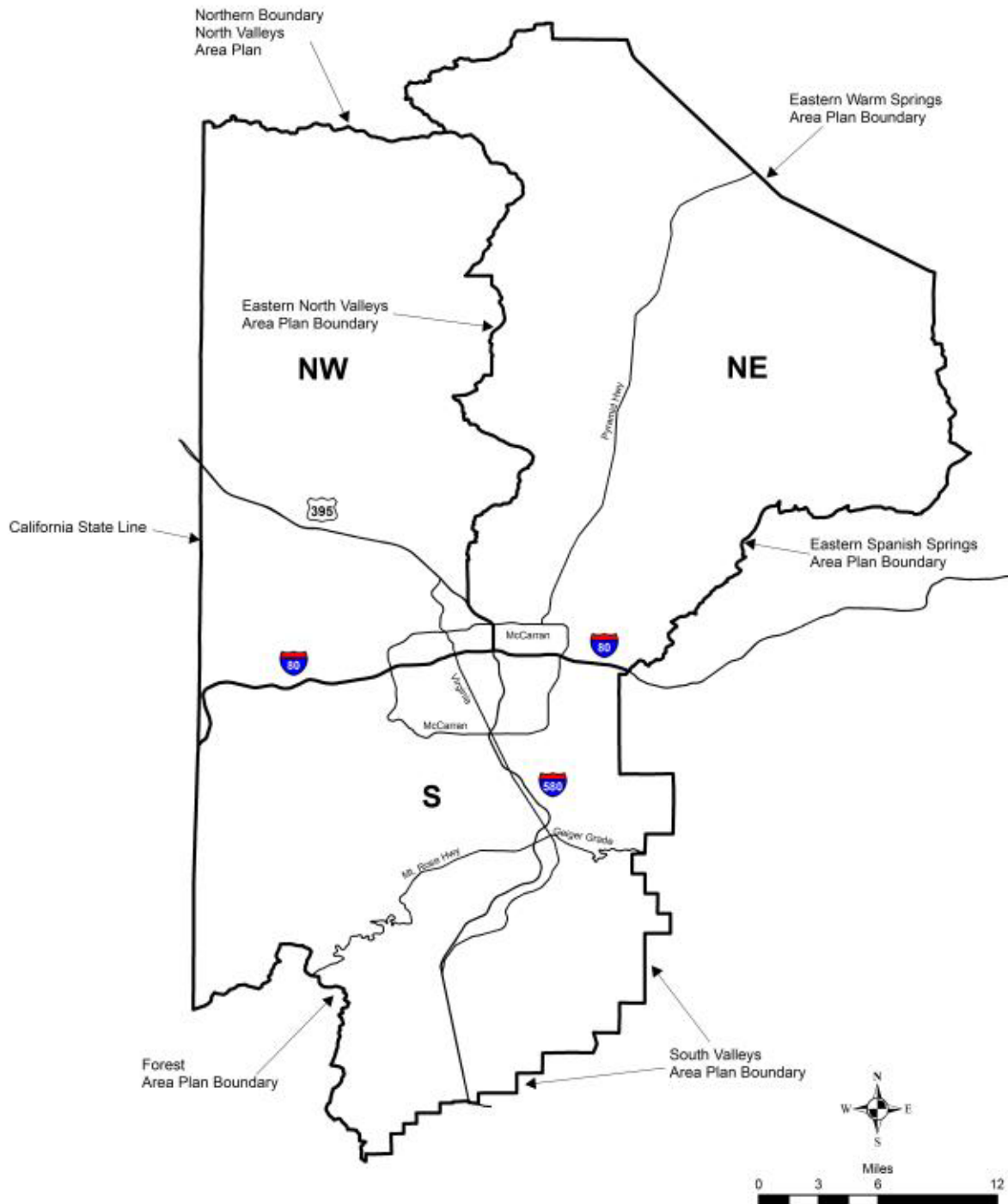


EXHIBIT C

CIP STREET PREOJECTS AND FACILITY EXPANSION

NORTH SERVICE AREA

RTP Timeframe	Service Area	Roadway Name	Limits	Project Description	RTP \$	Capacity Related North \$
2025-34	N	4th Street (Sparks)	Victorian Ave to Queen Way	Bike Lanes	\$8,200,000.00	\$1,640,000.00
2025-34	N	9th Street/G Street	Wells Avenue to El Rancho Drive	Enhanced sidewalks and bike lanes	\$11,300,000.00	\$2,260,000.00
2025-34	N	9th Street Extension	Valley Rd To N Wells Ave	New 2 Lane Road	\$5,000,000.00	\$1,750,000.00
2025-34	N	Andelin Ranch Regional Road Network*	Extension of Scheidbar Dr, Extension of Stonebrook Pkwy	Private - Widen 2 to 4 lanes	\$9,100,000.00	\$455,000.00
2025-34	N	Buck Drive	Lemmon Dr to N Hills Blvd	Widen 2 to 4 lanes	\$4,000,000.00	\$3,400,000.00
2025-34	N	Dolores Drive	Existing Dolores west to Lazy 5 Pkwy	Private - New 2 Lane Road	\$1,743,000.00	\$0.00
2025-34	N	Eagle Canyon Drive	Pyramid Hwy to W Calle de la Plata	Widen 2 to 4 lanes	\$30,000,000.00	\$15,000,000.00
2025-34	N	Evans Avenue and Highland Avenue	Intersection Capacity	Spot/Intersection Improvement	\$850,000.00	\$850,000.00
2025-34	N	Highland Ranch Parkway	Five Ridges Pkwy to Pyramid Hwy	Private - Widen 2 to 4 lanes	\$10,398,582.00	\$7,798,936.50
2025-34	N	Lazy 5 Parkway	W Sun Valley Arterial to Pyramid Hwy	Private - New 4 lane road west of Pyramid Hwy transitioning to 2 lanes at future development entrance	\$32,071,200.00	\$6,414,240.00
2025-34	N	Lear Blvd	Military Road to Lemmon Drive (new connection)	Widen New Road 2 to 4 lanes	\$36,500,000.00	\$9,125,000.00
2025-34	N	Lemmon Drive	Fleetwood Dr to Chickadee Dr	Widen 2 to 4 lanes - Fleetwood Dr to Chickadee Dr	\$68,000,000.00	\$57,800,000.00
2025-34	N	McCarran Boulevard at Clear Acre Ln.	Add intersection capacity	Spot/Intersection Improvement	\$2,000,000.00	\$2,000,000.00
2025-34	N	McCarran Boulevard	Mae Anne Avenue/West 7th Street	Spot/Intersection Improvement	\$3,100,000.00	\$3,100,000.00
2025-34	N	McCarran Boulevard	Prater Way (Add SB left and modify rights)	Spot/Intersection Improvement	\$4,400,000.00	\$4,400,000.00
2025-34	N	McCarran Boulevard	Sutro St. (Add NB thru and modify rights)	Spot/Intersection Improvement	\$2,700,000.00	\$2,700,000.00
2025-34	N	McCarran Boulevard	Interstate 80 to Las Brisas Blvd.	Multimodal	\$3,400,000.00	\$680,000.00
2025-34	N	Military Road	Lear Blvd to Echo	Widen 2 to 4 lanes	\$5,500,000.00	\$4,675,000.00
2025-34	N	Military Road	Lemmon Dr to Lear Blvd	Widen 2 to 4 lanes	\$38,500,000.00	\$32,725,000.00
2025-34	N	Moya Boulevard	Red Rock Rd to Echo Ave	Widen 2 to 4 lanes	\$23,900,000.00	\$20,315,000.00
2025-34	N	Moya Boulevard Extension	Lemmon Dr to Echo Ave	Private - New 2 lane road	\$86,104,200.00	\$8,179,899.00
2025-34	N	Norht Hills Boulevard	Golden Valley Rd to Buck Dr	Widen 2 to 4 lanes	\$36,500,000.00	\$31,025,000.00

2025-34	N	North Virginia Street	Panther Dr to Stead Blvd	Widen from 2 to 4 lanes and multimodal improvements	\$85,000,000.00	\$72,250,000.00
2025-34	N	Panther Drive Extension	N. Virginia to Panther to N. Hills Blvd	Capacity	\$15,500,000.00	\$13,175,000.00
2025-34	N	Parr Boulevard	Ferrari McLeod to Raggio Pkwy	Widen 2 to 4 lanes		\$0.00
2025-34	N	Parr Boulevard Interchange	At Us 395	Private - Interchange improvements	\$7,100,000.00	\$3,550,000.00
2025-34	N	Prater Way	Pyramid Way to Probasco Way and Sparks Blvd to Petes Way	Bike Lanes	\$15,800,000.00	\$3,160,000.00
2025-34	N	Pyramid Highway	Egyptian Dr to Ingenuity Ave	Add Southbound Lane (Operations Improvements)	\$15,000,000.00	\$12,750,000.00
2025-34	N	Pyramid Hwy/Sun Valley/US 395 Connector Phase 2	Disc Drive Widening	Widen Disc drive from Pyramid Hwy to Vista Blvd	\$25,250,000.00	\$21,462,500.00
2025-34	N	La Posada Drive and Cordoba Boulevard	Roundabout	Spot/Intersection Improvement	\$5,000,000.00	\$5,000,000.00
2025-34	N	Silver Knolls Boulevard	Red Rock Rd to Silver Knolls Blvd	Private - New 2 Lane Road	\$86,200,000.00	\$8,189,000.00
2025-34	N	Sparks Boulevard	Baring Blvd to Disc Drive	Roadway Widening	\$45,700,000.00	\$38,845,000.00
2025-34	N	University Area Roadway Improvements Phase 1	Multiple Locations	Multimodal	\$3,500,000.00	\$350,000.00
2025-34	N	US 395/Stead Boulevard Interchange	Interchange Phase Improvements	Spot/Intersection Improvement	\$2,500,000.00	\$2,500,000.00
2025-34	N	Victorian Avenue	16th Street to Pyramid Way	Multimodal	\$5,300,000.00	\$1,060,000.00
2025-34	N	Vista Knoll Parkway	Walmart Driveway To Lemmon Dr	Private - New two lane road	\$10,200,000.00	\$510,000.00
2025-34	N	West 7th Street/Golden Valley Road	Spearhead Way to Sun Valley Blvd	Widen 2 to 4 lanes	\$62,900,000.00	\$53,465,000.00
2025-34	N	West 7th Street/Golden Valley Road	Spearhead Way to Sun Valley Blvd	Safety/Multimodal	\$23,700,000.00	\$4,740,000.00
2025-34	N	Whitelake Parkway	US 395 Interchange Improvements	Private - Interchange Improvements	\$32,536,000.00	\$3,253,600.00
2025-34	N	Whitelake Parkway (North)	US 395 to Village Pkwy.	Private - Widen 2 to 4 lanes	\$3,253,600.00	\$813,400.00
2025-34	N	Whitelake Parkway (South)	US 395 to Stonegate Entrance	Private - Widen 2 to 4 lanes	\$8,000,000.00	\$2,000,000.00
					Total	\$89,753,658

EXHIBT C

CIP STREET PROEJCTS AND FACILITY EXPANSION

SOUTH SERVICE AREA

RTP Timeframe	Service Area	Roadway Name	Limits	Project Description	RTP \$	Capacity Related South \$
2025-34	S	Arrowcreek Parkway	Wedge Pkwy to Zolezzi Ln	Widen 2 to 4 lanes	\$15,400,000	\$15,400,000
2025-34	S	Damonte Ranch Parkway	Veterans Pkwy to Rio Wrangler Pkwy	Private - New 2 lane road	\$8,250,200	\$4,125,100
2025-34	S	Geiger Grade Realignment	Virginia St to Toll Rd	New 4 lane road	\$84,500,000	\$42,250,000
2025-34	S	Keystone Ave	Truckee Bridge Replacement	Bridge Replacement	\$74,800,000	\$26,180,000
2025-34	S	Lake Street	At Truckee River	Bridge Replacement	\$33,500,000	\$11,725,000
2025-34	S	McCarran Boulevard	at Cashill Blvd	Spot/Intersection Improvement	\$5,100,000	\$5,100,000
2025-34	S	McCarran Boulevard	at Mira Loma Dr	Spot/Intersection Improvement	\$3,400,000	\$3,400,000
2025-34	S	McCarran Boulevard	Keitzke Ln to Greensboro Dr	Intersection and Operations	\$6,500,000	\$6,500,000
2025-34	S	McCarran Boulevard	Longley Ln. to Airway Dr.	Capacity/Safety	\$15,000,000	\$15,000,000
2025-34	S	McCarran Boulevard	Plumb Ln. to I-80	Capacity	\$46,400,000	\$46,400,000
2025-34	S	Meridian & Santerra (Verdi)	Verdi Regional Road Network	Private - Traffic and circulation improvements	\$31,955,000	\$23,966,250
2025-34	S	Mill Street	Keitzke to Terminal	Roadway widening and multimodal	\$32,000,000	\$24,000,000
2025-34	S	Mt Rose Corridor Improvements (Group 1 Projects)	Douglas Fir Dr to Bordeaux Dr	Safety/Multimodal	\$17,100,000	\$17,100,000
2025-34	S	Peckham Ln	Lakeside Dr to Airway Dr	Safety/Multimodal	\$15,100,000	\$1,510,000
2025-34	S	Pembroke Drive	McCarran Blvd to Veterans Pkwy	Widen 2 to 4 lanes, multimodal	\$16,000,000	\$16,000,000
2025-34	S	Plumb Ln Bike lanes and Sidewalks	Keitzke Lane to Terminal Way	safety multimodal	\$9,100,000	\$1,820,000
2025-34	S	Ridgeview Drive	End of Ridgeview Dr to McCarran Blvd	Private - New 2 lane road	\$13,300,000	\$3,325,000
2025-34	S	Rio Wrangler Parkway	Damonte Ranch Pkwy to Veterans Pkwy	Private - New 2 lane road	\$5,461,400	\$2,730,700
2025-34	S	Rio Wrangler parkway	Steamboat Pkwy and McCauley Ranch Blvd	Spot/Intersection Improvement	\$7,000,000	\$7,000,000
2025-34	S	Rio Wrangler Parkway	South Meadows Pkwy to Bucephalus Pkwy	Private - New 2 lane road	\$6,972,000	\$3,486,000
2025-34	S	Robb Drive	4th St to I-80	Private - New 2 lane road	\$28,100,000	\$2,810,000
2025-34	S	South Virginia Street	at South Hill Dr	Private - Spot/Intersection Improvement	\$1,000,000	\$1,000,000
2025-34	S	S. Virginia St	at Holcomb Ranch Ln	Spot/Intersection Improvement	\$913,500	\$913,500
2025-34	S	South Virginia Street	Moana Lane to Meadowood Mall Circle	Safety/Multimodal	\$16,200,000	\$4,050,000
2025-34	S	South Virginia Street	Plumb Lane to Peppermill Ln	Safety/Multimodal	\$6,200,000	\$1,550,000
2025-34	S	South Meadows Parkway	Mojave Sky Drive to Rio Wrangler	Private - New 4 lane road	\$7,204,400	\$3,602,200
2025-34	S	Steamboat Parkway	at Hampton Park Dr	Spot/Intersection Improvement	\$913,500	\$913,500
2025-34	S	Talus Valley Regional Road Network (South Meadows)	Multiple locations	Private - Traffic and circulation improvements	\$12,084,800	\$9,063,600
2025-34	S	Veterans Parkway	at Carat Ave	Spot/Intersection Improvement	\$1,260,000	\$1,260,000

2025-34	S	Veterans Parkway	South Virginia St to Damonte Ranch	Widen 4 to 6 lanes	\$6,090,000	\$6,090,000
2025-34	S	4th Street (Reno)	Vine St to Sierra St	Safety/Multimodal	\$8,500,000	\$850,000
					Total	\$60,151,002