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BUILDING ECONOMICALLY RESILIENT COMMUNITIES: LOCAL AND REGIONAL APPROACHES

HEARING

BEFORE THE

SUBCOMMITTEE ON
HOUSING, TRANSPORTATION, AND COMMUNITY DEVELOPMENT

OF THE

COMMITTEE ON
BANKING, HOUSING, AND URBAN AFFAIRS
UNITED STATES SENATE

ONE HUNDRED THIRTEENTH CONGRESS

SECOND SESSION

ON

EXAMINING LOCAL, REGIONAL, STATE, AND FEDERAL EFFORTS TO PROMOTE STRONG AND ECONOMICALLY RESILIENT COMMUNITIES ACROSS THE UNITED STATES

JULY 22, 2014

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BUILDING ECONOMICALLY RESILIENT COMMUNITIES: LOCAL AND REGIONAL APPROACHES

TUESDAY, JULY 22, 2014

U.S. SENATE,
COMMITTEE ON BANKING, HOUSING, AND URBAN AFFAIRS,
SUBCOMMITTEE ON HOUSING, TRANSPORTATION, AND
COMMUNITY DEVELOPMENT,
Washington, DC.

The Subcommittee met at 3:09 p.m., in room SD–538, Dirksen Senate Office Building, Hon. Robert Menendez, Chairman of the Subcommittee, presiding.

OPENING STATEMENT OF SENATOR ROBERT MENENDEZ

Senator MENENDEZ. Good afternoon. The Subcommittee will come to order. Today the Subcommittee will hear from four local communities about the work that they are doing to improve economic resiliency, transportation, and housing options and job creation.

We hear a lot of different phrases for this type of work, livable communities, smart growth, transit-oriented development. These terms come for some with a lot of pre-conceived notions about what they mean and what type of communities they work for. It can raise concerns that the Federal Government will dictate what our communities should look like or overstep local decisionmaking. And nothing could be further from the truth.

Real smart growth allows local residents and stakeholders to build a community that works for them, one that has transportation choices that make sense for their region, a strong housing market, thriving businesses, and access to good jobs. These are goals that all of our States and communities share, but how they actually achieve them can look very different. There is no one-size-fits-all approach to building a strong economically resilient community, and so, we are here today to hear some of those different versions.

I am pleased that Mayor Steven Fulop of Jersey City is here today to highlight one example of how to strengthen a community and to share one of the greatest success stories in my home State. The Hudson Bergen Light Rail System connects the north Jersey communities of Bayonne, Jersey City, Hoboken, Weehawken, Union City, and North Bergen. The light rail system has revitalized the regions, spurred new development, helped local businesses. It has

been a catalyst for economic growth and brought new jobs to the neighborhoods along the line.

Jersey City is an example of what is possible, what we can achieve when we invest in our infrastructure, when we invest in our future. This light rail system is a model for a lot of other cities around the country and represents just one of many choices that a community can make to become a truly livable community built on economic resilience and smart growth.

My hope is that our witnesses will explain the diverse options available to communities that support smart growth policies for the 21st century economy. It is also critical to have Federal support in these efforts. In 2009, HUD, the Department of Transportation, and the EPA launched the Partnership for Sustainable Communities, designed to incorporate livability principles into Federal policymaking and improve cooperation between agencies and with local communities.

The partnership has since helped more than 1,000 urban, suburban, and rural communities throughout the Nation with grants and technical assistance. It has reduced barriers, provided support and expertise, and has led to more efficient use of taxpayer money through better planning and coordination. The partnership is a worthy example of Federal leadership and I hope to hear from our witnesses how we can maximize this approach in the future.

Following this hearing, I intend to re-introduce my Livable Communities Act legislation, which had 19 cosponsors in the previous Congress, and provides Federal support for communities working to develop regionally driven solutions to their transportation, housing, environmental, and job creation challenges. It supports comprehensive planning, making sure that communities are working together to build a future that supports economic growth, provides strong transportation and housing options, and creates and sustains job growth and development.

The goal of my legislation is to support the type of great work that we will hear more from our witnesses today, and I look forward to working with my colleagues to help pass it.

With that, let me introduce our panelists. They are Mayor Steven Fulop of Jersey City. Mayor, thank you for coming down to Washington and bringing a good dose of New Jersey pride to the Nation's capitol and we look forward to hearing you share the experiences that you have had in Jersey City as a resident, as a Councilman, and now as Mayor.

We also have with us Joseph A. Calabrese, the Chief Executive Officer and General Manager of the Greater Cleveland Regional Transit Authority. Thank you for coming. Lee Gibson, who is the Executive Director of the Regional Transportation Commission of Washoe County in Nevada. Thank you. And Claire A. Collins, a Supervisor of Bath County, Virginia, on behalf of the National Association of Counties.

Let me start off by saying that all of your statements will be fully included in the record without objection. We would ask you to summarize them in about 5 minutes or so, so that we can enter into a conversation with you. We will start off with you, Mayor Fulop.

STATEMENT OF STEVEN M. FULOP, MAYOR, JERSEY CITY, NEW JERSEY

Mr. FULOP. Chairman Menendez, thank you. First I want to thank the Committee for your support of smart urban development policy, and especially for your help through the FTA, for the Hudson Bergen Light Rail. It has been absolutely transformational for our region. I appreciate the opportunity to testify before you today because the issues on which this Subcommittee focuses are becoming increasingly important to every community in America, and especially to Jersey City and New Jersey.

As the largest city in the most densely populated county in the most densely populated State in the Nation, we are seeing a shift in the way people live, work, travel, and interact with their communities. While much of the Nation does not look like Jersey City, it is, in many ways, a picture of what is to come. America becomes denser and more populous every year, so I think the Jersey City experience has national relevance.

In general terms, I want to speak about today transit-oriented development, livable communities, and investment in transportation infrastructure. We, as policymakers, need to recognize the symbiotic relationship between dense urban centers and more open residential communities. As the trend of urbanization continues, our economic prosperity will come to depend even more heavily on our ability to move large numbers of people in and out of urban centers quickly. This means direct Federal investment in transportation infrastructure and empowering the local communities to make those investments.

I am here today to offer you Jersey City, my hometown, and part of your home county, as proof of that. Two decades ago, Jersey City's Hudson Riverfront was the picture of urban decay. It was a largely abandoned ex-industrial wasteland. Defunct railroad yards, and dilapidated warehouses dominated the streetscape. That area, now often referred to as the Gold Coast, has completed transformed.

The decay has been replaced with glass and steel skyscrapers, shops, restaurants, and small businesses. Thousands of residential units and millions of square feet of retail and industrial space are under construction right now as we speak. The new prosperity of Jersey City's waterfront was built on the foundation of pre-existing public transit, the PATH, a trans-Hudson Metro. Thanks to Chairman Menendez and the rest of the Subcommittee, Jersey City's recovery accelerated significantly with the opening of the Hudson Bergen Light Rail System in 2000.

Developers and public officials have quickly recognized the opportunity. As an example, the Essex Street line on the light rail has catalyzed the building of 3,000 residential units in 5 years. Liberty Harbor north, another stop, a transit-oriented development which will consist of 6,000 residential units and millions of square feet of residential space, is also clearly a result of the light rail.

Wherever there is a light rail or a PATH station, we see recovery, growth, and ultimately prosperity. The opportunity for expansion of the Hudson Bergen Light Rail, which would bring and stimulate the local economy to five more cities and give at least 130,000 people access to new opportunities by extension into Bergen.

I urge the Subcommittee to support this project, and one look at the effects of the current light rail proves the value of this investment. Rail transportation and transit-oriented development drive economic development as well. Because of the light rail, the PATH and the implementation of housing policies which maximize their benefits, Jersey City has become a regional employment center. Every day 100,000 people come to Jersey City from New Jersey and New York to work, shop, and dine. Put simply, Jersey City is flourishing because it is interconnected with surrounding communities.

This phenomenon is not unique to Jersey City. The Center for Housing Policy recently completed a review of studies on housing prices and proximity to rail and their findings make a powerful argument for transportation infrastructure. According to dozens of studies from across the country over decades, a nearby rail stop can add 6 to 50 percent to home values. When people are linked to opportunities, cities prosper.

Transit is only one way to bring people and opportunities together. Another way to connect people with cultural, social, educational, economic opportunities is to create those opportunities where they live. This approach, livable community developments, means developing housing and transportation choices near jobs, shopping, schools, and parks. The resulting neighborhoods are healthy and environmentally friendly with vibrant local economies and a strong sense of place and community.

In conclusion, let me reiterate my appreciation for the Subcommittee's continued support for smart, sustainable urban planning and development policy. As you consider how to keep our communities competitive and healthy, I urge you to empower local governments, rather than restrict them, and give them tools rather than mandates.

Thank you for the opportunity to testify here today and I look forward to participating in discussion around these issues in the future.

Senator MENENDEZ. Thank you, Mayor. Mr. Calabrese.

STATEMENT OF JOSEPH A. CALABRESE, CEO AND GENERAL MANAGER, GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

Mr. CALABRESE. Yes. Thank you. Thank you, Chairman. Thank you for this opportunity. My name is Joe Calabrese. I am the General Manager of Greater Cleveland Regional Transit Authority. We run heavy rail, light rail, bus rapid transit, and paratransit services. We serve about 200,000 people on a typical weekday. About 63 percent of our customers are going to work; another 23 percent are going to educational opportunities, two very important functions as we know.

As in many other cities, the use of public transit and the appreciation for what it does is growing significantly. RTA's biggest challenge is keeping up with our aging infrastructure and state-of-good-repair needs for which Federal dollars are crucial. USDOT estimates that nationally we have a backlog of $87 billion in state-of-good-repair needs just for normal replacement needs. This is very, very important.

There is a tremendous resurgence going on today in Cleveland. In the past few weeks, there have been articles in the New York Times, L.A. Times, and USA Today chronicling Cleveland's resurgence. Political, civic, and business leaders credit a visionary public transit project, which opened in 2008, as jump-starting that economic development. The investment was a Bus Rapid Transit project along Cleveland's main street, Euclid Avenue, which we named the HealthLine. And as better stated by Toby Cosgrove, the CEO of the Cleveland Clinic, it was great for the health of the city.

While the HealthLine shares many characteristics of a light rail system, except the vehicles are on rubber tires and not steel wheels, we were able to build it and maintain it for roughly one-third the cost. These comments are by no means anti-rail. In many situations, rail is the right alternative, and many bus rapid transit may also be a great alternative that is maybe more affordable.

Our commitment to the community was the HealthLine would be fast, clean, safe, and first class. The project was very comprehensive. It included new sidewalks, new curbs, new roadway, new lighting, new traffic signaling, bike lanes while 108 bus stops were converted to 36 well-lit and well-landscaped stations. The city of Cleveland even took the opportunity to upgrade water lines and sewer lines that really were in tremendous need of upgrade.

The net result for our customers was ridership went up 30 percent—48 percent as travel time improved by 30 percent. In the first 5 years—we just celebrated the fifth anniversary—ridership has gone up 60 percent over our highest ridership bus route. The net result for the community was billions of dollars of economic development.

The $168.4 million New Starts grant, 50 percent of which was funded through the FTA program, has now leveraged over $5 billion of development. In a front page article in the Cleveland Plain Dealer in February of 2008, months before it opened, and the title of the article was the Rebirth, the project was already credited with $4.3 billion in economic development throughout the corridor.

The true success of what we did is not the money we spent, but really how others leveraged the money we spent to make it much, much more and much, much better. In a 2013 study by the Institute for Transportation Development Policy, concluded the HealthLine had the highest return on investment for any public transit project in the country at $114 invested for every one dollar of transit project.

Thousands of new housing options have been built, both market-based and subsidized, 140,000 square feet of offices have been renovated, 444,000 square feet of new construction has happened. In addition to the 3,360 man-months for construction, an additional 1,940 jobs were created and land prices have doubled in the midtown area, an area traditionally suffering from very, very low occupancy.

My champion on this project is someone known in this chamber. It was Mayor George Voinovich who saw the vision for this project, it was Governor George Voinovich who supported it with some local funding, and it was Senator George Voinovich who led the charge for Federal participation for this very, very successful endeavor.

I am proud of the role that public transit played in leading this tremendous resurgence in a city that, quite honestly, needed a lot of help. This could not have been done without the commitment from the Federal Transit Administration and the support of Congress.

I urge a timely, long-term fix for the Highway Trust Fund and the Mass Transit Account which includes increased investment for infrastructure, state-of-good-repair efforts, workforce development, and for projects such as the HealthLine. Without a long-term solution with predictable dedicated funding, projects such as this simply could not happen as they take years to plan, design, and build.

Such projects can revitalize our cities, meet the mobility needs of our residents, and create jobs. Thank you.

Senator MENENDEZ. Thank you. We are on a roll here. Neither of you have used your 5 minutes and that is unusual here, to be honest with you. Mr. Gibson.

STATEMENT OF LEE GIBSON, AICP, EXECUTIVE DIRECTOR, REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY (RTC)

Mr. GIBSON. Thank you, Mr. Chairman.

Senator MENENDEZ. And I do not want that to—no pressure. You use all of your time.

Mr. GIBSON. I will do my best to imitate the Federal Express commercial.

Thank you, Chairman Menendez. I want to thank you for the opportunity to be here today and tell the RTC story. I also want to take a moment and thank Senator Majority Leader Harry Reid and Senator Dean Heller from Nevada. They are both close friends and I know they could not be here today, but I appreciate how they have been very, very supportive of the RTC in the past.

Let me talk a little bit about who the RTC is. We are the metropolitan planning organization, we are the transit authority, and we are the street and highway building agency for the entire area of Washoe County. We serve a population of 500,000 residents and we welcome 5 million visitors a year to our region.

The recession was a critical event in a critical moment for my community. At the peak of the recession in 2008, voters in Washoe County approved a plan to index fuel taxes to inflation and improve the purchasing power of our local option fuel tax to make up for the lost projects we had not been able to fund over time.

We coupled that with a vigorous planning program, and updated our regional transportation plan. We have been moving forward with a number of key livability projects. Now, livability is something we hear a lot about, but in my community, livability is a two-edged sword that cuts across both current challenges and the future.

In terms of current challenges, what we attempt to do in livability is help provide for jobs, housing, and education, and consistent with the RTC's mission, connect folks to those opportunities so that they continue to thrive and continue to stay and grow in our community. We believe in life cycle transportation. When you look at the question of livability and how we are going to connect

to people throughout time, that is something we try to strive for and provide in our highway and transit programs.

The other thing we are doing is moving forward, and working very vigorously to provide opportunities in economic development, specifically to target projects from the freight and logistics sector. In Reno we are at the tip of the spear, if you will, for a lot of international trade that comes in and out of the Bay Area. We want to make sure our interstate system and local roads provide the connectivity and access to industrial areas that will allow us to serve those with global needs.

At the same time, we have a very fast and emerging area of our town called midtown. It is close to downtown and the University of Nevada-Reno. We are working vigorously to connect those three areas with a bus rapid transit investment that is going to spur new technology businesses, tap into the wealth of intellectual capital at UNR, and tie all three of our areas, the University, downtown, and midtown together so that we can begin to diversify into high tech and into more intellectually oriented economic opportunities.

We believe that transit is a key component. We have a blue ribbon committee that is bringing our community together to look at the needs of the public transportation system, but more importantly, take that forward. Seniors and millennials are two particular groups we are focusing on. We believe they are the ones who have significant needs today. Seniors obviously are facing key challenges.

During the recession, many seniors moved to outlying areas where housing was cheaper because they wanted to tap into savings and equity that they had built up or they wanted to get to it before it was lost. As a result, we now have a situation where many people are outside of our paratransit service area, but are in want and need of transit service.

Millennials have interesting behavior patterns. They want to save time. They want to use as much time as they can for intellectual activities related to either economics or entertainment. They view transit as a way that they can spend more time using their brains. The more we all know, think, act, and be creative, the more economic activity is created.

We want to make sure we construct transit opportunities for the millennials so they can contribute their unique perspective and experiences to our economy and grow our community, but, hopefully, stay in our community.

Just as my fellow members of this panel believe in a strong Federal program, we, too, believe in a strong Federal program. We believe that Congress should act to raise the fuel tax. We have done it at the local level. We did it without political risk. People are very proud of what we have done. We believe Congress should act the same, or move toward other innovative financing sources.

I am not an expert in finance or tax policy, but if we can bring money back on shore, tax it at a lower rate, and dedicate it to infrastructure, it seems to me that is a logical opportunity to help move our transportation system forward and develop a globally competitive economy.

Finally, I do want to say, regulatory reform and empowering local governments and regional bodies to work effectively is a key

principle that I believe in, and I would hope that the Congress, as it addresses re-authorization, does the same. Thank you for your time.

Senator MENENDEZ. Thank you. Supervisor Collins.

STATEMENT OF CLAIRE A. COLLINS, SUPERVISOR, BATH COUNTY, VIRGINIA, ON BEHALF OF THE NATIONAL ASSOCIATION OF COUNTIES (NACo)

Ms. COLLINS. Thank you, Chairman Menendez, and I want to also thank Ranking Member Moran.

Senator MENENDEZ. If you would just take your microphone and put it there?

Ms. COLLINS. Yes, thank you. I am a County Supervisor in Bath County, Virginia. I am testifying today on behalf of the National Association of Counties, NACo, which represents all 3,069 county governments in the United States, and assists counties in pursuing excellence in public service to produce healthy, vibrant, safe, and resilient counties.

I will focus my remarks on how counties, and especially rural counties like Bath County, have bolstered their ability to thrive amid ever-shifting physical, social, and economic conditions and what more can be done at the Federal level to support local economies.

First, Mr. Chairman, counties play a distinctive role in economic resiliency as stewards of their local communities and are an integral part of our Nation's inter-governmental system. Counties are responsible for supporting and maintaining key public infrastructure, transportation and economic development assets, creating and sustaining a skilled workforce to meet the needs of businesses, promoting public health and public safety to protect our citizens, and implementing a broad portfolio of Federal, State, and local programs in a cost-effective and accountable manner.

My county, Bath County, is located in the Allegheny Mountains of Virginia with a population just over 4,600. Although we face many challenges, we are focusing on improving our transportation systems, developing infrastructure, providing affordable housing opportunities, and building and sustaining a skilled workforce that can help our community be globally competitive.

For an example of how we are working to create the partnerships and environment needed for economic resilience, Bath County uses its convening powers to engage businesses as part of the Shenandoah Valley Partnership, SVP, which includes the neighboring counties of Augusta, Highland, Page, Rockingham, Rockbridge, and Shenandoah.

SVP is not only a public-private partnership, but is the one-stop economic development resource for businesses seeking expansion or location in Virginia's Shenandoah Valley. This partnership between the public and private sectors brings together business, government, and education leaders to promote new investment, strengthen existing business and guide labor force development to ensure a healthy economic future for the region.

Second, Mr. Chairman, improving transportation systems, housing options, and job opportunities is critical to enhancing local economic development and resiliency. Counties across the country are

also responsible for building and maintaining 45 percent of the public roads, 230,690 bridges, and are involved in a third of the Nation's transit and airport systems that connect residents, businesses and communities.

Based on Federal Highway Administration data, the share of Federal and State funding to local governments for highways decreased by 10 percent between 1998 to 2011. While local governments own 43 percent of the Federal-aid highway systems, local areas receive a sub-allocation that is equal to 16 percent of the MAP–21 National Highway Performance Program and the Surface Transportation Program funding for Federal-aid highways.

A combination of Federal budget cuts, the effect of the recession on State and local governments are contributing to a widening gap in transportation available to fund counties. Despite these challenges, counties spend $106 billion annually to build, maintain, and operate roads, bridges, transit, water systems, and other public facilities.

NACo has also found that counties can facilitate economic growth by leveraging transportation infrastructure assets to forge private sector partnerships and attract new businesses. Counties across the Nation invest $25 billion annually in economic development.

For example, Rutherford County, North Carolina, with a population of 67,300, used the decline of local manufacturing as an opportunity to diversify and strengthen its economic base. They did this by treating existing infrastructure assets, such as vacant industrial buildings and robust electric power and water network and broadband expansion, as marketing tools to attract data centers. In 2010, Rutherford County successfully recruited Facebook to invest over $9 million in two new data centers.

Third, Mr. Chairman, strengthening the Federal-State-local partnership is critical to local economic resiliency. The growing burden taken on our local and State governments is especially problematic for our Nation's rural communities. For example, in Bath County, we are partnering with the Federal Government to develop and expand broadband accessibility through HUD's CDBG program, and we also have been awarded two CDBG community improvement grants for housing, rehabilitation, and renovation that we are proud to offer for workforce and affordable housing.

In conclusion, Mr. Chairman, counties have a unique role in economic development and building resilient communities. We thank you today and we would like to continue the strategic partnership with the Federal Government.

Senator MENENDEZ. Well, thank you all for your testimony and insights and the efficiency with which you delivered it. You all beat the clock.

And it is interesting to listen, regardless of the size of the communities or regions that we are talking about, that there is a strong component of transit here, some form of transportation, at the core of creating whatever you call it, a livable community, a transit-oriented community, however we might pursue it.

So let me start off with Mayor Fulop. You know, Jersey City shows how transit-oriented development can work. It has an excellent multi-modal transportation system. You have got PATH, which for those who may not recognize the acronym, is the line that goes

between New York and New Jersey under the Hudson River, ferries, bicycling, bus system, connection to the Northeast Corridor. We have talked about the Hudson Bergen Light Rail.

Second, your city has zoned development to meet demand near transit, and its high density and mixed use creating apartments over retail, the street life that comes with it, many new developments do not have parking minimums and some have parking maximums.

So in that context, what is a line like the light rail line done for residential and commercial growth in Jersey City and along the Hudson waterfront? And what is demand for housing, for example, near the line? And what do you think are some of the tangible benefits of day-to-day life for those who choose to live along those locations?

Mr. FULOP. So we are building in Jersey City and we are building very big right now. As you know, we have constructions projects, 70 stories, 66 stories, 54 stories. I could comfortably say that in the next 4 years, more than likely the 20 largest buildings in the State of New Jersey will all be in Jersey City and all of our taken to work as the largest city in the State. Most of that is attributed to the Hudson Bergen Light Rail and the PATH system.

So as you touched on, we have rezoned the areas and the density around those light rail stops and PATH stops and we have limited the requirements on the parking spots. And what we have seen is that you see people moving to Jersey City, filling those apartments rapidly, not using vehicles, and you have seen, obviously, restaurants and the streetscape change as a result of the density that has populated them.

It is also important to note that we are filling those apartments as quickly as we are building them, and that speaks also to vibrancy and the development based on the investment in infrastructure and mass transportation in Jersey City.

Senator MENENDEZ. What about the ratable base as a result of it?

Mr. FULOP. In the last year, we had an increase of $118 million in the ratable base, so it is significant. It has allowed us to have a budget that reduced taxes, a modest reduction this year, and with some visibility into next year. So the density increase has really given us a lot of benefits, both invisibly and then in the pocketbook as well.

Senator MENENDEZ. Let me ask all of the panelists. One of the key ingredients, it seems for me, for successful planning and development is to make sure that all of the relevant components, and each of you have talked about some of these elements, certainly transportation, but housing, environment, commercial, are working together in an integrated and coordinated way.

That is true at the Federal level, as we see for the Partnership for Sustainable Communities between HUD, DOT, EPA, and the local and regional level. What is some of the work that your communities and agencies are doing to improve coordination across functional areas when it comes to planning and the implementation of development plans? What are some of the challenges that you face as you are trying to create that coordination? If you have any insights to share, any one of you?

Mr. CALABRESE. I will jump in with a shout out to Senator Brown. Thank you for inviting me here today.

One thing we were doing in Cleveland, we have a great organization called Bugsy Build of Greater Cleveland—actually, Mayor Voinovich started it way back when—where all the public works agencies worked together, the city, the county, the Port Authority, the Transit Authority, sewer district, water district, so when major projects are planned, we can sit in a room and say, How can we leverage these investments so that I am not building a new street and a week later the sewer department is coming and replacing the sewers on that street.

So just one great example of an organization that meets—we had actually our annual meeting yesterday, which was great. We meet really to talk about these major projects, how best we can leverage and work together on these cooperatively, which really, I think, helps us get the biggest bang for the dollar and deliver these projects much quicker and less expensively than otherwise.

Senator MENENDEZ. Mr. Gibson.

Mr. GIBSON. What we have done in Reno is we work very closely with a regional planning agency that is primarily charged with land use, and we also work with our member entities to develop plans and programs that really address the issue of trying to bring housing and transportation closer together.

Our local governments have been champions for our mid-size metropolitan area in developing TOD areas and working to leverage our transit investments into their regulatory programs to help bring about more integration between transit, pedestrian facilities, bicycle facilities, and land use development.

The example I used in my testimony, midtown is a great case in point, where we have been working very closely with a lot of the interests and stakeholders to bring about the realization of these investments so that we can move forward.

Another case in point is 4th Prater. This is a corridor that links the old downtown of Sparks and the old downtown of Reno. This is another area we are targeting for BRT and trying to focus on, with our local government partners and businesses, specific actions to bring about better connectivity and a recognition, preservation, and leveraging of historic resources.

This is something that it is really unique to this project. We have an application before the FTA—actually it is already cleared for project development into the FTA Small Starts Program. These investments, we think, are going to generate direct jobs that will support a special event we are all very proud of in the Reno-Sparks area called the Burning Man Festival.

Senator MENENDEZ. The what?

Mr. GIBSON. The Burning Man Festival.

Senator MENENDEZ. Burning Man Festival?

Mr. GIBSON. Burning Man Festival. That is correct.

Senator MENENDEZ. I think for the record it would be good if you explain what that is.

Mr. GIBSON. The Burning Man Festival is an event, in partnership with the Bureau of Land Management, out in the Black Rock Desert. It is where a lot of creative energy is focused between, I

think, around 50,000 people who come to our community. They build a city. You can see the city in satellite imagery.

The artwork that goes into this event is a year-round industry and we are seeing a lot of that artwork that used to be actually developed in the Oakland, California, area. It is expanding, growing, and moving into our community and it is being developed in the 4th Street-Prater Way corridor.

So this is a great event. It is week-long at the end of August and I am running out of adjectives to describe the event. I think the point, though, is between our local governments, our regional agencies, and the private sector we are coming together and recognizing that we can work together, and through a regulatory framework that encourages these public-private partnerships, we are beginning to see a diversification and growth in our economy again. That is what we are really happy about.

Senator MENENDEZ. Let me ask one final question, well, for the moment, and then I want to turn to Senator Brown. You know, as a former Mayor, I know that meaningful participation by all elements of a community are critical in order to succeed. It opens the process to important points of views and ideas, and if done effectively, allows a broad range of stakeholders to take ownership over the final product and committed to making it successful.

So I am wondering, in each of your communities, how do you approach the challenge of public participation, particularly for stakeholders of communities who are too often left out or risk feeling marginalized, whether those be lower-income families, minority communities, and what steps have you taken to ensure these communities are able to participate in the development process? Is there any experiences across the board?

Mr. CALABRESE. Chairman, in terms of the HealthLine, the major impetus behind this investment was really not the public transit riders on Euclid Avenue. It was really the businesses on Euclid Avenue who saw year after year their property values decrease and wanted to do something to really stimulate that. So it was really a business chamber of commerce-type driven project, but we saw that as an opportunity to do something really first class for many individuals who lived along the corridor who maybe never had something first class in their entire lives. So it really focused on that first class issue.

But in doing that and being sure that this addressed the needs of those who really needed the service and those businesses as well, we had over 1,000 public meetings throughout the corridor. I mean, it was really getting involved, where to place the stations, what type of amenities they wanted, had the community assist us in terms of actually the station design. So a tremendous amount of input, tremendous amount of public meetings, tried to find out what their needs were and best address those through the process.

Senator MENENDEZ. Anyone else?

Ms. COLLINS. I wanted to comment that what we do is we create a 5-year comprehensive plan and take it—basically, it is on every functional area in the community, including housing, economic development, transportation, even things like senior programs, recreational programs. And what we do is we take it—we actually go out in the community and get feedback. So it is not just a survey.

So go into the neighborhoods and get the feedback. That is how these two community improvement projects for housing came about. Not only did the businesses say they needed them for the workforce, but the people that lived there said they needed them because they were living in structures that none of us would even want to live in. Did not even meet HUD Section 8 standards.

But yet, they were not complaining, they were going to work each day, or if they were retired from the major employer, they were making the best they could with what they had. But when the community saw that as part of the comprehensive planning process, which creates the goals and objectives for the next 5 years, that you can put a work program to and funding to, the community then set out and let us make that be a capital project that can improve those two neighborhoods so that we have affordable housing not only for those living there now, but for the young people in the future that may want, as people are no longer living there, young people and young families can keep our community going.

In a rural community, what happens is if the young leave, the community dies. So we are working very hard to make sure that we keep those young people there. So our focus is, even hearing from our younger people, teenagers and all as part of this planning process, to make sure that those in the high school or the tweens voice their opinions so that we know what they are looking for the future so that we are not going to be a rural community that dies.

And rural America has to do that because if we do not do that and just keep the status quo, we are not going to be rural America in the future, and we are the bread and butter on the table. We are where the local food to farm started. And we also are what has provided a lot of the basis for the products that are made by manufacturers in the city and suburban areas.

So without, you know, keeping rural America alive—and it is also where the bulk of our military come from, because if you look at the bulk of the military men and women, they predominantly come from rural America. So we believe in working with our partners at the Federal level, USDA, ARC, EDA, getting whatever we can from external resources as well as showing that we can do within as far as if it is a disaster.

We actually take care of our own and we do not always call on FEMA to come in. It is nice to have them there, but if we can do it, we do it. We ration our food. If there was like the derecho that happened back two summers ago in Virginia, our community was hit hard. People were without power, some people for 2 weeks.

Those of us that had food in our freezers, we took grills, went to the local high school in the parking lot, grilled food. Told the community to come out. Got transportation, those that did not have transportation. Come out and have just a barbeque so that people had food every day. And that was done for 2 weeks on end so that people did not have to go hungry, they did not have to worry about the food getting destroyed. It was being used.

So the thing is, is that you learn to be resilient when you do without, and rural America is really a model for some of the inner cities and suburban areas that do not understand how you can take what you have got and make the best use of it.

Senator MENENDEZ. Senator Brown.

Senator BROWN. Thank you, Mr. Chairman, and thanks for holding this hearing. I apologize for my late arrival and early departure. The President's nominee to be Secretary of the V.A. from the other end of the State from Mr. Calabrese is testifying today and I need to introduce him and to go back. So I appreciate Senator Menendez holding this hearing.

As Mr. Calabrese knows, it has been a good couple of weeks for the city of Cleveland. The Republican National Convention announced they are coming to Cleveland. Lebron James announced he was coming back to Cleveland. And Joe Calabrese comes to this hearing to trumpet Cleveland, so thank you.

Mr. CALABRESE. Do not forget about Johnny Football.

Senator BROWN. And Johnny, oh, yeah, I got that, too.

Mr. Calabrese has explained some of the things that have happened with the Greater Cleveland Regional Transit Administration and HealthLine and the billions of dollars in investment that have come from this in response to Chairman Menendez's question.

Something else happened there and when I heard the comments of Supervisor Collins saying when young people leave the community dies, we have a number of cities in my State, smaller cities where that has happened. There is also that sort of anxiety and fear, one of parents of their children leaving, of course, and not seeing the grandchildren as much, but also what happens to a town.

There has been some fear and anxiety even in a city the size of Cleveland as young people have looked elsewhere, and I think what RTA has done in Cleveland, what has happened with the development downtown, what is happening with increasing development in neighborhoods—my wife and I just moved from a 30-miles-away suburb into the city limits of Cleveland. There is a lot more life in the city for a whole host of reasons.

One of the things that made me think, from your comment, made me think of this, Ms. Collins, is the year I was born some 60 years ago, Cleveland, only 2,000 people lived in downtown Cleveland. Today about 13,000 do. The city is significantly smaller in population, but young people want to move downtown. Not just young people, but especially young people with a whole different set of issues, grocery stores, transit, how do we do all of that?

So Mr. Calabrese, if you would explain. You answered Senator Menendez's question well, I thought, about kind of how you did the HealthLine, but talk to me more about how private development—I mean, you spend significant public dollars. You spend, obviously, private dollars, too, that you raised from especially UH, University Hospital and the Cleveland Clinic.

But talk to me about the process of economic development and what we learned from the HealthLine, mistakes you might have made, but successes you can trumpet and how we and partnerships spur that kind of economic development well beyond the Euclid corridor.

Mr. CALABRESE. Well, I think you are right, and the one big thing that amazes me, I think I feel very good about the future, is the millennials who are moving downtown. They want to be downtown. They want to walk, bike, and use public transit.

One of the comments, they would rather spend $7 on a martini than $3.50 on a gallon of gasoline. That really is the truth. I think

they are the individuals who are really supportive of this, you know, more development downtown, more investment and smart growth, and I think that is going to be our future. They are certainly voters of today. They are going to be our Senators of tomorrow. I think that is very, very positive.

You are 100 percent right. You know, we have 10 times more people living in downtown Cleveland now than when the population of the city itself was double what it is today, and that is growing. There are over 3,000 apartments being built right now downtown, and again, there is a waiting list on every—any—every finished structure that is actually spilling out from downtown Cleveland to places like Ohio City and Tremont because you just cannot get a place downtown anymore.

And again, these people insist on public transportation, and for the Clevelanders, you know, these individuals are going to move to Cleveland, hopefully. If not, they are going to move to Chicago or New York. They want that corporate—they want that urban environment.

We did an ad actually on the waterfront on one of our light rail lines last week for Ernst & Young who has a major facility in downtown Cleveland, but it is a recruiting video to try to recruit these young people they need as employees at E&Y to come there.

One of the big assets is public transit. You do not need a car. You could be car-free in Cleveland. This is what our future generation wants and I think it is up to us to try to give that to them.

Senator BROWN. Take people—if I could, Mr. Chairman, one more question—on the other end of the age spectrum, demographic trends of the country, well, obviously, it is to talk about the percentage of the population over 65 who will increase by 10 percent by 2030. What do we do? What does transit do to respond to that, understanding that people will probably want to stay where they are? They have different challenges with mobility, with getting around, particularly if they decide to stop driving. How does a system as large as Cleveland deal with that?

Mr. CALABRESE. Quite honestly, I think that is a real challenge. I think, you know, a week does not go by where I get a call from someone saying, You know, we moved out to Parma from downtown and maybe it is I am now a widower. The husband has died and the kids have moved away and the question is, when is the transit service in Parma going to be as good as it was on Euclid Avenue? I say, You know, it is not going to be. You really need to move or be in an area of high density.

But because of the senior growth, the demands are growing significantly for our public transit. That is why it is important to reauthorize the transportation bill with significant resources to address that demand. Not everyone is living downtown. We serve people every day on our paratransit service, which is critical for those people who do not have the physical ability to use public transit. But that is at a $30 to $40 per ride cost, again very important. Taking many people to dialysis. But there is a cost associated with that.

Unless the transportation budget addresses those, these people are not going to be served, which is very critical and very impor-

tant and something I know you think is very important for us to do.

Senator BROWN. Thank you, Mr. Calabrese. Mr. Chairman, thank you.

Senator MENENDEZ. Thank you, Senator Brown. Good questions. I want to continue on this millennial question, not because I am a part of that universe, but as I would aspire to be.

Mr. Gibson, your testimony—and you have talked about it a little bit in your oral testimony—cites a study that finds that a significant portion of the millennial generation is looking for diverse transportation options when deciding where to live, which is a much different attitude than previous generations when everything was driven by—or centered on a car.

I know, Mayor, that Jersey City might very well be called Millennial City when we look at the population that has changed. The question for both of you, and for others as well, is how you are preparing for that new generation with different transportation preferences, and how do you balance that with the needs of other generations who may be focused on more traditional modes of transportation? Mr. Gibson.

Mr. GIBSON. My first crack at that answer is going to be through our complete street program. What we find with the millennials is they do have a predilection to use bicycles, public transportation, and walking. They like to live in close proximity to activity centers.

But in our complete street program, what we aim to do is to come back into our centralized areas and provide for treatments that slow traffic down. We have had a tremendous benefit in our complete street design toolbox when we implement a complete street, we see speeds come back down to the speed limit and crash rates decline and we see, as a result of that, in our community, I think our insurance rates are starting to decline.

For seniors, what does that mean? Well, a lot of seniors, including my 85-year-old mother, still drive. They prefer to drive on slower streets. They prefer to drive on streets where the different users are separated into their own areas. So I think there is an example of where a service, a planning program, or a design philosophy helps meet both the needs of the millennials as well as the needs of the seniors.

It also makes it easier for us, when we do come back in and improve transit service, to provide for key features such as station areas. An interesting thing I saw the other day about our community is we are looking at the question of roundabouts, and we looked at where roundabouts are located in our community.

What we discovered was they are located in the newly emerging suburban areas. Roundabouts are a key feature in new subdivision design and development, and to me, that reflects a preference on the part of people who are buying new homes to have many of these complete street-type treatments provided for in these new developments.

We are hearing from our stakeholders and our communities that they want to see those same type of design treatments developed in the older communities. Well, who lives in the older communities? Millennials and seniors. Millennials because, again, they like to be

closer to downtown activities. They like to be closer to the university. They like to be closer to midtown.

But seniors, because they want to stay in age and stay in place in their residences, and they like having those types of complete street treatments to improve their safety and that ultimately brings transit.

So what we have experienced is that the complete street design toolkit that we see as part of smart growth is a toolkit that can meet, at the same time, the needs of seniors and at the same time meet the needs of the millennials.

Finally, coming back and answering your question from earlier, is to address what do we do in our public involvement. One of the things we strive to do when we are working with neighborhoods and communities is to ask them to give us a design solution to consider. We want them to come to us and say, this is what we would like to see you do when you are reconstructing a street or planning a transit route or developing something new for a community.

And if we can, we will incorporate that design concept into our project, and if we cannot, we will go back out in a workshop and explain to them that we cannot do it and why we cannot do it. It is important that when we are working with stakeholders, when we are working with folks who may be economically challenged at the moment, or they are looking at changing their life or they are perhaps millennials moving into an urban area, is to try to bring their views on the design of streets, bicycle and pedestrian facilities and transit systems, and bring those ideas into the design concept and scope, and build and operate that.

Senator MENENDEZ. Mayor, any perceptions from Jersey City?

Mr. FULOP. I would just echo some of the same sentiments on this concept of complete streets and really thinking about the pedestrian experience on those streets and trying to encourage the pedestrian friendly environment instead of vehicles. It is something that definitely caters toward the younger generation as well as the older generation that may not be so inclined to drive.

On the challenge front, I would say that, as you are familiar with Jersey City, we have density pockets around the light rail and the PATH system which does not extend necessarily toward the entire city. So one aspect on the west side of Jersey City, for example, does not have as much mass transportation infrastructure other than the bus system, and as pockets of density has changed over time, I think it is consistently a challenge for us to kind of revisiting how that mass transportation and bus moves some of the older people around the city historically. So that is how we look at it.

Senator MENENDEZ. I think one of the challenges we have is creating a quilt that brings the whole community together as certain centers of a community rise, but making sure that the result of that success does not leave others behind. I think that is a great observation.

Supervisor Collins, let me ask you, your testimony notes that Bath County is part of the Shenandoah Valley Partnership, and we talk about the challenges for rural areas that are different than urban or metropolitan areas, but they are just as important.

How do you think that you ultimately can make a rural area be able to compete, particularly in a global economy? You talked about getting those young people to stay, not leave. They are probably going to be a lot more digital than some of their parents or grandparents. So how do you do that and how does that come into play with infrastructure and other planning issues even for a rural area?

Ms. COLLINS. Well, the chief way to do that is, of course, in rural America, the need for broadband improvements, either—many rural localities like ours have DSL, but we do not have the high speed, you know, broadband. That is what we are working toward in the region, too. In fact, the Shenandoah Valley Partnership, many of those localities do not have the high speed broadband.

And yet, they have had growth and we have had growth because the business base there is pretty strong. There is a strong work ethic. So the existing businesses band together and work together along with the health care industry. But now, the push is for how can we create broadband that will then tie into growing entrepreneurship. Many home-based businesses exist that actually—can actually make a living, a very good living, better than being underemployed in some of the jobs that currently exist.

And also, to look at how we could take that and create marketplaces through Internet marketplaces and have front-office effect, but have the back-office effect of it being where the true money comes from worldwide versus just in the community. But yet, the local community can access those services and products, and that is something that we are working toward with the Shenandoah Valley Partnership.

We are taking old structures and revitalizing them, historic structures, and turning them into office buildings that are being fully integrated with technology for purposes of use so that young people will get excited about wanting to work there. But without the broadband improvements, our area will not be able to continue to, you know, grow.

But our businesses, what they are doing, too, in partnership with the governments, are working toward recruiting young employees, because we have a base of a lot of universities and colleges in the region with James Madison University being one of them, Washington and Lee University, Mary Baldwin, other colleges, many community colleges that are—we are looking at workforce training and what the businesses need but how they can grow.

Our largest employer in our community employees 1,200 people. Now they are recruiting outside the community bringing young people in. Their recruitment tactic is, we can provide you with lodging, which they do, a place to live for a low amount of money. You can work for us. You get opportunity for training. Everything is walkable where the employer is because it is in the main business district of the county.

So we are seeing younger people that are moving in because they are only having to pay $80 a week and they are making money and they can actually learn and grow. And yes, they may not stay there, but at least they are getting an opportunity that they might not get somewhere else if they move because the cost of living might be higher and they might not be able to make a living.

So some of them are like, they do not have cars. I mean, these young people do not have cars. They are being brought in. Eighty dollars a week for having a small little apartment that they share with somebody that—a total stranger that they are working with when they first meet them. And they get the opportunity through the employer to be able to access the employee cafeteria during the day.

They also take them through transportation, if they want to go 30 miles away to do major shopping. They have transportation that takes them there. So that they are able to get out and about and have special activities like a Music on Main on Friday nights for the whole community, but that is a partnership with the businesses. So that these young people, when they get off work, they can actually integrate into the community. And maybe they will decide to stay there. So that is very positive for our community.

So we are looking at every type of strategy and action that we can work together and make sure that we are targeting the right industry. One of the things we are seeing is that the food industry is a prime industry for our region because of all the farms in the Shenandoah Valley, that there are opportunities for those products to be marketed and produced right there and then marketed and manufactured there and growing that economy.

Senator MENENDEZ. Two final questions. One, Mr. Gibson, in 2008, the height of the recession, your region's voters approved a plan to index their fuel tax to inflation in order to have more resources for transportation projects. That is obviously a vote that voters do not take lightly. What led the residents of your community to make that decision in trying economic times? Because maybe we can, you know, create some light here in the Senate about how we should deal with some of these issues.

Mr. GIBSON. I think it was several factors. One, we did go through in the Reno-Sparks-Truckee Meadows area a dramatic transformation in the run-up to the great recession. A lot of new folks moved into the community, a lot of housing units were built. It was a boom time. As a result of the boom time, we developed a $3 billion backlog in infrastructure. So voters were still experiencing the frustration of not seeing infrastructure keep up with growth.

I think the second thing, though, was an interesting transformation in the community and the recognition that this was a way the community could take control of its own destiny; that it could, through its own political processes, say, We will create a stimulus program here for ourselves now and these investments will help us create jobs and begin developing the regional advantages and comparative advantages that the region would need long-term to grow and diversify economically. Those were the real driving factors that folks experienced.

The third just sort of anecdotal piece—I lived in Nevada for 25 years, but I, like a lot of Nevadans, came from somewhere else, and I think what is happening, especially in the Reno-Sparks area, is people do not want to see their children leave. So they saw this as an opportunity, by increasing their taxes, to invest in their community and, again, create a life cycle opportunity through infrastruc-

ture for the economy to grow and prosper and help keep families together.

I think that was something that I hear a lot about throughout town, throughout our urban area, that folks want to stay in the area. They enjoy the quality of life. They enjoy the Sierras, so they wanted to make sure the infrastructure will be able to support that long-term growth.

Senator MENENDEZ. Mr. Calabrese.

Mr. CALABRESE. Yes, just if I can, you know, recent studies said over 70 percent of the transit, public transit referendums are approved. So people will vote more money for better public transit. I think that is a trend that has been around for a while and I think it is a great trend that I think will continue.

Senator MENENDEZ. One final question for all of you, anyone who wants to offer any ideas. As we move toward—as I announced legislation and we are in the midst of trying to get some degree of a re-authorization on the Federal Highway and Mass Transit Bill, if you had one or two things that do not exist or that exist that you think do not work well, or could work better, and you had the opportunity to right it and we could pass it, what would that be?

Are there any incentives, any disincentives? Is there something that we have that does not work well, something that you would contemplate that we do not have that would be valuable on the issues that we have talked about in terms of livable communities?

Ms. COLLINS. Mr. Chairman, I wanted to comment on the broadband accessibility. There are many programs that communities can tap into for funding for broadband through USDA and, of course, NTIA has had funding in the BTOP program.

The experience in our region with that has been that it is very difficult to bring the private sector businesses to the table when you have that funding stream that ties the hands of what you have to do to address the broadband, to not make it be—to have the tools and flexibility in place from a standpoint of being able to work with the private sector, because many of the telecommunication and utility companies have specific methodologies and business plans for broadband.

They often are not—they do not gel with what the community broadband does. And so, therefore, when a public sector entity such as a county government or a county government regionally working with city governments, which is what my experience has been with broadband, receives a significant amount of funding for middle mile projects such as $10 million.

The private sector is not there at the table because they see it as government giving a handout to government. So what needs to be done is a re-fashioning of how that is looked at from a governmental perspective, to bring in the private sector to the table. I know that the FCC is working on funding right now and it has, you know, a call for proposals was out, and a lot of the telecommunication firms and utility companies have provided proposals.

But yet, there needs to be some kind of partnership established so that it truly is a public/private partnership. It is very difficult because they are in that industry and government is really not in that industry.

Senator MENENDEZ. Mayor?

Mr. FULOP. I was just going to say, on the infrastructure projects, if there is something that we could continue. Obviously, you have been an advocate in Hudson County and New Jersey, speaking to the importance of both the State and Federal Transportation Trust Fund. You know, the expansion of that Hudson Bergen Light Rail is paramount to Jersey City, as well as to Bergen County, as well as to Hudson County, and in the expansion of the PATH system. And those are two infrastructure projects.

The PATH system on the west side, there is an opportunity which you are familiar with, and then the Hudson Bergen Light Rail which you were the champion of when you were in the House of Representatives in 2000. It has really transformed the Jersey City waterfront and most of the city, and I think that is really where the opportunities, if there is anything that we can be investing in from a Jersey City, Hudson County standpoint.

Senator MENENDEZ. Mr. Calabrese.

Mr. CALABRESE. Yeah, a couple things. One is, certainly, it is great to build new projects, but we have got to be sure there is enough money to maintain the projects we have. I think that is really, really important. I see that every system, including my own, there are tremendous needs. Our light rail system turned 100 years last December 17th. Some of the parts are original. It is also great to talk about expansion, but really the state-of-good-repair issues are important.

Second, which does not take a lot of money, but one thing that keeps me up at night is workforce development. We spend some money at Rutgers, it is a great job, and NTI in training the managers of the future. My big problem is finding the mechanics of the future.

You know, the Federal Government is spending money by helping us buy buses, but I think more money has to be invested in training, developing, apprenticeship training programs for the people who fix our buses, fix our trains, fix our signaling system. They are not coming out of high school the way they did when you and I were at school in that vein.

So we need to set up some programs and I think that with a modest amount of money and encouragement by the Federal Government, that would be important. If you can develop a training program to fix a bus that can be applicable to 1,500 different transit systems instead of everyone developing their own.

So it is a project, and in discussion with the FTA, they certainly understand the issue. Eighty percent of the mechanics in our industry will be retiring in the next 10 years. So we have got to address that. And it is not just a good job, but it is a job that helps other people get to work.

So if we can combine the Department of Transportation, the Department of Labor, Department of Education in some kind of a program to help train the transit workers of the future, I think it would be a great thing for the re-authorization.

Senator MENENDEZ. Mr. Gibson.

Mr. GIBSON. Mr. Chairman, I think several things. One, I am a big believer in the MPO process. We are the MPO, but we are also the implementing agency as well. Anything that can be done to

help integrate metropolitan planning and project implementation, to me, is always a good thing.

Second, I think there needs to be consideration given to how Federal investments are coordinated through the MPO process. When Federal investments are being planned in what I call a customer service level, be it a Veteran's Administration facility, a Social Security Administration facility, IRS, Court, let us make sure that there is every effort made to coordinate with the MPO and make sure that these facilities are on transit routes and are available and can be served by public transit.

Third, to Mr. Calabrese's point, fully funding the bus and bus maintenance facilities program and making that a key piece of reauthorization is important. Mid-size America has a lot of challenges. We carry 52 percent of the transit passengers in this country, but we need new facilities and new buses.

I like Joe's workforce development idea. Let us move forward with that, but let us also make sure the new buses and new technologies are there for them to work on. So those would be my three wishes.

Senator MENENDEZ. Great. Well, thank you all for some valuable testimony. It seems to me that we believe that we can build communities that can support jobs, that improve our economic competitiveness at home and around the world, and I hope to advance legislation in a bipartisan manner through the Committee and through the Congress, and looking to incorporate some of your ideas along the way.

This record will remain open until a week from today if any Senators wish to submit questions for the record. We would ask all of our witnesses, if you do receive questions, to please respond to them as expeditiously as possible. And with the thanks of the Committee, this hearing is adjourned.

[Whereupon, at 4:14 p.m., the hearing was adjourned.]

[Prepared statements and additional material supplied for the record follow:]

PREPARED STATEMENT OF SENATOR DEAN HELLER

Chairman Menendez and Ranking Member Moran, I want to thank you for inviting Mr. Lee Gibson, the Executive Director of the Washoe County Regional Transportation Commission (RTC), to be an expert witness on local and regional community development.

Mr. Gibson has made great progress in the vitality of Nevada's transportation infrastructure. Focusing on Northern Nevada's communities' present and future needs, Mr. Gibson's leadership has steered the Washoe RTC down a path toward long-term sustainability.

Under Mr. Gibson's leadership, the Washoe RTC focuses on effective planning and implementation of the surface transportation programs that serve the citizens of Reno and Sparks, along with areas of Washoe County.

The Washoe RTC has achieved LEED certification for a number of their newly completed, recently opened transit centers and proudly unveiled four new, all-electric buses that produce zero emissions in April of this year. The agency has also developed the SouthEast Connector, a major roadway recently recognized by the Federal Highway Administration as an exemplary project worthy of demonstrating sustainable design practices.

I welcome Mr. Gibson to testify before this Subcommittee, as his policies have contributed to building economically resilient communities in Nevada. Mr. Gibson's perspective and knowledge will undoubtedly help Members of this Subcommittee and the Senate as a whole as we develop Federal transportation policies.

PREPARED STATEMENT OF STEVEN M. FULOP

MAYOR, JERSEY CITY, NEW JERSEY

JULY 22, 2014

Chairman Menendez, Ranking Member Moran, and Members of the Committee, My name is Steve Fulop, and I'm the Mayor of Jersey City, New Jersey. First, I want to thank the Committee for your support of smart urban development policy, and especially for your help, through the FTA, with the Hudson Bergen Light Rail. It has been transformational for our region.

I appreciate the opportunity to testify before you today, because the issues on which this Subcommittee focuses are becoming increasingly important to every community in America, and especially to Jersey City and New Jersey. As the largest city in the most densely populated county in the most densely populated State in the Nation, we are seeing a shift in the way people live, work, travel and interact with their communities.

While much of the Nation doesn't look like Jersey City, it is in many ways a picture of what's to come. America becomes denser and more populous every year, so I think the Jersey City experience has national relevance.

In general terms, I want to speak today about, transit-oriented development livable communities, and investment in transportation infrastructure.

Growing importance of inter-accessibility between communities

We as policymakers need to recognize the symbiotic relationship between dense urban centers and more open residential communities. This relationship will be of increased importance in the years to come, because the balance of the United States' population is shifting toward urban areas. The Nation's urban population increased by 12.1 percent from 2000 to 2010, exceeding the overall growth rate of 9.7 percent for the same period.

But this doesn't mean we should focus our efforts on cities exclusively, because cities, suburbs and rural communities all support one another. Suburban and rural communities need the economic dynamism of cities, and cities need the workforce of suburbs and residential communities.

As the trend of urbanization continues, our economic prosperity will come to depend even more heavily our ability to move large numbers of people in and out of urban centers quickly. This means direct Federal investment in transportation infrastructure, and empowering the local communities to make those investments. Investment, however, is only half the equation; policymakers on Federal, State and local need to reimagine the way we plan our cities and how we catalyze their growth, both in terms of population and economic activity.

I'm here to suggest something really very simple: by connecting people to opportunities, we unlock powerful cultural and economic synergies.

I know infrastructure investment is a tall order both financially and politically—capital projects in an era of growing government debt is never easy—but if it's

paired with smart urban planning and development policy, it also holds tremendous opportunities and more than pays for itself.

Jersey City: A Case Study

I'm here today to offer you Jersey City, my hometown, as proof of that. Two decades ago, Jersey City's Hudson Riverfront was the picture of urban decay. It was a largely abandoned, ex-industrial wasteland. Defunct railroad yards and dilapidated warehouses dominated the streetscape. That area, now often referred to as the Golden Coast, has completely transformed. The decay has been replaced with glass and steel skyscrapers, shops, restaurants, and small businesses. Thousands of residential units and millions of square feet of retail and industrial space are under construction right now.

The new prosperity of Jersey City's waterfront was built on the foundation of a pre-existing public transit, the PATH, a trans-Hudson metro. Thanks to Chairman Menendez, and the rest of the Subcommittee, Jersey City's recovery accelerated with the opening of the Hudson Bergen Light Rail system in 2000. Developers and public officials quickly recognized the opportunity. And the results were immediate and dramatic.

The Essex Street line on the light rail has catalyzed the building of 3,000 residential units in 5 years. Liberty Harbor north, a transit-oriented development which will consist of 6,000 residential units and millions of square feet of residential space, is also clearly a result of the light rail. Wherever there is a light rail or PATH station, we see recovery, growth, and ultimately prosperity.

We need to press this advantage. Along with the Mayor of Englewood Frank Huttle, I'm cochairing a commission of Hudson and Bergen Mayors to make the northern branch extension, which would bring stimulate the local economies to five more cities and give at least 130,000 people access to new opportunities. I urge the Subcommittee to support this project—one look at the effects of the current light rail proves the value of this investment.

Rail transportation and transit-oriented development drive economic development as well. Because of the light rail, the PATH, and the implementation of housing policies which maximize their benefits, Jersey City become has a regional employment center. Every day, 100,000 people come to Jersey City from New Jersey and New York to work, shop and dine. Put simply, Jersey City is flourishing because it is interconnected with surrounding communities.

This phenomenon isn't unique to Jersey City—The Center for Housing Policy recently completed a review of studies on housing prices and proximity to rail, and their findings make a powerful argument for transportation infrastructure: According to dozens of studies from across the country over decades, a nearby rail stop can add 6 to 50 percent to home values. When people are linked to opportunities, cities prosper.

Transit is only one way to bring people and opportunities together; another way to connect people with cultural, social, educational, or economic opportunities is to create those opportunities where they live. This approach, livable community development, means developing housing and transportation choices near jobs, shopping, schools and parks. The resulting neighborhoods are healthy, and environmentally friendly with vibrant local economies and a strong sense of place and community.

Lessons learned from Jersey City: Importance of long-term cross jurisdictional planning

Both transit-oriented development and livable communities cannot happen without proactive planning on the local and regional level. This is where local policymakers need support from the Federal Government. I'm here to urge you to incentivize planning and lend financial support for these kinds of projects. Unfortunately, many local governments operate reactively, putting out fires, and thinking months instead of years ahead.

When plans are made, implementation funding must be cobbled together haphazardly and projects lose momentum. As a result, communities develop without a strategic vision guiding them, and tremendous opportunities are missed. On the other hand, if local leaders are equipped with the tools and resources to truly plan, to coordinate their approach to future growth across jurisdictions and over longer periods, then livable communities and transit-oriented development are within reach.

Specific Recommendations

- **Expand the Hudson Bergen Light rail along the Northern Corridor Branch—**Hudson and Bergen counties are two of the most densely populated in the State, and both have diverse, mature economies. However, New Jersey is still struggling to completely rebound from the recession and trails behind

New York and Pennsylvania in job recovery. To catch up, we need to expand our transportation infrastructure to create jobs in New Jersey and improve the quality of life for residents. Light rail will do just that. We have seen the success the Light Rail has had in stimulating residential and commercial development in Jersey City and Hudson County, and so we can be certain that a full expansion will transform economies around the new stations as well as benefit the cities which already have light rail service.

- **Increase trans-Hudson capacity—**The most important thing we can do for the entire northeast region is provide greater access the New York City, a major regional economic driver. Currently, all trans-Hudson thoroughfares are operating at or near capacity. A commuter rail project to increase rail capacity under the Hudson was a great idea when it was proposed in the form of ARC in 1995. Now it is more than a great idea, it is critical to the long term competitiveness of the region; our lack of sufficient rail capacity under the Hudson holds our regional economy back.

  Whether it's ARC, the Gateway Project, an extension of the 7-train, trans-Hudson capacity is about much more than New York and New Jersey, the mile and a half under the Hudson river is the single most significant bottleneck in the entire Eastern Corridor. It's an expensive and difficult proposition, but the increases in home values near transit will easily offset costs: According to a study by the Regional Planning Association, ARC could increase home values within two miles of train stations by a cumulative $18 billion.

- **Extend PATH system to Newark Airport—**The PATH system is crucial to the region's economic health. Extending the network as well as expanding capacity is a worthwhile investment. More specifically, the planned PATH expansion to Newark airport will help downtown Manhattan as well as Jersey City, Harrison and Newark. It puts our region in a unique class with a single seat ride to an airport. Even more significantly, the switchyard at Newark airport will allow trains to run more frequently, reducing head times at peak hours form four and a half minutes to 2 minutes.
- **Renew commuter tax credit program—**Hundreds of thousands of New Jerseyans rely on this tax break to help them afford the ever rising cost of commuting. Our region's economy as a whole depends on transit and we must make sure it's not only reliable, but affordable. This benefit incentivizes public transit, which reduces congestion and carbon emissions, as well as supports the economy. I urge you to make it permanent.
- **Continue to advocate for New Starts—**As the primary source of Federal funding for major transit capital investments, including rapid rail, light rail, bus rapid transit, commuter rail, and ferries, our Nation's ability to meet demand for transit rises or falls with New Starts. One of the most pressing challenges of the next half century will be to reduce our Nation's dependence on fossil fuels for transportation, and public transit is one of the few fully realized, cost-competitive alternatives.
- **Revisit the Livable Communities Act—**The Livable Communities Act, proposed by Senator Menendez in 2011, has the potential to improve all communities by supporting their efforts to proactively plan for the future and chart a course for getting there, rather than allowing it to play out haphazardly, and reacting.

  The legislation would actually save taxpayer dollars because investments in facilities, infrastructure and services would be coordinated and proactive. As a local leader, I know that top-down mandates often fail to address the challenges unique to each community. This bill recognizes that local leaders need support from the Federal Government, not orders. It promoted strategic thinking by incentivizing cross jurisdictional partnerships to develop solutions that are mindful of local assets, and needs.

Conclusion

In conclusion, let me reiterate my appreciation for the subcommittees' continued support for smart, sustainable urban planning and development policy. As you consider how to keep our communities competitive and healthy, I urge you to empower local governments rather than restrict them, and give them tools rather than mandates. Thank you for the opportunity to testify here today and I look forward to participating in the discussion around these issues in the future.

PREPARED STATEMENT OF JOSEPH A. CALABRESE

CEO AND GENERAL MANAGER, GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

JULY 22, 2014

My name is Joe Calabrese and I am the General Manager of the Greater Cleveland Regional Transit Authority (RTA). I have worked in the Public Transit Industry for over 30 years and have been in my current position for more than 14 years.

The Greater Cleveland RTA is a multi-modal transit system consisting of heavy rail, light rail, BRT, buses and paratransit, serving approximately 200,000 customers on the typical weekday.

Approximately 63 percent of our customers use our services to get to work, with an additional 23 percent using our services to get to schools and universities.

As in many other cities, the use of public transit, and the appreciation for the important role transit plays, is growing. No city can function effectively without an effective public transit system. In Greater Cleveland, RTA "Connects the Dots".

RTA's biggest challenge is keeping up with our aging infrastructure's "state-of-good-repair" needs, for which Federal Capital dollars are crucial. The USDOT estimates that, nationally, we have a backlog of $87 billion in capital repairs, just to bring the Nation's transit systems into a state-of-good-repair; not including normal bus and facility replacements, nor the cost of any service expansions.

There is a tremendous resurgence underway in Cleveland, Ohio. In just the past few months we have signed "Johnny Football", been a finalist for both the RNC and DNC 2016 national conventions, and welcomed home Lebron James.

In the past few weeks, there have been articles in the *New York Times,* the *Los Angeles Times* and *USA Today* chronicling Cleveland's resurgence.

Political, civic and business leaders credit a visionary public transit investment, which opened in 2008, as jumpstarting this economic resurgence. That investment was a Bus Rapid Transit project along Cleveland's "Main Street", Euclid Avenue, which we named the HealthLine . . . and it has been great for the health of the city.

The HealthLine may have been the first FTA "New Starts" award for a project that was not traditionally rail. Although the HealthLine shares almost all the characteristics of a light rail system, except that the vehicles have rubber tires and not steel wheels, it could be constructed and operated for approximately ⅓ the cost of rail. These comments are by no means anti-rail. In many instances rail may be the best alternative, but I believe that in many situations, BRT done right, may be an even better answer.

These "rail like" characteristics are exclusive travel lanes, traffic signal prioritization, precision docking, level boarding, off-board fare collection, real-time information displays at 36 branded stations, and 20, 62-foot long hybrid-electric rapid transit vehicles with doors on both sides. Our commitment to the community was that the HealthLine would be fast, clean, safe and first class. We promoted BRT as a new mode that was not a bus, and not a train, but the future.

This project was very comprehensive and included new sidewalks, curbs, roadway, lighting, traffic signaling systems, and bike lanes. One hundred and eight (108) traditional bus stops were transformed into 36 well-lit and landscaped stations. The city of Cleveland even took this opportunity to upgrade water and sewer lines along the corridor.

This project replaced RTA's #6 bus route along Euclid Avenue, which was RTA's highest ridership bus route. The net result of the HealthLine, for our customers, was a 30 percent quicker travel time and a 48 percent increase in ridership just in the first year of operation, with an increase in ridership of 60 percent at the 5-year mark.

The net result for the community was billions in related investments. The $168.4 million New Starts grant, 50 percent of which was funded through the FTA New Starts program, has now leveraged well over $6 billion in development along the corridor.

In a front page article in the *Cleveland Plain Dealer* in February of 2008, months before the HealthLine opened titled "The Rebirth," credited the project with already bringing $4.3 billion of new investment to the city.

The true economic development success of this 9.3 mile project, which was completed, on-time and on-budget, was a result of others leveraging this transit investment with private investments. These private investments then encouraged others to likewise invest.

A 2013 study by the Institute for Transportation Development Policy, concluded that the HealthLine had a return on investment at $114 for every $1 invested.

Beyond the 3,360 job months created by construction, the City's Department of Economic Development estimates that, as a result of this project there has been:

- 540,000 square feet of renovated office space,
- 444,000 square feet of new constructed office space,
- The doubling and more of land values, and
- An additional 1,940 new jobs created.

An area that traditionally suffered from low occupancy rates has been transformed to an area that is realizing occupancy rates consistently in the area of 85 percent and above.

My champion on this project is a friend of many in this chamber, George Voinovich. Cleveland Mayor George Voinovich saw the vision, Ohio Governor George Voinovich was supportive and committed funding, and Senator George Voinovich led the charge for Federal participation.

I am very proud of the role public transit played in leading a tremendous resurgence in a city that, quite honestly needed help. This could not have been done without the commitment from the Federal Transit Administration and the support of Congress.

I urge a timely long-term fix for the Highway Trust Fund and the Mass Transit Account, which includes an increased investment for infrastructure state-of-good-repair efforts, workforce development and for projects such as the HealthLine.

Without a long-term solution with predictable and dedicated funding, projects such as the HealthLine, which take several years to plan, design and build, simply cannot happen.

Such projects can revitalize our cities, meet the mobility needs of our citizens and create needed jobs.

PREPARED STATEMENT OF LEE GIBSON, AICP

EXECUTIVE DIRECTOR, REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY (RTC)

JULY 22, 2014

Thank you very much Chairman Robert Menendez and Ranking Member Jerry Moran for the opportunity to present this statement for the record and speak today on the importance of transportation and economic development in the Reno-Sparks metropolitan region in northern Nevada. I also want to thank Nevada's Senators—Majority Leader Harry Reid and Banking Committee Member Dean Heller who have both been outstanding leaders for Nevada's interests during the Great Recession.

It's said that we can only be sure of death and taxes, but the historical relationship of transportation with economic development, land use, and housing is so strong, that I believe we can be equally sure of that. From the earliest days of our country, the Federal Government has furthered land and economic development with support for turnpikes, canals, railroads, the Federal interstate system and more recently, transit. Access is everything to the health of our communities.

About the RTC

The Regional Transportation Commission (RTC) of Washoe County serves as the metropolitan planning organization, local road builder and regional transit authority to the nearly 500,000 residents and 5 million visitors to the Reno-Sparks metropolitan area. The RTC works closely with Federal, State and local partners on project and program service priorities to improve infrastructure and create jobs. The RTC invests over $350 million a year in regional street, highway and public transit projects, programs and services. Since 2009, RTC has completed a number of significant regional street and highway projects funded through a voter approved fuel tax indexing plan known as RTC–05. The local option motor fuels tax is indexed to the producer price index and since 2009 this program has generated over $500 million which has been invested in the local economy through the construction of regional roadways, preventative road maintenance, and reconstruction activities. Projects funded with this local source of funding include widening the freeway system, ongoing construction of a new north-south arterial known as the Southeast Connector, and retrofitting local arterials with bicycle lanes, improved sidewalks, traffic calming measures, and ITS improvements.

The RTC recognizes the importance of investing in transit. The RTC's public transit program includes operating over 70 fixed-route buses and 40 paratransit vehicles, and promoting vanpool services. The fixed-route and paratransit bus system

serves an area of approximately 58 square miles and has an annual ridership of almost 8.5 million, and the services are operated and maintained by private contractors. RTC opened a bus rapid transit (BRT) line in 2010 called RAPID, with advanced design stations, vehicles and utilizing ITS technology. The service has been embraced by the community—Ridership on the BRT system increased 19 percent since last year and has for 4 years running sustained double digit percentage increases in ridership. RTC is planning to expand the BRT system along 4th Street and Prater Way linking downtown Reno and Sparks, as well as extending the BRT system along Virginia Street to the University of Nevada Reno. The 4th Street Prater Way project has already been approved into the Federal Transit Administration's (FTA) Project Development phase of the Small Starts program.

Planning Is Key

While we do not claim to have all the answers, there are a number of examples that we can point to in our mid-sized metropolitan region that may have applicability elsewhere. One of these is our planning process to improve quality of life, promote safe and healthy communities and develop our community both economically and sustainably. Together with our stakeholders, the RTC has created a unifying vision for regional development, based on scenario planning, with broad involvement of the public at large, local elected officials and the business community. The results of the most recent effort in this educational, scenario planning and visioning exercise are incorporated in the document submitted to the Committee with this paper, the 2035 Regional Transportation Plan which reflects public interest in livable communities with mixed uses that permit walking or bicycling for many kinds of shopping, recreational and service needs. Key to our planning process are partnerships that promote efficiency, consensus, and sensitivity.

The Regional Transportation Commission of Washoe County was recognized by the American Planning Association in 2013 for their 2035 Regional Transportation Plan, the region's 20-year long range plan that followed an 18-month public participation process. The process entailed an extensive and comprehensive community engagement program to develop the transportation vision, policies and priorities for the Washoe County metropolitan area's future transportation system.

Why Livability?

Our primary goal in Nevada is to create jobs and expand economic opportunity. Key to the State's success is maintaining and improving the quality of life for our residents and visitors. Very important to our region is affordable housing, proximity to family and friends, mobility, walkability, and public transportation. Clearly transportation's contribution is critical to creating a 21st century economy.

What we are learning from our community is that a large majority of Millennials want access to better transit options and the ability to be less reliant on a car. According to a new survey of Millennials in 10 major U.S. cities, released by The Rockefeller Foundation and Transportation for America, more than half (54 percent) of Millennials surveyed say they would consider moving to another city if it had more and better options for getting around, and 66 percent say that access to high quality transportation is one of the top three criteria they would weigh when deciding where to live. Young people are the key to advancing innovation and economic competitiveness in mid-sized cities, like Reno and Sparks, Nevada. The RTC has to balance a car-centric model of mobility and consider more equitable and sustainable transportation options.

While I claim no expertise in the area of affordable housing, I would point out that studies by the Brookings Institution and the Urban Land Institute in recent years have demonstrated the close relationship between transportation and housing costs. Families and seniors who cannot afford housing close to central city jobs frequently buy further out, with resulting increased household costs for transportation. This often leaves the elderly and disabled isolated from community services. Families in most American cities spend an average of 20 percent or more of their household income on transportation—the largest single expense outside of housing.

These community members are our friends and neighbors; some of them are our honored service men and women; and, they rely on us to provide transportation solutions critical to their well-being and mobility. Across the country, the demand for more efficient and reliable connections, by seniors and individuals with disabilities, to doctor appointments, shopping, activities, religious services, among others, is rapidly outpacing the ability to adequately provide service. The RTC is working with our Federal delegation to develop a pilot program that seeks to address these issues by expanding the flexibility of dedicated Federal resources to include operating costs as eligible for formula and grant funding; to increase the Federal match for senior and disabled service; and to ensure that new Federal services and medical facilities

are sited along existing transit and transportation corridors by requiring that these planning documents be reviewed and approved by the local metropolitan planning organization.

Livability Projects in Washoe County

Our region values safety, access and mobility. In response the RTC has developed and constructed several important projects to improve quality of life; they are described here.

Sutro Street—This project improved conditions for transit riders on three major bus routes in Reno. This project provides Washoe County residents access to schools, work and medical facilities. Most notably the routes on this section of Sutro Street provide access to the Senior Center, the Salvation Army, the Washoe Ability Resource Center, Renown Regional Medical Center and multiple schools including Charter and high schools. Seventeen bus stops were improved to benefit the quality of life for the substantial elderly and disabled population in this area.

RAPID BRT service on Virginia Street—The Virginia Street Corridor is the cornerstone of RTC transit service; designated a Transit-Oriented Development (TOD) corridor by the city of Reno, and selected by the Truckee Meadows Regional Planning Agency as the preferred corridor for demonstrating TOD operational and development strategies, improvements along Virginia Street will attract choice riders. This Bus Rapid Transit line also known as RAPID operates for 7 miles along Virginia Street and includes upgraded bus stops, real-time vehicle arrival information, distinctive articulated buses, queue-jumping lanes, signal pre-emption or priority and designation of existing curb or roadway lanes. The new demonstration service began operation on in October 2012 and data show a 10 percent increase in ridership in the corridor.

4th Street Station and Centennial Plaza—This project created intermodal transportation facilities in Downtown Reno and Sparks that are currently operating over capacity. The new transit centers were designed to meet long-term transportation demands as well as community needs including childcare, retail services, access to a shelter and new baseball park.

Investing in the Future of Northwestern Nevada

4th Prater Way—This project will improve safety, support local redevelopment plans, and improve infrastructure for walking, biking, and transit. The 4th Street/Prater Way Complete Streets Project will reconstruct and revitalize our historic and aging downtown corridor by upgrading the arterial roadway that links Reno to the city of Sparks and the greater Washoe region. The design of this project benefited from extensive public involvement and reflects the community's demand for a rapid transit corridor, commuter bike lanes, accessible sidewalks, enhanced bus stops, traffic signal coordination infrastructure and traffic calming features.

Virginia Street RAPID Extension linking UNR/Midtown/Downtown—This year, the RTC will be considering an extension of the RAPID BRT from downtown to the University of Nevada. In addition, the RTC must retrofit an existing maintenance facility as well as construct a new large vehicle facility to accommodate additional articulated buses and clean fuels vehicles.

Southeast Connector—This highway project is an important regional investment in the Truckee Meadows that addresses the long-term transportation needs to improve the safety and mobility of people, goods, and services in the Reno/Sparks area. The project is an ongoing effort between the RTC, partner agencies, and the community that began almost 50 years ago. Once completed, the new Southeast Connector roadway, which will be called Veterans Parkway, will stretch 5.5 miles from the intersection of Greg Street and Sparks Boulevard at the northern end, to the existing intersection of Veterans Parkway and South Meadows Parkway at the southern end. The Southeast Connector Project will provide many long-term benefits to the community and to the quality of life of Truckee Meadows residents. Utilizing valuable input received from Federal, State, and local agencies; regional environmental groups; and local business and community organizations, the project team has developed strategies to optimize traffic operations; enhance the environment within the corridor; and maximize the safety of drivers, bicyclists, and pedestrians.

Principles for Reauthorization

Raise the gas tax—The citizens of Washoe County Nevada have increased local fuel taxes and so have many other communities around the country because the voters understand the importance of the need to invest in infrastructure and the link that has to economic development. The Federal Government should do the same. Congress should continue to look for other ways to expand the base of funding like off shore tax relief for foreign investments brought home.

Congress should continue to utilize the gasoline tax as a source of revenue for the Highway Trust Fund, and increase it to ensure adequate resources for future needs. The gasoline tax has not been raised in 20 years and has not kept pace with the increasing costs of highway and transit maintenance and construction. The history of the Federal gasoline tax goes back to 1932, when the Federal Government levied a 1-cent tax. Three presidents increased the gasoline tax to reduce deficits at the time. President Reagan was the first to do so in 1983 when he raised it to 9 cents followed by President Bush who raised it to 14.1 cents in 1990 and finally, President Clinton who raised it to 18.4 cents in 1993.

By increasing the gas tax, Congress can decrease or even eliminate the reliance on general funds and fund infrastructure repair. Indexing the tax would help ensure that revenues keep pace with costs in the future. In 2009, Washoe County residents passed a measure that indexed the local gas tax and allotted those funds to road construction and repair. Indexing has been successful and is credited with creating opportunities for economic development, and improving transportation options for people to get to work, school, health care, and daily activities in Northern Nevada.

There is growing recognition of America's underinvestment in its infrastructure. It is paramount that Congress return solvency to the Highway Trust Fund and the mass transit account. The American Society of Civil Engineers gave our country's infrastructure a D+ as many elements of our most critical systems are aging, deteriorating and severely congested. By allotting sufficient funding to the Highway Trust Fund, Congress can ensure that our country's infrastructure is sustainable and safe for future use.

Federal Funding for Bus and Bus Facilities—Many of the Nation's small- and mid-sized transit authorities lack sufficient capital funding to construct and develop bus maintenance facilities and stations, and to purchase vehicles and equipment. MAP 21 significantly reduced the amount of bus program funds available—in effect cutting the longstanding bus program in half. There is a severe and inequitable imbalance between the funding available for bus capital and the needs that exist. According to The Bus Coalition, bus systems in the United States carry more than 52 percent of all transit riders yet receive only 9.5 percent of capital program funds under MAP 21. Congress should restore that funding and create a competitive discretionary program that would provide FTA with the authority to fund both the development of facilities/stations and bus purchases alike.

The RTC is considering the construction of a new vehicle maintenance facility to replace our current one located under the US395 viaduct. Height limitations and the inability to use alternative fuels make this facility outdated and inefficient. However, because the funding for the FTA bus and bus facility program was significantly cut in MAP 21 and the remaining funds formularized, it is unlikely RTC will be able to amass the capital necessary to develop such a facility anytime soon. This will limit our ability to expand public transportation service, increase our use of alternative fuels in our fleet, maintain vehicles in a state of good repair, and continue to support job growth in emerging sectors of the economy.

Washoe County's need for a new maintenance facility would qualify for funding under a restored bus program, and benefit many other communities across the country facing these similar funding challenges. Increased funding for this program would directly translate into jobs and an improved state-of-repair of our transit infrastructure.

Federal policies should support Smart Growth and Complete Streets legislation—Transit-oriented development should be supported with Federal tax credits, incentives to banks to lend money to TOD developers. Further, USDOT should encourage the development of greater responsibility by regional planning agencies and/or Metropolitan Planning Organizations for the coordination of federally supported transportation with federally supported housing and environmental decisions.

Streamline Federal Regulatory and Permitting Process—There is a continuing need to reduce the regulatory burdens posed by the permitting and environmental processes. While we recognize the important role environmental requirements play in developing transportation projects, the process should be more transparent and streamlined. Project sponsors are hindered in their planning efforts by unnecessary delays in the regulatory process and inability of Federal agencies to act in a timely way on permit applications. Many aspects of the Federal permitting process are laden with uncertainty and unpredictability that hinders investment, economic growth, and job creation.

Conclusion

National goals for global competitiveness, energy security, environmental sustainability and economic vitality, all point to transportation investment. When compared with Europe and much of Asia, our current transportations systems struggle to com-

pete. We need efficient, multi-modal rural, suburban and urban transportation systems that will keep America's economic engines productive and efficient. Federal standards should be established to promote and support the incremental development of top quality public transit systems, providing real travel choices to residents, in every area of our country—decisions for investments over the next 30 years that will affect future generations. New paradigms must include sustainability, environmental responsibility, accountability, walkability, regional planning, urban goods movement, and transportation and housing choices.

Thank you again for this opportunity.

PREPARED STATEMENT OF CLAIRE COLLINS

SUPERVISOR, BATH COUNTY, VIRGINIA

ON BEHALF OF THE NATIONAL ASSOCIATION OF COUNTIES (NACO)

JULY 22, 2014

Thank you, Chairman Menendez, Ranking Member Moran and Members of the Subcommittee for the opportunity to testify today on building economic resilient communities at the local level.

My name is Claire Collins and I am a County Supervisor in Bath County, VA. Today I am testifying on behalf of the National Association of Counties (NACo) which represents all 3,069 county governments in the United States.

About NACo

Founded in 1935, NACo assists America's counties in pursuing excellence in public service to produce healthy, vibrant, safe and resilient counties. NACo promotes sound public policies, fosters county solutions and innovation, promotes intergovernmental and public-private collaboration and provides value-added services to save counties and taxpayers money.

This past year, NACo and counties across the country have been working on the "Resilient Counties" initiative that was created to help counties bolster their ability to thrive amid ever-shifting physical, social and economic conditions—including unexpected events ranging from natural or man-made disasters, plant closures and declines in specific industries. Through this initiative, NACo has worked to strengthen county resiliency by building leadership capacity to identify and manage risk and enable counties to become more flexible, responsive and prepared.

I want to thank you, Chairman Menendez, Ranking Member Moran and Members of this Subcommittee for recognizing the importance of strengthening the economic resiliency of our communities, and again, for allowing me to testify on behalf of NACo.

Today I will focus my remarks on the how counties, and especially rural counties, across the country have bolstered their ability to thrive amid ever-shifting physical, social and economic conditions and what more can be done at the Federal level to support local economies.

Specifically, I will address three key issues:

1. **Rural counties play a key role in building economically resilient communities**
2. **Improving transportation systems, housing options and job opportunities is critical to enhancing local economic development and resiliency**
3. **Strengthening the Federal-State-local partnership is critical to local economic resiliency**

Rural counties play a key role in building economically resilient communities.

First, Mr. Chairman, counties play a distinctive role in economic resiliency as stewards of their local communities and are an integral part our Nation's intergovernmental system of Federal, State and local governments.

Counties are responsible for supporting and maintaining key public infrastructure, transportation and economic development assets; creating and sustaining a skilled workforce to meet the needs of business; promoting public health and public safety to protect our citizens and implementing a broad portfolio of Federal, State and local programs in a cost-effective and accountable manner.

Counties maintain safe roads, bridges, airports and transit systems and ensure that we have clean water and effective wastewater systems. They maintain our parks and recreation programs, libraries and recycling facilities. They also provide access to health care, especially for the uninsured and indigent, and serve as the

community "safety net" for our children, elderly, disabled, mentally ill, and other vulnerable populations.

At the leadership level, county elected officials are tasked with shaping county and community policies and investments that enable economic and community development and are instrumental in moving their communities forward by providing the business conditions, critical infrastructure and capital necessary for private industry to flourish. In an era where "doing more with less" has become the norm, counties must make certain that the investments made in building communities carry through the long term.

My county, Bath County, is located in the Alleghany Mountains of Virginia with a population just over 4,600. Our rural county has actively engaged the local community to build an economy that is both strong and resilient. Although we face many challenges, we are focusing on improving our transportation systems, developing infrastructure, providing affordable housing opportunities, and building and sustaining a skilled workforce that can help our community be globally competitive.

For an example of how we are working to create the partnerships and environment needed for economic resilience, Bath County uses its convening powers to engage businesses as part of the Shenandoah Valley Partnership (SVP)—which includes the neighboring counties of Augusta, Highland, Page, Rockingham, Rockbridge, and Shenandoah. SVP is not only a public-private-partnership, but is the one-stop economic development resource for businesses seeking expansion or location in Virginia's Shenandoah Valley. Through regional cooperation, this partnership between the public and private sectors brings together business, government, and education leaders to promote new investment, strengthen existing business and guide labor force development to ensure a healthy economic future for the region.

Other counties across the country are also utilizing strategic partnerships to build and strengthen their local economies. For example, the Region Five County Development Commission in rural central Minnesota developed a plan to create a community driven-university assisted partnership around a long-term vision for the region that will integrate housing, transportation, natural environment (land use) and economic development (including energy and local foods). The strategies they are developing through civic engagement will provide opportunities and improve the quality of life of all residents.

For homeownership, the five county region created Central Minnesota Housing Partnership's (CMHP) Home Stretch classes to educate residents about home buying, including potential downpayment assistance or other programs to help homebuyers get into their home and/or receive funds for energy efficiency improvements. Through their Resilient Regional Transportation Plan, they are seeking to ensure that transportation projects are designed to serve the regions' mobility, land use and economic development needs in a safe manner. Other pieces of transportation system are to maintain and improve the existing road system, increase public transportation services in the region, and expand infrastructure serving pedestrians and bicyclists.

Collaboration and partnerships like these will enable rural communities to provide more opportunities for the businesses and citizens we serve.

Second Mr. Chairman, improving transportation systems, housing options and job opportunities is critical to enhancing local economic development and resiliency.

Counties across the country are also responsible for building and maintaining 45 percent of the public roads, 230,690 bridges and are involved in a third of the Nation's transit and airport systems that connect residents, businesses and communities.

Federal and State highway funding for county transportation projects is increasingly not meeting local needs. Based on Federal Highway Administration (FHA) data, the share of Federal and State funding to local governments for highways decreased by 10 percent between 1998–2011. The latest Federal surface transportation law (MAP–21) further skewed the allocation of funds away from local governments. While local governments own 43 percent of the Federal-aid highways system, local areas receive a suballocation that is equal to 16 percent of the MAP–21 National Highway Performance Program (NHPP) and the Surface Transportation Program (STP) funding for Federal-aid highways. A combination of Federal budget cuts, the effect of the recession on State and local governments are contributing to a widening gap in transportation funding available to counties.

Further, counties—and especially rural counties—face the dilemma of rising costs of infrastructure projects and limitations on their ability to generate revenue. The cost of construction and materials increased by 44 percent between 2000–2013, more than the 35 percent rise in the overall rate of inflation. At the same time, most

States limit counties' ability to raise revenue. Forty-three (43) States have some type of limitation on the property taxes collected by counties, including 38 States that impose statutory limitations on property tax rate, property tax assessments, or both. Only 12 States authorize counties to collect their own local gas taxes, which are limited to a maximum rate in most cases and often involve additional approvals for implementation.

Despite these challenges, counties across the Nation invest $25 billion annually in economic development efforts. They spend $106 billion annually to build, maintain and operate roads, bridges, transit, water systems and other public facilities.

Through such investments in infrastructure, counties have facilitated private sector growth and accelerated economic development.

NACo has also found that counties can facilitate economic growth by leveraging transportation and infrastructure assets to forge private sector partnerships and attract new businesses.

For example, Rutherford County, NC (with a population of 67,300), used the decline of the local manufacturing sector as an opportunity to diversify and strengthen its economic base. They did this by treating existing infrastructure assets, such as vacant industrial buildings, a robust electric power and water network, and broadband expansion, as marketing tools to attract data centers to the county. In 2010, Rutherford County successfully recruited Facebook to invest over $900 million in two new data centers. Because data centers require access to a massive and reliable energy source along with a supply of water to serve as a coolant, county leaders were able to make the case that locating to Rutherford County was the most affordable option for Facebook.

Another example of a smaller rural county utilizing existing infrastructure assets to create economic development under challenging circumstances at the Federal level is Brookings County, South Dakota. Brookings County developed an innovative public-private partnership to help realize a county-wide economic development vision that targeted investments to support growth industries. Brookings County has a population of just over 32,000, and has experienced a 20 percent population growth in the past 10 years. The county has utilized its many existing amenities to support successful business development and entrepreneurship, including its location along a major transportation corridor in eastern South Dakota and its vicinity to South Dakota State University. In fact, the Vision Brookings Coalition, a partnership with Brookings Economic Development Commission, the area Chamber of Commerce and Downtown Brookings, Inc., raised $4.1 million in 5 years to support projects like the construction of the South Dakota State University Innovation Campus. That particular site has walking, jogging and bike trails, and is accessible via public transportation. An analysis shows that the short-term impacts of these investments included over 1500 net new jobs created from 2006–2009, 25 new retail establishments, and the construction of over 700 housing units.

Planning for economically resilient communities is by its nature a regional effort. Counties are unique in that they are at their core a regional form of government, especially in rural America. Whether acting individually, with neighboring jurisdictions or through regional councils, counties have the primary role in land-use planning and economic development decisions that impact and determine the growth, development and livability of communities.

Third Mr. Chairman, strengthening the Federal-State-local partnership is critical to local economic resiliency.

Over the past half-century, State and local governments have increasingly borne the cost of infrastructure and public improvements. According to the Congressional Budget Office, about 75 percent of public funding for transportation and water infrastructure alone is supplied by State and local governments. It goes without saying that the increased economic burden taken on by State and local governments decreases their economic resiliency as they strain to meet the many needs of their residents.

The growing burden taken on by our local and State governments is especially problematic for our Nation's rural communities, which are facing enormous pressure from global competitors. Our rural regions have the capability and drive to compete and take advantage of new opportunities, and it is therefore imperative that the Federal Government have the policies, program tools and flexibility to assist rural communities and regions with cutting-edge, asset-based regional innovation strategies and investments.

To be successful in the modern economy, rural entrepreneurs and communities must be connected to global and domestic markets—digitally, institutionally, and physically. This requires a new level of sophistication and capacity within our rural regions and within our Federal agency partners. It will also mean improving Fed-

eral interagency collaboration, fostering stronger public-private-nonprofit partnerships, preparing our rural workforce for new challenges and developing more modern infrastructure and community facilities.

The importance of Federal partnerships with State and local governments is demonstrated through the positive results of existing examples of such partnerships.

In Bath County, we are partnering with the Federal Government to develop and expand broadband accessibility for our local community. Through a grant from the U.S. Department of Housing and Urban Development's Community Development Block Grant program, we are working to address our region's broadband needs and are in the process of determining whether to build our own system or partner with the private sector to expand broadband accessibility. Through the planning grant, our counties recognize the economic value of expanding broadband and how it is critical to maintaining a skilled workforce, attracting and expanding businesses, and ensuring the overall competitiveness of our region.

Bath County also relies on Federal partnerships to address our communities' pressing housing needs. With limited and dilapidated housing for our existing workforce and low- to moderate-income individuals, two Community Development Block Grants were awarded to rehabilitate and reconstruct homes and improve infrastructure, drainage and roads in two neighborhoods. One of these grant funded projects, Pinehurst Heights Community Improvement Project is near completion and the second project, the Thomastown Community Improvement Project, is just beginning. The Thomastown project will benefit at least 60 residents, of which 33 will be low- to moderate-income (LMI) residents. This project will stabilize the neighborhood, preserve existing housing stock and improve the overall environment and living conditions of the Thomastown area.

These are just some of the examples of effective partnerships between Federal and local governments that provide much-needed assistance to local communities in their efforts to provide needed services to their residents. Continuing, expanding and strengthening these partnerships is imperative to increasing local economic resiliency across our Nation.

Conclusion

In conclusion, Mr. Chairman, counties have a unique role in economic development and building resilient communities—specifically as partners with other levels of government, the private sector and nonprofits. The main reason counties engage in economic development and resiliency initiatives is to improve the well-being of their communities and the people they serve.

Counties of all sizes across the country are problem-solvers, able to adjust their initiatives and programs to match local assets and needs, and have a distinct ability to mobilize and coordinate resources for economic development. Local economic development challenges often require a regional solution and counties are best positioned to serve as conveners for such initiatives due to the legitimacy and accountability they have as formal governments covering both incorporated and unincorporated areas in a region. This enables us to exercise leadership in collaboration with both local public and private entities to address common economic resiliency challenges.

Counties understand that strategic planning with partners at the Federal, State and local levels is necessary to build strong economies and to make their communities more resilient to unexpected events ranging from natural disasters to plant closures and long-term declines in specific industries. As both global and local challenges arise, counties are poised to lead, convene and participate in economic development efforts.

Thank you again, Mr. Chairman and Members of the Subcommittee, for the opportunity to appear before you today. We appreciate your interest in exploring new opportunities to build economically resilient communities at the local level.

We look forward to continuing the dialogue with you. I would be pleased to answer any questions.

ADDITIONAL MATERIAL SUPPLIED FOR THE RECORD

THE PLAIN DEALER

April 27, 2011

HealthLine exceeds expectations: 10M riders since launch in 2008

Rail-like transit draws in riders, development

TOM BRECKENRIDGE
Plain Dealer Reporter

RTA will greet its 10 millionth rider on the HealthLine Thursday or Friday.

It's an impressive number. But even more impressive is the growing development along the streamlined, bus-centric street, officials say.

"I thought it was a waste of time," says public-finance expert Kevin O'Brien, whose Cleveland State University office looks down on the historic artery. "But something is at play. I'm really pleased at how wrong I was."

Two and a half years after its launch, the 7.1-mile rapid-bus system from Public Square to East Cleveland is seeing a steady increase in riders, RTA says.

The number of people hopping off and on the HealthLine's customized buses totaled 4.1 million in 2010, up 5 percent from 2009.

"It has, in every way, exceeded our expectations," General Manager Joe Calabrese said this week.

Riders, for the most part, say the HealthLine is a dependable, efficient ride.

"It's better than the regular buses," high school student Willie Gambrell, 18, of Cleveland, said while waiting for the HealthLine near East 18th Street. "There are less stops. The buses are cleaner, they have more room."

The $197 million line opened in October 2008, after a sidewalk-to-sidewalk rebuild of a street that had fallen on hard times.

Original plans had called for an underground subway or light rail from Public Square to University Circle. They were deemed too expensive.

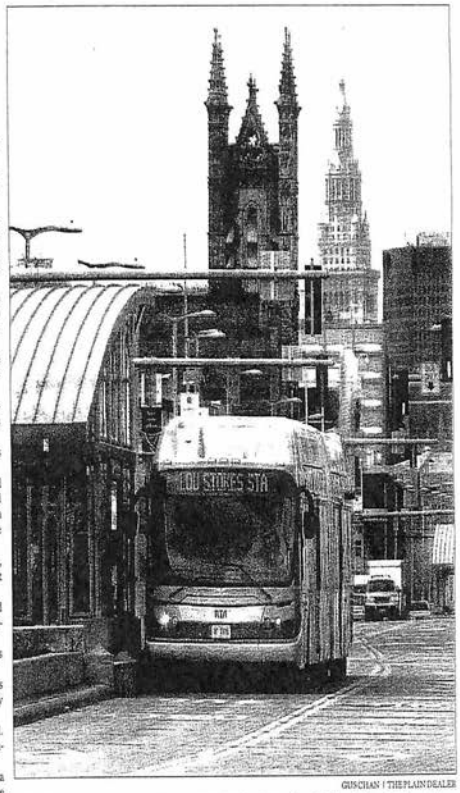
Instead, RTA opted for a rail-like, rapid-bus concept with bus stops in the center of Euclid.

The elongated buses dominate the street. Cars get only one lane, squeezed between bus-only lanes to the left and bike lanes to the right.

That's why O'Brien thought the line would fail. Research showed that light-rail lines have a dramatic impact on real estate, O'Brien said.

"I would not have imagined the same about a bus system," O'Brien said. "But the HealthLine wasn't a bus system. It was an urban-revitalization project, a landscaping. And it happened to have buses involved."

SEE RTA | B2



GUS CHAN / THE PLAIN DEALER

RTA's HealthLine will welcome its 10 millionth rider Thursday or Friday, RTA officials say. The bus here approached the East 55th Street station Tuesday afternoon.

cleveland.com/metro Find out who gets the title of 10 millionth rider.

(Continued on Back)

Wednesday, April 27, 2011

RTA

FROM B1

HealthLine nears 10 millionth rider

RTA officials like to point out that more than $3 billion in investment has gone up or is in the works near Euclid Avenue.

"I think our project was instrumental in convincing people and investors to invest in Euclid Avenue," Calabrese said.

The new sidewalks and sleek bus stops are eye-catching, said Joe Roman, head of the Greater Cleveland Partnership, the area's chamber of commerce.

"The street looks great, which entices investment," Roman said.

Developer Fred Geis calls it the "shiny new ball" effect.

His company, Hemingway Development, is making one of the bigger bets along the HealthLine.

Geis said a 125,000-square-foot technology center at 6700 Euclid will welcome its first tenant in June.

He's banking on demand for space from new companies spinning out of the Cleveland Clinic and Case Western Reserve University.

The HealthLine can shuttle entrepreneurs and employees between the research centers in University Circle and the financial centers in downtown, Geis said.

"It's all brand new," Geis said, "and the HealthLine can take people to lunch or get people to work."

The city is pleased that the HealthLine has spurred development despite the recession, said Chris Warren, chief of regional development for Mayor Frank Jackson.

"Developers have almost uniformly talked of the HealthLine as being a major competitive advantage for sites along Euclid Avenue," Warren said. "It's a good example of transit-oriented development."

A number of downtown businesses were hurt — and some closed — during HealthLine construction that hobbled car and pedestrian traffic along Euclid downtown.

Vacancies still dot the street. But many of the empty storefronts have been that way for years.

Past Cleveland State University, Euclid still features foreboding, blighted landscapes.

HealthLine rider Dennis Fields said he's disappointed by lack of development all along the route.

The bus-centric traffic on Euclid — especially the lack of left turns for cars — is discouraging retail development, he believes.

The head of RTA's citizens advisory board sees a lot of positives with the HealthLine. But the buses still aren't moving fast enough, said Brad Chase.

RTA reported last summer that the eastbound ride from Public Square to East Cleveland was averaging 40 minutes.

This week, the agency reported the ride was running from 30 to 39 minutes.

"We are continually striving to improve," Calabrese said. "We want to be faster, be on time, be friendlier."

Clearly, the line and its growing ridership are capturing attention. Officials from Pittsburgh to Germany have come to see how the HealthLine works.

"We're really pleased that some of the chances we took panned out," Calabrese said, "and even more pleased to see that other people are trying to replicate what we've done."

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The New York Times

NOVEMBER 30, 2011

Cleveland Turns Uptown Into New Downtown

Rebuilding a Faded City's Core With Some 21st-Century Trends

By KEITH SCHNEIDER

CLEVELAND — Since 1950, when its population peaked at 914,808, Cleveland has steadily shed residents and jobs. In 2010, just 396,815 people lived within the city limits, almost 81,000 fewer than a decade before, and about the same number of people who lived in Cleveland in 1900.

The sequence of events is sadly familiar: the disappearance of labor-intensive industry that paid a living wage, followed by entrenched poverty and the social disruption that it brings.

But in recent years Cleveland's municipal government and its Regional Transit Authority have rallied major employers, banks, foundations and developers around a central goal of rebuilding the city's core according to the new urban market trends of the 21st century — health care, higher education, entertainment, good food, new housing and expanded mass transportation.

A point of focus has been the emerging Uptown arts and entertainment district along Euclid Avenue, near where John D. Rockefeller and other industrialists and financiers built opulent mansions.

When it is finished next year, the new $27 million Museum of Contemporary Art, designed by Farshid Moussavi, will perch, like a lustrous black gem, at the entrance to the district, at Euclid and Mayfield Road. A pedestrian plaza designed by James Corner Field Operations, a designer of the High Line elevated park in New York City, separates the new museum from two four-story, mixed-use residential buildings under construction on the north and south sides of Euclid.

The 60,106-square-foot south building will have 70 rental apartments above 21,189 square feet of restaurant and retail space. The north structure, larger at 84,399 square feet, has 44 apartments and 36,488 square feet of retail space that includes a bookstore and a big grocery, the first in the area. Both buildings were designed by Stanley Saitowitz of Natoma Architects in San Francisco, and built at a cost of $44 million by MRN Ltd., a Cleveland development group.

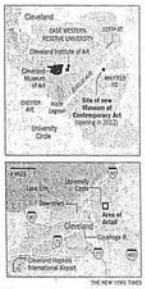
To get residents and visitors to and from the arts district, the Regional Transit Authority is planning to move two existing rail stops on the city's 19-mile Red Line closer to Uptown, nearby Little Italy and Case Western Reserve University at a cost of nearly $38 million.

"All of this new construction is enhanced by international design," said Ari Maron, a 33-year-old partner in the family-owned MRN Ltd. "The focus is the street. You provide the right mix of assets. You fill the buildings with people and open the storefronts to the sidewalk. You create a place where people want to be which didn't exist before."

In effect, the Uptown area will be what amounts to a new downtown for the University Circle neighborhood on the east side of the city. Within the square mile of University Circle, and within easy walking distance of Uptown, are Case Western Reserve, the Cleveland Institute of Art, the Cleveland Institute of Music, University Hospitals, Cleveland Clinic, the Cleveland Orchestra, the Museum of Art and the Museum of Natural History.

KIM BLAZE FOR THE NEW YORK TIMES

The $27 million Museum of Contemporary Art in Cleveland, right foreground, is scheduled to open in 2012.



THE NEW YORK TIMES

An emerging area of Cleveland includes a contemporary art museum.

Spread across a campuslike expanse of green space, these institutions form a distinct economic microclimate that has fostered the highest growth in job numbers, income and residents in a city that lost 17 percent of its population from 2000 to 2010.

"There are 5,000 more jobs here than in 2005," said Chris Ronayne, an urban planner who is president of University Circle Inc., a nonprofit community service organization that has helped manage the area's development. "About 50,000 people work here. The number of residents grew 11 percent since 2000. And there are 10,000 people who live here now."

By almost any measure of civic energy and interest, Uptown looks to be a success. Mr. Maron said MRN Ltd. had already leased all three retail and seven restaurant spaces in his project. The one-bedroom, one-bathroom, 750-square-foot apartments have drawn strong interest and will rent for about $1,500 a month when they go on the market in January, he said.

Other new projects in Uptown include a planned $26 million, 150-room Marriott hotel just down Euclid on Cornell Road. The Cleveland Institute of Art now trains 520 students in a 158,000-square-foot building, where Ford Model Ts were once made, that was recently renovated at a cost of $35 million. Next June the institute is scheduled to break ground on a $30 million, 91,000-square-foot, four-story addition — designed by Stantec Architecture, which has an office in Cleveland — that will be clad in multicolored panes of glass, said Grafton Nunes, the president and chief executive.

And just a block away, Case Western Reserve in 2002 completed a $62 million, 152,000-square-foot classroom building, designed by Frank Gehry, for its Weatherhead School of Management.

"That area of the city is really coming fast as a center of Cleveland's growth," said Tracey A. Nichols, the director of the city Department of Economic Development. "We are convinced projects like Uptown will continue to be built and in the next generation this will be a city of 500,000 people again."

One of the first major projects for Uptown, completed in 2008, was the $200 million reconstruction of Euclid Avenue, which included installing a dedicated lane for an unusual bus rapid transit line. The three-year-old line has attracted 12 million riders and connects the city's central Public Square to University Circle.

The bus service, known as the HealthLine, and the reconstructed boulevard are credited with contributing to a boom in development that The Plain Dealer reported in July had reached a total of $5 billion. Along with Uptown, where the investment so far totals $162 million, other big projects include a $560 redevelopment of University Hospitals Case Medical Center, a $350 million casino on Public Square and a $465 million, 555,000-square-foot convention center and medical mart downtown.

> A diverse coalition engineers a turnaround after decades of losing people and jobs.

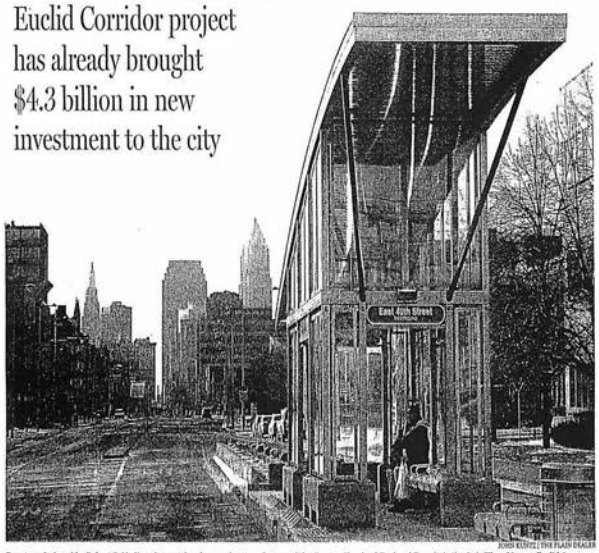
"There were skeptics about the HealthLine," said David Beach, an urban design expert with the Museum of Natural History. "It's proving that an investment in transit and improvements in streetscape do start to change real estate investment patterns over time. In a slow economy it takes a few years. But we are seeing new development up and down the Euclid corridor now."

THE PLAIN DEALER

FEBRUARY 10, 2008

The rebirth

Euclid Corridor project has already brought $4.3 billion in new investment to the city



JOHN KUSTICH | THE PLAIN DEALER

Bus stops designed by Robert P. Madison International are a signature feature of the Greater Cleveland Regional Transit Authority's Silver Line on Euclid Avenue.

Inside
See where the more than $4 billion in investment is along the Euclid Corridor. A8

STEVEN LITT | PLAIN DEALER ARCHITECTURE CRITIC

AMID ALL THE BAD NEWS ABOUT CLEVELAND'S ECONOMY, one big, positive number is sure to impress all but the most hardened cynics: $4.3 billion. ¶ That's how much fresh investment — conservatively speaking — is being poured into the four-mile-long strip of land flanking Euclid Avenue, the city's Main Street, between Public Square and University Circle. ¶ The spending, which encompasses everything from museums and hospitals to housing and educational institutions, includes projects completed since 2000, those now under way and those scheduled for completion within five or six years.

ANALYSIS Private developers with proven records as doers, not speculators, are gearing up to start projects worth more than $1 billion along the corridor in the next five years or so. They include Douglas Price III, Nathan Zaremba, Ari and Richard Maren, and Gordon Priemer.

The amounts they and nonprofit institutions are investing will easily dwarf the money spent by government and partners in the 1990s on sports stadiums and the Rock and Roll Hall of Fame and Museum.

One big reason for the energy is the Greater Cleveland Regional Transit Authority's $200 million Euclid Corridor project, which is reshaping Euclid Avenue around a bus rapid transit line.

Pundits have long derided the project, funded primarily by federal money, as a boondoggle. Media coverage has focused primarily on businesses that failed during construction, along with the hassle of negotiating a sea of orange traffic cones.

The mortgage-foreclosure crisis, which has left as many as 12,000 homes vacant in Cleveland neighborhoods, has also obscured the impending rebirth of Euclid Avenue.

SEE EUCLID | A8

cleveland.com/news See graphics, maps and extra photos and take a walk along Euclid Avenue in a video by The Plain Dealer's Lonnie Timmons III.

EUCLID

FROM A1

Project has brought $4.3 billion in investment

But the developers say they see what's coming. With the RTA project due for a ribbon-cutting in October, they're rushing to renovate empty buildings and buy vacant lots.

"I'm a living example of it," says developer Dick Pace, who has spent $7 million over the past two years to turn a 1910 auto showroom at East 71st Street and Euclid Avenue into labs and offices for pigment scientists, biomedical researchers and startup entrepreneurs.

"Before Euclid Corridor, I didn't feel it was a good investment," he said. Now his project is so successful, he said, he's looking for other buildings along the street to buy and rehab.

Pace and others say that by connecting downtown and University Circle, the city's two big employment hubs, Euclid Corridor is adding value and potential to everything that lies between.

Midtown getting an uptown feel

Indeed, the price of an acre in the long-blighted Midtown area has doubled in the past five years from $200,000 to $400,000, said Jim Harland, executive director of the nonprofit Midtown Inc., which has assembled 15 acres along Euclid Avenue for redevelopment.

PLAIN DEALER FILE PHOTOGRAPH

The downtown stretch of Euclid Avenue teemed with activity in the early 20th century. Developers hope to restore vitality in the area by renovating vacant buildings with apartments, retail and offices.

Aside from the anticipated boon for riders, the RTA project is changing the mood on the avenue by freshening a major piece of public infrastructure with new utilities, sidewalks, traffic lanes and transit stops.

"Developers gravitate toward places where they see investment happening," said Lillian Kuri, director of special projects for the Cleveland Foundation. "There's no question [about Euclid Corridor], it's a catalyst."

The robust growth of institutions on or near the avenue, such as the Cleveland Clinic and Cleveland Museum of Art, while not caused by the Euclid Corridor project, is likely to expand bus ridership and encourage further investment.

"It's huge," said Edward Hill, interim dean of the College of Urban Affairs at Cleveland State University. "I look at Euclid Corridor and, to me, it's the single most exciting thing since the opening of Jacobs Field — and it has much more economic meaning."

If the momentum continues, blighted sections of Euclid Avenue could fill up with renovated apartments, retail shops, research labs, and medical and cultural facilities. Many projects are to break ground later this year or in 2009, just after Euclid Corridor is finished.

"It's going to be a visual delight, and everybody's going to be shocked," said David Goldberg, co-chairman of Amtrust Bank and an investor along the avenue. "I won't be shocked, because I know what's happening now. The city is at a tipping point."

This is still hard to imagine downtown, where many buildings along Euclid Avenue stand vacant. But East Fourth Street, where the Maronis have invested $110 million, is humming with nightclubs, apartments and restaurants.

Developers including Price and Eli Mann are hustling to join the Maronis. Price wants to fill the vacant former William Taylor & Sons department store at 668 Euclid Ave. with apartments. He also wants to renovate and expand the empty Amertrust bank complex at East Ninth Street and Euclid Avenue with apartments, a hotel and offices.

Mann bought five mostly vacant buildings between East Ninth and East 12th streets, including the Cleveland Athletic Club building, and plans to spend $70 million to fill them with apartments and retail. Mann's architect, Jonathan Sandvick, wants to peel off glass and metal siding to reveal early 20th-century brick and terra cotta facades.

Farther up the avenue, CSU has started spending $300 million on academic buildings, offices and housing.

In University Circle, the Cleveland Museum of Art is nearly halfway through a six-year, $258 million expansion and renovation. The Cleveland Clinic is building $858 million worth of projects, including a giant new heart center. University Hospitals has $226 million worth of investments on tap.

Even Midtown, where development has lagged, is showing signs of vitality.

"I live it every day," said Scott Garson, senior vice president of NAI Daus, who is spending $30 million to turn the vacant Victory Building warehouse at Euclid Avenue and East 70th Street into 102 apartments.

City is looking forward, not backward

The new Euclid Avenue won't resemble sepia-toned photographs of the 19th century, when the mansions of Millionaire's Row lined the street. Instead, the avenue will be populated by students and medical workers, retirees and empty-nesters, who will be happy to ride the bus and save thousands of dollars a year by living without a second car.

Developers want to provide buildings with cars for short-term rentals, or include RTA bus passes with leases. They say it will be far quicker to go from a downtown apartment to the Clinic on the bus than to drive and hunt for a parking space.

Trends contributing to the rebirth on Euclid Avenue include the rising price of gas, which encourages transit use. Federal and state tax credits for historic preservation have tipped the balance in favor of renovating older buildings downtown. Growth in the medical sector is attracting research grants, venture capital and workers. A back-to-the-city movement among young professionals and retirees is also fueling growth.

Leadership is another big factor. Top positions at major institutions along Euclid Avenue are held by advocates of New Urbanism, a type of city planning that caters to pedestrians and mass transit, rather than to the automobile.

At CSU, President Michael Schwartz tore up a master plan he inherited from his predecessor, Claire Van Ummersen, which would have connected the university more firmly to the Inner Belt freeway and sealed its destiny as a commuter school.

CSU's new master plan envisions dozens of new apartment buildings rising north and south of glassy new academic buildings along the north side of Euclid Avenue from East 17th Street to the Inner Belt.

In Midtown, Harland prepared for growth by leading the creation of a new zoning code, which outlaws stand-alone fast-food restaurants and requires new buildings to devote at least 60 percent of their ground-floor area to retail or other active uses.

At the Cleveland Clinic, Chief Executive Officer Dr. Delos "Toby" Cosgrove recruited Berkeley, Calif., landscape architect Peter Walker to design parklike outdoor spaces to soften the Clinic's gigantic new buildings — and to make Euclid Avenue more pedestrian-friendly.

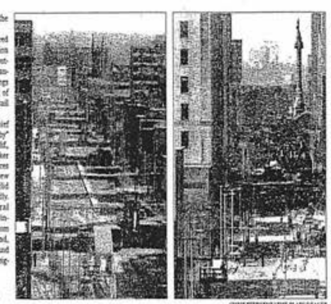
Chances for architectural achievement are high, with institutions such as the Museum of Contemporary Art Cleveland, the Cleveland Institute of Art and CSU hiring star designers for signature projects.

Then and now, Euclid Avenue is special

The impending revival has a certain déjà vu quality, said Christopher Leinberger, a visiting fellow at the Brookings Institution in Washington, D.C.

Every city has a "favored quarter" with a spine that connects the downtown to the wealthiest close-in suburbs, he said. In Cleveland, it's Euclid Avenue, which is being reborn for the same reason it attracted wealth in the 19th century.

He compared the avenue's renewed potential to that of great streets such as Massachusetts and Wisconsin avenues between Dupont Circle and Bethesda, Md., in the Washington area or Peachtree Street in Atlanta from Midtown to the Buckhead neighborhood.



CHRIS STEPHENS | THE PLAIN DEALER

A completed section of the Greater Cleveland Regional Transit Authority's $200 million Euclid Corridor project, looking east, left, shows how the street — once dilapidated — has been significantly freshened. Looking west, right, telltale orange barrels show work still continues.

What's different here is that the catalyst in Cleveland is bus rapid transit, a relatively new idea in the United States. On RTA's "Silver Line," as it's called, diesel-electric buses will move quickly along special lanes with coordinated lights at intersections.

Euclid Corridor was one of 10 bus rapid transit demonstration projects launched by the Federal Transit Administration in 1999 in Boston, Charlotte, N.C., Miami, Las Vegas, Honolulu and other cities. It's also a vastly scaled-down version of what planners envisioned decades ago as the "Dual Hub," a light rail line connecting downtown to University Circle.

Planning literature is packed with proof that streetcars and light rail inspire "transit-oriented development." So far, it seems, bus rapid transit is doing the same in Cleveland.

The $4.3 billion figure cited above is based on news stories and interviews with developers. It doesn't include the $200 million Euclid Corridor project itself. Nor does it include projects such as developer Scott Wolstein's upcoming $400 million redevelopment on the east bank of the Flats, or Robert Stark's proposed $1.5 billion development in the Warehouse District.

Nevertheless, the numbers are adding up quickly as momentum builds.

"Every day, more projects are being planned," Goldberg said. "At a certain point, you reach a critical mass and it becomes self-sustaining."

City planners and foundation officers hope the growth will spill into the surrounding Hough, Fairfax and Central neighborhoods north and south of the Euclid Avenue zone.

Already, there are signs of that happening. The Finch Group of Boca Raton, Fla., and Heartland Developers of Cleveland are planning a large residential development in Hough called Upper Chester, north of the Cleveland Clinic and west of East 105th Street. The Clinic is collaborating with the nonprofit Fairfax Renaissance Development Corp. on a $28 million biomedical research facility on Cedar Avenue.

"The Euclid Corridor project was always about connecting those two centers [downtown and University Circle] through Hough and Fairfax in a way that creates spinoff," said Cleveland Planning Director Robert Brown.

Despite the emerging benefits, the rebirth of Euclid Avenue may have only limited impact on the city as a whole, said James Rokakis, Cuyahoga County's treasurer. Too many neighborhoods are being hollowed out by defaults on subprime mortgages. The new growth along Euclid Avenue, while laudable, won't do much in the short run to boost school tax revenues, because much of the new development is tax-exempt, he said.

Caveats aside, there's a striking energy among those involved with Euclid Avenue. In a city pummeled by news about crime, population loss and decay, it's a great, shining exception — and one solid reason to be excited about Cleveland's future.

To reach this Plain Dealer reporter:
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THE REBIRTH OF EUCLID AVENUE

Steven Litt | The Plain Dealer

Over the past century, Euclid Avenue has gone from being Cleveland's most prestigious address to a Main Street riddled by blight. Now, thanks in part to the Greater Cleveland Regional Transit Authority's Euclid Corridor bus rapid transit project, the avenue is rebounding as the backbone of the city's new economy. But while a transformation is in the works, nothing is guaranteed. The national economy, the location of the much-discussed Medical Mart and disruptive highway work by the Ohio Department of Transportation could blunt the multibillion-dollar reinvestment now gathering momentum. Shown below is an overview -- by no means exhaustive -- of construction projects in the Euclid Corridor zone.

What's driving the development?

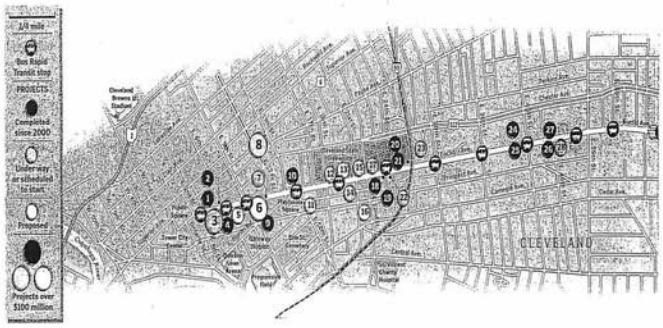
Observers say Euclid Avenue and adjacent blocks are benefiting from a "perfect storm" of positive factors including:

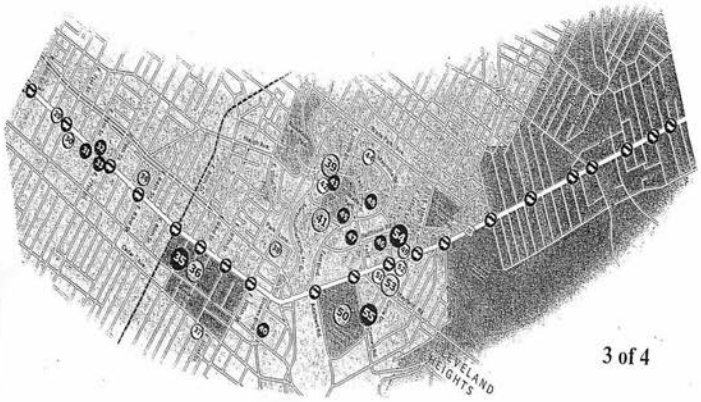
- The rising price of gasoline, which is encouraging dense, pedestrian-oriented development around the RTA bus line.
- Federal and state historic-preservation tax credits have made it viable for developers to renovate dozens of early 20th-century buildings downtown.
- Continued growth at the city's big medical centers and at Cleveland State and Case Western Reserve universities.
- The bottoming-out of local real estate prices, now viewed by lenders and developers as a bargain in comparison with prices in more expensive cities.
- Demand for new, in-town housing, driven by the steady influx of hospital employees and spin-off industries, plus the growing back-to-the-city movement among retirees and empty-nesters.

What are the possible roadblocks?

Despite the proven investments under way, the rebirth of Euclid Avenue could be hampered by other factors:

- A looming recession and tightening of credit among lenders could slow the recovery along Euclid, but won't stop it, developers say. Housing developers say they're optimistic they will find the capital they need.
- The Ohio Department of Transportation's $1.5 billion reconstruction of the downtown Inner Belt could impose a 15-year tourniquet on the city's main traffic artery and strangle property values. Developers say there's a critical need to maintain the flow of traffic. "Our politicians have to be all over this," said Doug Price III, chief executive of the K&D Group.
- The proposed Medical Mart and new convention center could damage the city for decades if located in Midtown near the Cleveland Clinic. The projects would bleed energy from the existing business district and undercut decades of investment there, developers and planners say.





Public Square to Inner belt ($1.3 billion)

		Cost of project
1	Arcade/Hyatt Regency hotel	$60 million
2	515 Euclid Ave. garage	$22 million
3	East 4th Street	$110 million
4	Colonial Arcade Renovation	$30 million
5	668 Euclid Avenue	$65 million
6	Ameritrust complex	$200 million
7	Cleveland Athletic Building, 1001-1021 and 1101 Euclid Avenue	$70 million
8	Avenue District	$300 million
9	Carter Manor	$27.8 million
10	Idea Center	$42 million
11	Hanna Theatre	$19.2million
12	CSU law school renovation	$8.8 million
13	CSU arts complex	$50 million
14	Collegetown development	$18 million
15	CSU student center	$50 million
16	CSU garage and RTA transit center	$19 million
17	CSU main classroom building	$27 million
18	Trinity Cathedral annex	$9.8 million
19	CSU administrative complex	$16 million
20	CSU recreation center	$29.5 million
21	CSU Fenn Tower renovation	$30 million
22	CSU new student housing	$45 million
23	CSU College of Education building	$36 million

Midtown ($87.3 million)

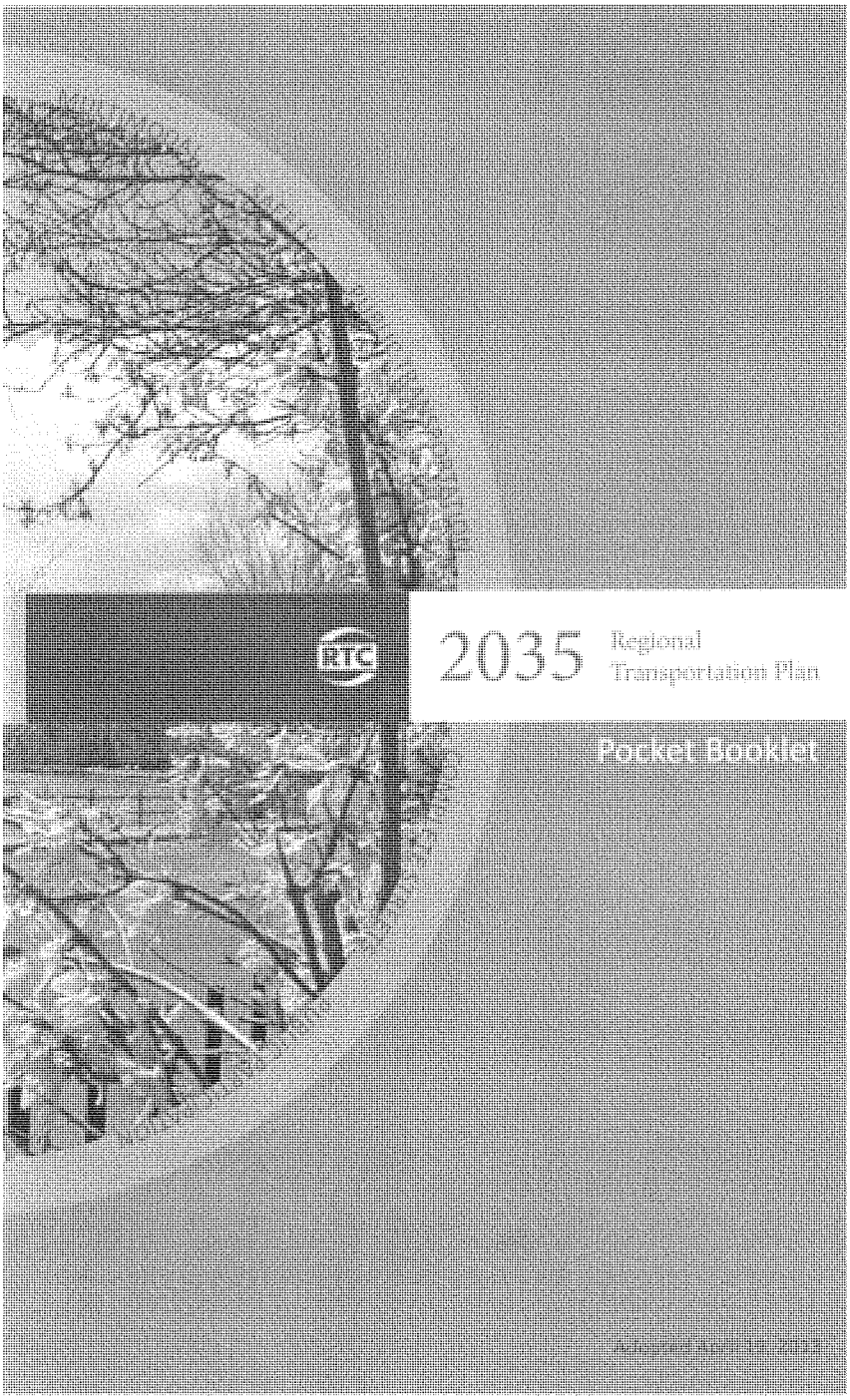
		Cost of project
24	Union Club	$10 million
25	Northeast Ohio Regional Sewer District headquarters	$22.1 million
26	Centers for Families and Children	$1.7 million
27	Cleveland Midtown Innovation Center	$5 million
28	4600 Euclid Avenue	$5 million
29	Victory Lofts building	$10 million
30	Baker Motor Car building	$7 million
31	Aldi supermarket	$1.5 million
32	Erie Square apartments	$3.8 million
33	Church of Latter Day Saints	$1.2 million
34	Woodhaven townhouses	$20 million

University Circle ($3 billion)

		Cost of project
35	Cleveland Clinic, various projects	$419 million
36	Cleveland Clinic, various projects	$868 million
37	Global Cardiovascular Innovation Center	$28 million
38	Park Lane apartments	$30 million
39	Stokes VA hospital	$183 million
40	John Hay High School	$36.4 million
41	Cleveland Museum of Art	$258 million
42	Cleveland Museum of Natural History	30 to $50 million
43	Shafran Planetarium	$6.9 million
44	Hawken School	$3.5 million
45	Cleveland Botanical Garden	$47 million
46	Mandel Center for Nonprofit Organizations	$11 million
47	Peter B. Lewis Building	$61.7 million
48	Cleveland Institute of Music	$32 million
49	Cleveland Hearing and Speech Center	$11.8 million
50	University Hospitals	$326 million
51	Museum of Contemporary Art Cleveland	No cost or date set
52	Cleveland Institute of Art	$53 million
53	University Arts and Retail District	$300 million
54	Village at 115	$126 million
55	Wolstein Research Center	$110 million

SOURCES: Historic Gateway Neighborhood; Cleveland State University; Midtown Cleveland Inc.; Cleveland Clinic; University Circle institutions

MAP BY REID BROWN | THE PLAIN DEALER


RTC
2035 Regional Transportation Plan
Pocket Booklet

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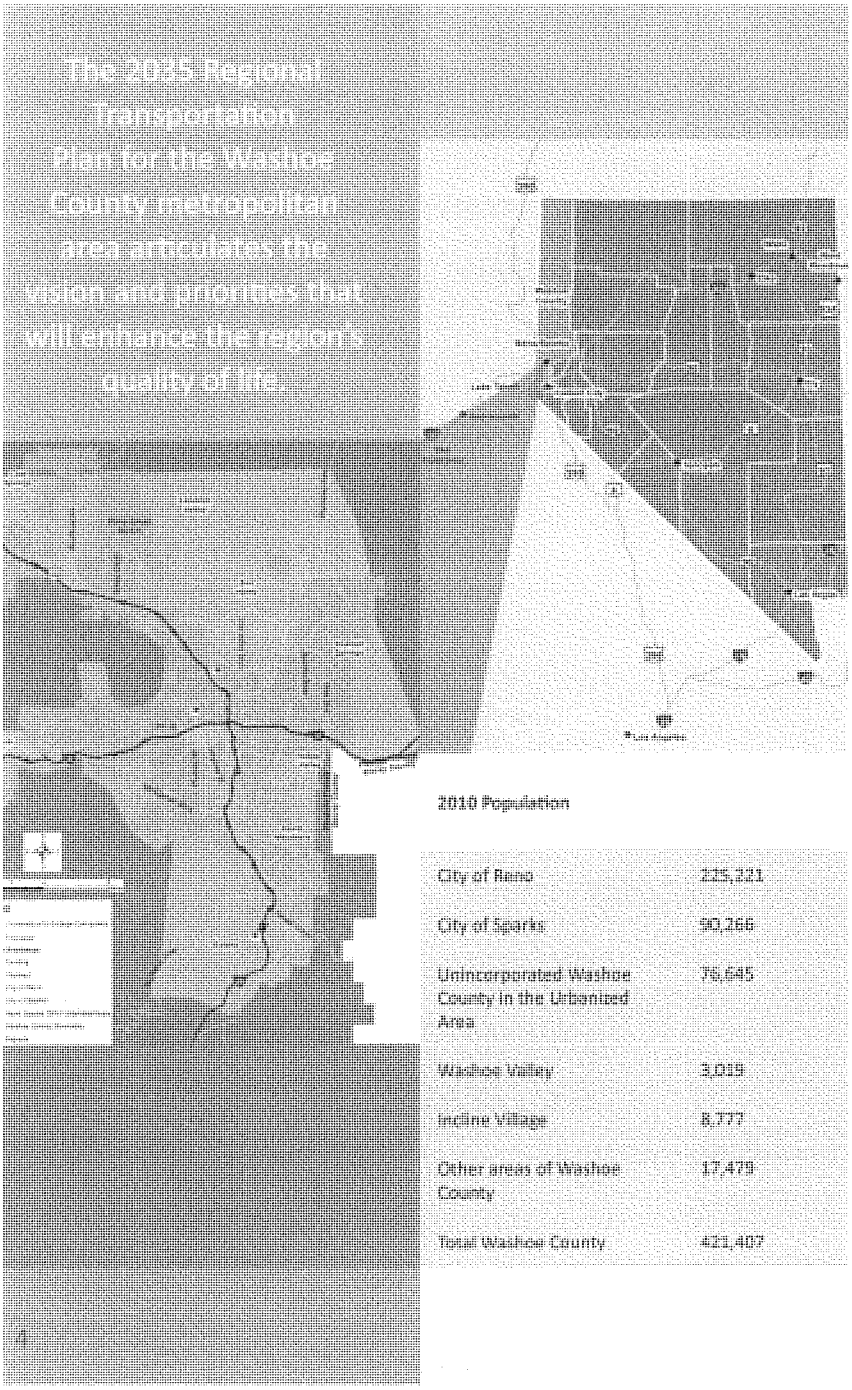
The 2035 Regional Transportation Plan for the Washoe County metropolitan area articulates the vision and priorities that will enhance the region's quality of life.



2010 Population	
City of Reno	225,221
City of Sparks	90,266
Unincorporated Washoe County in the Urbanized Area	76,645
Washoe Valley	3,019
Incline Village	8,777
Other areas of Washoe County	17,479
Total Washoe County	421,407

Dear Fellow Citizens and Stakeholders

The RTC is pleased to present the 2035 Regional Transportation Plan (RTP) to the citizens of Washoe County. The RTP is the regional's 20 year long range plan. The overarching vision contained in this plan focuses on transportation as a catalyst for developing economic opportunities that sustain our valued quality of life. It defines the long range policies and priorities for the community's future transportation system and is the blueprint to stimulating public transit, providing clean air, and making roadways accessible to all regardless of age or ability. It is a key component to improving our region's quality of life. We ask that you join us in seeing the opportunity we have to inspire, innovate and implement an integrated, efficient regional transportation system.

Sincerely,
Lee Gibson, AICP, LEED AP
Executive Director

From left to right: Dale Ferguson, Legal Counsel; Commissioner Ron Smith, Commissioner Sharon Zadra; Chair Bonnie Weber; Lee Gibson, RTC Executive Director; Vice Chair Dwight Dortch; Rudy Malfabon, Director of the Nevada Department of Transportation; Commissioner David Humke

1 EXECUTIVE SUMMARY

The 2035 Regional Transportation Plan (RTP) identifies the long-term transportation investments that will be made in the urbanized area of Reno, Sparks, and Washoe County, Nevada. The plan was founded on a people-based approach, which included extensive collaboration with the community and federal, state and local partner agencies. The RTP process was shaped by four guiding principles derived from community input:

- Safe and healthy communities
- Economic development and diversification
- Sustainability
- Increased travel choices

The projects in this RTP (see Appendix A) support the vision that the Truckee Meadows is the best place to live, work, recreate, visit, and invest. The plan includes transportation projects, programs and services for walking, biking, driving, and riding transit. In addition, the plan provides for maintaining existing infrastructure in good condition and improving the operation of existing services.

The goals of the RTP, which are discussed further in each chapter of the plan, include the following:

- Improve safety
- Integrate land use and economic development
- Promote healthy communities and sustainability
- Manage existing systems efficiently
- Integrate all types of transportation
- Focus on regional connectivity
- Promote equity and environmental justice
- Improve freight and goods movement, and
- Invest strategically

Programmatic Investments

In support of these guiding principles and goals, the RTP includes four programmatic investments that will be ongoing throughout the life of the plan. These investments, as described below, received consistently strong support at all community outreach events.

- Accessibility improvements under the Americans with Disabilities Act (ADA) — With the segment of the population over 75 years old being the fastest growing demographic in the region, the importance of accessible pedestrian facilities will continue to grow. Annual funding will be programmed for spot improvements throughout the region to upgrade sidewalks, crosswalks, and curb ramps.
- Pedestrian and bicycle facility improvements — Ongoing implementation of the Reno-Sparks Bicycle Pedestrian Master Plan will be funded throughout the RTP planning horizon. These spot improvements will enhance the safety and regional connectivity of the pedestrian and bicycle network.
- Traffic Signals and Intelligent Transportation Systems (ITS) Operations — Technology and traffic operations strategies promote faster travel times on the existing roadway network. Investments in ITS have proven to be a cost-effective alternative to adding road capacity. The plan identifies annual funding to upgrade traffic signals and associated communications technologies.
- Pavement Preservation — Maintaining roads and bridges in good condition and extending the useful life of pavement on regional roads is a proven way to minimize long term costs.

Vision for Transit

During the RTP community outreach effort, expanding transit was the most frequently identified transportation need. Transit is recognized as an essential part of the local economy that helps thousands of Washoe County residents get to work and access essential services each day.

Transit helps shape development patterns and is an economic development tool that supports a higher density, mixed-use urban form. The Virginia Street RTC RAPID project is an example where a transit investment is helping spur new and revitalized investments from Downtown to Midtown and Meadowood Mall.

The environmental benefits of transit are also well recognized: reducing the number of cars on the road reduces traffic congestion and air pollution. With the aging of the population, the public is also concerned with mobility issues that will face many residents over the next 20 years. There is a clear need to plan, build, and operate services such as accessible bus stops, sidewalks, and transit lines, that support an aging population.

A vision for transit was developed through the RTP. This vision includes the following core elements:

- Expand RTC RAPID service on Virginia Street and add RTC RAPID service on 4th Street/Prater Way
- Develop a new Dial-A-Ride service with a focus on seniors in outlying areas
- Increase service hours and frequency in the urban core
- Expand service to suburban residential and employment centers
- Provide new inter-regional service that would include Lake Tahoe, Truckee, and other nearby regions
- Develop a new bus maintenance facility to accommodate alternate fuels

Although strong support was expressed for this vision, financial projections indicate that RTC will struggle to maintain existing service as fuel and other operating costs continue to rise. In addition, the growing senior population will generate a significant increase in demand for RTC ACCESS paratransit service over the next 20 years.

Because of these issues, the fiscally constrained transit program will include existing service plus the modifications planned for 2013/2014:

- Extension of RTC RAPID to the University of Nevada, Reno (a demonstration project)
- Re-allocation of service hours to achieve greater efficiency
- Summer weekend service to Lake Tahoe (a demonstration project)
- Upgrades to RTC bus maintenance facilities to accommodate more fuel efficient vehicles

RTC RAPID bus at RTC 4TH STREET STATION

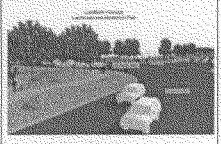
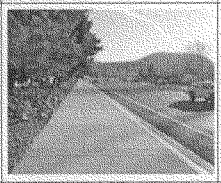
The vision for transit provides an opportunity to launch a continuing dialog about the role of transit in the community and approaches to sustainable funding for transit operations.

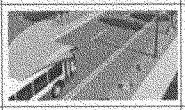
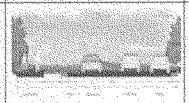
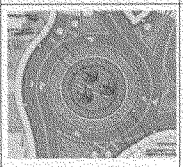
Complete Streets/Safe Streets

This RTP includes a package of roadway investments that promote livability and regional connectivity. All of these projects incorporate a Complete Streets design concept, which addresses the needs of all roadway users in a way that is sensitive to the local land use context. Safety is an important aspect of all project planning, with high crash locations being improved through many of the recommended projects.

Projects that focus on regional connectivity link major concentrations of employment and housing across the Truckee Meadows. Major regional connectivity projects are described on the following page.

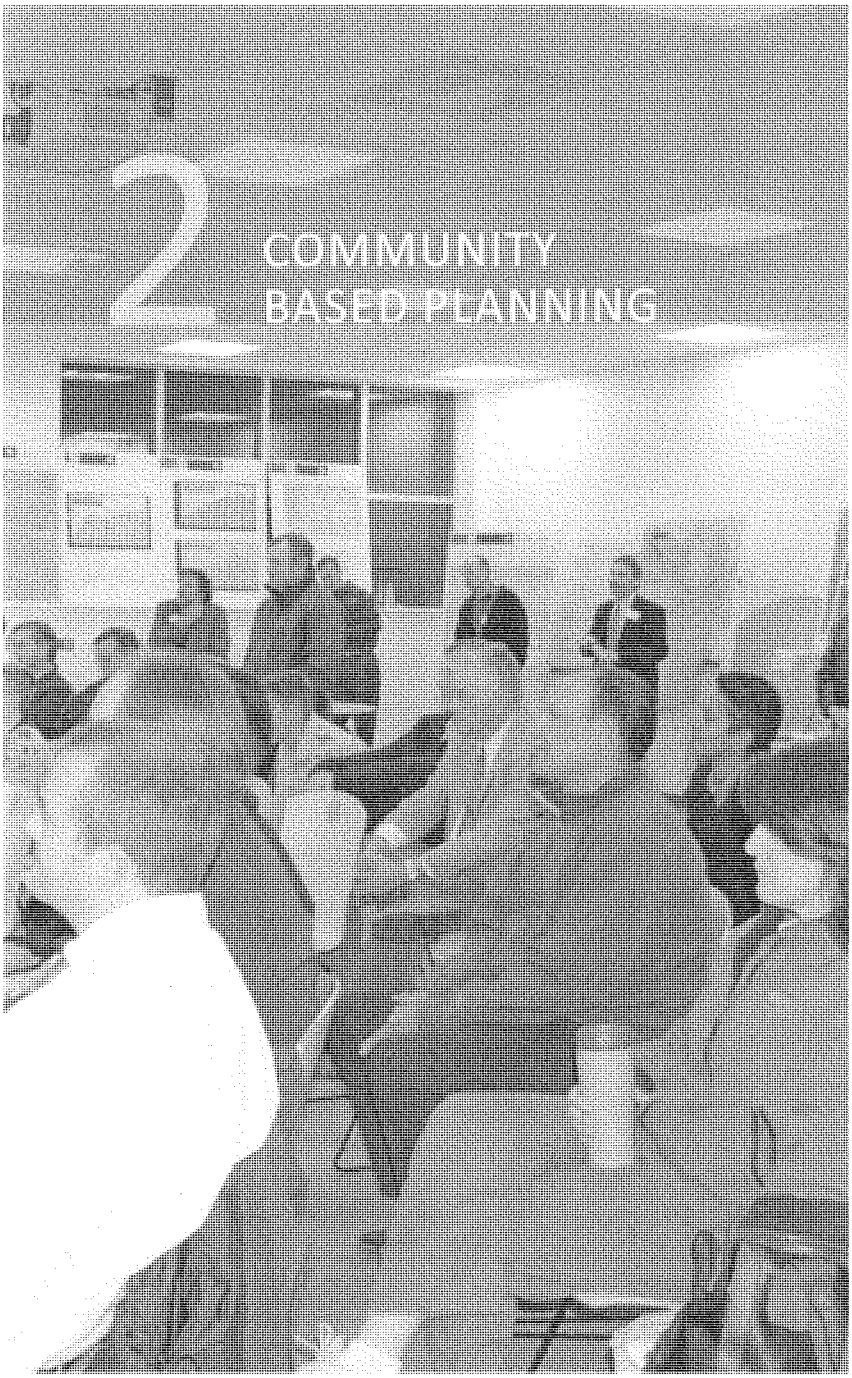
Other projects focus primarily on neighborhood livability and economic development. While these projects may not add new lanes for autos, they do improve ADA accessibility, connectivity of the regional bicycle network, facilitate safety through traffic calming, and improve the streetscape appearance through landscaping and unified design. Key livability projects are described on the following page.

Regional Connectivity Projects							
Project Name	Photo	Complete Street Elements					
		Safety	Enhanced Transit Stops/ Route	Bike Facilities	Pedestrian Facilities	Auto Capacity	ITS
Pyramid/Sun Valley/U.S. 395 Connector Parr/Dandini service inter-change design & right of way		✓		✓	✓	✓	✓
Pyramid/ McCarran Intersection Improve capacity, safety & multi-modal access		✓	✓	✓	✓	✓	✓
McCarran Blvd Improvements Widen 4 to 6 lanes from Mira Loma to Greg Street		✓	✓	✓	✓	✓	✓
I-80 and US 395/I-580 Improvements System wide ramps & freeway ITS project		✓				✓	✓
SouthEast Connector South Meadows Parkway to Greg Street — New 6 lane road		✓	✓	✓	✓	✓	✓

Livability Projects							
Project Name	Photo	Complete Street Elements					
		Safety	Enhanced Transit Stops/ Route	Bike Facilities	Pedestrian Facilities	Auto Capacity	ITS
4th Street/Prater Way Multimodal improvements from Keystone Ave to Vista Blvd		✓	✓	✓	✓		✓
Oddie Blvd/Wells Ave Multimodal improvements, design & right of way from Kuenzli to Pyramid Way		✓		✓	✓		✓
Plumb Lane Pavement reconstruction & new shared use path from McCarran Blvd to Ferris Ln		✓		✓	✓		✓
Sutro Street Multimodal improvements from 4th Street to McCarran Blvd		✓	✓	✓	✓		✓
Mill Street/ Terminal Way Multimodal improvements from Lake Street to Reno/ Tahoe International Airport		✓	✓	✓	✓	✓	✓
Virginia Street Bridge Replacement Replace existing bridge		✓	✓	✓	✓		
Kietzke Lane Multimodal improvements Virginia Street to Galletti Way		✓	✓	✓	✓		✓

This RTP was driven by the feedback of local residents, businesses, and partner agencies as well as the economic realities of a stagnant financial base for transit, a population that is aging, the need to continue to build the long standing backlog of capacity improvements, and the recognition that transportation plays a critical role in the region's efforts to diversify the economy to sustain long term opportunities.

It identifies a path to improving the quality of life in the Truckee Meadows. Roadways are an important part of the local community and shape the daily experience of the people that travel them, whether on bus, bike, foot, or in a car. This plan supports the economic vitality of the region through promoting safety, providing accessible places to walk and bike, improving connectivity between where people live and work, and conserving resources through environmentally and fiscally sustainable practices.

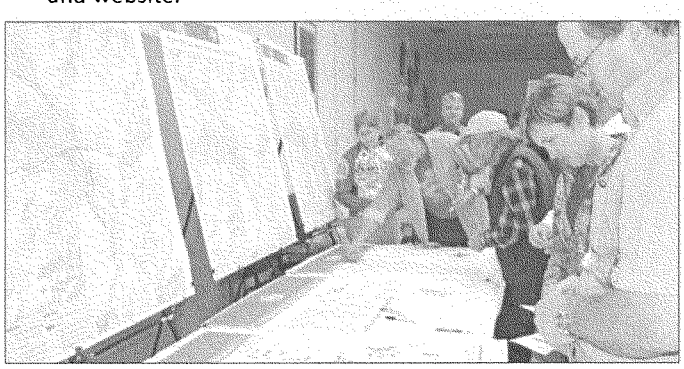


2 COMMUNITY BASED PLANNING

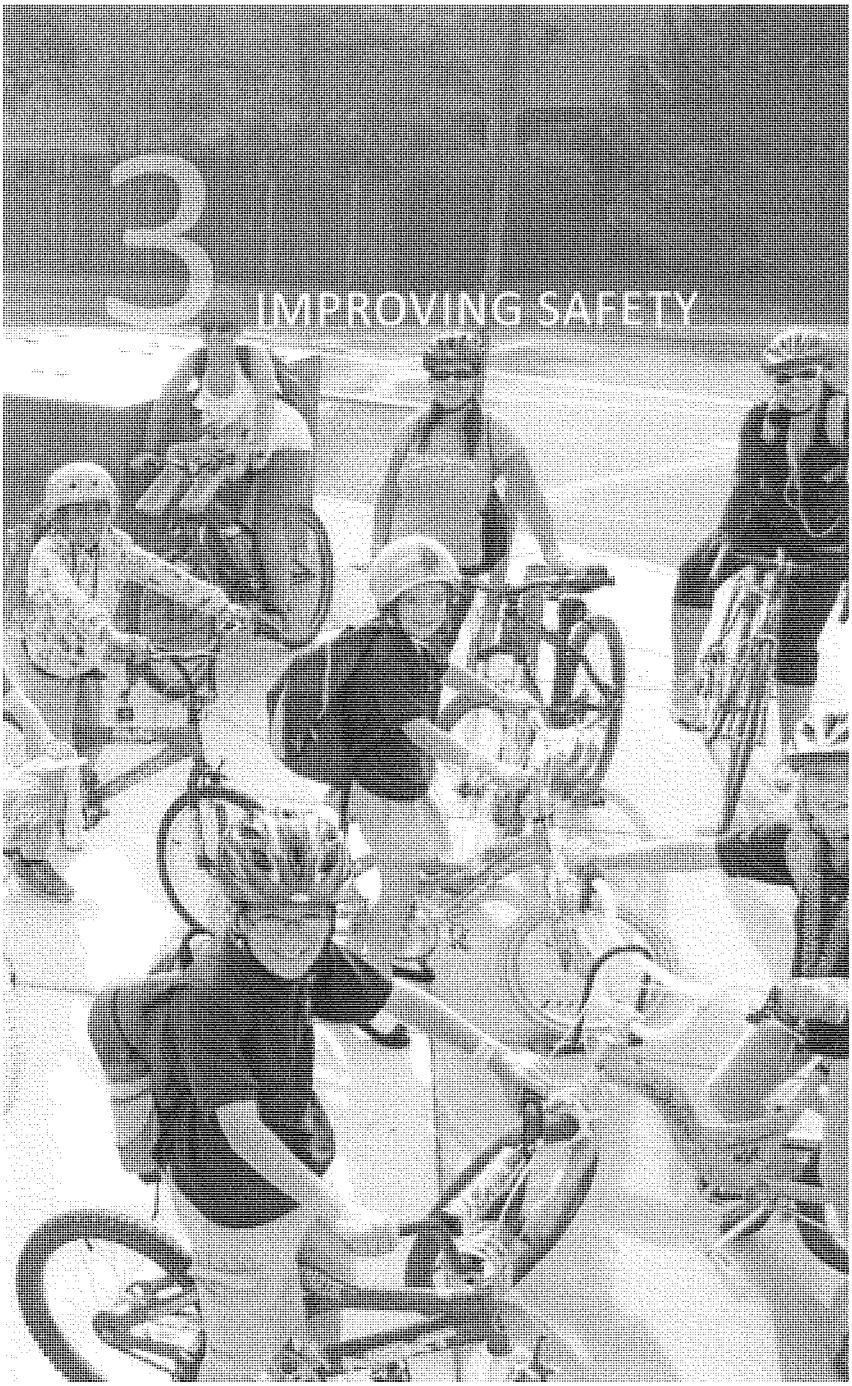
The RTP is founded on a people based approach. Effective transportation planning requires involvement from community stakeholders, elected officials, business owners, schools, economic development groups, and property owners. Collaboration with the public allows for innovative ideas to emerge that address complex transportation issues including funding, promoting the development of multi-modal roadways, and increasing travel options on a regional level.

The 2035 RTP process was formed around five primary types of outreach:

- Participation of RTP working groups (the Agency Working Group and Community Working Group) that met monthly
- Community Planning Workshops that were held at strategic points of the plan development process
- Roundtable discussions that brought local residents together to focus on accessibility and other senior transportation issues, freight and logistics, Complete Streets, and youth transportation issues
- Involvement of elected officials and other boards and commissions
- Digital and traditional broadcast media to reach a broad audience — this included a smart phone application and website.



Participants at the 3rd community workshop.



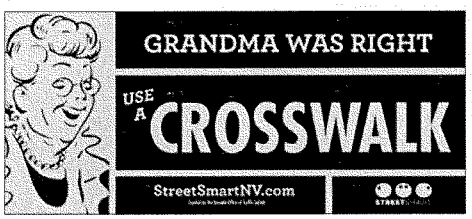
3 IMPROVING SAFETY

Planning and building a safe multi-modal transportation system for the travelling public is the most critical goal of the RTC. Safety is involved in all types of transportation: driving, walking, cycling, and riding transit. RTC engages in innovative planning and data analysis, public education, interdisciplinary collaboration, operations, and design, with the goal of reducing the number of crashes and injuries in Washoe County. In addition, RTC is a partner with local emergency response teams and law enforcement agencies, in an effort to provide evacuation assistance and coordination during regional disasters.

PLANNING FOR SAFETY

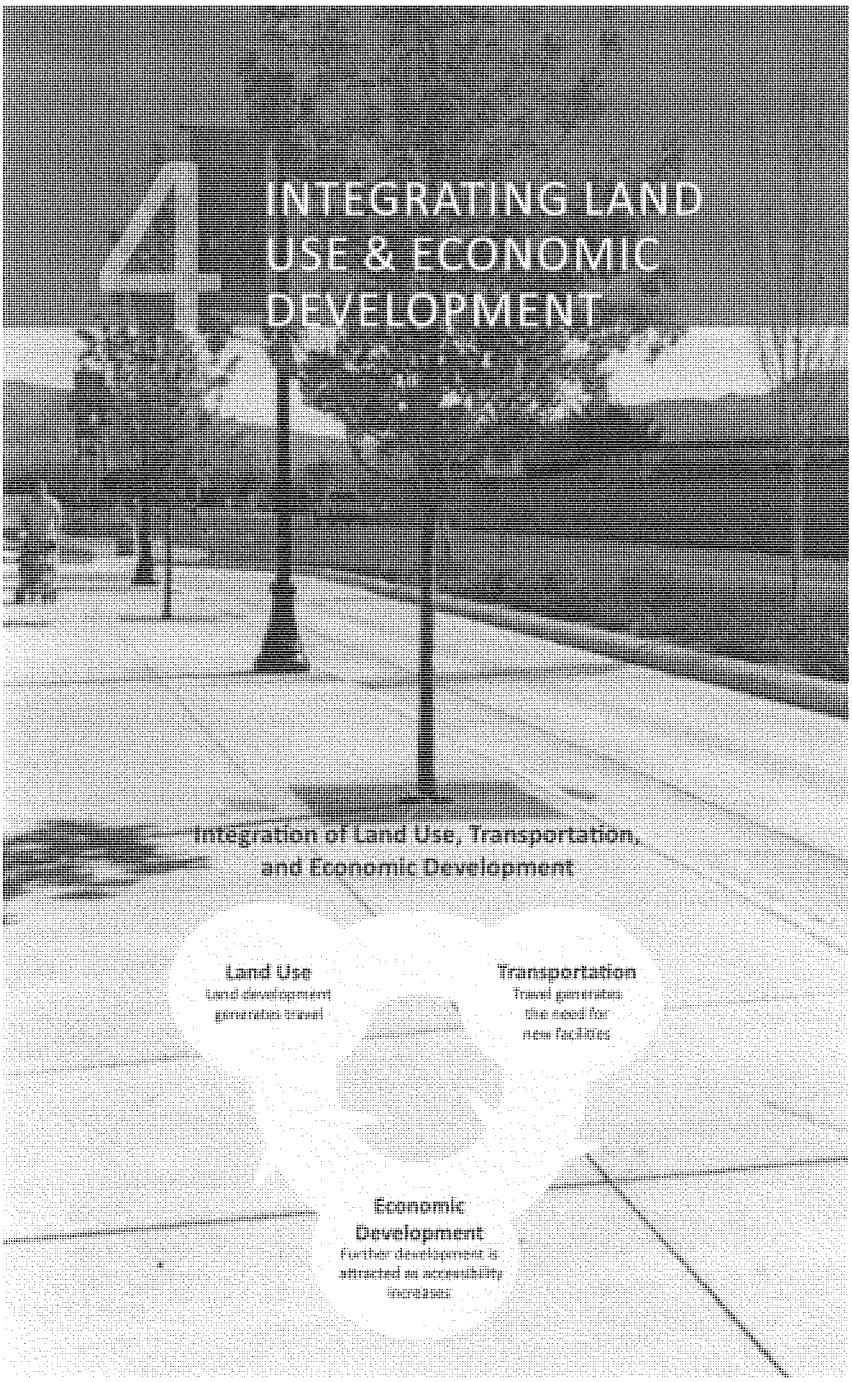
Issues related to the incorporation of safety into the regional plan includes:

- Continue building stakeholder & agency partnerships
- Enhance the accessibility and safety of transit stops and transfer points
- Use ITS technologies on transit and emergency vehicles
- Support safety education & outreach
- Improve crosswalks & sidewalks
- Install appropriate traffic calming devices
- Support Safe Routes to school



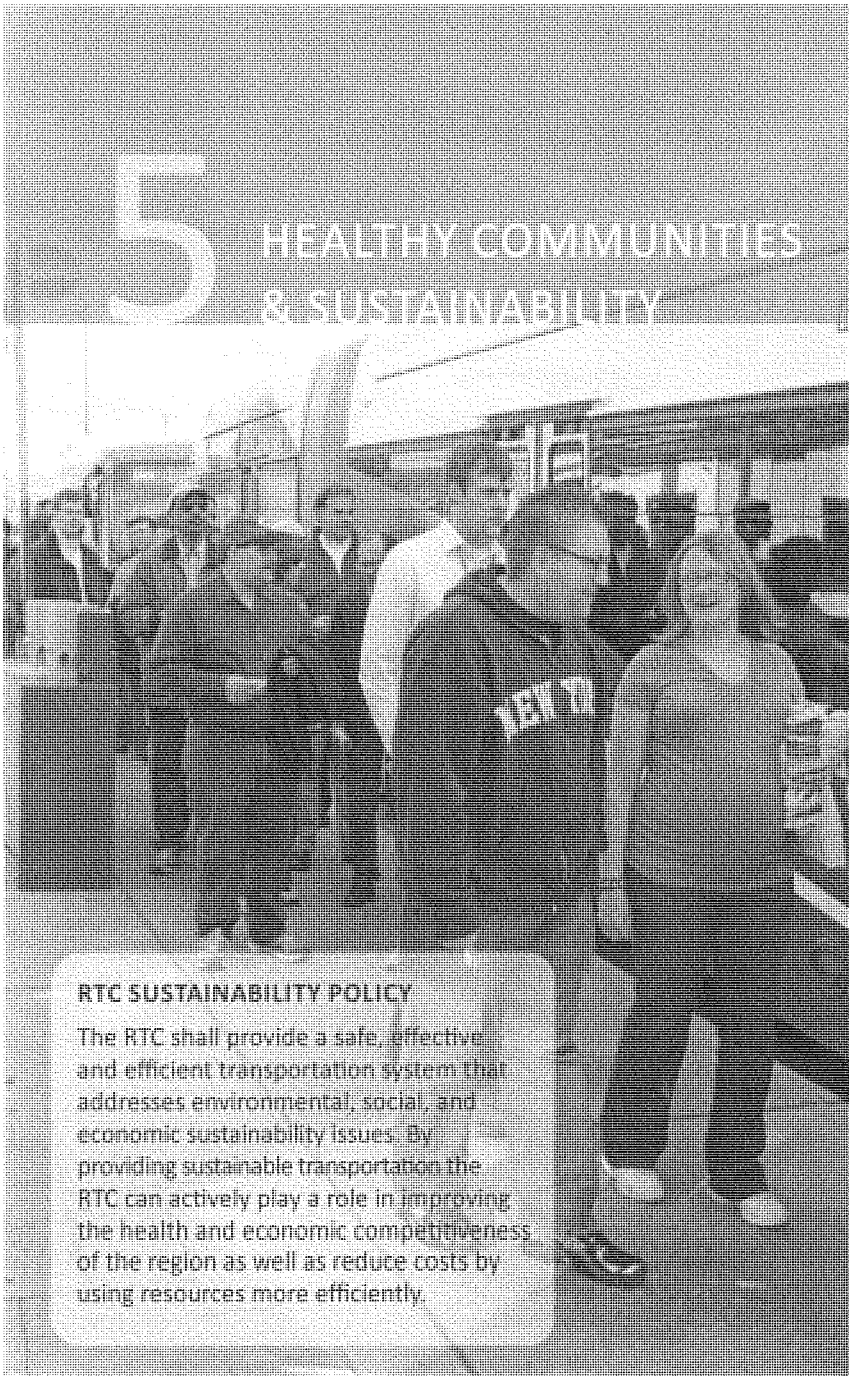
zero Fatalities
Drive Safe Nevada

Advertisements for the Street Smart program.


4
INTEGRATING LAND USE & ECONOMIC DEVELOPMENT
Integration of Land Use, Transportation, and Economic Development
Land Use
Land development generates travel
Transportation
Travel generates the need for new facilities
Economic Development
Further development is attracted as accessibility increases

Land use, economic development, and transportation are deeply interrelated. Infrastructure investments should be coordinated to maximize project benefits. Transportation investments can support development goals by enhancing access, improving the quality of the streetscape, and helping to create public spaces where people want to be. Transportation improvements can lead to significant economic investment in areas that are in need of revitalization or are lacking adequate transportation access. A coordinated regional dialog is necessary to maximize the fiscal sustainability of maintaining public services and infrastructure.

Complete Street improvements are an example of investments that support the redevelopment district goals of the local governments. Transit oriented development (TOD) goals can be accomplished by encouraging mixed use development that hosts a balance of housing, retail, recreational and employment opportunities. This type of growth is supported by the provision of higher order transit service and roadways that follow Complete Street design guidelines. This combination of transportation services and land use management can lead to sustainable development that fosters the preservation of natural and cultural resources, enhances livability, and promotes a healthier community infrastructure and can provide residents and visitors with more. Transit also supports regional tourism and economic development initiatives. It plays an important role in getting people to special events in the region. As an example, RTC RAPID connects the Reno-Sparks Convention Center to downtown and major resorts supporting the tourism and convention industries. A safe and efficient regional road and freeway network also supports industrial growth related to logistics and distribution.



5 HEALTHY COMMUNITIES & SUSTAINABILITY

RTC SUSTAINABILITY POLICY

The RTC shall provide a safe, effective and efficient transportation system that addresses environmental, social, and economic sustainability issues. By providing sustainable transportation the RTC can actively play a role in improving the health and economic competitiveness of the region as well as reduce costs by using resources more efficiently.

Transportation plays an important role in community health and environmental sustainability.

AIR QUALITY

Initiatives to improve air quality benefit both cardiovascular and respiratory health and can help to conserve resources. Through the promotion of active transportation and use of alternative fuels, RTC is working to improve air quality. By increasing the number of passengers who utilize transit service there will be fewer private passenger vehicles on the road leading to reduced air pollutants. One concept that promotes transit and alternate modes of transportation is Complete Streets. Complete Streets are roadways that accommodate all modes of transportation including transit, pedestrians, automobiles and bicycles. Recent RTC projects have indicated that people are more likely to utilize alternate modes of travel if there are safe facilities such as bike lanes and wide sidewalks. Additional walking and bicycling not only promotes improved air quality, but can lead to a healthier and more active community.

ACTIVE LIVING AND COMMUNITY DESIGN

Community design influences access to physical activity opportunities, healthy foods, jobs and schools. Many neighborhoods, shopping centers and employment centers are designed to require a car to access services, thus leading to a lack of daily physical activity associated with mobility/transportation. This lack of activity along with unhealthy eating habits has become a national health crisis leading to an increase of chronic diseases. In Washoe County only 21% of high school and 32% of middle school students are getting the recommended amounts of physical activity and 57% of adults report being overweight or obese. (GetHealthyWashoe.com)

Washoe County Senior Services

The *Strategic Plan for Washoe County Senior Citizens* identifies transportation as a significant challenge for people that care for seniors. Public transportation and walkable neighborhoods are both top transportation priorities that contribute to the plan's mobility goals for seniors. This is especially true for seniors who live in isolation and would benefit from links to resource centers and other services. The plan also includes a goal for healthy aging, or increasing the percentage of seniors living in the setting of their choice with support to remain as independent and healthy as possible. Community design and infrastructure that provide access to services and a sidewalk network will support healthy aging and allow seniors to reside in their homes longer. To further support this goal, new senior housing developments and other services targeted to seniors should be located in areas with existing transit service.

Chronic Disease Prevention

Three of the top 11 leading causes of death in Washoe County may be influenced by physical activity and air quality: heart disease, chronic respiratory disease, and diabetes. The Washoe County Chronic Disease Coalition brings together agencies that can have a positive impact on the health of our local community, including transportation, emergency response, medical, and regulatory sectors.

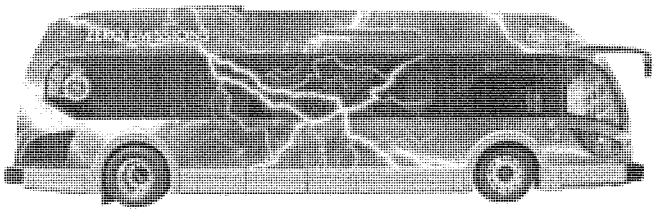
RTC has many programs that support sustainable practices:

SMART TRIPS

- Bus pass and vanpool subsidy program
- Trip matching program
- Guaranteed ride home
- Bike to Work Week promotion
- Partnership with "Safe Kids Washoe County"
- Street Smart program to increase the number of safe pedestrian trips

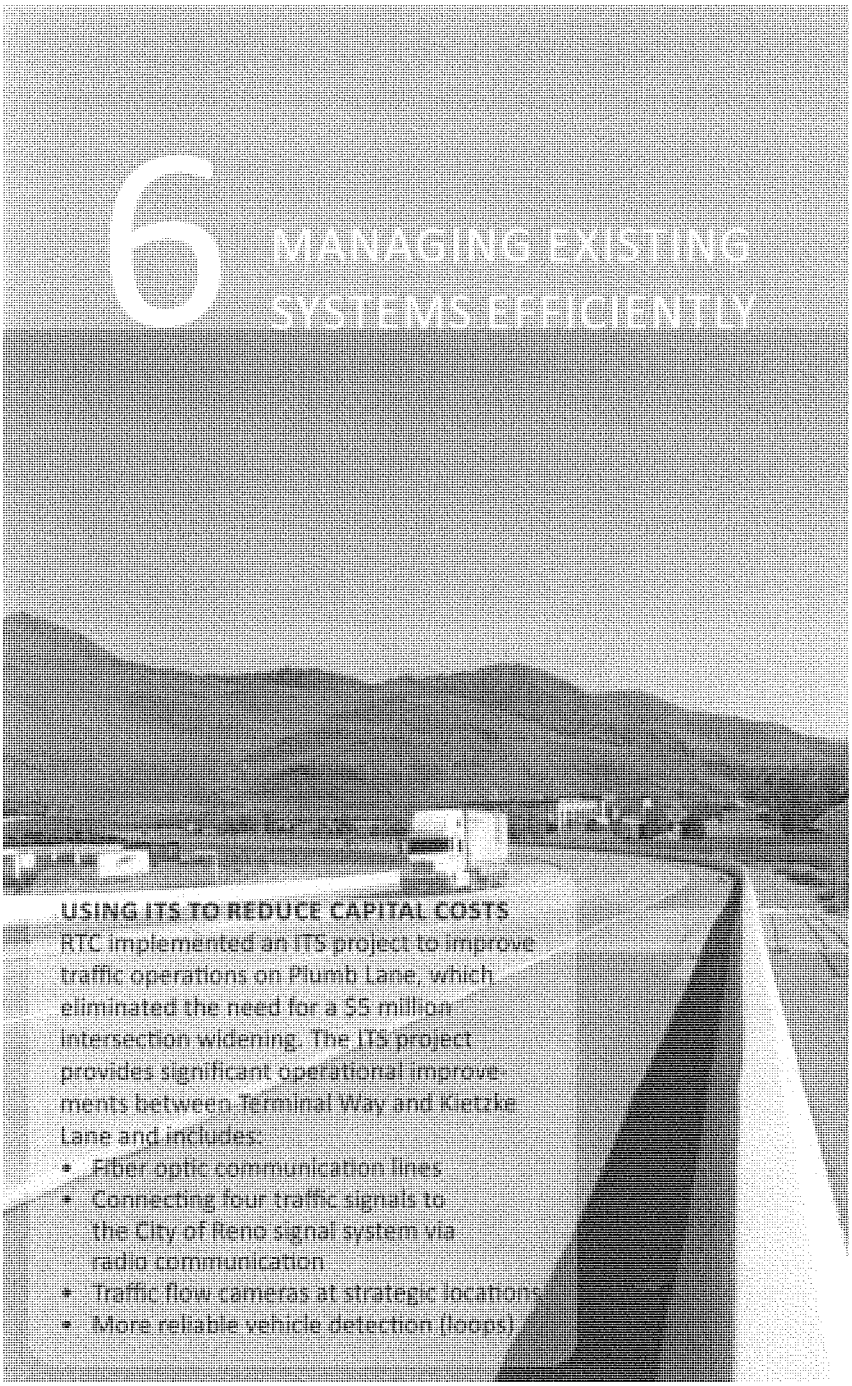
RTC RAPID/RTC RIDE/RTC INTERCITY/RTC ACCESS

- Bike racks
- Senior Adventures Travel Training
- Mobility Travel Training
- Use of intelligent transportation systems (ITS)
- Environmentally friendly products at the transit centers
- Alternative vehicles fuels
- Complete Street projects



RTC electric bus

6 MANAGING EXISTING SYSTEMS EFFICIENTLY



USING ITS TO REDUCE CAPITAL COSTS

RTC implemented an ITS project to improve traffic operations on Plumb Lane, which eliminated the need for a $5 million intersection widening. The ITS project provides significant operational improvements between Terminal Way and Kietzke Lane and includes:

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- Connecting four traffic signals to the City of Reno signal system via radio communication
- Traffic flow cameras at strategic locations
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TRAFFIC OPERATIONS

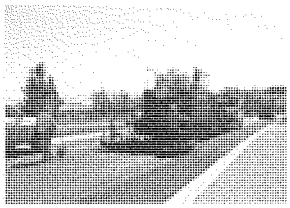
Traffic operations management includes a wide range of programs that maximize the efficient use of existing roadway capacity. RTC partners with NDOT, the cities of Reno and Sparks, and Washoe County to deploy ITS tools such as fiber optic cable, flow cameras, variable message signs, and traveler alerts through radio, website, text/email, and smart phone apps. This allows the delivery of improved traffic signal timing and coordinated incident response for the traveling public.

PAVEMENT PRESERVATION

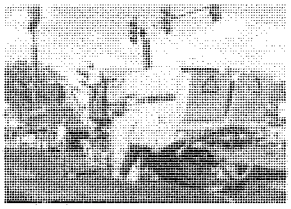
Whether trips are taken by automobiles, transit, bicycle or walking, everyone benefits when the streets are maintained in a safe and serviceable condition. The RTC in cooperation with the Public Works Departments of Reno, Sparks and Washoe County implements a comprehensive Pavement Preservation Program.

The goal is to apply the most cost effective treatment to the right pavements, at the right time to minimize pavement life cycle costs while maximizing serviceable pavement life.

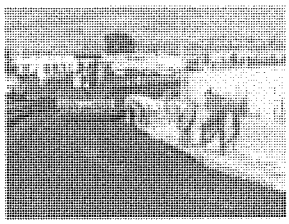
Through a process of collaboration and coordination with the local governments, RTC funds tactical roadway preservation programs to accomplish goals for the Regional Road System (arterials, collectors, industrial roads). The local governments provide preservation services for non-regional road roadways and day to day maintenance for all non-state maintained facilities.



Preventive Treatments *Surface seals on pavement & crack sealing to keep good pavements good.*
Cost = $0.40/SF



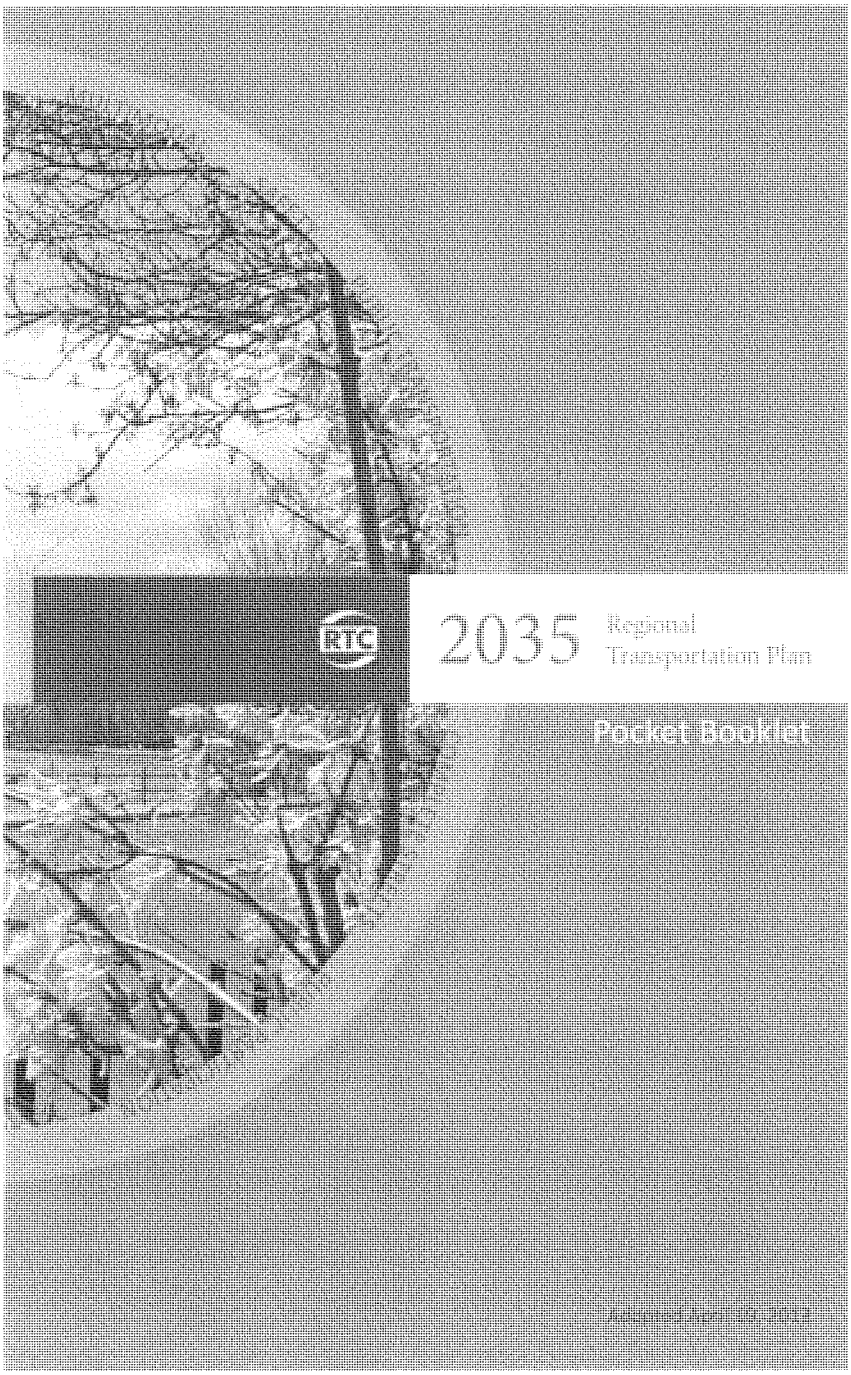
Corrective Treatments
Patching, grind off old pavement, replace with new. Improve ride quality.
Cost = $3.50/SF



Rehabilitation/ Reconstruction Treatments
Total removal and replacement of failed pavements and supporting soils.
Cost = $6.00 to $7.60/SF

TRANSIT OPERATIONS

Public transit is a valuable community asset that helps reduce traffic congestion, improve air quality, and provide essential mobility. Operational efficiency is one of the goals for the regional transit system. Because transit revenue sources do not keep pace with inflation, it is essential that cost effectiveness be a consideration in transit planning. RTC publishes monthly reports about the system's operational performance.


RTC
2035 Regional Transportation Plan
Pocket Booklet
Adopted April 14, 2011

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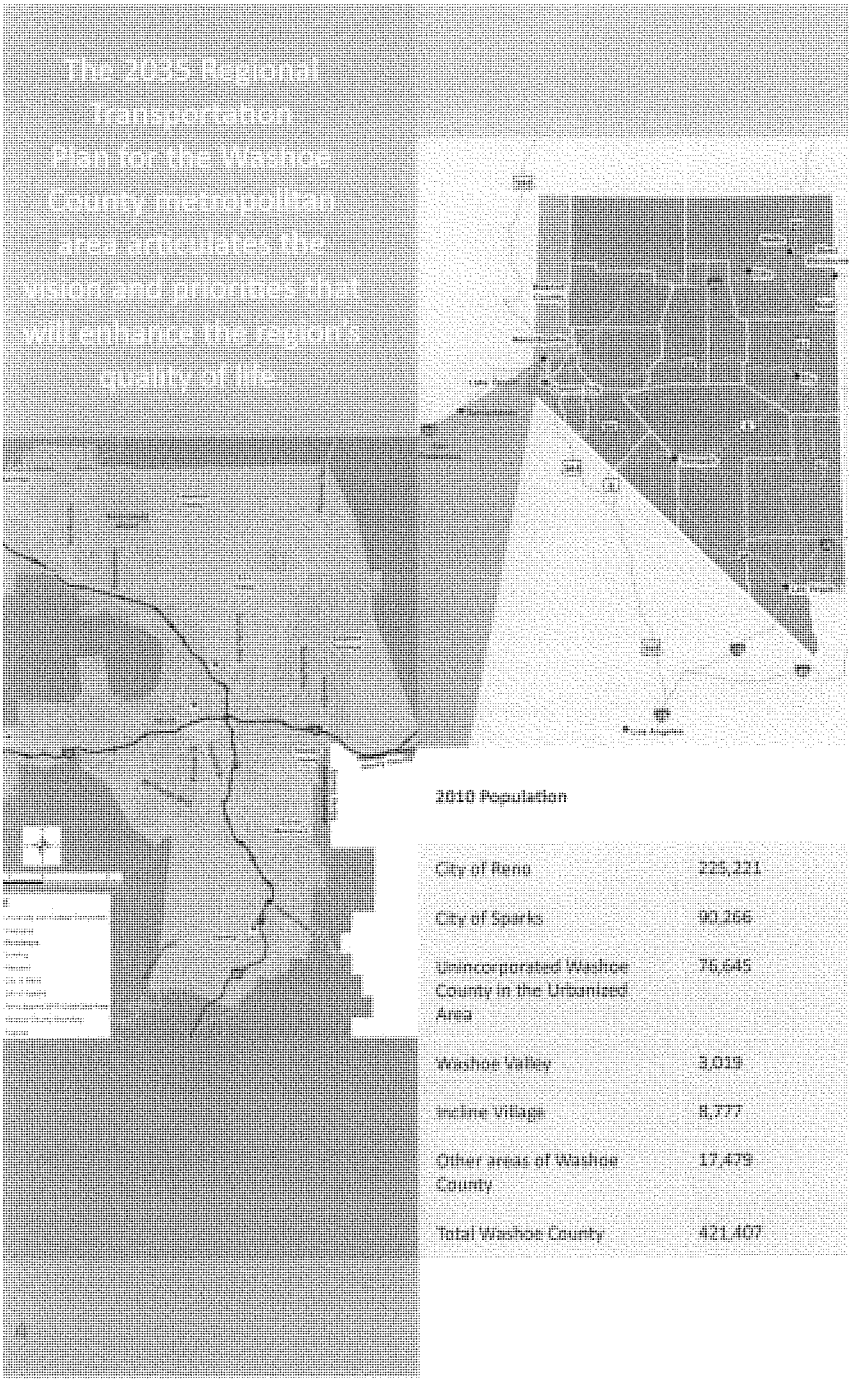
The 2035 Regional Transportation Plan for the Washoe County metropolitan area articulates the vision and priorities that will enhance the region's quality of life.



2010 Population

City of Reno	225,221
City of Sparks	90,266
Unincorporated Washoe County in the Urbanized Area	76,645
Washoe Valley	3,019
Incline Village	8,777
Other areas of Washoe County	17,479
Total Washoe County	421,407

Letter from the Executive Director

The RTC is pleased to present the 2035 Regional Transportation Plan (RTP) to the citizens of Washoe County. The RTP is the region's 20-year long range plan. The overarching vision contained in this plan focuses on transportation as a catalyst for developing economic opportunities that sustain our valued quality of life. It defines the long range policies and priorities for the community's future transportation system and is the blueprint to stimulating public transit, providing clean air, and making roadways accessible to all regardless of age or ability. It is a key component to improving our region's quality of life. We ask that you join us in seeing the opportunity we have to inspire, innovate and implement an integrated, efficient regional transportation system.

Sincerely,
Lee Gibson, AICP, LEED AP
Executive Director

From left to right: Dale Ferguson, Legal Counsel; Commissioner Ron Smith, Commissioner Sharon Zadra; Chair Bonnie Weber; Lee Gibson, RTC Executive Director; Vice Chair Dwight Dortch; Rudy Malfabon, Director of the Nevada Department of Transportation; Commissioner David Humke

1 EXECUTIVE SUMMARY

The 2035 Regional Transportation Plan (RTP) identifies the long-term transportation investments that will be made in the urbanized area of Reno, Sparks, and Washoe County, Nevada. The plan was founded on a people-based approach, which included extensive collaboration with the community and federal, state and local partner agencies. The RTP process was shaped by four guiding principles derived from community input:

- Safe and healthy communities
- Economic development and diversification
- Sustainability
- Increased travel choices

The projects in this RTP (see Appendix A) support the vision that the Truckee Meadows is the best place to live, work, recreate, visit, and invest. The plan includes transportation projects, programs and services for walking, biking, driving, and riding transit. In addition, the plan provides for maintaining existing infrastructure in good condition and improving the operation of existing services.

The goals of the RTP, which are discussed further in each chapter of the plan, include the following:

- Improve safety
- Integrate land use and economic development
- Promote healthy communities and sustainability
- Manage existing systems efficiently
- Integrate all types of transportation
- Focus on regional connectivity
- Promote equity and environmental justice
- Improve freight and goods movement, and
- Invest strategically

Programmatic Investments

In support of these guiding principles and goals, the RTP includes four programmatic investments that will be ongoing throughout the life of the plan. These investments, as described below, received consistently strong support at all community outreach events.

- Accessibility improvements under the Americans with Disabilities Act (ADA) — With the segment of the population over 75 years old being the fastest growing demographic in the region, the importance of accessible pedestrian facilities will continue to grow. Annual funding will be programmed for spot improvements throughout the region to upgrade sidewalks, crosswalks, and curb ramps.
- Pedestrian and bicycle facility improvements — Ongoing implementation of the Reno-Sparks Bicycle Pedestrian Master Plan will be funded throughout the RTP planning horizon. These spot improvements will enhance the safety and regional connectivity of the pedestrian and bicycle network.
- Traffic Signals and Intelligent Transportation Systems (ITS) Operations — Technology and traffic operations strategies promote faster travel times on the existing roadway network. Investments in ITS have proven to be a cost-effective alternative to adding road capacity. The plan identifies annual funding to upgrade traffic signals and associated communications technologies.
- Pavement Preservation — Maintaining roads and bridges in good condition and extending the useful life of pavement on regional roads is a proven way to minimize long term costs.

Vision for Transit

During the RTP community outreach effort, expanding transit was the most frequently identified transportation need. Transit is recognized as an essential part of the local economy that helps thousands of Washoe County residents get to work and access essential services each day.

Transit helps shape development patterns and is an economic development tool that supports a higher density, mixed-use urban form. The Virginia Street RTC RAPID project is an example where a transit investment is helping spur new and revitalized investments from Downtown to Midtown and Meadowood Mall.

The environmental benefits of transit are also well recognized: reducing the number of cars on the road reduces traffic congestion and air pollution. With the aging of the population, the public is also concerned with mobility issues that will face many residents over the next 20 years. There is a clear need to plan, build, and operate services such as accessible bus stops, sidewalks, and transit lines, that support an aging population.

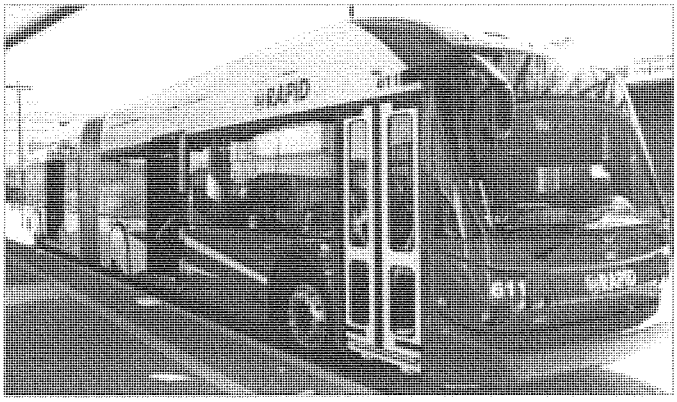
A vision for transit was developed through the RTP. This vision includes the following core elements:

- Expand RTC RAPID service on Virginia Street and add RTC RAPID service on 4th Street/Prater Way
- Develop a new Dial-A-Ride service with a focus on seniors in outlying areas
- Increase service hours and frequency in the urban core
- Expand service to suburban residential and employment centers
- Provide new inter-regional service that would include Lake Tahoe, Truckee, and other nearby regions
- Develop a new bus maintenance facility to accommodate alternate fuels

Although strong support was expressed for this vision, financial projections indicate that RTC will struggle to maintain existing service as fuel and other operating costs continue to rise. In addition, the growing senior population will generate a significant increase in demand for RTC ACCESS paratransit service over the next 20 years.

Because of these issues, the fiscally constrained transit program will include existing service plus the modifications planned for 2013/2014:

- Extension of RTC RAPID to the University of Nevada, Reno (a demonstration project)
- Re-allocation of service hours to achieve greater efficiency
- Summer weekend service to Lake Tahoe (a demonstration project)
- Upgrades to RTC bus maintenance facilities to accommodate more fuel efficient vehicles



RTC RAPID bus at RTC 4TH STREET STATION

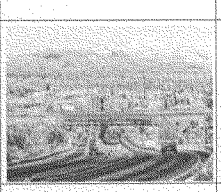
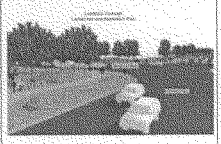
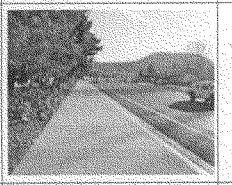
The vision for transit provides an opportunity to launch a continuing dialog about the role of transit in the community and approaches to sustainable funding for transit operations.

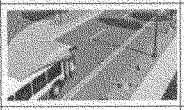
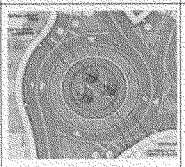
Complete Streets/Safe Streets

This RTP includes a package of roadway investments that promote livability and regional connectivity. All of these projects incorporate a Complete Streets design concept, which addresses the needs of all roadway users in a way that is sensitive to the local land use context. Safety is an important aspect of all project planning, with high crash locations being improved through many of the recommended projects.

Projects that focus on regional connectivity link major concentrations of employment and housing across the Truckee Meadows. Major regional connectivity projects are described on the following page.

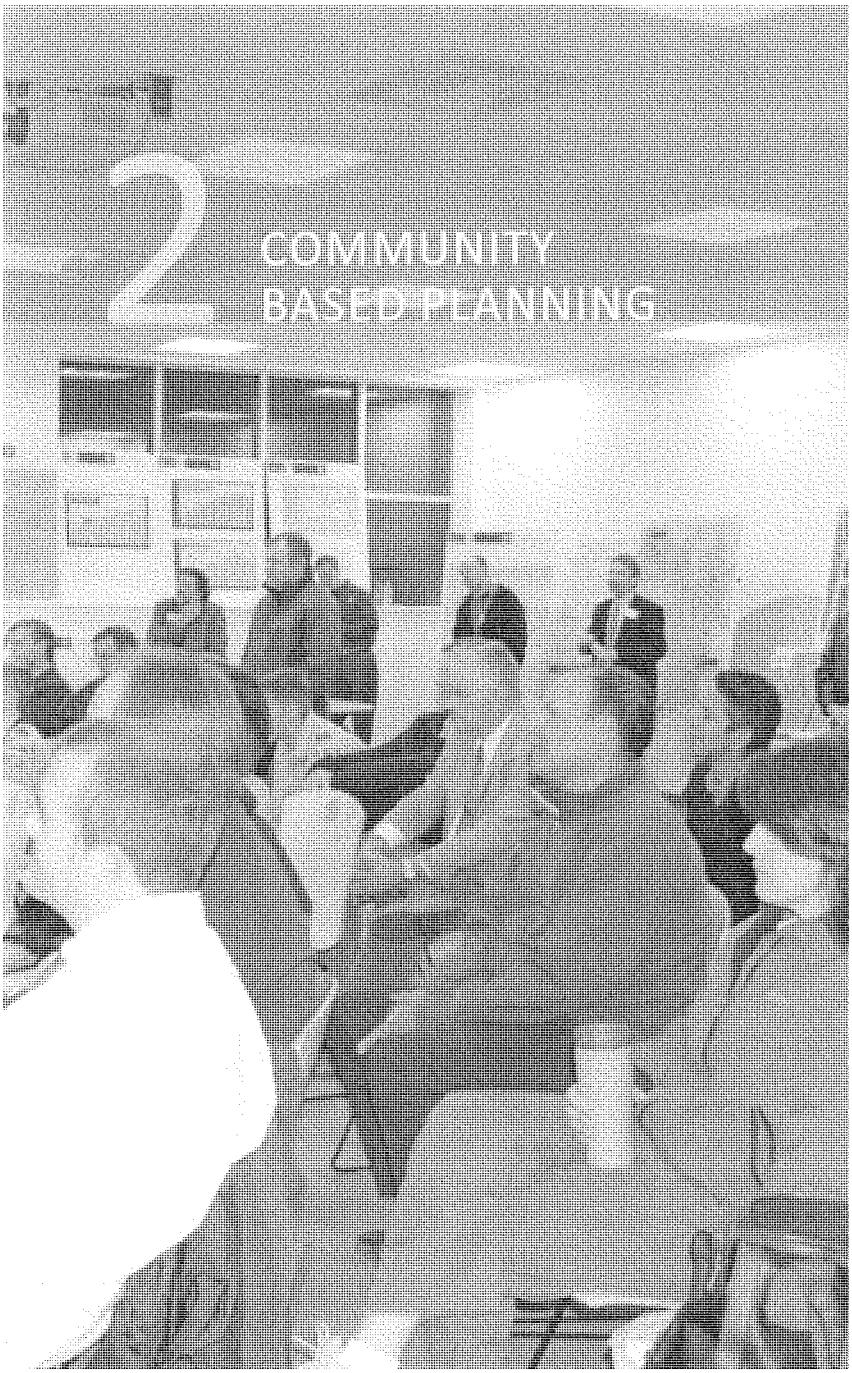
Other projects focus primarily on neighborhood livability and economic development. While these projects may not add new lanes for autos, they do improve ADA accessibility, connectivity of the regional bicycle network, facilitate safety through traffic calming, and improve the streetscape appearance through landscaping and unified design. Key livability projects are described on the following page.

Regional Connectivity Projects							
Project Name	Photo	Complete Street Elements					
		Safety	Enhanced Transit Stops/ Route	Bike Facilities	Pedestrian Facilities	Auto Capacity	ITS
Pyramid/Sun Valley/U.S. 395 Connector Parr/Dandini service inter-change design & right of way		✓		✓	✓	✓	✓
Pyramid/ McCarran Intersection Improve capacity, safety & multi-modal access		✓	✓	✓	✓	✓	✓
McCarran Blvd Improvements Widen 4 to 6 lanes from Mira Loma to Greg Street		✓	✓	✓	✓	✓	✓
I-80 and US 395/I-580 Improvements System wide ramps & freeway ITS project		✓				✓	✓
SouthEast Connector South Meadows Parkway to Greg Street — New 6 lane road		✓	✓	✓	✓	✓	✓

Livability Projects							
Project Name	Photo	Complete Street Elements					
		Safety	Enhanced Transit Stops/ Route	Bike Facilities	Pedestrian Facilities	Auto Capacity	ITS
4th Street/Prater Way Multimodal improvements from Keystone Ave to Vista Blvd		✓	✓	✓	✓		✓
Oddie Blvd/Wells Ave Multimodal improvements, design & right of way from Kuenzli to Pyramid Way		✓		✓	✓		✓
Plumb Lane Pavement reconstruction & new shared use path from McCarran Blvd to Ferris Ln		✓		✓	✓		✓
Sutro Street Multimodal improvements from 4th Street to McCarran Blvd		✓	✓	✓	✓		✓
Mill Street/ Terminal Way Multimodal improvements from Lake Street to Reno/ Tahoe International Airport		✓	✓	✓	✓	✓	✓
Virginia Street Bridge Replacement Replace existing bridge		✓	✓	✓	✓		
Kietzke Lane Multimodal improvements Virginia Street to Galletti Way		✓	✓	✓	✓		✓

This RTP was driven by the feedback of local residents, businesses, and partner agencies as well as the economic realities of a stagnant financial base for transit, a population that is aging, the need to continue to build the long standing backlog of capacity improvements, and the recognition that transportation plays a critical role in the region's efforts to diversify the economy to sustain long term opportunities.

It identifies a path to improving the quality of life in the Truckee Meadows. Roadways are an important part of the local community and shape the daily experience of the people that travel them, whether on bus, bike, foot, or in a car. This plan supports the economic vitality of the region through promoting safety, providing accessible places to walk and bike, improving connectivity between where people live and work, and conserving resources through environmentally and fiscally sustainable practices.

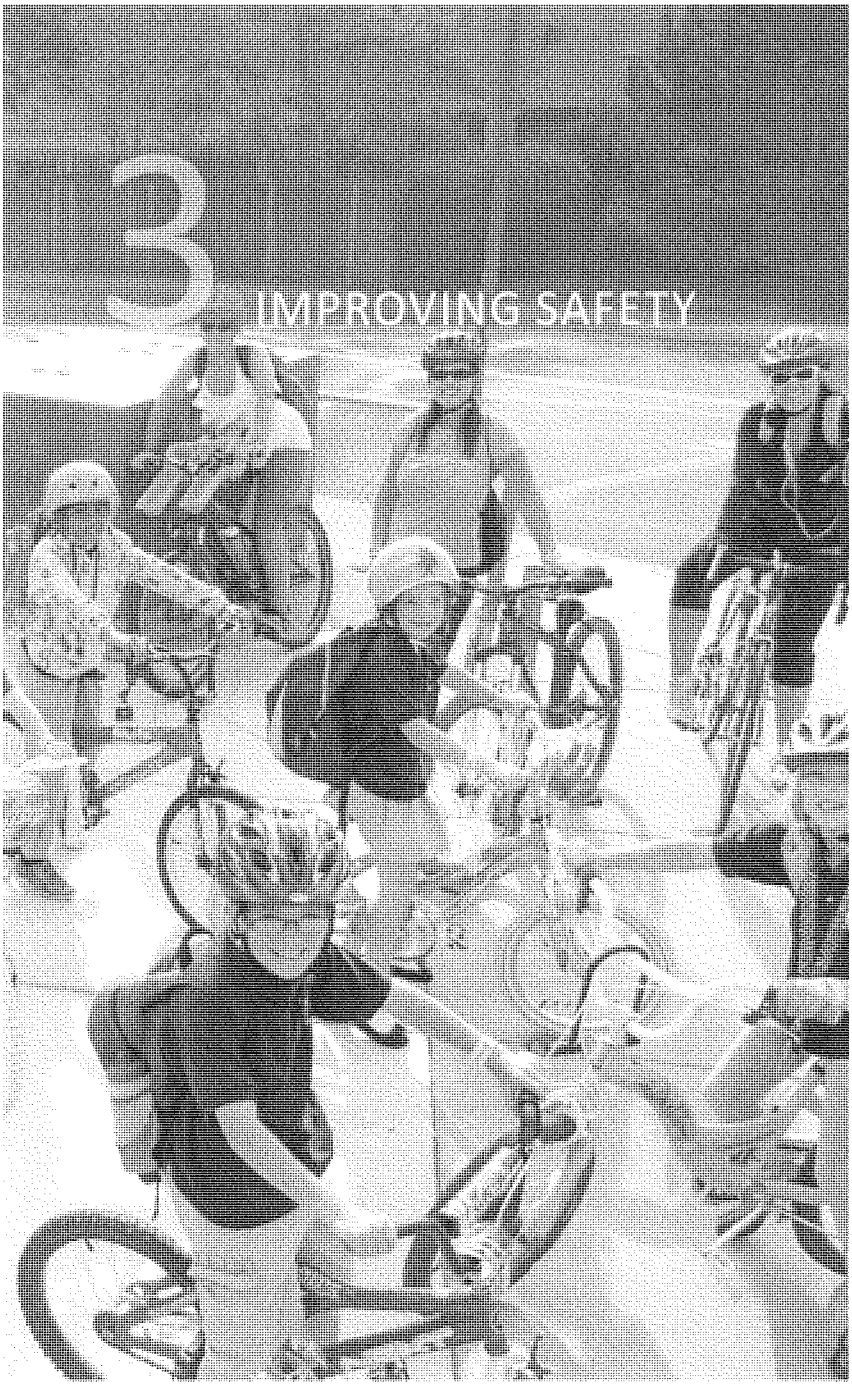

2
COMMUNITY
BASED PLANNING

The RTP is founded on a people based approach. Effective transportation planning requires involvement from community stakeholders, elected officials, business owners, schools, economic development groups, and property owners. Collaboration with the public allows for innovative ideas to emerge that address complex transportation issues including funding, promoting the development of multi-modal roadways, and increasing travel options on a regional level.

The 2035 RTP process was formed around five primary types of outreach:

- Participation of RTP working groups (the Agency Working Group and Community Working Group) that met monthly
- Community Planning Workshops that were held at strategic points of the plan development process
- Roundtable discussions that brought local residents together to focus on accessibility and other senior transportation issues, freight and logistics, Complete Streets, and youth transportation issues
- Involvement of elected officials and other boards and commissions
- Digital and traditional broadcast media to reach a broad audience — this included a smart phone application and website.

Participants at the 3rd community workshop.

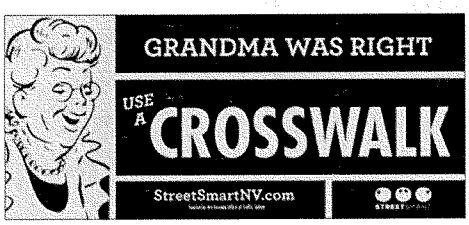

3
IMPROVING SAFETY

Planning and building a safe multi-modal transportation system for the travelling public is the most critical goal of the RTC. Safety is involved in all types of transportation: driving, walking, cycling, and riding transit. RTC engages in innovative planning and data analysis, public education, interdisciplinary collaboration, operations, and design, with the goal of reducing the number of crashes and injuries in Washoe County. In addition, RTC is a partner with local emergency response teams and law enforcement agencies, in an effort to provide evacuation assistance and coordination during regional disasters.

PLANNING FOR SAFETY

Issues related to the incorporation of safety into the regional plan includes:

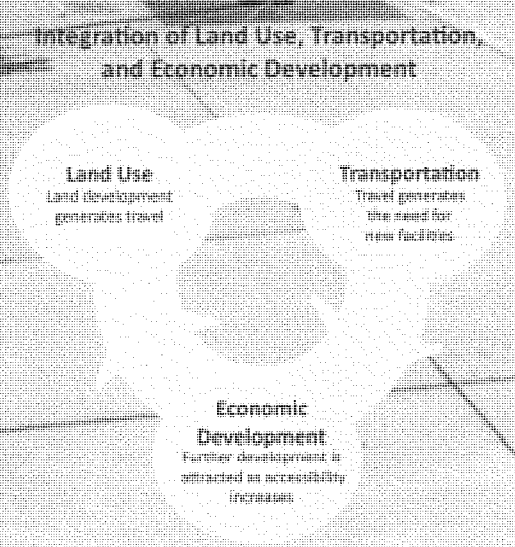
- Continue building stakeholder & agency partnerships
- Enhance the accessibility and safety of transit stops and transfer points
- Use ITS technologies on transit and emergency vehicles
- Support safety education & outreach
- Improve crosswalks & sidewalks
- Install appropriate traffic calming devices
- Support Safe Routes to school



zero Fatalities
Drive Safe Nevada

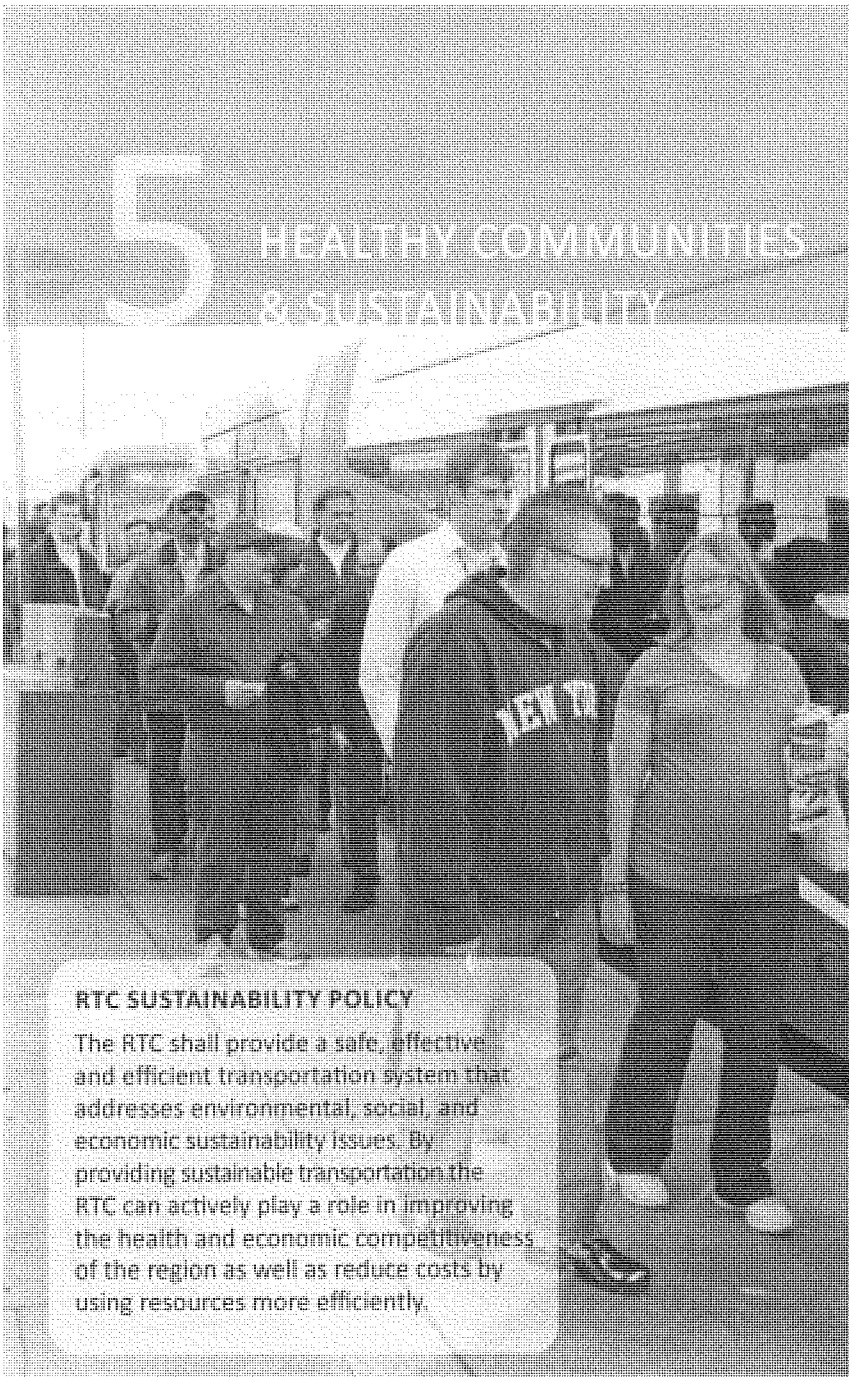
Advertisements for the Street Smart program.

4 INTEGRATING LAND USE & ECONOMIC DEVELOPMENT



Land use, economic development, and transportation are deeply interrelated. Infrastructure investments should be coordinated to maximize project benefits. Transportation investments can support development goals by enhancing access, improving the quality of the streetscape, and helping to create public spaces where people want to be. Transportation improvements can lead to significant economic investment in areas that are in need of revitalization or are lacking adequate transportation access. A coordinated regional dialog is necessary to maximize the fiscal sustainability of maintaining public services and infrastructure.

Complete Street improvements are an example of investments that support the redevelopment district goals of the local governments. Transit oriented development (TOD) goals can be accomplished by encouraging mixed use development that hosts a balance of housing, retail, recreational and employment opportunities. This type of growth is supported by the provision of higher order transit service and roadways that follow Complete Street design guidelines. This combination of transportation services and land use management can lead to sustainable development that fosters the preservation of natural and cultural resources, enhances livability, and promotes a healthier community infrastructure and can provide residents and visitors with more. Transit also supports regional tourism and economic development initiatives. It plays an important role in getting people to special events in the region. As an example, RTC RAPID connects the Reno-Sparks Convention Center to downtown and major resorts supporting the tourism and convention industries. A safe and efficient regional road and freeway network also supports industrial growth related to logistics and distribution.



5 HEALTHY COMMUNITIES & SUSTAINABILITY

RTC SUSTAINABILITY POLICY

The RTC shall provide a safe, effective and efficient transportation system that addresses environmental, social, and economic sustainability issues. By providing sustainable transportation the RTC can actively play a role in improving the health and economic competitiveness of the region as well as reduce costs by using resources more efficiently.

Transportation plays an important role in community health and environmental sustainability.

AIR QUALITY

Initiatives to improve air quality benefit both cardiovascular and respiratory health and can help to conserve resources. Through the promotion of active transportation and use of alternative fuels, RTC is working to improve air quality. By increasing the number of passengers who utilize transit service there will be fewer private passenger vehicles on the road leading to reduced air pollutants. One concept that promotes transit and alternate modes of transportation is Complete Streets. Complete Streets are roadways that accommodate all modes of transportation including transit, pedestrians, automobiles and bicycles. Recent RTC projects have indicated that people are more likely to utilize alternate modes of travel if there are safe facilities such as bike lanes and wide sidewalks. Additional walking and bicycling not only promotes improved air quality, but can lead to a healthier and more active community.

ACTIVE LIVING AND COMMUNITY DESIGN

Community design influences access to physical activity opportunities, healthy foods, jobs and schools. Many neighborhoods, shopping centers and employment centers are designed to require a car to access services, thus leading to a lack of daily physical activity associated with mobility/transportation. This lack of activity along with unhealthy eating habits has become a national health crisis leading to an increase of chronic diseases. In Washoe County only 21% of high school and 32% of middle school students are getting the recommended amounts of physical activity and 57% of adults report being overweight or obese. (GetHealthyWashoe.com)

Washoe County Senior Services

The *Strategic Plan for Washoe County Senior Citizens* identifies transportation as a significant challenge for people that care for seniors. Public transportation and walkable neighborhoods are both top transportation priorities that contribute to the plan's mobility goals for seniors. This is especially true for seniors who live in isolation and would benefit from links to resource centers and other services. The plan also includes a goal for healthy aging, or increasing the percentage of seniors living in the setting of their choice with support to remain as independent and healthy as possible. Community design and infrastructure that provide access to services and a sidewalk network will support healthy aging and allow seniors to reside in their homes longer. To further support this goal, new senior housing developments and other services targeted to seniors should be located in areas with existing transit service.

Chronic Disease Prevention

Three of the top 11 leading causes of death in Washoe County may be influenced by physical activity and air quality: heart disease, chronic respiratory disease, and diabetes. The Washoe County Chronic Disease Coalition brings together agencies that can have a positive impact on the health of our local community, including transportation, emergency response, medical, and regulatory sectors.

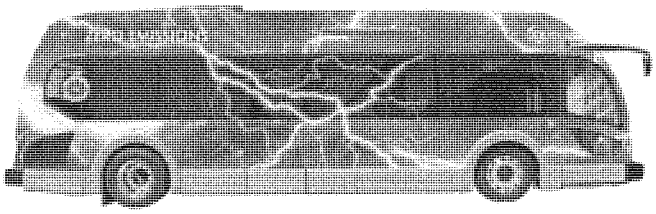
RTC has many programs that support sustainable practices:

SMART TRIPS

- Bus pass and vanpool subsidy program
- Trip matching program
- Guaranteed ride home
- Bike to Work Week promotion
- Partnership with "Safe Kids Washoe County"
- Street Smart program to increase the number of safe pedestrian trips

RTC RAPID/RTC RIDE/RTC INTERCITY/RTC ACCESS

- Bike racks
- Senior Adventures Travel Training
- Mobility Travel Training
- Use of intelligent transportation systems (ITS)
- Environmentally friendly products at the transit centers
- Alternative vehicles fuels
- Complete Street projects



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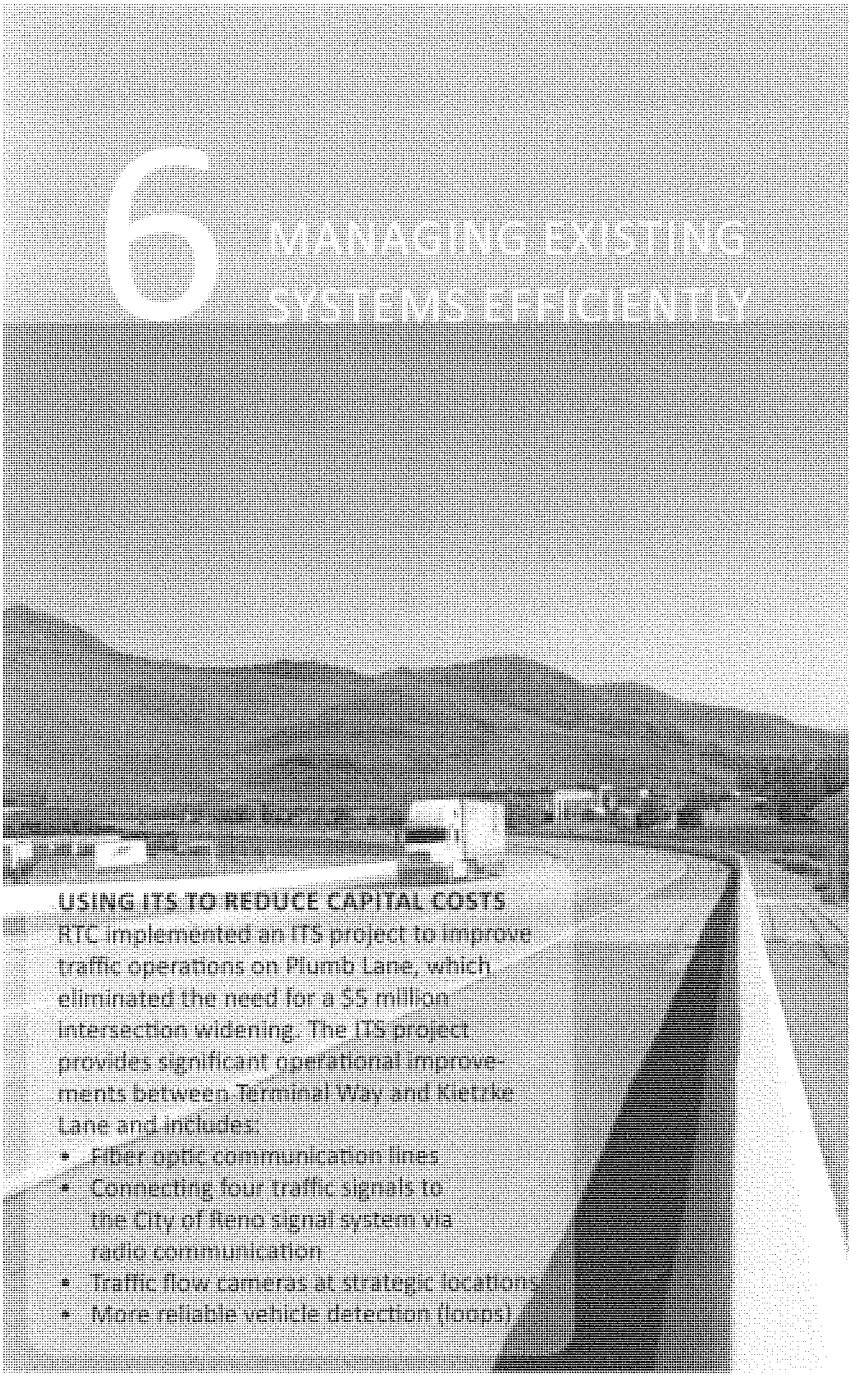

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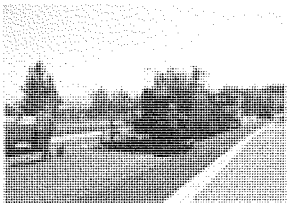

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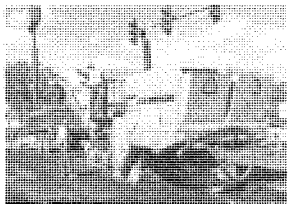

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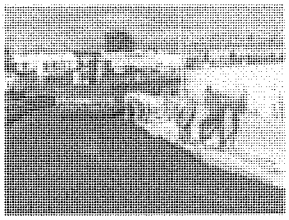
Patching, grind off old pavement, replace with new. Improve ride quality.
Cost = $3.50/SF



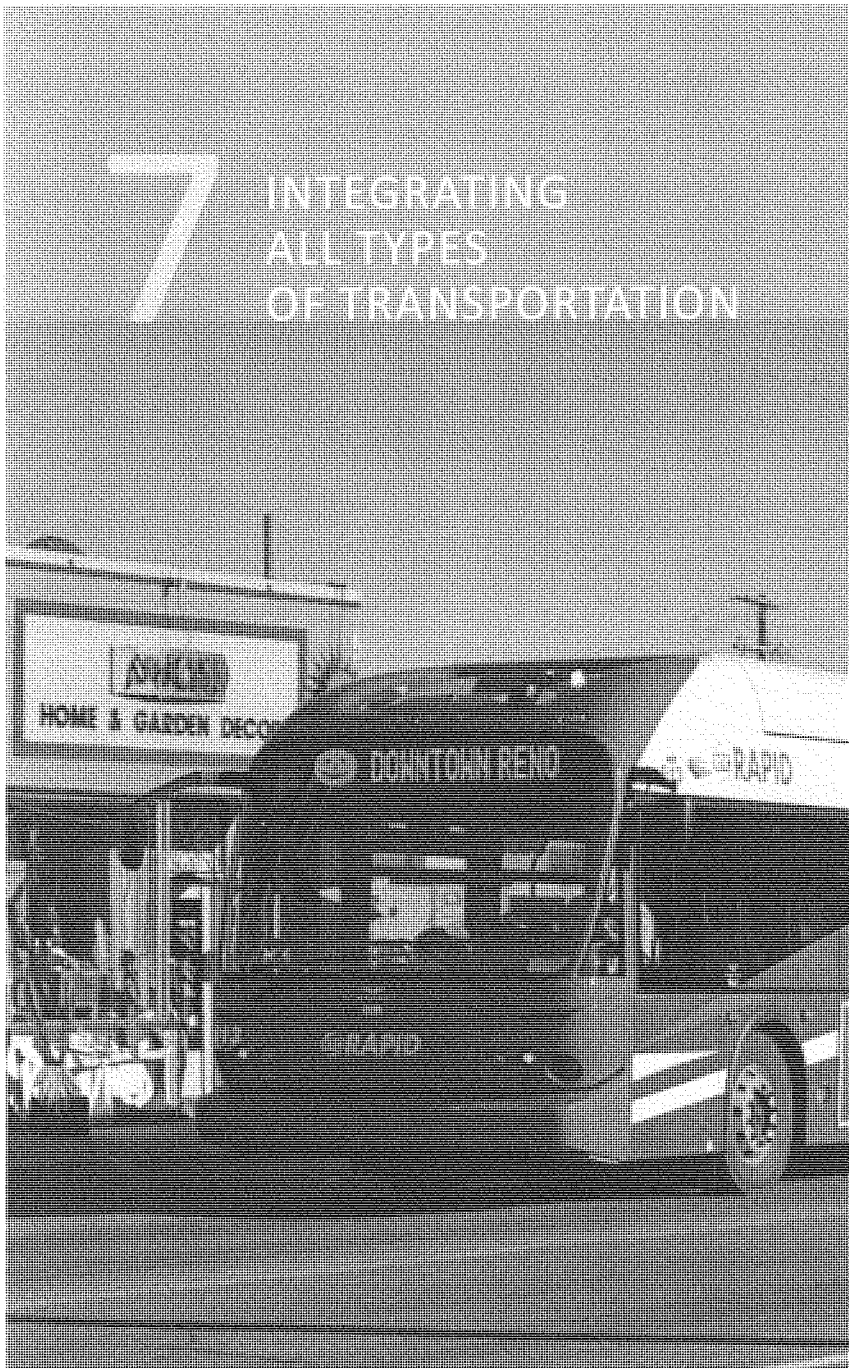
Rehabilitation/ Reconstruction Treatments
Total removal and replacement of failed pavements and supporting soils.
Cost = $6.00 to $7.60/SF

TRANSIT OPERATIONS

Public transit is a valuable community asset that helps reduce traffic congestion, improve air quality, and provide essential mobility. Operational efficiency is one of the goals for the regional transit system. Because transit revenue sources do not keep pace with inflation, it is essential that cost effectiveness be a consideration in transit planning. RTC publishes monthly reports about the system's operational performance.

2012 Operating Characteristics	*Table 6.1*
Total Number of Rides in 2012	8.4 million
Average Number of Rides per Day	21,845
Highest Single-Day Ridership (June 21, 2012)	32,794
Total Service Hours (Revenue Vehicle Hours)	252,827
Average Passengers per Service Hour	31.5
Route with the Highest Passengers per Service Hour	45.2 (Route 5, Sutro St/Sun Valley)
Total RTC RAPID & RTC CONNECT Ridership	1,798,639
Total RTC INTERCITY Ridership	42,861
Total RTC SIERRA SPIRIT Ridership	228,623

7 INTEGRATING ALL TYPES OF TRANSPORTATION



A goal of the RTP is to integrate all types of transportation. RTC seeks to have an interconnected multi-modal transportation system that gives residents more travel choices. Local residents have expressed a desire to have transportation options, which include convenient alternatives for walking, biking, riding transit or driving. An integrated regional transportation system must provide mobility options that are appropriate to the land use context and address the needs of neighborhoods, commercial districts, and the movement of goods.

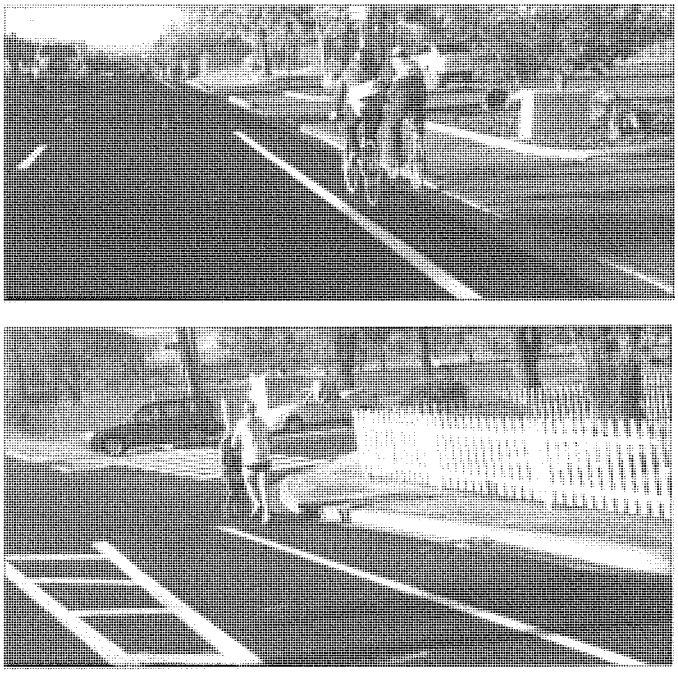
COMPLETE STREETS

Complete Streets design principles apply context sensitive solutions to support all types of transportation. The primary purpose of Complete Street projects is to provide safe access and travel for all users, including pedestrians, bicyclists, motorists and transit users of all ages and abilities. These design treatments have been demonstrated to consistently reduce crashes on regional roads in the Reno-Sparks metropolitan region. The range of improvements, which are selected based on corridor land use characteristics and transportation patterns, include the following:

- Roundabouts
- Narrow (less than 12-foot) travel lanes
- Reducing vehicle & pedestrian conflict points by reducing underutilized travel lanes
- Adding center turn lanes
- Adding bicycle lanes, shared paths, cycletracks, or boulevards
- Installing or upgrading sidewalks and crosswalks
- Installing pedestrian crossing/waiting areas in median islands
- Installing or upgrading transit stops

Complete Street designs have reduced crashes up to 46% on regional roads in Washoe County

Complete Street designs generally slow traffic to about the speed limit, which reduces the number and severity of crashes, making the roadway safer for all users. Improving safety for pedestrians and cyclists is particularly important where schools are located on regional roads with high traffic volumes. Roadway designs that encourage motorists to drive at posted speeds and provide designated space for walking and biking will improve safety for Washoe County school students.



Bicyclists and joggers on Plumas Street after Complete Street project

MOBILITY OPTIONS

Reno-Sparks Bicycle Pedestrian Plan and ADA Transition Plan
The Reno-Sparks Bicycle Pedestrian Master Plan and ADA Transition Plan were completed in October 2011. Their purpose is to establish a well-connected walking and bicycling network to provide residents and visitors a more livable and healthier community.

RTC implements accessibility improvements through roadway reconstruction projects as well as spot improvements. Prioritization of spot improvements is based on criteria identified through a collaborative outreach process: bus stops with the highest number of boardings, locations near senior or medical facilities, and areas in Transit Oriented Development Districts.

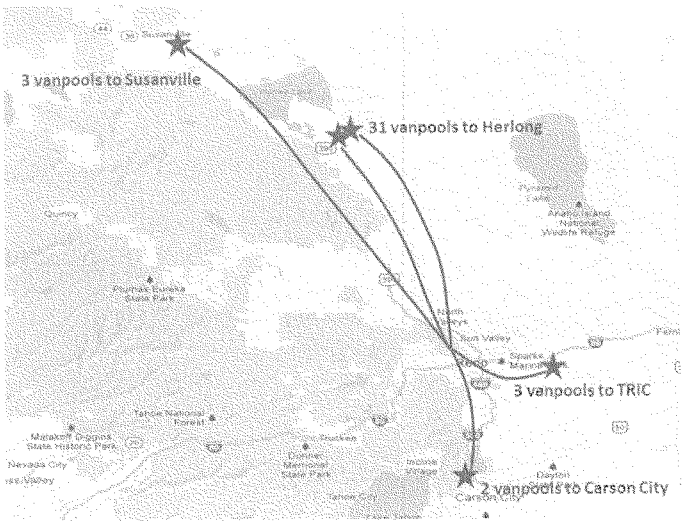
Adding Bike Lanes Through RTC Complete Street Program	
Year	# of Miles Added
2008	8.5 miles
2009	13.2 miles
2010	28.7 miles
2011	30.3 miles

Importance of Transit in the Community

- Supporting the economy — getting people to work
- Shaping development — TODs and economic revitalization
- Public service — mobility for people that do not drive
- Environmental benefit — reducing traffic congestion and air pollution

TRANSIT

During RTP public outreach efforts, expanding transit was the most frequently identified transportation need. Transit is recognized as an essential part of the local economy that helps thousands of Washoe County residents get to work each day. Transit helps shape development patterns and is an economic development tool that supports local Transit Oriented Development zoning and land use policies. In addition, transit provides a critical public service to residents and visitors that do not drive. The environmental benefits of transit service are also well recognized: reducing the number of cars on the road reduces traffic congestion and air pollution.

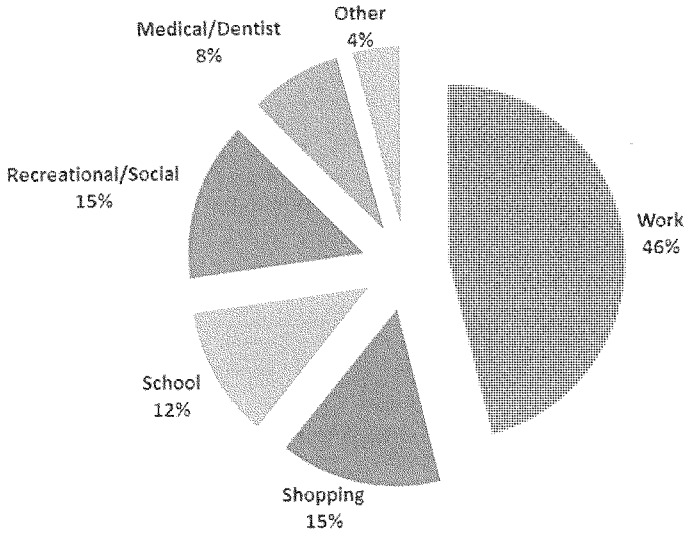


Existing RTC Vanpools

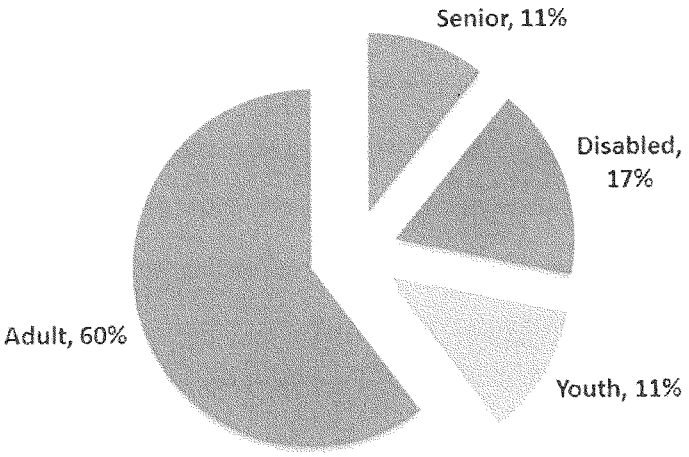
Vanpools are a fast-growing component of the transit program. They provide an opportunity to reduce auto trips and serve long commute distances effectively. The program has 39 vans and serves Carson City, the Tahoe-Reno Industrial Center, Herlong, and Susanville. The vanpool program eliminated over 80,000 vehicle trips and 4.3 vehicle miles of travel in 2012.

With the aging of the population, the public is also concerned with mobility issues that will face many individuals over the next 20 years. These concerns sparked discussions about the importance of ADA accessibility, improved sidewalks and bike facilities near transit routes.

Transit Trip Purpose



Transit Customers by Fare Type



Vision for Transit

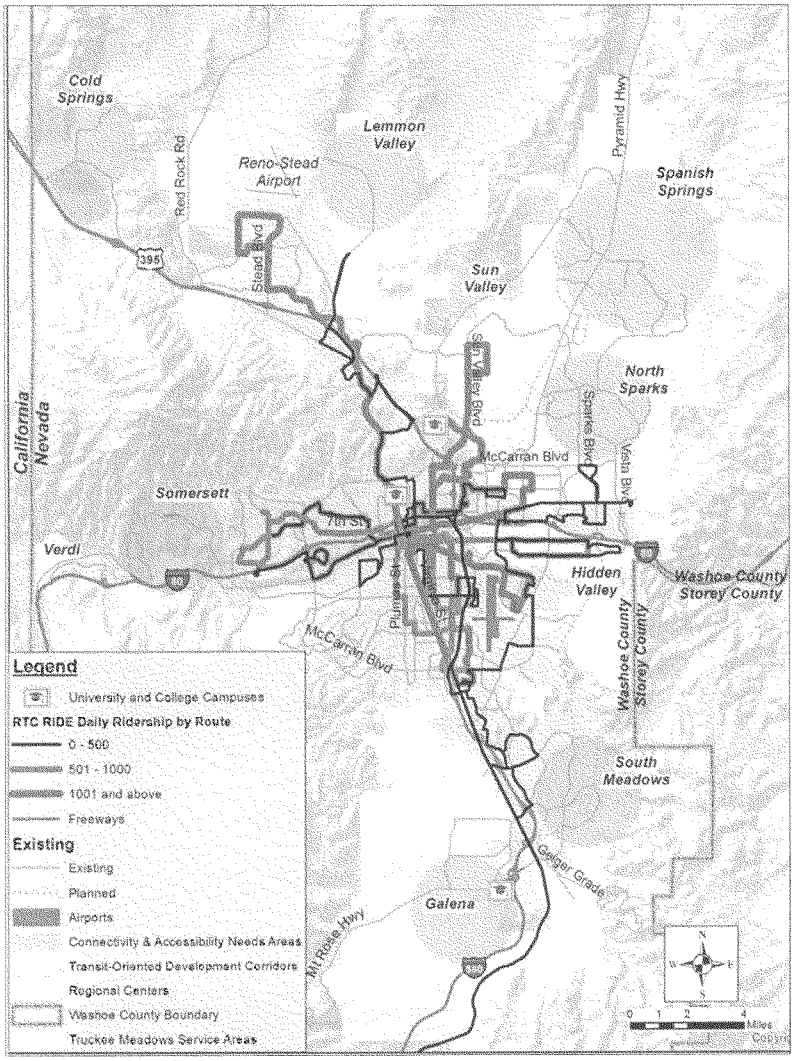
The RTP outreach process provided an opportunity to develop a vision for transit in the Truckee Meadows over the next 20 years. As described in Chapter 2, a series of three community planning workshops, six roundtable discussions, a smart phone application, and interactive website were used to gather input about the long-term vision for transit service. The vision includes the following core elements:

- Expand RTC RAPID service on Virginia Street and add RTC RAPID service to 4th Street/Prater Way
- Develop a new Dial-A-Ride service with a focus on seniors for outlying neighborhoods
- Increase service hours and frequency in the urban core
- Expand service to suburban residential and employment centers, including Spanish Springs, South Meadows, Cold Springs, and other areas in the North Valleys
- Provide new regional service such as service to Lake Tahoe, Truckee, or other nearby regions

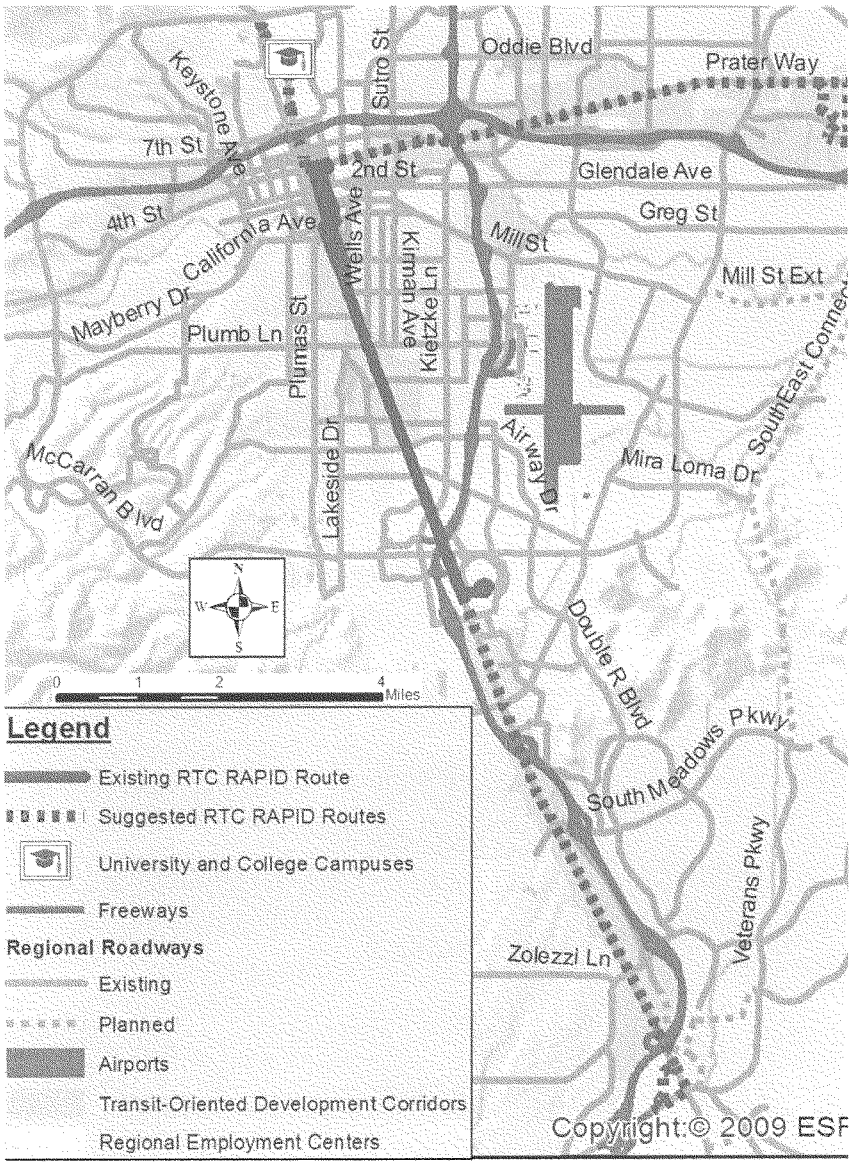
Although strong support was expressed for this vision, financial projections indicate that RTC will struggle to maintain existing service as fuel and other operating costs continue to rise. In addition, the growing senior population will generate a significant increase in demand for RTC ACCESS paratransit service over the next 20 years. Because of these issues, the fiscally constrained transit program will include existing service plus the modifications planned for 2013 and 2014:

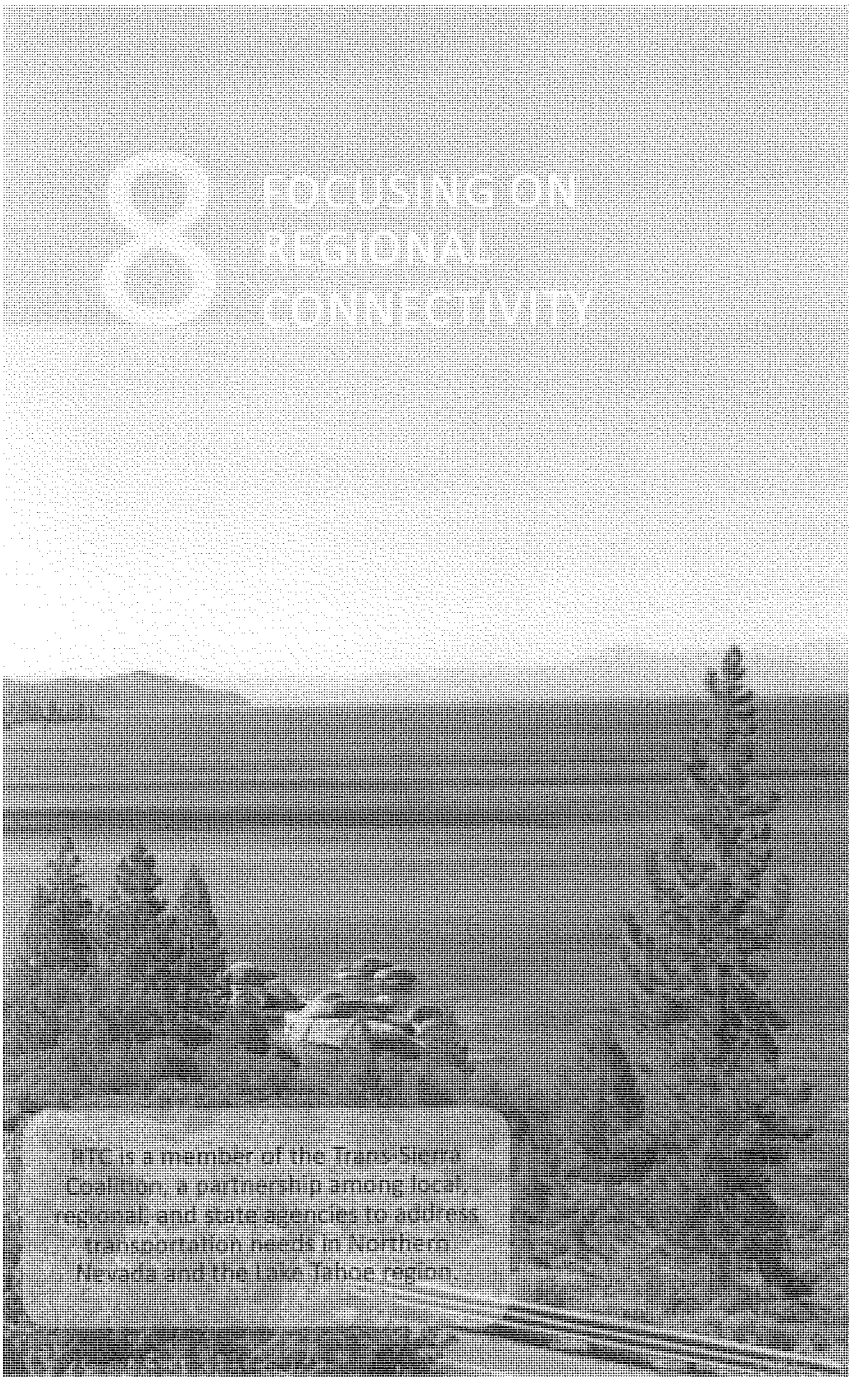
- Extension of RTC RAPID to the University of Nevada, Reno (a demonstration project)
- Reallocation of service hours to achieve greater efficiency
- Summer weekend service to Lake Tahoe (a demonstration project)
- Upgrades to RTC bus maintenance facilities to accommodate more fuel efficient vehicles

TRANSIT VISION: DIAL-A-RIDE SERVICE (UNFUNDED)



TRANSIT VISION: RTC RAPID EXPANSION (UNFUNDED)





8 FOCUSING ON REGIONAL CONNECTIVITY

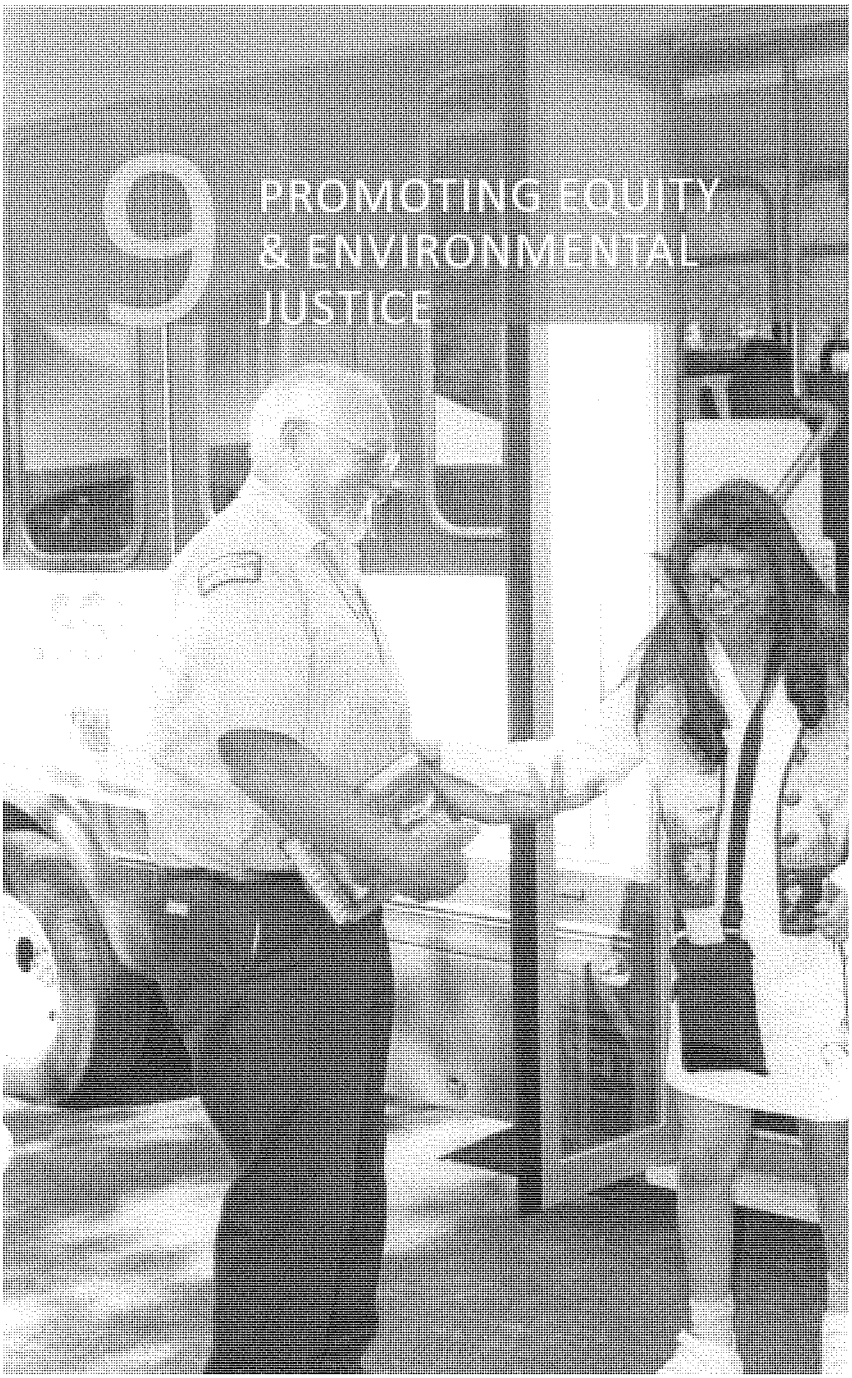
RTC is a member of the Trans-Sierra Coalition, a partnership among local, regional, and state agencies to address transportation needs in Northern Nevada and the Lake Tahoe region.

Regional connectivity has three primary contexts in this RTP: the larger mega-region that extends from San Francisco to Reno-Sparks, the Northern Nevada and Lake Tahoe Basin area, and the Reno-Sparks metropolitan area. Economic and transportation linkages tie Northern Nevada communities together including Carson City, the Lake Tahoe region, Virginia City, Pyramid Lake, Storey County and other nearby areas. These economic connections continue into California, extending to Sacramento and the San Francisco Bay Area. A strong desire to improve regional connectivity for residents, businesses and visitors was expressed during RTP outreach events.

Northern Nevada is directly impacted by the economic activity surrounding the San Francisco metropolitan region and the Port of Oakland. This Megaregion is connected by the approximately 225 mile long I-80 corridor, which is generally parallel to a Union Pacific mainline railroad.

Economic activity in one city has a direct impact on the economy in other cities within the region even though they are hundreds of miles from one another.

The transportation networks and economies of Northern Nevada communities are even more closely linked. Over 33,000 vehicles enter or leave Washoe County from Carson City each day and about 75,000 vehicles enter or leave Washoe County from I-80 daily. In addition, strong support has been expressed through the RTP process for increasing transit connectivity between the Reno, Sparks, Carson City and Tahoe regions. Strengthening these transit linkages will support sustainable economic development in the Trans-Sierra area.



9 PROMOTING EQUITY & ENVIRONMENTAL JUSTICE

Achieving equity and environmental justice in provision of transportation projects and services is an important goal of the RTP. The RTC strives to serve the transportation needs of all residents in the planning area without discrimination based on age, income, race, language, ethnicity, or ability. RTC complies with the federal policies and requirements listed below:

- Title VI of the Civil Rights Act of 1964: No person in the U.S. shall, on the basis of race, color, or national origin, be excluded from participation in, denied benefits of, or subjected to discrimination under any program receiving federal funding. RTC is required to take steps to ensure that no discrimination on the basis of race occurs. Title VI requires reporting about how transit services are implemented and what measures the RTC is taking to provide equal access to public transportation.
- Americans with Disabilities Act (ADA) of 1990: Requires that disabled persons have equal access to transportation facilities. This includes wheelchair accessible accommodations in the transit system.
- Executive Order on Environmental Justice: Executive Order 12898 requires the identification and assessment of disproportionately high and adverse impacts on minority and low-income populations.

RTC TITLE VI POLICY

The RTC is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its services on the basis of race, color or national origin as protected by Title VI of the Civil Rights Act of 1964, as amended.

No person or group of persons will be discriminated against with regard to fares, routing, scheduling, or quality of transportation service that the RTC furnishes on the basis of race, color, or national origin. Frequency of service, age and quality of RTC vehicles assigned to routes, quality of RTC stations serving Washoe County, and location of routes will not be determined on the basis of race, color or national origin.

AMERICANS WITH DISABILITIES ACT (ADA) OF 1990

RTC complies with the ADA through both transit and roadway programs. All new bus stops meet the requirements of the ADA where practical and accommodate the special needs of para-transit service. RTC works with local governments to bring existing bus stops up to ADA standards during roadway maintenance projects and as part of the development review process. This partnership with the local governments also ensures that transit service policies do not limit or discourage use of transit by disabled individuals and allows for coordination to install pedestrian crosswalks at bus stops consistent with traffic conditions and accepted safety design practices.

RTC ACCESS Paratransit Service

RTC ACCESS is the paratransit service that provides door-to-door, prescheduled transportation for people who meet the eligibility criteria of the ADA. RTC ACCESS passengers have disabilities which prevent them from riding RTC RIDE independently some or all of the time.

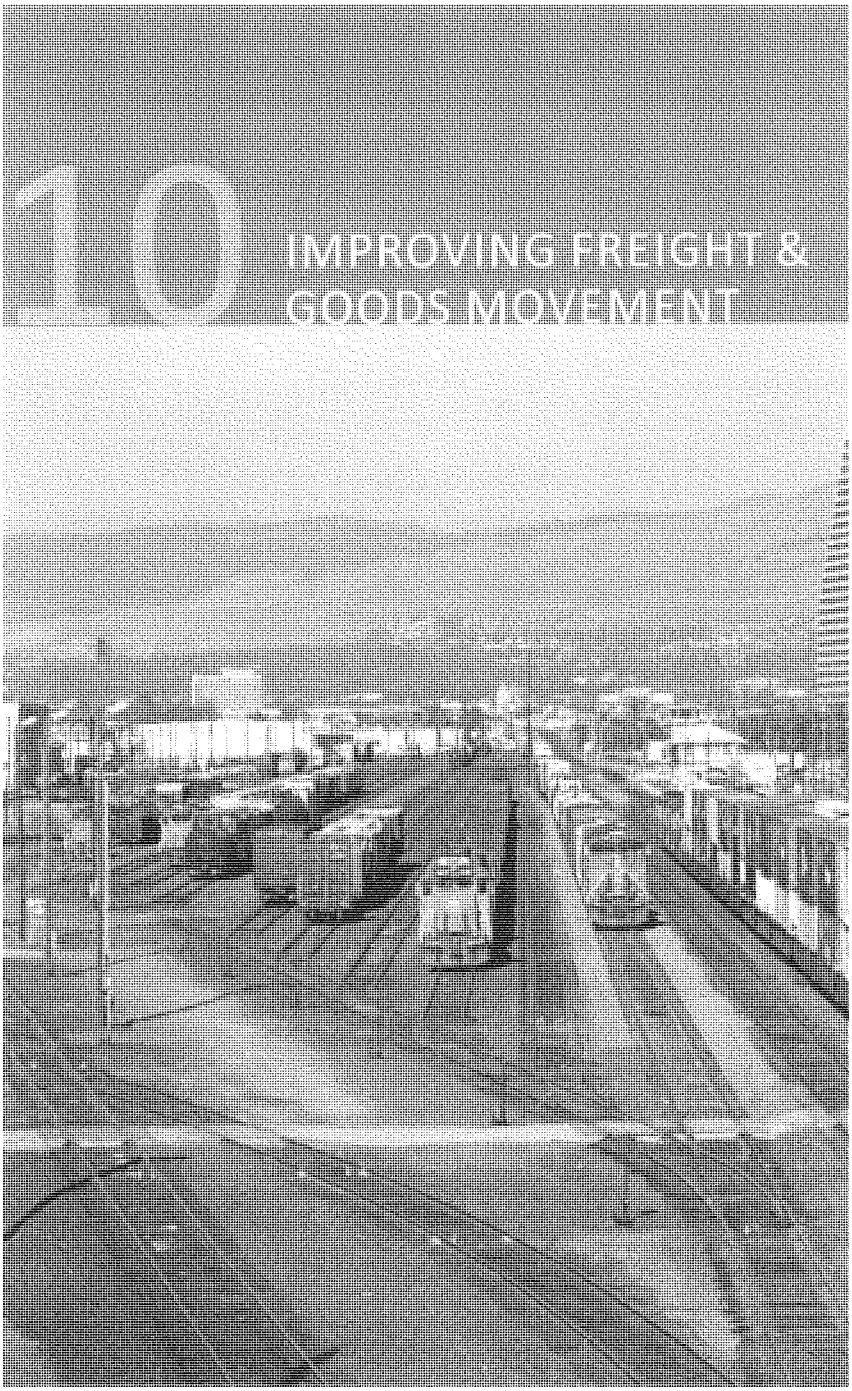
> People with disabilities need a safe and accessible pedestrian system to conduct their daily activities. The Reno Sparks ADA Right-of-Way (ROW) Transition Plan provides a roadmap to make pedestrian facilities accessible to persons with disabilities.
>
> – ADA Transition Plan

As RTC delivers major roadway improvements, the corridor sidewalks and crosswalks are brought to current ADA standards. An example of this is the recently completed Moana Lane widening, which was designed to reduce traffic congestion and provide bike lanes, accessible sidewalks and bus stops. Through a collaborative outreach process, RTC identified the following criteria for prioritizing spot ADA improvements throughout the region:

- Bus stops with the highest number of boardings
- Senior and medical facilities
- Transit Oriented Development Districts

Moana Lane sidewalks and bike lanes.

10 IMPROVING FREIGHT & GOODS MOVEMENT



There is a growing awareness at the federal, state, metropolitan, and local levels of the importance of freight transportation. In addition, there is a corresponding push to link freight transportation to economic development. As a result, federal transportation agencies, state DOTs, MPOs, and business leaders are recognizing that effective freight movement is important to economic competitiveness and to the overall health and efficiency of the transportation system.

To encourage this effort, MAP-21 established a policy to improve the condition and performance of the national freight network. The purpose of the policy is to provide a foundation for the United States to compete in the global economy and achieve goals related to economic competitiveness and efficiency, congestion, productivity, safety, security, and resilience of freight movement. This is particularly significant in Northern Nevada, through which a significant amount of national freight movement occurs.

> Northern Nevada's critical mass and competitive advantage in logistics and operations is evident in the wide range of national-name logistics/distribution companies that have already set up operations in the region. Linked with these activities are a number of assembly-based and light manufacturing operations that have also set up facilities in Northern Nevada, primarily to serve as a West Coast hub and take advantage of the region's strong distribution and transportation network.
>
> – In Unify, Regionalize, Diversify: An Economic Development Agenda for Nevada.

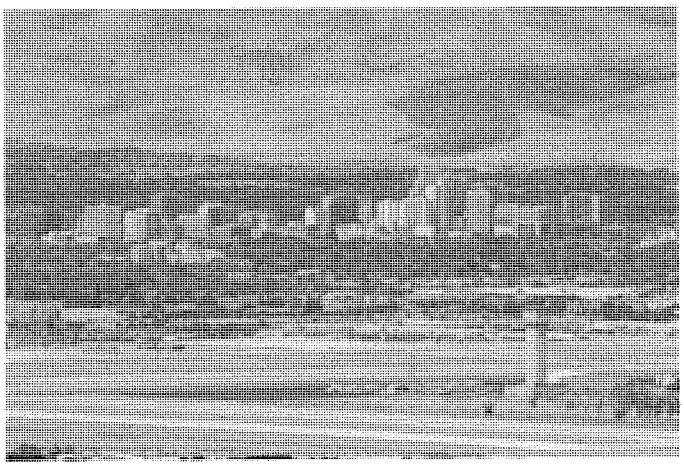
Logistics and operations are identified as the economic development focus for Northern Nevada in *Unify, Regionalize, Diversify: An Economic Development Agenda for Nevada*. This plan highlights strategic opportunities in warehousing and distribution, advanced logistics, air cargo, and integrated manufacturing-distribution. The parallel I-80 and freight rail corridors and cargo capacity at Reno-Tahoe International Airport, combined with proximity to the Port of Oakland and major West Coast markets, give the region significant locational and geographic advantages. These strengths make the region attractive for manufacturing and assembly companies that have integrated supply chains or rely on streamlined transportation and distribution infrastructure. Linkages to Northern California agricultural industries also make the region supportive of food processing operations.

The regional transportation network supports industrial land uses that concentrate around I-80, I-580/US 395, and the Reno-Tahoe International Airport and Reno- Stead Airport. The area surrounding the Sparks intermodal transfer terminal south of I-80 is home to the largest cluster of industrial and manufacturing companies in the region.

Reno's proximity to major West Coast ports provide next day capability for movement of cargo back and forth for import and export as well as domestic spoke and hub services via air, truck or rail. At the same time, Reno has customs facilities and personnel to handle nearly all import and export needs, while Reno-Tahoe International Airport is capable of handling a variety of international and domestic services and flights. Approximately 310,000 pounds of cargo arrives/departs daily through the airport.

I-80

I-80 is a heavily used goods movement corridor through the western states and supports origins/destinations well beyond just the geographic scope of these four states. Along some sections of I-80 through the four western states, trucks can reach as high as 45 percent of the total volume of traffic on the roadways. States have implemented key strategies to mitigate the impacts of truck traffic on the roadways while still providing a good route for trucks to travel for their commercial needs, even during winter months when truck holds at the Nevada/ California state line can be frequent.



INVESTING
STRATEGICALLY

Federal transportation legislation (Moving Ahead for Progress in the 21st Century — MAP-21) requires that the 2035 RTP be based on a financial plan that demonstrates how the program of projects can be paid for and implemented. The program of projects includes all modes of transportation, including transit (both operations and maintenance), street widenings, new streets, operations, maintenance of the street network, and bicycle and pedestrian facilities.

Funding Sources

Current revenue sources include the federal government, state government, and RTC revenues. Table 11-1 shows the types of funding sources available and the allowable use under that source — either roads or transit. The allowable use for the various funding sources is limited by statute, regulation, or state constitutional provisions. As an example, the Nevada Constitution allows local fuel taxes to be spent only on roadway projects, and precludes their use for transit capital and operations. In addition, some federal funds are restricted to capital improvements and may not be used for operations or maintenance. Revenues in 2011 were approximately $195 million.

The primary funding source provided by the federal government is the Highway Trust Fund (HTF) through the programs in MAP-21. The HTF is comprised of the Highway Account (funds highway and intermodal programs) and the Mass Transit Account. Federal motor fuel taxes are the major source of income into the HTF. These taxes have not been increased since 1993 and with fuel consumption declining primarily due to more fuel efficient vehicles, there is concern about maintaining the current revenue streams.

Funding Sources and Allowance Uses	*Table 11-1*
Types of Funds	Uses
National Highway Performance Program (NHPP)	Roads (primarily)
Surface Transportation Program (STP)	Roads and Transit
Congestion Mitigation Air Quality (CMAQ)	Roads and Transit
Transportation Alternatives Program (TAP)	Roads and Transit
Highway Safety Improvement Program (HSIP)	Roads (primarily)
FTA Section 5307	Transit
FTA Section 5339	Transit
Gas and Special Fuel Tax	Roads
Driver's License, Vehicle Registration and Motor Carrier Fees	Roads
Regional Road Impact Fee (RRIF)	Roads (capacity)
Sales and Use Tax	Roads and Transit

Public Transportation

A vision for the future of transit in the Truckee Meadows was developed through the RTP community outreach process, as described in Chapter 7. Strong public support was expressed for expanding the transit service area and increasing frequency on existing routes. However, with the sharp reduction of sales tax revenues between 2007 and 2010 due to the national economic recession and the uncertainty of future federal and state funding for the public transportation system, the outlook for any expansion of the system is bleak. RTC currently has transit operating funding similar to 2007 levels; however, operating costs have continued to increase. This has resulted in delivery of transit service levels comparable to those offered in the 1990s. Implementation costs for the vision for regional transit as shown in table 11-2.

Transit Vision Unfunded Needs	**Cost in 2012 Dollars** *Table 11-2*
Restore Service Cut During Recession	$2.4 million per year
New Fixed Route Services	$8.1 million per year
Dial-a-Ride	$2.7 million per year
RTC RAPID Extension	$5.5 million per year
Inter-Regional Services	$2.4 million per year
Total Annual Unfunded Operating Costs	$21.1 million
Maintenance Facility	$120 million
Southern Transfer Facility	$30 million
Park and Ride Lots	$5 million
Total Unfunded Facility Needs	$155 million

In addition, RTC faces rising costs to provide paratransit service. RTC is federally required to provide paratransit service to eligible customers within one-quarter mile of fixed routes. The average RTC ACCESS trip costs about $25 to provide, compared with about $2.50 for the average RIDE trip. Demographic projections about the aging of the population for the Reno-Sparks metropolitan area are consistent with national trends. The number of residents within the existing ADA Zone that are age 75 or above is expected to increase by 149 percent by 2035. The projected RTC ACCESS customer base in the ADA Zone is projected to grow by 49 percent, a rate more than double that of the population as a whole. Based on the increased demand for RTC ACCESS trips within the ADA Zone, the cost to provide this service is expected to increase over $1 million per year by 2035. The expansion of the RIDE service area included in the regional vision for transit would also expand the ADA Zone, bringing an additional $2.9 million in RTC ACCESS operating costs per year by 2035.

RTC continues to streamline its operations. Further operational efficiencies are expected to come from the RTC alternative fuels program.

For the purposes of this fiscally constrained plan, the transit system is assumed to remain at existing service levels and includes implementation of the short-term modifications to the Villanova maintenance facility. The public transportation needs are summarized in Table 11-3 with costs shown in year of expenditure dollars.

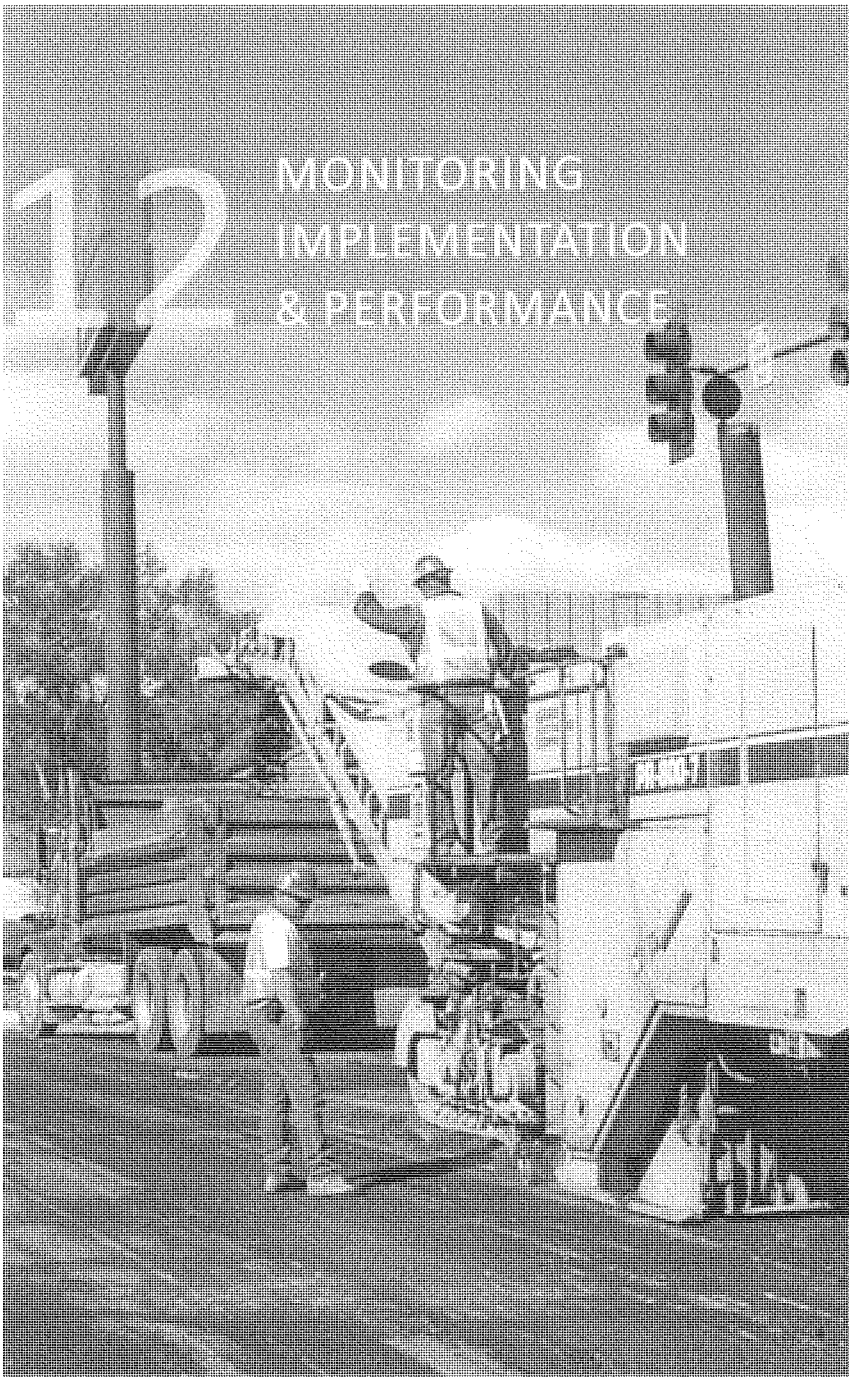
Public Transportation Needs by Activity
Table 11-3

	2013-2017	*2018-2022*	*2023-2035*	*Total*
Operations	$171,741,000	$201,358,000	$751,243,000	$1,124,342,000
Vehicles	$13,271,000	$37,080,000	$97,954,000	$148,306,000
Facilities	$15,210,000	$21,054,000	$138,354,000	$174,618,000
Total	$200,221,000	$259,492,000	$987,551,000	$1,447,264,000

The Complete Street needs are summarized in Table 11-4 with costs shown in year of expenditure dollars.

Complete Street Needs by Activity
Table 11-4

	2013-2017	***2018-2022***	***2023-2035***	***Total***
Mainten-ance	$101,200,000	$123,000,000	$455,300,000	$679,500,000
System Efficiency	$14,100,000	$17,100,000	$21,500,000	$52,700,000
Livability	$147,900,000	$45,900,000	$260,200,000	$454,000,000
Regional Connectivity	$584,000,000	$805,700,000	$3,483,300,000	$4,873,000,000
Total	$847,200,000	$991,700,000	$4,220,300,000	$6,059,200,000



12 MONITORING IMPLEMENTATION & PERFORMANCE

MAP-21, a funding and authorization bill to govern U.S. federal surface transportation spending, creates a data-driven, performance-based multimodal program to address the many challenges facing the U.S. transportation system. Performance management will lead to more efficient investment of transportation funds by focusing on national transportation goals, increasing accountability and transparency, and improving decision making. This chapter describes the performance measures and targets to be used in assessing system performance. RTC will develop annual reports to track progress toward achieving these targets and will continue to gather additional community input into the transportation planning process.

The U.S. Secretary of Transportation, in consultation with States and MPOs, will establish national performance measures for several areas: pavement conditions and performance for the Interstate and National Highway System, bridge conditions, injuries and fatalities, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System.

The table on the following page identifies the national transportation goals that have been identified, how these link to the RTP goals and applicable performance measures. The zero fatalities goal and crash reduction goals are consistent with the Nevada Strategic Highway Safety Plan.

National Goal	RTP Goal
Safety	Improve Safety
Infrastructure Condition/Transit State of Good Repair	Manage Existing Systems Efficiently
Congestion Reduction	• Manage Existing Systems Efficiently • Integrate All Types of Transportation
System Reliability	Manage Existing Systems Efficiently
Freight Movement & Economic Vitality	• Integrate Land Use & Economic Development • Improve Freight & Goods Movement • Focus on Regional Connectivity
Environmental Sustainability	• Promote Healthy Communities & Sustainability • Integrate Land Use & Economic Development • Integrate All Types of Transportation

Annual Transit Performance Measures	Performance Target *Table 12.1*
• Preventable transit accidents per 100,000 miles of service	• 0 (ongoing)
• Number of crashes (vehicle, bike, pedestrian)/Number of crashes per Vehicle Miles Travelled (VMT)	• Reduce by 50% by 2020
• Number of serious injuries per VMT	• Reduce by 50% by 2020
• Number of fatalities (vehicle, bike, pedestrian)/Number of fatalities per VMT	• 0; reduce by 50% by 2020
• Miles of bicycle lanes added & percent of Bicycle Pedestrian Master Plan completed	• 3-7% of plan implemented per year
• Miles of sidewalks added or enhanced & percent of ADA Transition Plan completed	• 3-7% of plan implemented per year
• Pavement Condition Index for Regional Roads	• 70 (ongoing)
• Preventive maintenance of transit rolling stock and facilities	• 100% of transit preventive maintenance performed on time
• Maintain industry standard vehicle life cycle	• Varies by vehicle type
• Transit passengers per service hour	• 30 (ongoing)
• Traffic congestion delay	• 25 min of traffic delay per person per day in 2035
• Vehicle Miles Travelled per person	• 27 VMT per person (ongoing)
• Transit on-time performance	• 90% transit on-time performance (ongoing)
• I-80 level of service • Greg Street level of service	• LOS D
• Auto emissions	• Maintain emissions under air quality budget
• Transit fleet mix — alternative fueling technologies	• 100% electric or CNG fleet by 2035
• Alternative mode share by corridor	• 30% on Virginia Street; 30% on E. 4th Street/Prater Way
• Alternative mode share in the transit service area	• 10% by 2035

APPENDIX A

Complete Streets Projects

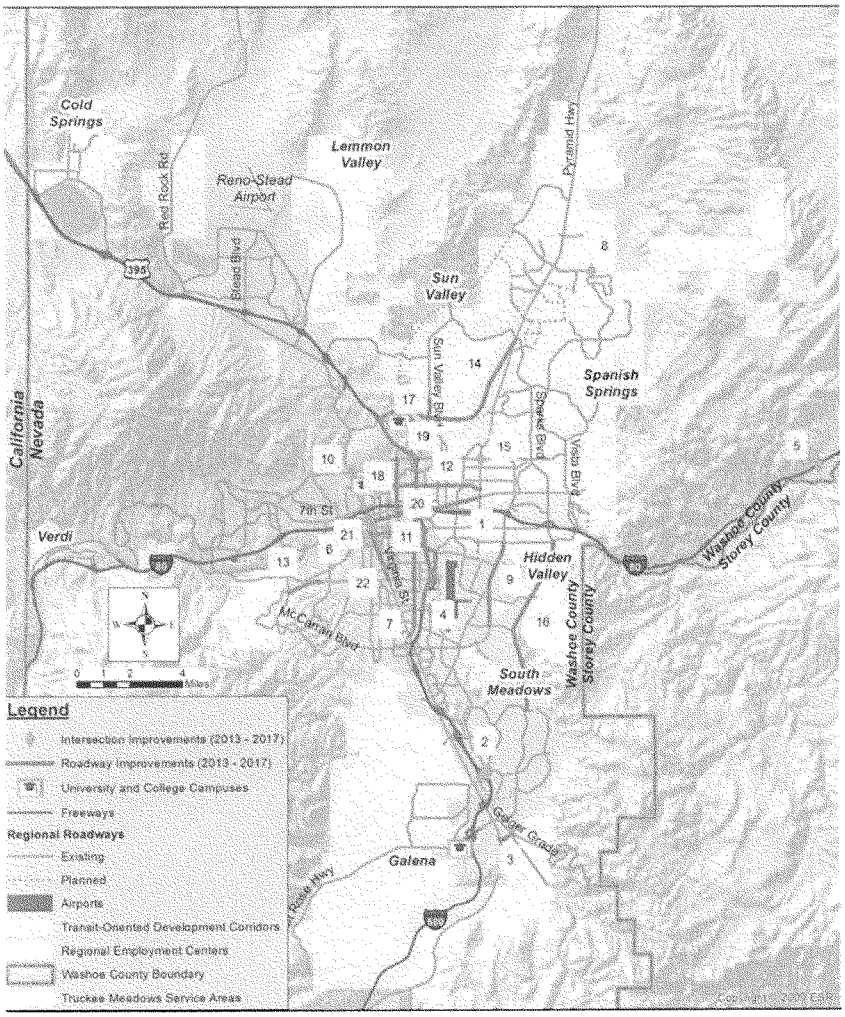
Appendix A: Complete Streets Project Listing

The roadway projects in the 2035 RTP are presented in three time periods: the first five years of the plan (2013-2017), the second five years of the plan (2018-2022), and the remaining 12 years of the plan (2023-2035). These projects include a combination of sidewalk accessibility, bicycle and other pedestrian facilities, operations and maintenance, pavement preservation, other multimodal investments to promote safety and livability, and capacity improvements to address long term mobility needs. The projects for each time period are illustrated in a map and described in the following tables. The tables also include the estimated project cost in year of expenditure dollars and anticipated funding sources. All of the roadway projects incorporate Complete Street design principles. The safety needs of all roadway travelers, including pedestrians, cyclists, and transit customers, will be addressed in the design of these projects.

The delivery of some projects will occur over multiple years and may be shown in two or more time periods. For example, Phase 1 of the Oddie Boulevard/Wells Avenue improvements would be initiated in the 2013-2017 time period but construction in the corridor would be completed in the 2018-2022 time period. The Pyramid Highway/Sun Valley/US 395 Connector is another example of project phasing over multiple years. This project is currently in the Draft Environmental Impact Statement phase, design and right-of-way acquisition would continue through the first five years of the RTP, some project segments would begin construction in the second five years of the plan, and additional phases of the project would be constructed in the last 12 years of the plan. Because of the complexity of the Pyramid Highway/Sun Valley/US 395 Connector project, a map illustrating the project phasing plan is provided on page A-15.

Projected funding levels are not sufficient to address all of the transportation needs identified in the region over the next 20 years. A listing of unfunded roadway needs totaling approximately $3 billion is available at the end of this section.

Roadway Projects: 2013-2017

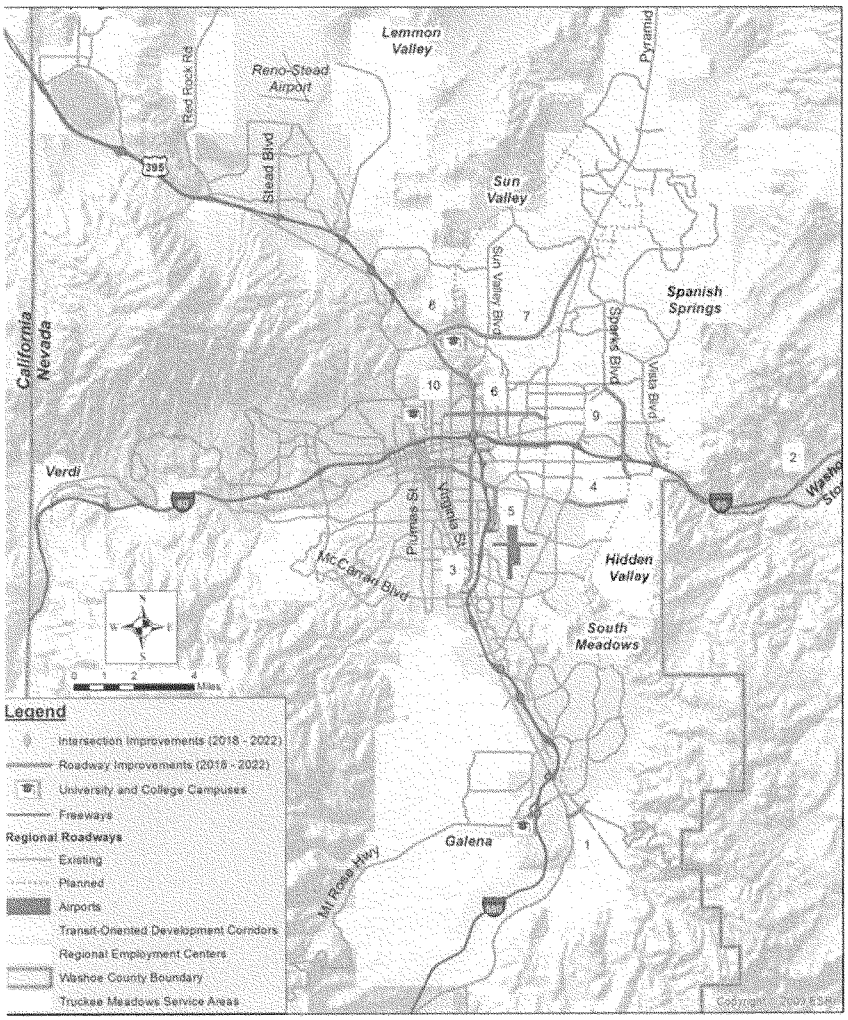


Regional Road Improvements 2013-2017					
	Program	Description	Annual Cost	Year of Expenditure Cost	Potential Funding Source
A	ADA Accessibility Improvements	Spot improvements systemwide based on ADA Transition Plan	$1 million per year	$5,500,000	Federal/Local/State
B	Pedestrian & Bicycle Facility Improvements	Spot improvements systemwide based on Bike/Ped Master Plan	$1 million per year	$5,500,000	Federal/Local/State
C	Traffic Signals, ITS, Operations & Intersections	Systemwide	$2.6 million per year	$14,100,000	Federal/Local/State
D	Pavement Preservation	Systemwide	$18.7 million per year	$101,200,000	Local
E	Debt Service		$15 million per year	$115,000,000	Local
	Project	Limits	Description	Year of Expenditure Cost	Potential Funding Source
1	4th St/Prater Way	Keystone Ave to Vista Blvd	Multimodal improvements (corridor study completed; NEPA/PE initiated)	$39,000,000	Federal/Local/State
2	Dorrorate Ranch Pkwy Intersections	Intersection improvements at I-580, Double R Blvd & Old Virginia St	Add additional turn bays (preliminary traffic analysis completed)	$1,700,000	Local/Private
3	Geiger Grade Realignment	Virginia St to Toll Rd	New 4 lane road; design & ROW (NEPA / PE initiated)	$8,000,000	Federal/Local/State
4	I-580	Moore Ln to Gordon Ave	Pavement rehabilitation & operational improvements	$60,000,000	State/Federal
5	I-80	@ Pedrick Interchange	Interchange improvements	$9,100,000	Private
6	Keystone Ave	California Ave to 7th St	Multimodal improvements (corridor study initiated)	$9,400,000	Federal/Local

Regional Road Improvements 2013-2017					
	Project	Limits	Description	Year of Expenditure Cost	Potential Funding Source
7	Kietzke Ln	Virginia St to Galletti Way	Multimodal improvements (corridor study initiated) Phase 1	$15,600,000	Federal/Local/State
8	La Posada Dr	@ Cordoba Blvd	New roundabout (planning study complete)	$2,200,000	Local
9	McCarran Blvd Phase 2	Mira Loma Dr to Greg St	Widen 4 to 6 lanes (final design initiated)	$16,300,000	Federal/Local/State
10	McCarran Blvd	@ N Virginia St	Intersection widening & operational improvements (traffic study complete)	$4,400,000	Federal/Local/State
11	Mill St/Terminal Way	Reno-Tahoe international Airport to Lake St (downtown Reno)	Multimodal improvements, design & ROW (corridor study complete)	$1,100,000	Federal/Local
12	Oddie Blvd/Wells Ave	Kuenzli Ln to Pyramid Way Phase 1 - US 395 to Pyramid Way	Multimodal improvements (corridor study complete)	$20,100,000	Federal/Local
13	Plumb Ln	McCarran Blvd to Ferris Ln	Pavement reconstruction & new shared use path; (design initiated)	$6,500,000	Federal/Local
14	Pyramid Hwy/Sun Valley/US 395 Connector Phase 1	@ US 395 and Dandini Blvd	Parr/Dandini service interchange improvements, design & ROW (currently in NEPA/PE)	$32,500,000	Federal/Local/State
15	Pyramid Hwy	@ McCarran Blvd	Improve capacity, safety & multimodal access (construction in 2015; currently in NEPA/PE)	$71,400,000	Federal/Local/State
16	SouthEast Connector	South Meadows Pkwy to Greg St	New 6 lane road (CMAR initiated)	$230,000,000	Local
17	Sun Valley Blvd	2nd Ave to Pyramid Hwy/Sun Valley/US 395 Connector	Multimodal improvements (corridor study initiated)	$8,600,000	Federal/Local
18	Sutro St	4th St to McCarran Blvd	Multimodal improvements (construction 2013)	$1,900,000	Federal/Local

Regional Road Improvements 2013-2017					
	Project	Limits	Description	Year of Expenditure Cost	Potential Funding Source
19	US 395	I-80 to Parr Blvd	Freeway widening; planning & environmental	$5,500,000	Federal/Local/State
20	US 395/I-580/I-80	System wide ramps and freeways ITS	Freeway management/ITS project	$19,000,000	Federal/Local/State
21	Virginia St	@ Truckee River Bridge	Replace existing bridge (NEPA initiated)	$20,600,000	State/Local/Flood District
22	Virginia St Midtown	Plumb Ln to Liberty St	Pedestrian improvements & pavement reconstruction (corridor study initiated)	$13,000,000	Federal/Local/State
	Estimated Cost Regional Road Improvements 2013-2017			$847,200,000	
	Green shading indicates freeway projects				

oadway Projects 2018-2022



A-6

Regional Road Improvements 2018-2022

	Program	Description	Annual Cost	Year of Expenditure Cost	Potential Funding Source
A	ADA Accessibility Improvements	Spot improvements systemwide based on ADA Transition Plan	$1 million per year	$6,600,000	Federal/Local/State
B	Pedestrian & Bicycle Facility Improvements	Spot improvements systemwide based on Bike/Ped Master Plan	$1 million per year	$6,600,000	Federal/Local/State
C	Traffic Signals, ITS Operations & Intersections	Systemwide	$2.6 million per year	$17,100,000	Federal/Local/State
D	Pavement Preservation	Systemwide	$18.7 million per year	$123,000,000	Local
E	Debt service		$29.2 million per year	$145,800,000	Local
	Project	**Limits**	**Description**	**Year of Expenditure Cost**	**Potential Funding Source**
1	Geiger Grade Realignment	Virginia St to Toll Rd	New 4 lane road (NEPA/PE initiated)	$59,000,000	Federal/Local/State
2	I-80	East Truckee River Canyon	Safety improvements - add shoulders	$7,000,000	Federal
3	Kietzke Ln	Virginia St to Galletti Way	Multimodal improvements (corridor study initiated) Phase 2	$8,400,000	Federal/Local/State
4	Mill St Extension	McCarran Blvd to SouthEast Connector	New 4 lane road	$18,000,000	Federal/Local
5	Mill St/Terminal Way	Reno Tahoe International Airport to Lake St (downtown Reno)	Multimodal improvements; construction (corridor study complete)	$9,900,000	Federal/Local
6	Oddie Blvd/Wells Ave	Kuenzli Ln to Pyramid Way Phase 2 - Kuenzli to US 395	Multimodal improvements (corridor study complete)	$24,300,000	Federal/Local

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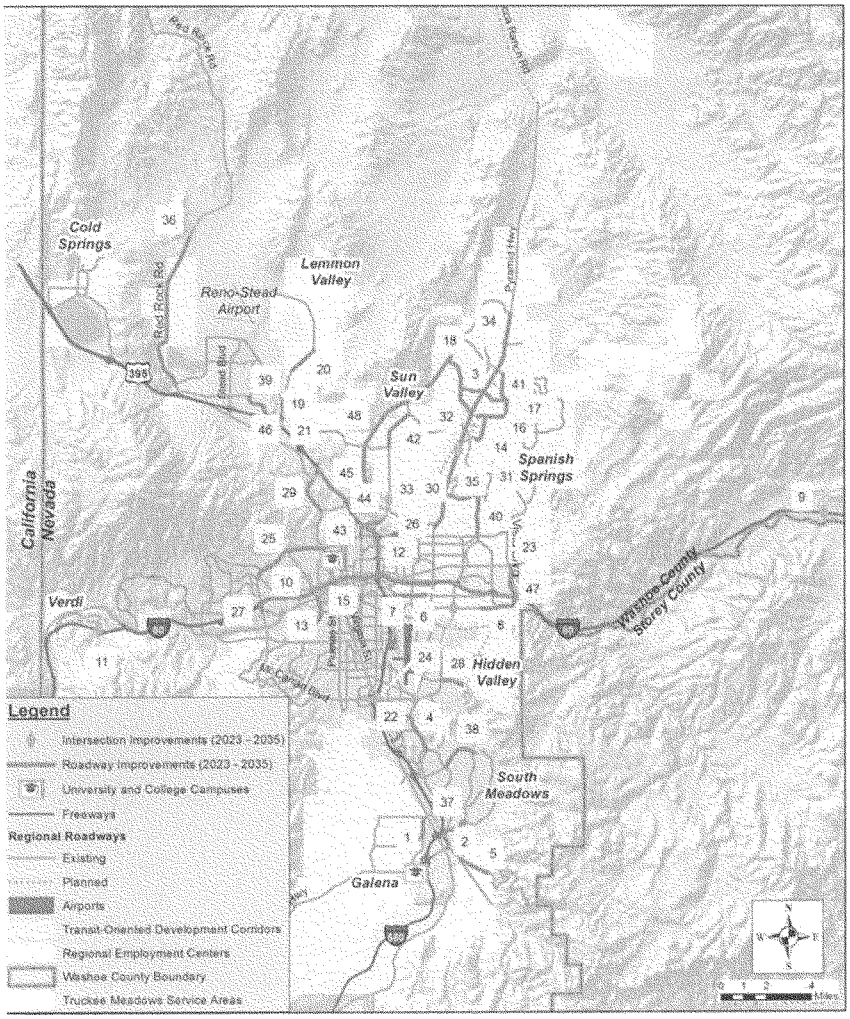
Regional Road Improvements 2018-2022

	Project	Limits	Description	Year of Expenditure Cost	Potential Funding Source
7	Pyramid Hwy/San Valley/US 395 Connector Phase 1	US 395 to Dog Drive	New 6 lane freeway	$280,000,000	Federal/Local/State
8	Pyramid Hwy/San Valley/US 395 Connector Phase 1	@ US 395 and Darden Blvd	Pyra/Darden service interchange improvements and road construction (Darden realignment)	$90,000,000	Federal/Local/State
9	Sparks Blvd	Greg St to Baring Blvd	Multimodal improvements & widen 4 to 6 lanes (corridor study initiated)	$15,900,000	Federal/Local
10	US 395	I-80 to Parr Blvd	Widen to accommodate Connector traffic; additional 10 lane (HOV/HOT initiated)	$177,000,000	Federal/State
	Estimated Cost Regional Road Improvements Plan 2018-2022			1,001,700,000	

Green shading indicates freeway projects

Roadway Projects 2023-2035



A-9

Regional Road Improvements 2027-2035					
	Program	Description	Annual Cost	Year of Expenditure Cost	Potential Funding Source
A	ADA Accessibility Improvements	Spot improvements, systemwide based on ADA Transition Plan	$1 million per year	$16,100,000	Federal/Local/State
B	Pedestrian & Bicycle Facility Improvements	Spot improvements, systemwide based on Bike/Ped Master Plan	$1 million per year	$16,100,000	Federal/Local/State
C	Traffic Signals, ITS Operations & Improvements	Systemwide	$500,000 per year	$11,500,000	Federal/Local/State
D	Pavement Preservation	Systemwide	$16.7 million per year	$475,300,000	Local
E	Debt Service		$13.9 million per year	$318,700,000	Local
	Project	Limits	Description	Year of Expenditure Cost	Potential Funding Source
1	Arrowcreek Pkwy	Wedge Pkwy to Zolezzi Ln	Widen 2 to 4 lanes	$12,200,000	Local
2	Damonte Ranch Pkwy	Veterans Pkwy to Rio Wrangler Pkwy	New 2 lane road	$13,300,000	Federal/Local/Private
3	Delaney Dr	Lacy S Pkwy (west) to Lacy S Pkwy (east)	New 4 lane road	$15,200,000	Federal/Local/Private
4	Double R Blvd	Double Diamond Pkwy to Longley Ln	Widen 4 to 6 lanes	$33,700,000	Local
5	Geiger Grade	Toll Rd to Pim Rock Rd	Widen 2 to 4 lanes	$10,600,000	Federal/Local/State
6	Glendale Ave	Rock Blvd to Industrial Way	Widen 4 to 6 lanes	$18,700,000	Federal/Local/State
7	Glendale Ave	Galletti Way to Rock Blvd	Widen 4 to 6 lanes	$15,400,000	Federal/Local/State
8	Greg St	Deming Way to I-80	Widen 4 to 6 lanes	$52,100,000	Federal/Local/State
9	I-80	@ Tracy Clark	Construct interchange	$78,300,000	Private
10	I-80	@ McCarran Blvd to Vista Blvd	Add lane to each direction and operational improvements	$135,200,000	Federal/State
11	I-80	@ Garson Rd	Interchange improvements	$78,300,000	Private
12	I-80/US-395/US 395 (Spaghetti Bowl)	I-80/US-395/US 395 interchange & northbound lanes on US 395 from I-80 to McCarran Blvd	Operational & capacity improvements - widen to 8 lanes	$360,200,000	Federal/Local

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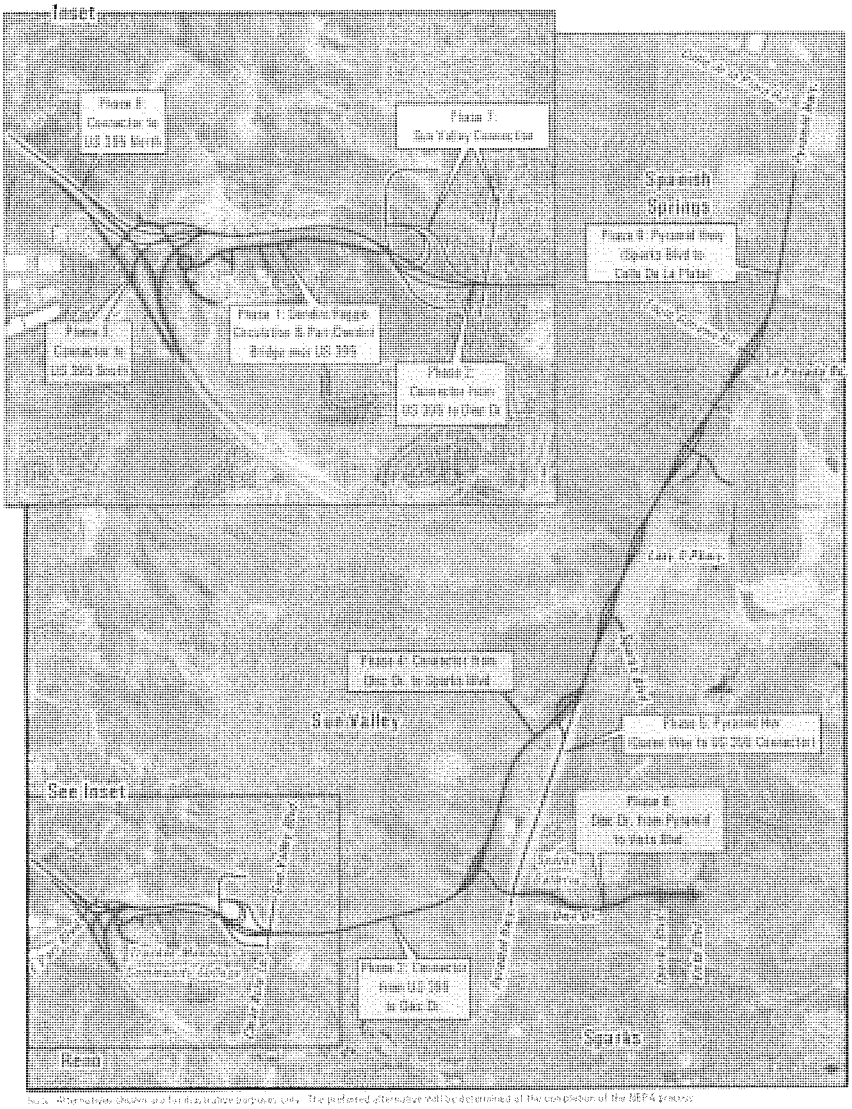
Regional Road Improvements 2023-2035					
	Project	Limits	Description	Year of Expenditure Cost	Potential Funding Source
13	Keystone Ave	California Ave to 4th St	Multimodal improvements	$113,300,000	Federal/State
14	Kiley Ranch Rd	Lazy 5 Pkwy to Henry Orr Pkwy	New 2 lane road	$11,100,000	Federal/Local/Private
15	Kirman Ave	Mill St to 2nd St	Widen 2 to 4 lanes	$14,200,000	Federal/Local
16	Lazy 5 Pkwy	David Allen Pkwy to Wingfield Hills Dr	New 2 lane road	$8,600,000	Federal/Local/Private
17	Lazy 5 Pkwy	Delores Dr to Wingfield Hills Dr	Widen 2 to 4 lanes	$11,200,000	Federal/Local/Private
18	Lazy 5 Pkwy	W Sun Valley Arterial to Pyramid Hwy	New 4 lane road	$53,600,000	Federal/Local/Private
19	Lemmon Dr	Sky Vista Pkwy to Military Rd	Widen 4 to 6 lanes	$11,400,000	Federal/Local/State
20	Lemmon Dr	Limber Pine Dr to Deodar Way	Widen 2 to 4 lanes	$15,000,000	Federal/Local
21	Lemmon Dr	US 395 to Sky Vista Pkwy	Widen 4 to 6 lanes	$4,900,000	Federal/Local
22	Longley Ln	S Virginia St to Maestro Dr	Widen 4 to 6 lanes	$24,300,000	Local
23	Loop Rd	Vista Blvd to Eastern Slope Rd	New 2 lane road	$9,000,000	Federal/Local/Private
24	McCarran Blvd	3 intersection improvements	Improved Intersections	$159,200,000	Federal/State
25	McCarran Blvd	7th St to N Virginia St	Widen 4 to 6 lanes	$67,600,000	Federal/Local/State
26	McCarran Blvd	El Rancho Dr to Rock Blvd	Widen 4 to 6 lanes	$28,800,000	Federal/Local/State
27	McCarran Blvd	Sky Mountain Dr to I-80	Widen 4 to 6 lanes	$8,400,000	Federal/Local/State
28	Mira Loma Dr	McCarran Blvd to SouthEast Connector	Widen 2 to 4 lanes	$12,000,000	Local
29	N Virginia St	Parr Blvd to Business US 395	Multimodal improvements	$9,700,000	Federal/Local
30	Pyramid Hwy/Sun Valley/US 395 Connector Phase 5 – Pyramid Hwy	Queen Way to US 395 Connector	Widen 4 to 6 lanes	$39,300,000	Federal/Local/State
31	Pyramid Hwy/Sun Valley/US 395 Connector Phase 3	@ US 395	New system ramps to/from the south	$212,600,000	Federal/Local/State

Regional Road Improvements 2023-2035					
	Project	Limits	Description	Year of Expenditure Cost	Potential Funding Source
32	Pyramid Hwy/Sun Valley/US 395 Connector Phase 4	Disc Dr to Sparks Blvd	New 6 lane freeway	$363,400,000	Federal/Local/State
33	Pyramid Hwy/Sun Valley/US 395 Connector Phase 7	Sun Valley Interchange	New Service Interchange; design & construction	$138,600,000	Federal/Local/State
34	Pyramid Hwy/Sun Valley/US 395 Connector Phase 9	Sparks Blvd to Calle de la Plata	New 6 lane freeway; design /ROW	$18,000,000	Federal/Local/State
35	Pyramid Hwy/Sun Valley/US 395 Connector Phase 6 – Disc Dr	Pyramid Hwy to Vista Blvd	Widen 4 to 6 lanes	$50,200,000	Federal/State
36	Red Rock Rd	Moya Blvd to Evans Ranch Access	Widen 2 to 4 lanes	$47,800,000	Federal/Local
37	Rio Wrangler Pkwy	Damonte Ranch Pkwy to Veterans Pkwy	New 2 lane road	$9,700,000	Federal/Local/Private
38	South Meadows Pkwy	Double Diamond Pkwy to Veterans Pkwy	Widen 4 to 6 lanes	$42,700,000	Local
39	Sky Vista Pkwy	Silver Lake Rd to Lemmon Dr	Widen 2 to 4 lanes	$34,300,000	Federal/Local
40	Sparks Blvd	Baring Blvd to Disc Dr	Multimodal improvements & widen 4 to 6 lanes	$22,700,000	Federal/Local
41	Stonebrook Pkwy	Delores Dr to La Posada Dr	New 2 lane road	$19,700,000	Federal/Local/Private
42	Sun Valley Blvd	7th Ave to Highland Ranch Pkwy	Multimodal improvements	$90,700,000	Federal/Local
43	Sutro St	McCarran Blvd to Sunvilla Blvd	Widen 2 to 4 lanes	$18,700,000	Federal/Local
44	Sutro St Extension	Sunvilla Blvd to Clear Acre Ln	New 2 lane road	$27,000,000	Federal/Local

Regional Road Improvements 2023-2035					
	Project	Limits	Description	Year of Expenditure Cost	Potential Funding Source
45	US 395	Parr Blvd to N Virginia St	Widen to 6 lanes - add southbound lane	$98,300,000	Federal/Local/State
46	US 395	@ Lemmon Dr	Improve Interchange	$23,400,000	Federal/Local
47	Vista Blvd	I-80 to Prater Way	Widen 4 to 6 lanes	$18,700,000	Federal/Local
48	West Sun Valley Arterial	Dandini Blvd to Eagle Canyon	New 4 lane road	$96,300,000	Local
	Estimated Cost Regional Road Improvements Plan 2022-2035			$4,220,300,000	
	Green shading indicates freeway projects				

PYRAMID HIGHWAY — US 395 CONNECTION

Conceptual Project Phasing



Note: Alternatives shown are for illustrative purposes only. The preferred alternative will be determined at the completion of the NEPA process.

Unfunded Needs				
	Project	Limits	Description	Year of Expenditure Cost
1	Calico Hills Rd	Copper Canyon Pkwy to #4 roundabout	New 2 lane road	$4,200,000
2	Copper Canyon Pkwy	Vista Blvd to Silver Stream Rd	New 2 lane road	$3,600,000
3	Eastern Slope Rd	Loop Rd to Copper Canyon Pkwy	New 2 lane road	$26,300,000
4	I-580	Neil Rd to S Virginia St/Kietzke Ln	Widen to 8 lanes	$35,200,000
5	I-580	S Virginia St@Mt Rose to South Meadows Pkwy	Widen to 8 lanes	$107,500,000
6	I-580	South Meadows Pkwy to Neil Rd	Widen to 10 lanes	$159,400,000
7	I-580	S Virginia St/Kietzke Ln to N McCarran Blvd	Widen to 10 lanes	$244,400,000
8	I-80	Garson Rd to West 4th St	Widen to 6 lanes	$126,900,000
9	I-80	W McCarran Blvd to Keystone Ave	Widen to 6 lanes	$39,700,000
10	I-80	Sparks Blvd to Vista Blvd	Widen to 8 lanes	$42,900,000
11	I-80	Lockwood to Mustang	Widen to 8 lanes	$94,800,000
12	I-80	Virginia St to Rock Blvd	Widen to 8 lanes	$98,100,000
13	I-80	Mustang to Patrick	Widen to 6 lanes	$186,500,000
14	I-80	Vista Blvd to Lockwood	Widen to 10 lanes	$254,900,000
15	McCarran Blvd	Plumb Ln to Mayberry Dr	Widen 4 to 6 lanes	$13,700,000
16	McCarran Blvd	Lakeside Dr to Manzanita Ln	Widen 4 to 6 lanes	$33,300,000
17	Parr Blvd	N Virginia St to US 395	Widen 2 to 4 lanes	$7,200,000
18	Pyramid/395 Connector	US 395	New System Ramps to/from the north; design & construction	$77,600,000
19	Pyramid/395 Connector	Sparks Blvd to Calle de la Plata	New 6 lane freeway; design /ROW & construction	$394,800,000
20	Robb Dr Ext	4th Street to I-80	New 2 lane road	$14,000,000
21	S Meadows Pkwy	Veterans Pkwy to Sunny Hills Town Center	New 4 lane road	$25,000,000
22	Silver Stream Rd	Copper Canyon Pkwy to eastern terminus	New 2 lane road	$9,500,000
23	US 395	N Virginia St to Golden Valley Rd	Widen to 6 lanes	$136,900,000
24	US 395	Golden Valley Rd to Stead Blvd	Widen to 6 lanes	$125,000,000
25	US 395	Stead to Cold Springs	Widen to 6 lanes	$784,300,000
	Estimated Cost Unfunded Needs			$3,045,700,000

Green shading indicates freeway projects

The RTP Pocket Booklet is an excerpt of the final 2045 RTP document. You may request a complete document from the RTC Planning Department by phone (775-348-0480) or by mail (1105 Terminal Way Suite 211, Reno, NV 89502).

It is also available online at rtcwashoe.com.

rtcwashoe.com
775-348-RTCP

BUILDSTRONG COALITION

July 21, 2014

Honorable Robert Menendez
528 Senate Hart Office Building
U.S. Senate
Washington, DC 20510

Dear Senator Menendez:

The BuildStrong Coalition, a group of national business and consumer organizations, corporations and emergency management officials dedicated to promoting stronger building codes, commends you for holding a hearing in the Subcommittee on Housing, Transportation, and Community Development, to examine local and regional approaches to building economically resilient communities.

As natural disasters have become more severe and frequent over the past 40 years, the need to make our communities more resilient to them is more important than ever. Each year, natural disasters cause widespread damage, destroy communities, and leave states with mountains of debris that will eventually end up in landfills. Studies have shown that certain areas of the country could save billions of dollars in property damages if they build resiliently before a catastrophe strikes. Using resilient construction standards prevents damage and creates sustainable communities.

The BuildStrong Coalition's research partner, the Insurance Institute for Business and Home Safety (IBHS), is working with the U.S. Department of Homeland Security (DHS) on a new pilot program called Resilience STAR™ that will help establish resilient communities. This program will recognize and designate houses that are built using resilient construction techniques. Owners of Resilience STAR™ homes will not only benefit from enhanced peace of mind, but also from potential economic incentives such as reduced insurance premiums, mitigation of damage from a natural disaster and an increase in overall property values. This program is an important step forward in our mission to protect property and ultimately save lives from the devastation of natural disasters.

After two years of thorough vetting by DHS to identify rigorous, yet achievable and affordable, standards for the initial Resilience STAR™ Pilot Project, IBHS' FORTIFIED standards were selected as the sole construction and building criteria for the Resilience STAR™ Pilot Project. There are two pilot projects in New Jersey that will break ground in the coming months.

By making improvements to your home or business when remodeling, you can reduce its environmental impact and save money. Studies by the U.S. Department of Energy and National Institute of Building Sciences found that energy efficiency programs can save consumers between $2 and $3 for every federal dollar spent, while every federal dollar invested in disaster mitigation saves taxpayers approximately $4 on recovery costs.

BuildStrong supports a multifaceted incentive based approach to mitigation. To that end, BuildStrong has endorsed four pieces of legislation that serve to incentivize states, communities, businesses, and consumers to

BUILDSTRONG
COALITION

build stronger, safer, and smarter.

- *The Safe Building Code Incentive Act of 2013 (H.R. 1878 & S. 924)* – Introduced by Rep. Mario Diaz-Balart (R-FL-25) and Sen. Robert Menendez (D-NJ), this bipartisan bill provides additional disaster relief assistance to states that adopt and enforce strong building codes.

- *The Disaster Savings Account Act of 2013 (H.R. 3989 & S. 1991)* – Introduced by Rep. Dennis Ross (R-FL-15), Sen. James Inhofe (R-OK) and Sen. Mark Begich (D-AK), this bipartisan bill provides a $5,000 tax deduction for money deposited into a savings account to offset disaster mitigation costs.

- *The Disaster Savings and Resilient Construction Act of 2013 (H.R. 2241)* –Introduced by Rep. Mario Diaz-Balart, this bill provides tax credits to homeowners and contractors who utilize modern building science when constructing and/or renovating homes and buildings.

- *The National Windstorm Impact Reduction Act Reauthorization of 2013 (H.R. 1786)* - Introduced by Rep. Randy Neugebauer (R-TX-19), this bill authorizes funding for increased research into reducing the economic and human toll of windstorms. The U.S. House of Representatives recently passed this bill and BuildStrong urges the Senate to move swiftly to also pass the bill so the President can sign it into law.

Earlier this spring, the BuildStrong Coalition sponsored its Second Annual National Thought Leaders Forum with the Congressional Fire Services Institute (CFSI) to discuss these bills and other aspects of disaster mitigation. Several leaders from Congress who are actively involved in disaster mitigation issues spoke at the forum, including Rep. Mario Diaz Balart (R-FL), U.S. Sen. Mark Begich (D-AK), U.S. Rep. Lou Barletta (R-PA), U.S. Rep. Randy Neugebauer (R-TX) and U.S. Rep. Elizabeth Etsy (D-CT). We also launched an advertising campaign that coincided with the start of hurricane season that appeared in newspapers on Capitol Hill.

On behalf of the BuildStrong Coalition, thank you for your leadership on these issues. Particularly your sponsorship of the Safe Building Code Incentive Act. I look forward to continuing our work together to strengthen our communities against natural disasters.

Sincerely,

Jimi Grande
Chairman
BuildStrong Coalition