



# **Regional Road Impact Fee 8<sup>th</sup> Edition Update**

**April 2026**



# Regional Road Impact Fee (RRIF) Program

Impact Fees are a **funding tool** for collecting the cost of building additional **capacity** needed on **regional roads** due to new development.



New  
Development



Impact  
Fees



Regional Road Capacity  
Improvements

# Regional Road Impact Fee (RRIF) Program

- Advantages
  - Development to pay its fair share
  - Viewed as equitable system supported by community
- Limitations
  - Impact fees **cannot** be used for:
    - Operating costs
    - Maintenance expenses
    - Non-capacity improvements

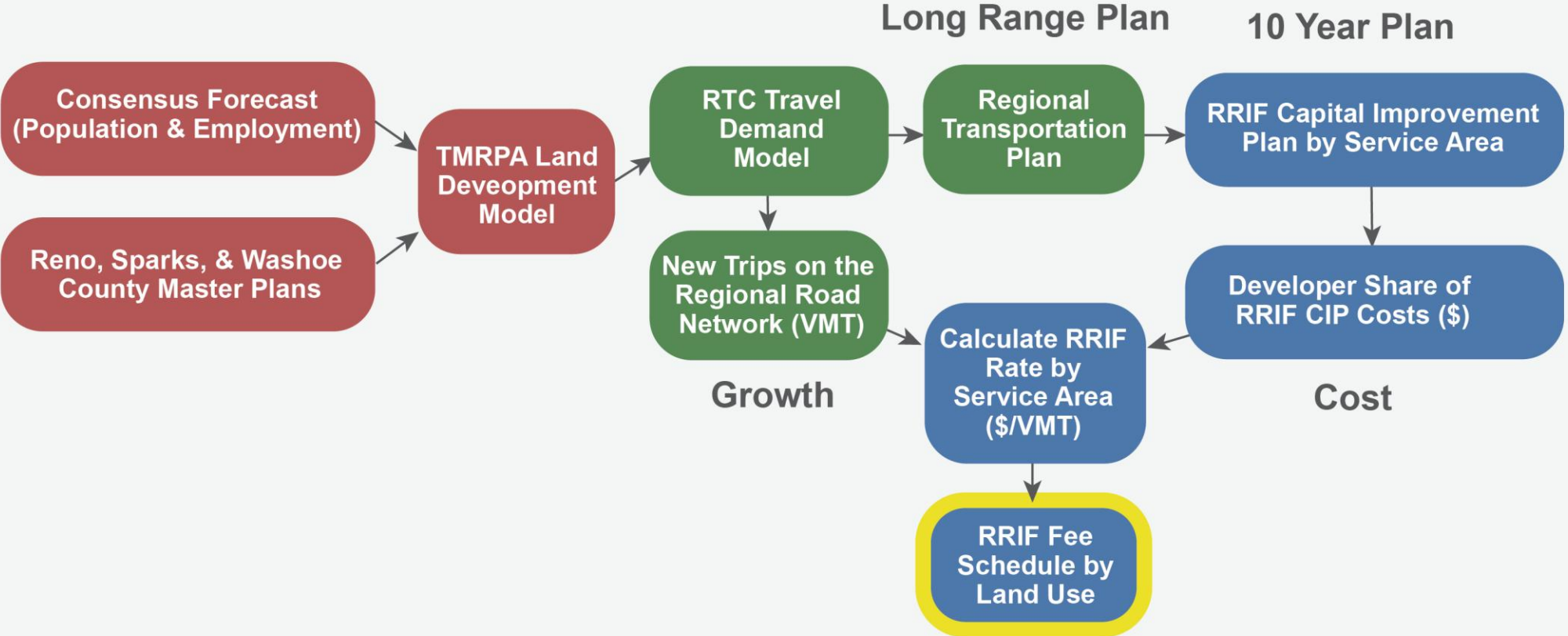
# Regional Road Impact Fee (RRIF) Program

- Nevada Revised Statute (NRS 278B)
- Local governments enacting ordinances
- Impact Fee Cooperative Agreement (ICA)
- General Administrative Manual (GAM)
  - Guidelines and procedures to administer the RRIF Program
- Capital Improvement Plan (CIP)
  - The method to calculate fee

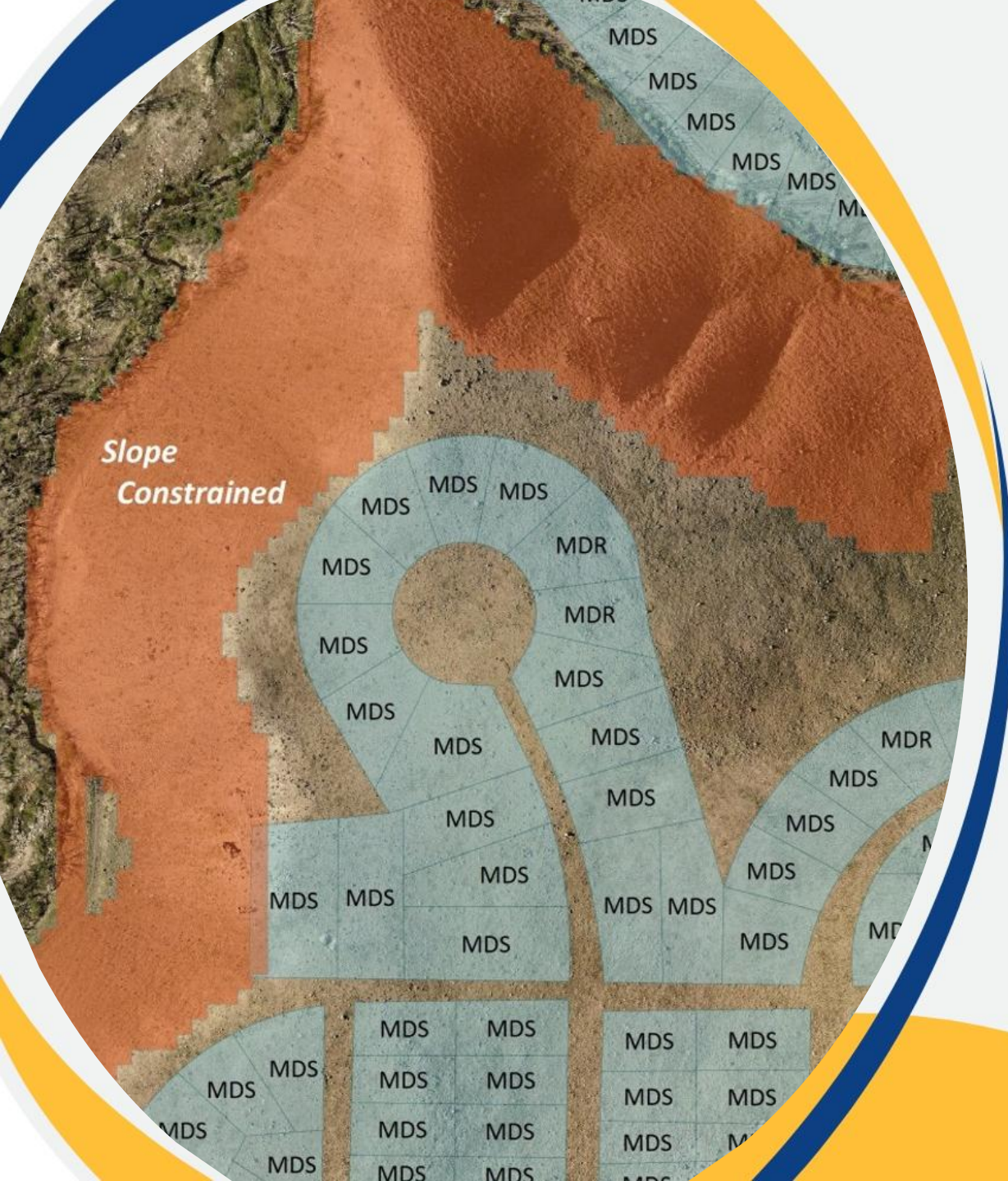
# 8<sup>th</sup> Edition RRIF Update

- RTC is responsible for initiating periodic reviews of the RRIF Program
- Review process initiated by the approval of the long-range 2050 Regional Transportation Plan (2050 RTP-Update)
- Use 2050 RTP-Update to define the list of capital improvements attributable to new development
- Input from RRIF TAC since November 2024

# Development of RRIF Fees



# Development Model for Predicted Growth



- Consensus Forecast
- Identify existing land use and zoning designation
  - Is it already developed?
- Identify vacant parcels
  - Unconstrained areas are buildable (remove slopes, public land, water bodies, flood)
- Estimate capacity of that land
  - Future housing units
  - Future employment

# Development of RRIF Fees



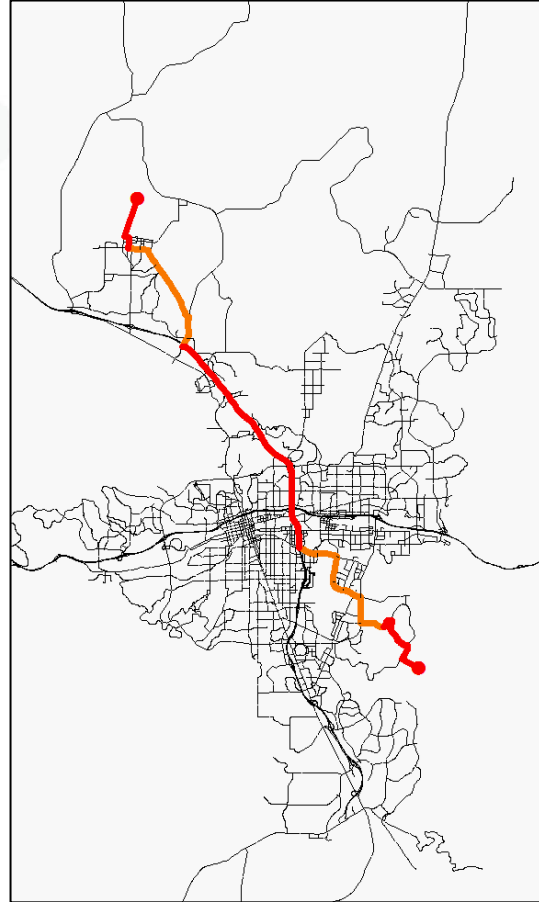
Typical Single-Family Subdivision Generates # of Vehicle Trips per Day On the road network

## Service Units Measured in Vehicle Miles Travelled (VMT)

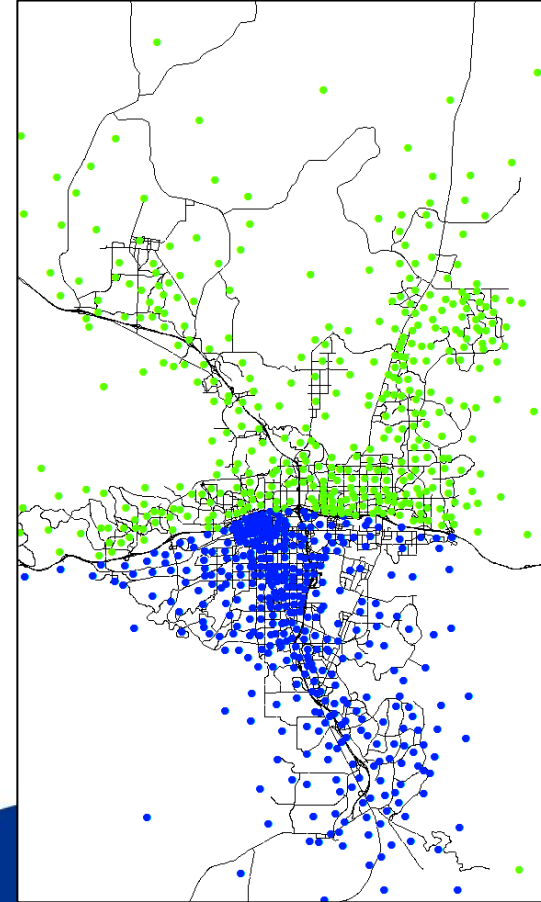


# Travel Demand Model

**Trip Distance on  
Regional Roads**

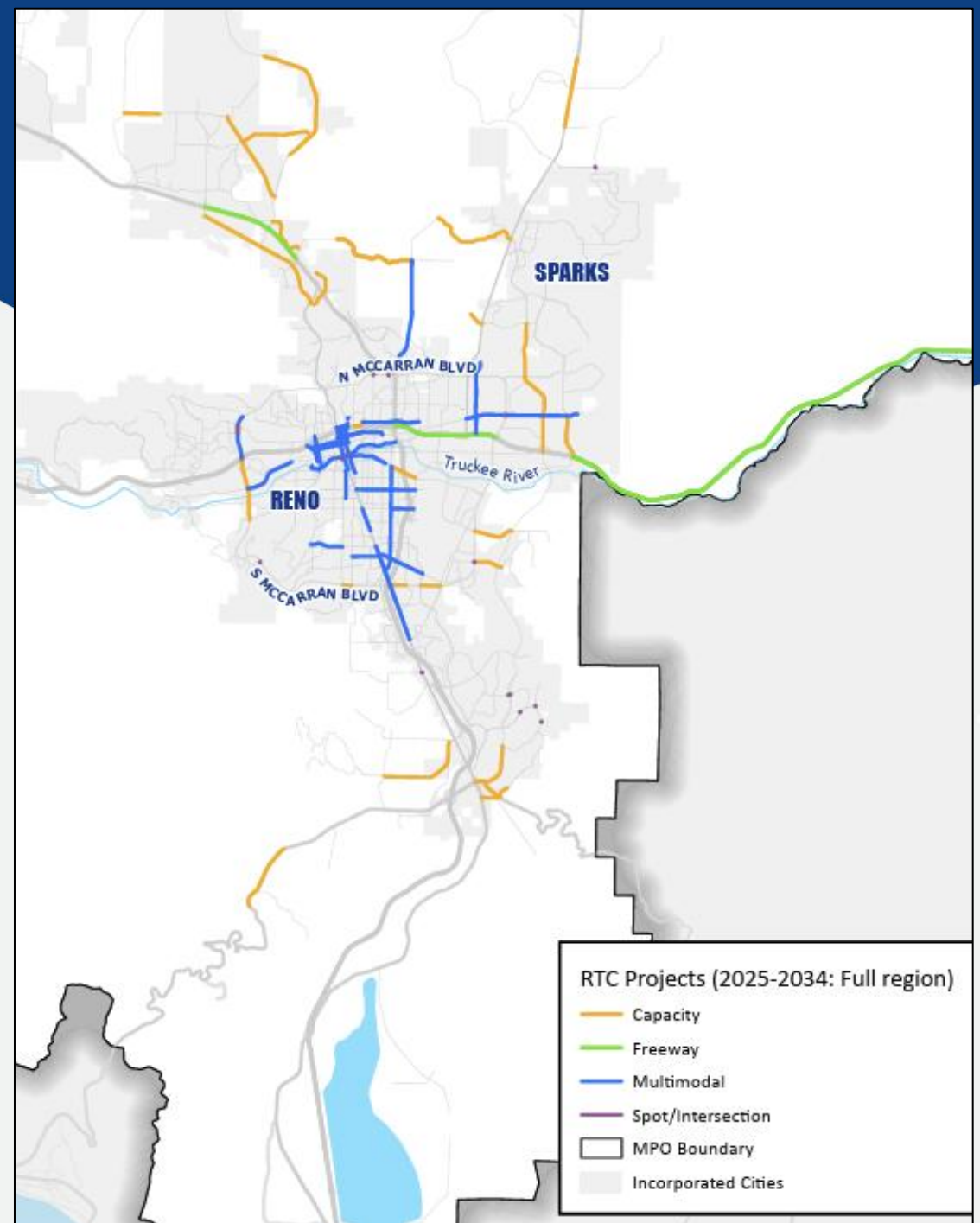


**Average Trip Length  
North/South**



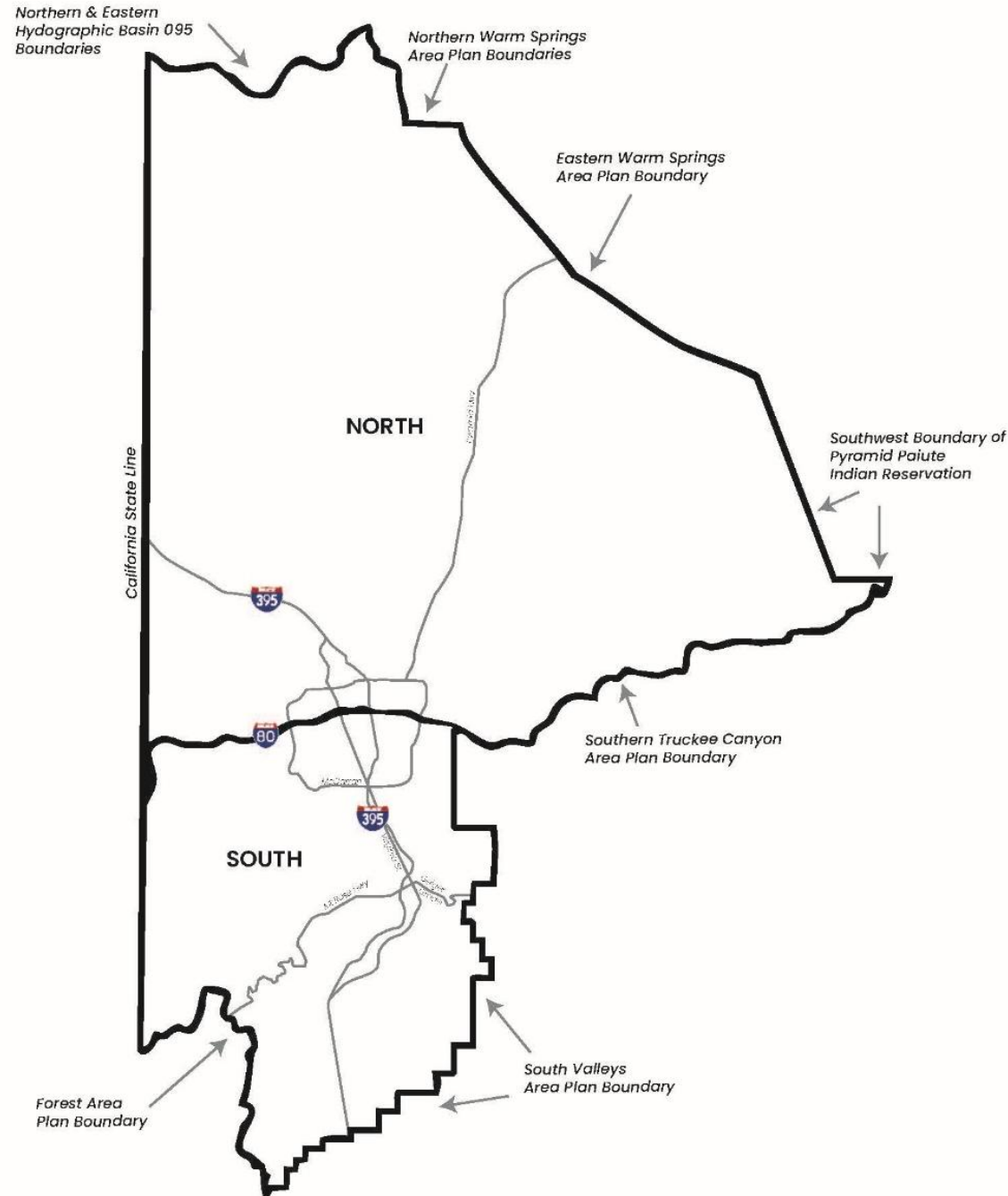
# 2050 Regional Transportation Plan (RTP)

- RRIF CIP is comprised of Capacity Projects included the 1<sup>st</sup> 10 years of the RTP



# Regional Road Impact Fee – Service Areas

- Capital Improvement Plan by Service Area
- Growth by Service Area measured in VMTs
- \$/VMT by Service Area



# RRIF Net Cost Per Service Unit

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

RRIF Share (\$) / VMT Growth = \$/VMT Rate

# Proposed 8<sup>th</sup> Edition Fee Schedule Comparison to 7<sup>th</sup> Edition, Year 4

		<b>PROPOSED 8th Edition</b>	
		<b>North</b>	<b>South</b>
Average Trip Length		2.91	2.47
RRIF Share of CIP		\$89,753,657.92	\$60,151,002.29
VMT Increase over ten Years		253,438.19	157,494.20
Capital Cost per VMT		\$354.14	\$381.93

		<b>7th Edition - Year 4 Indexing</b>	
		<b>North</b>	<b>South</b>
		<b>3.58</b>	<b>3.36</b>
		\$83,749,561	\$48,813,858
		287,592	171,856
		\$304.31	\$296.82

Development Type	Development Unit	PROPOSED 8th Edition		7th Edition - Year 4 Indexing		7th Ed North VMT's	7th Ed RRIF North	7th Ed South VMT's2	7th Ed RRIF South		
		North VMT's	RRIF North	South VMT's	RRIF South						
<b>Residential</b>											
Single Unit	Dwelling	17.24	\$6,105.37	14.63	\$5,587.79	20.36	\$6,195.84	19.11	\$5,672.26	-1.46%	-1.49%
3+ Units per Structure	Dwelling	10.73	\$3,799.92	9.10	\$3,477.45	12.97	\$3,946.96	12.18	\$3,615.29	-3.73%	-3.81%
<b>Industrial</b>											
Light Industrial	1000 Sq Ft	5.17	\$1,831.85	4.39	\$1,676.88	6.48	\$1,971.96	6.08	\$1,804.68	-7.11%	-7.08%
Manufacturing	1000 Sq Ft	5.05	\$1,786.71	4.28	\$1,635.56	5.14	\$1,564.18	4.82	\$1,430.68	14.23%	14.32%
Warehouse	1000 Sq Ft	1.82	\$643.22	1.54	\$588.80	2.27	\$690.79	2.13	\$632.23	-6.89%	-6.87%
Mini-Warehouse	1000 Sq Ft	1.54	\$545.42	1.31	\$499.28	1.97	\$599.50	1.85	\$549.12	-9.02%	-9.08%
<b>Commercial</b>											
Retail and Eating/Drinking Places	1000 Sq Ft	23.46	\$8,307.01	19.91	\$7,604.27	29.43	\$8,955.97	27.63	\$8,201.19	-7.25%	-7.28%
Casino Gaming Area	1000 Sq Ft	48.91	\$17,321.70	41.52	\$15,856.35	60.17	\$18,310.60	56.48	\$16,764.50	-5.40%	-5.42%
<b>Office &amp; Other Services</b>											
Lodging	Room	3.56	\$1,260.10	3.02	\$1,153.50	4.38	\$1,332.90	4.11	\$1,219.94	-5.46%	-5.45%
Public Park	Acre	0.83	\$293.40	0.70	\$268.58	1.02	\$310.40	0.96	\$284.95	-5.48%	-5.74%
Schools and Daycare	1000 Sq Ft	15.77	\$5,585.82	13.39	\$5,113.29	16.83	\$5,121.61	15.80	\$4,689.78	9.06%	9.03%
Hospital	1000 Sq Ft	11.44	\$4,051.13	9.71	\$3,708.42	14.01	\$4,263.45	13.15	\$3,903.21	-4.98%	-4.99%
Nursing Home	1000 Sq Ft	7.17	\$2,539.01	6.09	\$2,324.22	8.68	\$2,641.45	8.14	\$2,416.13	-3.88%	-3.80%
Office and Other Services	1000 Sq Ft	11.51	\$4,077.46	9.77	\$3,732.53	12.73	\$3,873.92	11.95	\$3,547.02	5.25%	5.23%
Medical Office	1000 Sq Ft	38.24	\$13,541.39	32.46	\$12,395.84	45.47	\$13,837.18	42.68	\$12,668.35	-2.14%	-2.15%

# Comparison of RRIF 7<sup>th</sup> Edition to 8<sup>th</sup> Edition

- Proposed Fee Schedule decrease an average 2.5% from the 7<sup>th</sup> Edition – Year 4 Indexing
- Capital Costs Are Increasing
  - 7<sup>th</sup> Edition CIP Amount: \$132,563,417
  - 8<sup>th</sup> Edition CIP Amount: \$149,904,660
- Overall VMTs from Model Decreasing
  - 7<sup>th</sup> Edition VMTs: 459,447
  - 8<sup>th</sup> Edition VMTs: 410,932
- Revisions to the Administrative Organization and Responsibilities section
- Align Land Use Definitions with Local Ordinances
  - Logisticcenters
  - Data Centers
- Align with the terminology used in the recently updated 2050 RTP-Update.

# Business Impact Statement

- A Business Impact Statement (BIS) is a document required by Nevada state law when a public agency proposes an action that may affect businesses. It is intended to inform businesses and the public, not to advocate for or against a proposal.
- The BIS requirement comes from NRS Chapter 237, as amended by Assembly Bill 444.
- It ensures that potential impacts to businesses are:
  - Identified
  - Disclosed
  - Open to public review and comment
- What a BIS Evaluates
  - Who may be affected by the proposed action
  - The potential economic effects on businesses
  - Whether impacts are direct or indirect
- How the BIS Is Used
  - The BIS supports transparency before adoption decisions are made.
  - It becomes part of the public record considered by decision-makers.

# Key Findings from BIS

## Summary Finding No. 1

1. The draft BIS concludes that the proposed 8th Edition RRIF update is **not expected to impose a direct or significant economic burden on businesses.**

## Supporting Points

1. RRIF fees are paid only when new development or expansion occurs.
2. The fee represents a **small portion of total development costs.**
3. On average, RRIF fees decrease by approximately **2 percent** across development types.

## Summary Finding No. 2

1. The draft BIS finds that **some development types experience modest increases, while others see slight decreases** under the proposed fee schedule.

## Supporting Points

1. Fee adjustments reflect updated:
  1. Land use assumptions
  2. Travel demand modeling
  3. Project costs in the Capital Improvements Plan
2. No new fee categories are introduced.

# Next Steps for Adoption of 8<sup>th</sup> Edition

1. Planning Commission, acting as the Capital Improvements Advisory Committee (CIAC), review and provide recommendation for approval
2. Partner jurisdictions (Reno, Sparks, Washoe County) consider adoption actions.
  - Two Council/Commission meetings, more than 10-days apart.
3. 30-day Notice of Implementation following approval.
4. Anticipate implementation in June 2025.

# Thank You!

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