

**REGIONAL TRANSPORTATION COMMISSION
WASHOE COUNTY, NEVADA**

FRIDAY

10:00 A.M.

April 21, 2023

PRESENT:

**Ed Lawson, Mayor of Sparks, Chair
Alexis Hill, Washoe County Commissioner
Mariluz Garcia, Washoe County Commissioner
Hillary Schieve, Mayor of Reno
Naomi Duerr (Alternate)**

**Bill Thomas, RTC Executive Director
Adam Spear, RTC Legal Counsel
Tracy Larkin Thomason, Director of NDOT**

The regular monthly meeting, held in the 1st Floor Great Room at Regional Transportation Commission of Washoe County, Reno, Nevada, was called to order by Chair Lawson. The Board conducted the following business:

Item 1 CALL TO ORDER

- 1.1 Roll Call
- 1.2 Pledge of Allegiance

Item 2 PUBLIC INPUT

Chair Lawson opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda.

Mr. Ky Plaskon, Truckee Meadows Bicycle Alliance, said they were looking forward to the Micromobility Study, Item 5.5, this morning. Micromobility is about a network, not just one street and it should always be about a network. The Micromobility network and study of downtown should also include projects that are already in the works, i.e. University Way, Center Street Cycle Track, and also in the Active Transportation Plan. Any Placemaking Study that moves forward should include the Dutch Cycling Embassy (DCE) recommendations as well. They are in the report and they are produced by local engineers from this agency. We brought the DCE here and we've been waiting for the report to be included in all of these studies, but it is consistently not included. We would like all future Micromobility reports to incorporate lessons from the DCE workshop, a report for the Board on how the DCE lessons are learned by RTC Engineers, and how they are going to be incorporated into the Active Transportation Plan.

Ms. Donna Clontz, local resident with the Senior Coalition, Age Friendly Communities thanked RTC staff member Susi Trinidad for all of her help with our Senior Resource Fairs that we are putting on once a month. We've seen about 350 seniors at these events since November. Susi brought a FlexRIDE van to the event and we introduce seniors to what it is to be part of that system and ride those vans. I also wanted to thank Susi for helping us bring about 35 seniors to

Senior Day at the Legislature two weeks ago. We had over 60 seniors come to the event where they learned about the issues at the Legislature for senior programs. Our next two Resource Fairs will be up at the Spanish Springs Library, which is inside the bubble of the FlexRIDE area up there in the North Valleys. We also wanted to invite you to the Older Americas Resource Fair is May 3rd at 9th Street.

Leo Horishny submitted written comment via email March 17, 2023, at 3:25 p.m. as follows: My name is Leo Horishny, and this is public comment for the next city council and/or RTC board meeting. The placemaking study in downtown Reno is complete. The results are clear. People want safety downtown NOW. Thank you for the plans to put buffered bike paths on Virginia Street. But people want bike paths on Center AND Virginia and when Virginia closes for special events, people need a safe detour on bikes and scooters. Now that placemaking is done, keep your word and finish what you started with the Center Street Cycletrack. RTC Board members and City Councilmembers should ask the RTC Executive Director to lift the "pause" on Center Street to make a safer downtown now for the benefit of children, families, students, and workers. Placemaking showed that people want safety and bike lanes downtown, so make it happen fast. I also call on local governments to plan and ensure that these pieces of cycling infrastructure are cleaned, maintained, and kept safe and usable for riders.

Christine Anderson submitted written comment via email March 20, 2023, at 11:16 a.m. as follows: The placemaking study for downtown Reno is now complete, & the public clearly supports bike infrastructure. Most families and individuals feel much safer and are more interested in riding bikes as transportation with a separated cycletrack and not just bike lanes. While buffered bike paths on Virginia Street are great, a separated cycletrack on Center Street is still necessary to help all users feel more comfortable using bicycles as transportation. Please lift the "pause" on the Center Street Cycletrack and begin work as soon as possible. Thank you!

Sheree Schexnayder submitted written comment via email April 4, 2023, at 8:32 a.m. as follows: Your security guard on staff whenever are exposing my survival skills.

Sheree Schexnayder submitted written comment via email April 7, 2023, at 2:16 p.m. as follows: Them girls. They not all there.

Greyson Devin Christopher Cassidy submitted written comment via email April 13, 2023, at 2:31 p.m. as follows: Hello, Bonjour, Hola, Over the past month there have been Day Passes attached to a Catholic Charities informational card at the Lower Level of the Downtown Reno - Washoe County Public Library. They are not currently available. As a Public Transit Agency funded through taxation and public investment - can we please continue this expenditure as single Day Passes with Department of Transportation relevant information card instead of other relevant information and consider switching to Public Enforcement inside RTC 4th Station in perpetuity. This would obviously result in different persons being shifted - with hiring defined as for those who have continuously and exclusively been Public Enforcement (USA / Canadian Citizens) and agree with Pragmatic Public Accessibility with enforcement of hygiene and erratic behavior (direct threats, Violence) but are committed to open and accessible RTC Ride Public Transit - particularly for those with Transit Passes (Daily, Monthly, or Smartphone). It's important sometimes to understand the difference between Public Accessibility, use of Public Services and employment - an important clarification in the modern era. Please support Free Day Passes for under 35 Canadian and American Citizens along with Pragmatic Public Accessibility. Tiene un boleto RTC? Es abierto/Vous avez un billet (ticket)? C'est ouvert. Thank You / Merci / Gracias

Robert Auers submitted written comment via email April 17, 2023, at 1:46 p.m. as follows: I'm writing you to see if there is any way that a traffic light and crosswalk could be installed to cross McCarran at Keystone. There is an increased number of pedestrian crossings there now that all the apartments have been built on the north side of McCarran. Also, I cross McCarran there a lot to walk the Keystone Canyon Trail, and it is a verry difficult place to cross McCarran with no designated crosswalks within about a ½ mile of the intersection in either direction.

RSmith submitted written comment via email April 18, 2023, at 9:12 a.m. as follows: April 21, 2023 agenda item 4.3.10 public comment. I am writing in favor of approving safety enhancements at the Keystone and North McCarran intersection. I've lived near this intersection for 30 years and witnessed countless accidents and mishaps. This intersection is used by runners, hikers, and bikers crossing over to the Keystone Canyon trailhead so please include accommodation for these users. There is no merge lane for cars exiting and entering the roadway so please include those as well. Visibility traveling west along North McCarran is poor, especially in the afternoon evening with sun angles so some red light warning system seems important.

LH submitted written comment via email April 18, 2023, at 9:37 a.m. as follows: April 21, 2023 agenda item 4.3.10 public comment. Writing in favor of a traffic signal at Keystone and N McCarran. Please include a way to allow bicycles and walkers to activate crossing. Please include merge lanes. Please include a way to slow traffic down esp going west along McCarran. Racers used this section in the middle of the night.

Richard Bednarski submitted written comment via email April 19, 2023, at 5:25 a.m. as follows: I hope you are doing well. As a cyclist commuter who commutes every day on my bike, I urge you to revive this project that was more or less promised by RTC and the City of Reno after the midtown renovations were completed. I ride this corridor 3-5 times a week on my bike and as the father of two, want as much safety as possible. To me, that is the cycle track. It is not only funded, but 30% into the design phase. As a taxpayer, it is a no-brainer to see this project through and further delay would be a shame and a waste of taxpayer money. Thus I hope you make the right decision and help move Reno towards the sustainable community it had the potential to become.

Ryan Weisenberger submitted written comment via email April 19, 2023, at 7:41 a.m. as follows: Hi, my name is Ryan Weisenberger, I live on Sagittarius Ln and my comment is about Item 5.5. The Downtown Micromobility Project. The Center Street Cycletrack project is the first step in a downtown micromobility safety network. It is close to completion at 30 percent design. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. Now that the report is complete, please respectfully ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion. Thank you.

Lisa Hill submitted written comment via email April 18, 2023, at 9:29 a.m. as follows: The message is in favor of safety enhancements at the Keystone and North McCarran intersection. Walkers and bicycle riders cross the McCarran to get to the trailhead. It's hard to merge on and off of McCarran in a car because the traffic speed is so heavy and there are no merge lanes. Cars turn the wrong way through the worm all the time. Visibility is poor traveling west on North McCarran. Car and motor cycle racers speed along this intersection in the middle of the night. We've need a better safety solution for years. Appreciate you making safety improvements here soon.

Den Fusso submitted written comment via email April 19, 2023, at 8:28 a.m. as follows: I'm a resident of the greater Reno area (5951 Indus Dr, Reno, 89502) and I'd like to see support of Item 5.5. The Center Street Cycletrack project is a great first step for downtown micromobility and safety. I understood it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. This "pause" needs to be set back in motion. This is a hugely important, and forward moving project that will decrease the number of automobiles on the road, along with the smog and other problems they create. It will help increase physical movement of others, which is healthy. The increased use for transportation by bicycle is a good role model for others, and will improve the livability of people in Reno. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion. Thanks.

Margaret Getz submitted written comment via email April 19, 2023, at 8:40 a.m. as follows: Hi, my name is Margaret Getz I live at Caughlin Ranch and my comment is about Item 5.5. The Downtown Micromobility Project. The Center Street Cycletrack project is the first step in a downtown micromobility safety network. It is close to completion at 30 percent design. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. Now that the report is complete, please respectfully ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion. Thank you.

David Pivnick submitted written comment via email April 19, 2023, at 8:40 a.m. as follows: The City Council and RTC have just wasted money and two years in a B.S. study in order to do nothing to improve multimodal infrastructure through Downtown. The first and easiest move should be to drop the speed limits through Downtown and Midtown to 20 mph. According to League of American Cyclist studies have shown a drastic reduction in walking and cycling accidents and fatalities. My wife and I have recently bicycled across France and we observed 30 kph (18 mph) speed limits in all urban areas. I routinely bicycle down Virginia and it should be noted that there is a relatively low traffic flow through Downtown so that dropping the speed limit would not impede traffic and would in fact coordinate better with the traffic lights. If as indicated, the Placement Study that did not study the Center St. cycle track is finished and the engineering design is complete then there is nothing stopping the implementation of this project other than political will or lack thereof. My feeling is that the problem is down right obstruction of a few short sided people who still believe that more cars are more progress. RTC needs to stop thinking like its 1950.

Brian Thornton submitted written comment via email April 19, 2023, at 8:51 a.m. as follows: Hi, my name is Brian Thornton, I live at 3350 Adler Court, Reno, and my comment is about Item 5.5. The Downtown Micromobility Project. The Center Street Cycletrack project is the first step in a downtown micromobility safety network. It is close to completion at 30 percent design. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. Now that the report is complete, please respectfully ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion. Thank you.

Nancy Litchfield submitted written comment via email April 19, 2023, at 9:04 a.m. as follows: Our names are Nick and Nancy Litchfield, we live at 9900 Wilbur May Pkwy, Reno, and our comment is about Item 5.5, the Downtown Micromobility Project. We urge RTC Executive Director Bill

Thomas to move forward with this important project that will improve downtown safety and expand this cycling network for the community. All opportunities that discourage people from driving cars and encourage more cycling and walking will benefit the quality of life in Reno and help address the serious impacts of climate change. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion.

David Fiore submitted written comment via email April 19, 2023, at 10:38 a.m. as follows: I would like to voice my strong support for the Center Street Cycletrack project. It's a long overdue investment in safe and healthy transportation downtown. Please do not allow the "pause" to derail this important project!

Zoe Bray submitted 2 duplicate written comments via email April 19, 2023, at 11:44 a.m. as follows: my name is Zoe Bray; I live at 652 Arbutus street, close to downtown Reno. My comment is about Item 5.5. The Downtown Micromobility Project, about which I care deeply as a daily cyclist in our beautiful biggest little city. I cycle to work and to run errands with my children by bicycle all the time. The ability to walk and cycle in Reno is what makes this city so agreeable and livable and the Center Street Cycletrack project is the crucial first step in a downtown micromobility safety network. It is close to completion at 30 percent design. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, yet the Center Street project is not mentioned in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. Now that the report is complete, please respectfully ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a clear timeline for completion.

Philip Moore submitted written comment via email April 19, 2023, at 12:24 p.m. as follows: I live at 1549 Big Valley Way in Reno and I am an active user of the existing bike lanes in Reno. My comment is about item 5.5. We need additional biking infrastructure to make bicycle commuting a viable option for people who live in Reno and particularly from our university students coming to downtown or midtown. I would like to request that you place the Center Street Cycletrack project on a future RTC agenda with a timeline for its completion.

Kyle Chandler-Isachsen submitted written comment via email April 19, 2023, at 12:51 p.m. as follows: Hi, my name is Kyle Isachsen and I live at 2055 McCloud Ave Reno NV 89412 and my comment is about Item 5.5: The Downtown Micromobility Project. The Center Street Cycletrack project is the first step in a downtown micromobility safety network. It is close to completion at 30 percent design. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. Now that the report is complete, please respectfully ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion. Thank you.

Bev Colgan submitted written comment via email April 19, 2023, at 12:5 p.m. as follows: My name is Beverly Colgan, and I live at 804 Oxford Avenue in Sparks. My comment is about Item 5.5., The Downtown Micromobility Project. The Center Street Cycletrack project is the first step in a downtown micromobility safety network. It is close to completion at 30 percent design. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. Now that the report is complete, please ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center

Street Cycletrack on a future RTC agenda and request a report with a timeline for completion. I would bus/bike to Reno in an instant if biking safety downtown were safer.

Jennifer Cowart submitted written comment via email April 19, 2023, at 1:06 p.m. as follows: I support the bike lanes proposed on Virginia, but also think we need the Center Street project back on track as well. It appears from the Virginia presentation that the bike lanes will be closed during special events and I imagine also very crowded with tourists when it is not. Having an alternative route will allow locals to safely bypass closures and alleviate congestion making downtown a fun place to hang out on Virginia and somewhere to quickly pass through on the way to work or school via Center Street. I also think on curb bike lanes should be built in project areas that are aimed at families. Street bike lanes are not appropriate for riding with young children. I much prefer wide paths like near the river. The sidewalk along Lemmon between Military and Buck is a good example of what we should do all over town. I would also like to see wide sidewalks on the new bridge replacements. Of course this may require repealing the downtown sidewalk ban through the city, but that's another comment.

Melissa Gilbert submitted written comment via email April 19, 2023, at 8:12 p.m. as follows: I live at 550 Toiyabe Street] and my comment is about Item 5.5. The Downtown Micromobility Project. The Center Street Cycletrack project is the first step in a downtown micromobility safety network. It is close to completion at 30 percent design. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. Now that the report is complete, please respectfully ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion.

Dr. Sher Todd submitted written comment via email April 19, 2023, at 9:33 p.m. as follows: My name is Dr. Sher Todd. I live at 4610 Aberfeldy Road, Reno, 89519. I am a bicyclist (with three bicycles - a racing/road bike, a mountain bike, and a recumbent (not electric bicycle). I am a member of Procrastinating Pedalers. My comment is about Item 5.5. The Downtown Micromobility Project. The Center Street Cycletrack project is the first step in a downtown micromobility safety network. It is close to completion at 30 percent design. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. Now that the report is complete, please respectfully ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion.

Emysm62 submitted written comment via email April 19, 2023, at 8:24 p.m. as follows: I live downtown and cycle regularly. My comment is about Item 5.5. The Downtown Micromobility Project. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas unilaterally placed the Cycletrack on "pause" until the report was complete. Now that the report is complete, please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion.

Andy Perkins submitted written comment via email April 19, 2023, at 2:39 p.m. as follows: Hi, my name is Andy Perkins, I live at 1085 Washington St. and my comment is about Item 5.5. The Downtown Micromobility Project. The Center Street Cycletrack project is the first step in a downtown micromobility safety network. It is close to completion at 30 percent design. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on

an informal "pause" until the report was complete. Now that the report is complete, please respectfully ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion. Thank you.

Jeff Foster submitted written comment via email April 19, 2023, at 11:11 a.m. as follows: Hi, my name is Jeff Foster, I live at 3146 Cobble Ridge Court and work in downtown Reno, and my comment is about Item 5.5. The Downtown Micromobility Project. The Center Street Cycletrack project is the first step in a downtown micromobility safety network. It is close to completion at 30 percent design. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. Now that the report is complete, please respectfully ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion. Thank you.

Paul Malikowski submitted written comment via email April 20, 2023, at 12:00 p.m. as follows: I am a former public member of the CMAC, and our group was presented with all the facts which convinced us of the following: My comment is about Item 5.5. The Downtown Micromobility Project. The Center Street Cycletrack project is the first step in a downtown micromobility safety network. It is close to completion at 30 percent design. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. Now that the report is complete, please respectfully ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion. Thank you. Since the start some have tried to undermine the Center Street cycle track. If we aren't careful, we get bogged down in a debate about which streets should have bike paths and which shouldn't, creating severe divisions and we forgetting that all streets are all part of a broader micromobility network. International experts recently guided Reno engineers on how to effectively create that network in Reno and the University Way/Center Street Cycletrack is a critical part of that network.

Elise Richey submitted written comment via email April 19, 2023, at 12:31 p.m. as follows: Hi, my name is Elise Richey, I live at 865 Lodge Avenue in Reno and my comment is about Item 5.5. The Downtown Micromobility Project. The Center Street Cycletrack project is the first step in a downtown micro-mobility safety network. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. Now that the report is complete, please respectfully ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion. We need safer bike paths!

Joni Taylor submitted 3 duplicate written comments via email April 19, 2023, at 12:15 p.m., 1:10 p.m., 1:31 p.m. as follows: Hi, my name is Joni Taylor, I live and work in NW Reno, and my comment is about Item 5.5. The Downtown Micromobility Project. The Center Street Cycletrack project is the first step in a downtown micromobility safety network. It is close to completion at 30 percent design. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. Now that the report is complete, please respectfully ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center Street Cycletrack on a future RTC agenda and request a report

with a timeline for completion. As an avid cyclist in the Reno community, safety should be a focus in our community, especially with all the recent growth.

Ky Plaskon submitted written comment via email April 20, 2023, at 12:59 p.m. as follows: Hi, my name is Ky Plaskon, I live at 702 Hunter Lake Dr and my comment is about Item 5.5. The Downtown Micromobility Report. The Center Street Cycletrack project is a major component of the downtown micromobility network as identified by the Dutch Cycling Embassy workshop. It is the first step in a downtown micromobility safety network and should have been included in this study. It is close to completion at 30 percent design. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. Now that the report is complete, please respectfully ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion.

John Goetz submitted written comment via email April 20, 2023, at 1:11 p.m. as follows: As an experienced bicyclist, I refuse to travel anywhere near downtown or midtown because it is inherently unsafe. Numerous studies show that "share the road" doesn't protect bicyclists; it only annoys automobile drivers. Similarly, it's common sense that bike lanes immediately adjacent to auto travel lanes -- only separated by a thin white line or maybe some plastic bollards -- are also unsafe. Would you let your 10-year-old ride there? I think not. The only safe, sane concept for bicycling is the protected bike lane -- that is, where the bicycle lane is separated from the auto lanes by parked cars. The Center Street Cycle Track / Micro-Mobility Project has been the subject of a lot of controversy, politics, and delay. Now that the Placemaking study is complete (did it mention the Cycletrack project?), please ask RTC Executive Director Bill Thomas to release his "informal pause" on this project. Please place it on the RTC's agenda, then fund and complete this important safety project.

Joni Mehler submitted written comment via email April 20, 2023, at 1:29 p.m. as follows: Hi, my name is Joni Taylor, I live and work in NW Reno, and my comment is about Item 5.5. The Downtown Micromobility Project. The Center Street Cycletrack project is the first step in a downtown micromobility safety network. It is close to completion at 30 percent design. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. Now that the report is complete, please respectfully ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion. As an avid cyclist in the Reno community, safety should be a focus in our community, especially with all the recent growth.

Ryan Olsen submitted written comment via email April 20, 2023, at 2:18 p.m. as follows: My name is Ryan Olsen and I'm a graduate student at UNR. I spent about 8 years commuting exclusively by bike and bus to and around UNR from various locations. I have had some scary moments around the university on my bike because of a lack of bike specific infrastructure. I just want to express my strong support of the Center Street (University Way) bike lane as I think it will make it safer and encourage more bicycling around the area. I am also a member of the Graduate Student Association and serve on the University Bicycle Working Group. I have talked to other students on campus at events who have also expressed support for improved biking infrastructure around the University to help them be able to safely ride their bikes to campus. I hope that you are able to implement this project. Thanks for your time and efforts!

Michael Gawthrop-Hutchins submitted written comment via email April 20, 2023, at 3:04 p.m. as follows: While I am in general very much in favor of expanding our alternative fuel bus fleet and doing everything we can to reduce diesel consumption and emissions, it would be appreciated if the board and/or RTC and Keolis management could commit to greater utilization of the hybrid buses and electric buses that we already have before spending millions of dollars on additional electric buses. It seems like every day I see hybrid and/or electric buses parked at 4th Street Station parked and out of service while old diesel buses continue to be used (one I saw a few days ago running on the Virginia line spewing so much exhaust that it may have been burning oil). If these vehicles are purchased, please commit to using them for more than photo ops with politicians and put them to use removing older diesel buses from our roads.

Sara Kingsman left a voicemail comment via the public comment hotline April 19, 2023, at 12:39 p.m. as follows: My comment is about Item 5.5, the Downtown Micromobility project. The Downtown Micromobility Project. The Center Street Cycletrack project is the first step in a downtown micromobility safety network. It is close to completion at 30 percent design. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. Now that the report is complete, please ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion.

Ky Plaskon, Truckee Meadows Bicycle Alliance, left a voicemail comment via the public comment hotline April 19, 2023, at 1:05 p.m. as follows: Hi, my name is Ky Plaskon, I live at 702 Hunter Lake Dr and my comment is about Item 5.5. The Downtown Micromobility Report. The Center Street Cycletrack project is a major component of the downtown micromobility network as identified by the Dutch Cycling Embassy workshop. It is the first step in a downtown micromobility safety network and should have been included in this study. It is close to completion at 30 percent design. The City of Reno said it would include the Center Street Cycletrack in the Placemaking study, but the Center Street project is not mentioned anywhere in the report. RTC Executive Director Bill Thomas placed the Cycletrack on an informal "pause" until the report was complete. Now that the report is complete, please respectfully ask Bill Thomas to lift his informal "pause" on this important downtown safety project. Please put the Center Street Cycletrack on a future RTC agenda and request a report with a timeline for completion.

There being no additional comments submitted by the deadline, the Chair closed public input.

Item 3 APPROVAL OF AGENDA

On motion of Commissioner Hill, seconded by Commissioner Schieve, which motion unanimously carried, Chair Lawson ordered that the agenda for this meeting be approved.

Commissioner Hill asked to move Item 5.7 up immediately before the Consent Items. Commissioner Schieve seconded, which motion was unanimously carried. Chair Lawson gave the floor to Mr. Mike Hillerby.

- 5.7 Update, discussion, and potential direction to staff regarding legislative measures and issues being considered during the 82nd (2023) Session of the Nevada Legislature. (For Possible Action)

Mr. Michael Hillerby of Kaempfer Crowell, thank you for accommodating the Legislatures schedule in your own meeting today and moving it up on the agenda.

We are at this point, about 2/3 of the way through the Session.

I'll go through a few of the bills we've been following and working on that involve RTC and if you have questions about what's going on at the session or specifics on those bills, I'll do my best to answer them.

AB214 is a bill we've been working on sponsored by Assemblywoman Natha Anderson and co-sponsored by Senator Skip Daly from Sparks. Through a lot of work with Assemblywoman Anderson, Mr. Thomas and your staff with the Teamsters and the Central Labor Council from Northern Nevada Group, the bill has been amended. In fact, it moved off of the assembly floor with a partisan vote of 28 to 14. The bill now covers an Advisory Committee that would include specific union membership, as well as language on video cameras and the retention of those. Mr. Thomas agreed, on behalf of the RTC, to write in a Letter of Commitment about how we would implement new video retention, how that policy would work and that would give some flexibility moving forward.

The Advisory Committees have a more convoluted version of how members are appointed. Some are appointed by you representing your three jurisdictions, other members are appointed directly by the three jurisdictions. Managing that would be pretty cumbersome and Assemblywoman Anderson acknowledged that as well, so it's something we'll work on in the Senate to see if we can streamline it.

The Unions were interested in something similar to Southern Nevada RTC's Transportation Resources Advisory Committee, so we may see a little bit of changes in the subject matter of what the Advisory Committee does.

AB184, sponsored by Assemblyman Howard Watts from Las Vegas, who Chairs the Assembly Growth and Infrastructure Committee, creates an electric vehicle incentive program for medium and heavy-duty trucks and buses. The bill would set aside 35% of the Inflation Reduction Act money that NDOT receives for the Federal Carbon Reduction Program. There also was an added amendment process a request for \$4 million in State general fund money to help fund that program. It would involve a sliding fee scale of \$20,000 to \$175,00 per vehicle on how much those incentives were worth each year based on the weight of the vehicle. Our RTC would qualify for up to 10 incentives per year and we would get a 10% bump on the amount of that incentive for being an RTC, which is included in legislation.

AB359 is a fuel tax indexing bill from Clark County. As you all know, the way we set ours up starting in 2008, was by a vote of the people, then the Legislature for authorization for the County Commission to enact. The fuel tax indexing in Clark County has a shorter life span with a provision that they go back to the voters. AB359 would change that and would allow the Clark County Commission by vote to enact fuel tax indexing in Clark County. This bill passed out of the assembly 32-10, so it did pick up some republican votes.

There is ongoing work on electrical vehicles, fees and the highway fund that has been studied for a number of years. There is no bill yet, but it's something that Assemblyman Howard Watts is interested in. Both NDOT, RTC and a variety of other organizations have been involved in those

studies over the last two or three interims. It's clear we need to come up with some answer and policy at the State level. Vehicle miles traveled goes up, while fuel tax revenue goes down, because of both average fuel economy and the prevalence of hybrid and alternative fueled vehicles, including EBs. It's a challenge because it is a fee increase. At this point it seems unlikely that an actual fee would be enacted this session. There is talk about doing more studying of how you would do data collection, how would do tracking and the latest language that I've seen would also include something that looks like the economic forum, but specifically for the highway fund. The Economic Forum is a group of experts from State Agencies, the Executive Branch of the Legislative side and outside economic experts, who meet and provide revenue projections that the Governor must follow to build his budget that he sends to the legislature. They meet again May 1st and that prediction is the number that the legislature must use to close their budgets and arrive at final numbers.

A couple other bills we've talked about before involve the homeless. One was SB142, the Homeless Bill of Rights, that bill did not make it past last Friday's deadline. SB155 did make it past the deadline and it has been somewhat heavily amended. In its original form it would have preempted local government from passing or enforcing any ordinance related to camping and other resting activities of the homeless. This has been amended to allow people who are homeless to qualify for a waiver of fees and fines for certain penalties and court infractions. The courts may order people to be put into diversion programs or a specialty court, so that would typically be for mental illness and drug courts. That passed out of the Committee and awaits a floor vote. Those are things that we were monitoring because of the impact they have on public resources.

Those are the key bills that we've been watching that have sort of an immediate impact on our world.

Items 4 CONSENT ITEMS

4.1 Minutes

4.1.1 Approve Minutes from the February 24, 2023 meeting. (For Possible Action)

4.2. Reports

4.2.1 Acknowledge receipt of the Procurement Activity Report. (For Possible Action)

4.2.2 Acknowledge receipt of the monthly Planning Activity Report. (For Possible Action)

4.2.3 Acknowledge receipt of the Monthly Public Transportation and Operations Report. (For Possible Action)

4.2.4 Acknowledge receipt of the monthly Engineering Activity Report. (For Possible Action)

4.2.5 Acknowledge receipt of the Summary Report for the Technical, Citizens Multimodal, and Regional Road Impact Fee Advisory Committees. (For Possible Action)

4.3 Engineering Department

4.3.1 Approve a Reimbursement Agreement with Truckee Meadows Water Authority (TMWA) for water main adjustments on the First Street Rehabilitation and Signal Replacement Project, in the amount of \$209,970. (For Possible Action)

- 4.3.2 Approve a 214 Funding Agreement with the U.S. Army Corps of Engineers, Sacramento District (USACE) for the Arlington Avenue Bridges Replacement Project, in the amount of \$69,792. (For Possible Action)
- 4.3.3 Approve a Local Public Agency (LPA) agreement with the Nevada Department of Transportation (NDOT) for the use and reimbursement of federal funds on the Arlington Avenue Bridges Replacement Project, for right-of-way and construction in the amount of \$25,000,000. (For Possible Action)
- 4.3.4 Approve Amendment No. 1 to Local Public Agency (LPA) agreement with the Nevada Department of Transportation (NDOT) for the use and reimbursement of federal funds on the Arlington Avenue Bridges Replacement Project, to remove the right-of-way and construction phases and reduce the amount by \$10,526,316 for a new amount of \$5,000,000. (For Possible Action)
- 4.3.5 Approve a contract with Kimley-Horn and Associates, Inc., for design services and optional engineering during construction for the Kietzke ITS Project at multiple locations on 2nd Street and Kietzke Lane, in an amount not-to-exceed \$197,860. (For Possible Action)
- 4.3.6 Approve a Local Public Agency (LPA) Agreement with the Nevada Department of Transportation (NDOT) for the use and reimbursement of federal funds on the Sierra Street Bridge Replacement Project. (For Possible Action)
- 4.3.7 Approve a contract with Jacobs Engineering Group, Inc., for professional services for the Sierra Street Bridge Replacement Project NEPA and Design, in an amount not-to-exceed \$3,653,128. (For Possible Action)
- 4.3.8 Approve a Local Public Agency (LPA) Agreement with the Nevada Department of Transportation for the use and reimbursement of federal funds on the Keystone Bridge Replacement Project, in the amount of \$5,000,000. (For Possible Action)
- 4.3.9 Approve a Professional Service Agreement (PSA) with Parametrix, Inc., to perform a Feasibility Study, alternatives analysis, and Planning and Environmental Linkages (PEL) Study for the Keystone Bridge Replacement Project, in an amount not-to-exceed \$1,374,544. (For Possible Action)
- 4.3.10 Approve an Interlocal Cooperative Agreement with the Nevada Department of Transportation for construction of a new signal on N. McCarran Blvd. at Keystone Ave./Leadership Way as a part of the SR659 North McCarran Intersection Improvements Project, in the amount of \$784,000. (For Possible Action)
- 4.3.11 Approve a contract with Lumos and Associates, Inc., for preliminary traffic and engineering services related to the Military Road Capacity and Safety Project, in an amount not-to-exceed \$628,205. (For Possible Action)
- 4.3.12 Approve a contract with HDR Engineering, Inc., for the 2023 Bridge Maintenance Project to resurface the Vine, Second, and Keystone Bridge Decks, in an amount not-to-exceed \$228,103.04. (For Possible Action)

4.4 Public Transportation/Operations Department

- 4.4.1 Re-approve a contract with Proterra, Inc. for the purchase of four (4) forty (40) foot ZX5 Max Battery electric bus vehicles utilizing the State of Georgia's Contract No. 99999-001-SPD0000138-0007, in an amount not-to-exceed \$4,577,019. (For Possible Action)
- 4.4.2 Approve Amendment #1 to the contract with Spare Labs, Inc. in an amount not to exceed \$297,000 to extend the term until 2026, and add the integration with Token Transit, for a new total not-to-exceed amount of \$372,000; this amount includes the

service, integration, and pass-through funding for trips outsourced to Lyft. (For Possible Action)

- 4.4.3 Approve the RTC Safety Management System Plan as required by 49 C.F.R. Part 673. (For Possible Action)
- 4.4.4 Approve a contract with Trane U.S. Inc. for the purchase and installation of a bus disinfection system, in an amount not-to-exceed \$310,730. (For Possible Action)

4.5 Executive, Administrative and Finance Departments

- 4.5.1 Approve a Stipulated Judgement to settle all claims in *Iliescu v. RTC* (Case No. CV19-00459) (For Possible Action)
- 4.5.2 Approve modifications to RTC Management Policy P-21, Travel. (For Possible Action)

On motion of Commissioner Hill, seconded by Commissioner Schieve, which motion carried unanimously, Chair Lawson ordered that all Consent Items be approved.

Item 5 DISCUSSION ITEMS AND PRESENTATIONS

- 5.1. Elect a Commissioner to fill the vacant office of RTC Vice Chair through December 31, 2024. (For Possible Action)

Commissioner Garcia moved to elect Commissioner Hill to fill the vacant office of RTC Vice Chair, seconded by Commissioner Schieve, which motion carried unanimously. Welcome Vice Chair Hill.

- 5.2. Acknowledge receipt of the Keolis Fixed-Route Operations and Maintenance Board Update for the RTC RIDE Service. (For Possible Action)

Phil Pumphrey, General Manager of Keolis, addressed the Board on RIDE for the Keolis update. This included Preventive Maintenance Inspections, Completed trips for February, Valid Complaints per 20,000 passengers, Accident Frequency Ratio, Miles between Road Calls and On Time Performance. Other Key Performance Indicators are collected by RTC and Keolis.

We hired 12 drivers for the month, and we lost about 8 drivers for various reasons, such as transfers, moving, change of careers, etc.

What is important to know about grievances is the Union is concerned that we are protecting workers employment first and foremost. As a manager, I have to balance their job security with public safety and liability issues related to accidents. The public image of the agency and managing under the agreed upon CBA work rules. Grievances are not necessarily an indication of bad management, but a disagreement on an approach to a contractual issue or a management decision. Without give and take from both sides, a grievance may end up in arbitration. Over calendar year 2022, which was my first full year, our grievances dropped by over 75%. Grievances can be filed for any reason and the threshold is pretty low, but they cannot be used as a form of harassment of the company. We currently have 9 ULP's open, 3 of these are tied to grievances, 1 is in a settlement process, 1 is generic with no factual allegations and no follow up yet from the NLRB. In calendar year 2022, our ULP's dropped by 86%.

All of our contractual metrix that we have with the RTC are being met. We are trying to work with the Union, which is the point of this report, as we were requested to provide this information to the Board and to explain it.

Chair Lawson asked for the Dashboard to include the standard numbers, so we can see the comparison.

Commissioner Schieve asked to have grievances on the Dashboard, so we can see how they are going down.

5.3. Review a report from the RTC's Director of Finance regarding the Fiscal Year 2023 increase in the indexed fuel taxes in Washoe County that will become effective on July 1, 2023, as required by NRS 373.067 and WCC § 20.43416. (Informational Only)

Adam Spear, RTC Legal Counsel, started with a short preface on the item before we start. This is an item to review information regarding the annual increase in the fuel tax that will automatically go into effect on July 1, 2023. I want to clarify that this item is informational only and no action is being requested of the Board. The review of this information is statutorily required, and is a step that happens every year, but the adjustment itself is automatic and is determined by a formula that Christian Schonlau is going to walk through today. There is no action required by this Board, Washoe County Commission or any other governing body to effectuate the adjustments.

Christian Schonlau, RTC Director of Finance/CFO, NRS 373 requires us to present this report to the Commission. This is a statutory formula, and we do not have any input as RTC on the outcome of this, and I do work closely with RTC South on this formulary, as well as they share the same method to derive their indexing rate.

We look at a 10-year average of producer price increasing, so it's an inflationary adjustment. If you look at the table above us, the last two years have inflation near 20%, but the function of this formula is really to look back and smooth those big bumps from that 20% mark down to a more reasonable average over time. The current year rolling index rate applied to our tax base for this year will be 4.1%. For reference, last year was 2.4%. The increase itself is not so extreme, as you can see in the early years of our 10-year history, we had index rates over 5% and sometimes approaching over 6%. If we do get into a situation where inflation is out of control, our indexing rate is capped at 7.8% annually. Our previous gross index rate was 43.79 cents per gallon, and this year we will have a 3.3 cent adjustment, making our RTC tax a total of 47.09 cents per gallon.

5.4 Acknowledge receipt of the Fiscal Year 2024 RTC Tentative Budget. (For Possible Action)

Christian Schonlau, RTC Director of Finance/CFO, the Department of Taxation requires us to submit a tentative budget annually. The budget has already been submitted to the Department of Taxation and I'll give a summary of the tentative budget, and next month it will come back to the Board for your approval.

Items that go into our budget are not like your standard operating budget at your local jurisdiction. We're not adding people, places and things, we are simply implementing the programs and projects that we've all brought to the Board for previous actions. The previous actions have been the RTP, the 20-Year look and the RTIP, our 5-Year outlook. Every year we bring our Street & Highway ICA's, LPA's and other things that feed into this budget. There are several decision

points and touchpoints throughout the year, including the upcoming approval of the item itself, which will be next month.

We had our Director's Retreat on March 10th to see what we can actually deliver in our Program of Projects in the upcoming year, based upon what has been approved. We focused on getting our capital expenditures and overall expenditures narrowed down to where we can try to hit those matrices where we budgeted. From there, we went to the Board Retreat, where everyone had input on items you'd like to see included in our upcoming year. Some of those items were increased marketing in our Public Transportation system, outreach to some of our underserved communities to try to get them to ride the bus, and development of our Regional Micromobility Network.

From there we take our current projects that have been approved, your suggestions at the Director's Retreat, and we compile that into form the format for the Department of Taxation. After this presentation, we will take this through the Technical Advisory Committee and our Citizens Multimodal Advisory Committee to inform the public what we're doing outside of this meeting.

RTC's revenues for the upcoming year are projected at \$220 million. You'll notice that the largest portion of that, almost 75%, comes from local taxes, whether that be fuel or sales taxes. Fuel tax funds are our Road Program only, whereas sales tax can fund both Road and Public Transit. There is a flexible percentage in there where we examine the ending fund balance in the Public Trans budget and determine what that share should be between the two programs. The last few years and continuing this year, it has been recommended to keep the split 50/50 between the two programs. We do reevaluate every year.

Federal Funding is used in all of our program areas, Street & Highway, MPO and Public Transit. We try to get as much Federal Revenue into the organization as possible. Other smaller sources include Regional Road Impact Fees and investment income. We have a zero for the changing interest rate environment as there are some ins and outs that are making that unpredictable, so we left it as none, so we don't over project.

Notable grants that we have in the upcoming fiscal year would be our No and Low Emissions Program, which we'll do some clean energy projects for public transportation related to hydrogen, facility and buses. We have some congressionally designated earmarks going towards the Lemmon project, and then also for Villanova Design for eventual relocation. We also have partnered with NDOT on a Build Grant, which we received for the Pyramid Highway Phase 1 Expansion.

Looking at our expenditures, you'll see the largest out of the \$254 million that we are planning to expend in the next year, is 70% going to Capital projects. That is your Street & Highway Program, buses, improving our facilities, and it is really money going back into the community and not on operations of RTC generally.

The next highest part of the pie is our Public Transportation/Operations budget, which makes up about 22% of our total revenues. You'll notice that Debt Service is a rather large chunk, a reminder that we have bonding issued against our Index Fuel Taxes. Approximately \$350 million remain and the debt service is about 10% of our budget every year. Beyond that, RTC Operations are less than 5% of our total budget, so again, we're not adding any people, places or things internally.

We have over 70 active projects that fall under the expenditures, and I've asked the Director's to give me three. Public Transit has our hydrogen fueling facility and buses coming in this year. We have an historic expansion through our Marketing efforts, and we are also implementing service changes that came out of the TOPS program, which the Board approved back in July.

Street & Highway are going to continue on with the Oddie/Wells project and Sky Vista project. We're starting to look at our downtown bridge replacement, which includes the Keystone, Sierra and Arlington Bridges. Arlington Bridges are on their way right now. In addition to that, we have Sparks Boulevard Phase 2 that we are starting initial design phase on and then our Micromobility Network as a whole. Our MPO is doing some nice studies for us. They are working on our Active Transportation Plan and the RTP update.

As always, representing a balanced budget and being in good financial condition for the upcoming fiscal year is our goal. We used the Economic Forum Data for our revenue projections. They are showing a modest sales tax growth in the Washoe County area of approximately 2%. We looked at the DMV motor vehicles reports for fuel tax consumption and they are projecting a Gallons Sold Growth of 4% in the area. Generally, economic conditions remain good in Washoe County. We have population growth, low unemployment even though there is inflation, income is growing as well. We continue to be a lean organization with only 70 staff working directly for RTC. I'll note that we do provide over 2,000 jobs in the community as a result of those 70 people working, which is through the \$165 million in capital that we're expending.

Commissioner Schieve asked what projects are being funded under this budget? Can you show me which ones those are, so we can be transparent and clear?

Mr. Schonlau said we will certainly provide that to you offline, as it is not included in this packet.

Commissioner Schieve, I think some of us are going to have a different idea of what we would like to see in the budget. One of them is the Micromobility and a separate funding source on that piece.

Mr. Schonlau said Micromobility will be in the next presentation and that actually has been included, as everything that is included in the budget came from the Board at some point. Whether it was through the Board Retreat, through previous meetings or through adjustments to the RTIP or the RTP, those are all actions that you have taken on.

Commissioner Schieve would like RTC to consider allocations for local jurisdictions like Sparks, County, and City of Reno for local roads, potholes and repairs. I'd also like to look at street light repairs or allocations because typically it seems they get repaired when we do the project. Is there another way to stay out in front of that when it comes to funding? Also, the pathway along the river for bicycles. You mentioned the Pyramid Highway Grant, what does that look like and when?

Mr. Schonlau said we received a \$23 million grant on Pyramid Highway, out of the total project cost, the initial estimation was \$54 million. That is going to be an NDOT lead project.

Dale Keller, RTC Director of Engineering, we are partnering with NDOT and the groundbreaking is occurring in May. The first phase of Pyramid Highway project is from McCarran Boulevard north to Goldenview, and that includes widening and shared use path for multimodal

improvements. We were very successful with getting the RAZE Grant at the time and that helped accelerate that project forward. Thank you for NDOT's partnership for moving that along.

Mr. Schonlau, I can speak to a few of your earlier points. Traditionally, local improvements have been through our Pavement Preservation Program and roads that are included in our Street & Highway Regional network. Those conversations that you're talking about regarding potholes and local repair are currently not included in the budget and traditionally have not been.

Commissioner Schieve said we should have a conversation about that.

Mr. Schonlau, certainly, the lighting and things like that are tied to projects and we don't have designated line items in there. Again, with the bike path, that's a similar thing, that could come out of some of our Micromobility studies, but there is no specified funding for those projects.

Bill Thomas, RTC Executive Director, said I think what is valuable to us in this process is if you lay out on the table things that you're concerned about. Everything you have here can be addressed, it just may or may not be with this year's budget, so we owe that to the Board, particularly to the newer members, to understand how the system works. It's important to understand the beginning of the presentation, and major touch points for the Board, so we can take everything you say and put them in context in terms of where that would happen and how we would do it. That way, you're assured that they are moving forward and aren't being ignored. We'll try to give you a summary of that at the May meeting when you actually have the budget.

Commissioner Schieve suggested having timelines of projects on our websites to show this is what is coming.

Mr. Schonlau said we have some exciting improvements coming to our website. Our projects are listed currently under the Engineering section, which also gives a link to the project details. It could be cleaner and snazzier, and it's on its way.

Vice Chair Hill asked where Keystone is in the process? I know it's 2027 when we expect construction, but I know it's in this budget for planning.

Mr. Schonlau said we're still accumulating funding for that project. We have some bridge funding that NDOT has graciously helped us with on some of these projects, so we're trying to determine the timing of expenditures on those in the preliminary engineering and design phases. Arlington is a go, we are on it right now. The other two will be TBD based upon funding, but they are upcoming and we're already actively starting to work on that. There is funding for the very beginning stages of both projects in the current year budget.

Mr. Thomas said we actually have a contractor hired to start the design of the Keystone Bridge project.

Commissioner Duerr, about 5-years ago, the RTC embarked on a very ambitious project which we really welcomed which the South Reno Road Study. I've recently talked to our Public Works Director and Dale Keller, and it sounds like we can restart our meetings to find the direction of that study. It had dozens of projects in there to be done, and to date, only a couple of them have been done. I'm really interested in your work on the Steamboat project and if it is in this budget or where does it fit?

Mr. Schonlau, yes, the Steamboat improvements are in this budget. Some additional projects down in the south would be the Mt. Rose Highway Corridor Improvements and Veterans Parkway project. We are also exploring Pembroke Drive and there are quite a few roads that came out of that study that are included in the current budget.

Commissioner Duerr asked how we get a smaller project like Damonte Ranch and Double R Boulevard going where they intersect. How do we get that project on the books and get it accelerated?

Dale Keller, RTC Director of Engineering, I'm happy to have individual briefings about all of the South Meadows projects going on. We do have a South Meadows Traffic Enhancement project, where we've had a great opportunity to hit these hot spots. We work with each of the Traffic Engineers for each of the jurisdictions for prioritizing projects. We do have money in this budget for this year, for the westbound movement of Damonte to the northbound right turn pocket. We hear these issues that come from our community and we're able to tackle the little bit smaller projects and make them happen.

Commissioner Duerr, is the Center Street bridge that goes over I-80 included in the budget?

Director Tracy Larkin Thomason said for that particular bridge, we are very aware of the issues underneath it, and I've been looking at it over the last couple of weeks to see what our next steps should be.

On motion of Commissioner Schieve to acknowledge receipt of the tentative budget, seconded by Commissioner Hill, which motion carried unanimously, Chair Lawson ordered that the report was received.

5.5 Acknowledge receipt of a presentation on the Downtown Reno Micromobility Pilot Project (For Possible Action)

Sara Going, RTC Engineer, gave a presentation on the Downtown Reno Micromobility Pilot Project that we partnered with the City of Reno on last summer.

A presentation was made to the Board last March, and we discussed to move more people regionally. Micromobility is an opportunity to really expand transportation options and get people moving in our region, which is our goal. What we do know about micromobility and bicycling in general as shown on this image from the Federal Highway Administration, is that a lot of people aren't riding. The biggest portion of the population that is really interested in using micromobility as a form of transportation are not riding because they are not comfortable on the street and they're not comfortable in traffic. What we are looking to do is really focus on infrastructure that is going to serve a larger portion of the population and make micromobility a realistic transportation option for more types of people. What we do know about the infrastructure is that it has really developed over the last decade or so, and many of the tools that we would look to apply are really new to our area, so that is a challenge.

We developed this Pilot Project with some goals to help us inform our future permanent installations and to build our toolbox for serving micro modal users. What is included in Micromobility encompasses bicycling, e-biking, e-scooters, and all of those things. We wanted to

introduce some new features to community, which are being applied nationwide, but are new to our area.

On Virginia Street, a two-way cycle track and buffered bicycle lanes was implemented on 5th Street in downtown Reno. We also tested out some intersection bicycle boxes at several of the intersections, as well as bicycle signal heads and phases just for micro modal users. We also tested what is called a protected intersection at the intersection of Arlington Avenue and 5th Street. We wanted to introduce those features to the community, but we also wanted to collect the community's feedback on how they interacted with that. The City of Reno had an online survey live throughout the whole pilot project that asked people about their experiences with the unique features and about their experience overall.

We partnered with UNR Center of Advanced Transportation Research to perform a Lidar assisted before and after study on the project to collect technical data feedback. That study analyzed volumes, use of space within the roadway showing if people used the roadway, the sidewalk or the micromobility lanes. We also looked at any conflicts between road users.

There were several findings from the project, and we received over 1,000 responses to the survey, so there was a lot of feedback. The majority of users felt positive or neutral about the infrastructure. Most of the positive feedback was from micromobility users who cited increased feelings of safety and comfort. Our most negative feedback was from motor vehicles and most of that had to do with the removal of northbound traffic on Virginia Street.

The technical study looked at volumes and conflicts. Volume is where we saw micro modal users, and we had a 40% increase on 5th Street, and over 120% increase on Virginia Street, so that's more than double. We also saw conflict rates between motor vehicles and all users decrease. That including motor vehicles and pedestrians, motor vehicles and micromobility users and also vehicles and other vehicles, which was a really interesting outcome. We did see a major shift in micro modal users from use of the sidewalks and the roadway into the micromobility lanes that were constructed and this was especially true for scooter users in particular.

What's next? We have a really big program in micromobility going on right now. One of the first things is that we are starting on the Active Transportation Plan and that outreach begins this spring with our Planning group taking the lead. We are also moving forward on public input on the conceptual designs for our Downtown Reno Connectivity projects that are listed in our 2050 RTP. We're looking to move that into a public input stage in the coming months.

Later this summer we would like to take the public input and those concepts and bring them back to the Board in a presentation to make a recommendation to move forward on those. Again, the action is to acknowledge a receipt of the presentation on the Downtown Reno Micromobility Pilot Project.

Commissioner Hill said this is great work! I bike to work when the weather is good and I felt so much safer, so I think this investment is very worthwhile and I really appreciate you partnering with the City of Reno to do this. I'm excited for the continuation of the Active Transportation Plan and to see what the outcomes are.

Commissioner Schieve said great job! I appreciate your enthusiasm for micromobility. It means a lot, it really does. How much of the Dutch Cycling Embassy feedback and implementation is in this report?

Ms. Going said this actually took place at the same time that the Dutch Cycling Workshop happened, and we also did a workshop with the League of American Bicyclists, and all of it was incredibly timely and informative.

Commissioner Schieve said the Dutch Cycling Embassy has a lot of really good suggestions and implementation, so how much of that do you feel you're taking in to consideration on this project?

Ms. Going, the concepts that were presented in the Dutch Cycling Embassy are part of the development of how we are really developing bicycle facilities in the future, including matching a level of separation between micro modal users and vehicle traffic as that vehicle traffic speed and volumes increase. Also, building parallel networks, if we can't match that level of separation, let's look at a parallel route that is going to serve those users better. Those are all definite concepts that we are really looking forward to carrying over and applying.

Commissioner Schieve asked Mr. Thomas what is the best path forward if you need something from the City Council to get in play? Everyone has different ideas of the routes and the two-way on a one-way street, and we really need to bring the University to Downtown. If we really do this well, I think we can get a lot of the students and residents downtown, and I think you'll start to see a really large economic impact. It is proven that businesses flourish as the overall health of a downtown area flourishes, so what can we do to help you get this started?

Mr. Bill Thomas, I'm glad you asked that question, because it will be a short answer, but a long explanation. We see ourselves as an agent of the local government, and in this case, we're looking for the City of Reno to give us some prioritization of where you would like to go. That really was the whole reason for the Placemaking Study to look at the future? Once Reno gives us their indication of what their priorities are, then we will evaluate how we come up with the right solutions.

Sara has done a great job and she's taken the lead on this from conception. This was an assignment given to her very open ended and she's done an excellent job of turning it into something.

If you read the comments in the study, you'll find what I've observed, kind of this ongoing social conflict where the drivers of the cars are saying bicyclists don't pay anything, why are they taking our capacity away? Then you have bicyclists saying the cars don't treat us with respect and they're problematic. As your staff, we're going to take the comments from the study and work with the local governments and try to come up with solutions that get people riding and move away from the historical thinking, which has been where is the money being spent? We think the conversation should not be where is the money spent, but is it working? Are people really riding bikes, because I think that will change some of the conversations going on now where it's really one against the other. It doesn't serve any of us to have that ongoing fight. From talking to your City Manager, this is going to come up next month, then we will move forward with how we integrate the Center Street project, University Way, Virginia Street and all of these elements of micromobility. The end goal would be starting with Downtown Reno, and we certainly heard from

the Board you want us to look at downtown Sparks and the connection between the two, our first priority is to make us a bicycle community.

Commissioner Schieve said it sounds like she needs to take direction back to our Board, Councilwoman Duerr, and get that sort of dialed in and concrete for you.

Commissioner Duerr, we need to understand next steps and we have this on our agenda just next week. We'll be able to start that conversation and give some good direction about where we want to go. I'm really wondering about the time frame. We've done all of this prep work, we've had the DBE, lots of public comments, so I'm wondering are there some concrete next steps in terms of what you see coming up and when?

Ms. Going, yes, we are advancing the projects that are in our 2050 RTP, that are not just Center Street, but we have a number of other projects. We are advancing those to a conceptual level and we'd like to take that back for public input. The projects listed are for Vine Street to make 5th Street a permanent installation. 6th Street and 3rd Street are shown in our RTP as a connected downtown network, so we'll be pushing that into getting more public input. We are planning on bringing this back to the Board in July/August for public comment.

Commissioner Duerr, it's good to hear you have a concrete timeframe, and what would happen then? You would get input on this whole network?

Ms. Going, yes that's correct. It's to get public input, also to put better costs to these projects, to understand the full scope of them, the trade-offs it takes to complete these projects, and also make a recommendation from a technical point of view. I know, Mayor Schieve, you mentioned the different types of facility types and what works better where? So, we're making a recommendation on those facility types.

Commissioner Duerr said there has been quite a bit of conversation to the safety of a two-way cyclotron on a one-way street, or even on a two-way street. Even on a two-way street, part of the cyclotron is going to go the opposite direction of the traffic. Is it possible that you can begin to address that before we get to public comment?

Mr. Thomas, the objective between us and the City of Reno staff is to have those firm answers. We may not have firm designs, but we'll have firm answers that would say here is the suite of things we're going to do, here is why we're doing them, and then hear the public comment. We're going to give them something to react to. One thing, if I can again, we hear very loud and clear from many voices of leadership that we need to do something, so all of us, Kerri Koski and her staff, all of our staff at RTC, know time is not our friend, we need to make some things happen.

Commissioner Duerr, perhaps you could evaluate the River Bikeway as part of that, because it is a more protected bikeway, you don't have traffic and it would help to get across that stretch. Maybe you could have multiple connectors, and we could enhance this bikeway and really make it function with lighting and other things.

Commissioner Garcia, I appreciate the downtown improvements, especially when it comes to safety, as I look at it often through the lenses as a parent. You mentioned over 1,000 responses for public feedback, how much is representative of the college student population?

Ms. Going, we did not include a question in the survey that would indicate what portion would be from the college area. We did make sure that the Pilot Project was active into September in order to have engagement from the University for people who would be attending the University during the standard school year.

Commissioner Schieve said when you're getting that feedback, the demographics are also really helpful, especially with ages, because then we can see what different age ranges we are trying to reach. I think a lot of times when we take these surveys we forget to ask who actually is taking the survey, what they like to do, age and we also have to think about our seniors.

Commissioner Hill, I did a quick Google search of how many cyclists have cars and they said 83% of cyclists have cars, so I do think that we need to circulate that information. I'm a cyclist, but I also drove here today. Then on your outreach in July, Art Town is happening in July and there is such a diverse population that comes out to that, so if you need us to connect you to Art Town, we can definitely do that and make sure that we can hear from people when they are at something, instead of asking them to come to us. Any support we can give on that would be great.

Chair Lawson asked for a motion to accept report. Commissioner Hill motioned to accept report, with Commissioner Schieve seconding, which motion carried unanimously.

5.6 Approve the FY 2024 – FY 2025 Unified Planning Work Program (UPWP). (For Possible Action)

Dan Doenges, RTC Director of Planning, this is a great discussion that I think you're going to find will be vetted through this program. We're looking for approval today for our FY24-FY25 Unified Planning Work Program (UPWP). This is a federally required document of the MPO. It is a statement of work identifying our planning priorities and activities to be carried out within our planning area. It can either be a 1-year or 2-year program, we traditionally opt for a 2-year program, primarily because a lot of these studies and activities that we undertake span the course of over a year, so it makes it easier to budget and program accordingly.

The document itself must include a description of all of the planning work, resulting products, and who will perform the work. For example, if we're going to expect to have consultant activity to help out with some of these studies, the estimated cost of work and the source of funds for the most part is 95% federal funds. So, it's a combination of Planning Funds through the Federal Highway Administration, it's a pass-through from NDOT, so we've partnered with them for that. It does require a 5% local match on our part. So, basically, we get reimbursed after the studies have been completed or as billing comes in to support this program.

We presented to our Technical Advisory Committee and Citizens Multi Modal Advisory Committee initially back in February for discussion, ideas, and input in creating the draft program that you see before you today. We brought it back this month to both committees for their recommendations for the Board to approve the program.

Our Technical Advisory Committee includes a lot of the Public Works and Planning staffs from each of the local jurisdictions, as well as a lot of our partner agencies like TMRPA, Health District, School District, and Reno Sparks Indian Colony. A broad range of input came into this plan and as it is a Federally required plan, we also shared an advanced preview with our NDOT partners and Federal Highway and Federal Transit administrations.

I want to touch on what we're actually looking at doing over the next two years. Currently, we have a few plans/programs that are underway. You've heard a lot of talk about the Active Transportation Plan. You might not have heard much about what we're doing because we just kicked it off in the last month and we're really gearing up for major public outreach starting next month. Look out for more surveys and chances for interaction and opportunities for input. We're also conducting a South Virginia Street Transit Oriented Development Study or TOD Study. This is looking at the section from the southern terminus of our current BRT at Meadowood Mall, down the Virginia Street Corridor to basically the Geiger Grade and Mt. Rose Highway area. This was made possible through a Planning Grant that we received directly through the FTA. We have an agreement with the University to assist us with data collection. We're trying to do before and after studies for projects that RTC is implementing, so we're looking at counts for all modes of travel, not just vehicles, but bicyclist, pedestrian, safety issues, near misses and general operations. Since we're using Lidar technology to support this, we can really get a wealth of information from doing these analyses.

New activities, we will be undertaking an update to our Regional Transportation Plan, which is another Federally required document and must be updated every four years, so we're anxious to get a start on that. We're doing our first ever Regional Freight Plan. This is something new we're about to do as an MPO. NDOT has just finished their statewide prep plan, so we want to piggy back off of the work they did and have more of a regional focus here.

A couple efforts to help support the development of the RTP, we're doing a Regional Travel Characteristics Study. This is looking at how people move around. We're not only seeing more people remote work or more people take different modes, what are we seeing in terms of tourism and visitors and how that is impacting travel. It's really a broad scale look and because it is so large scale, we only tend to do this about every 10 years, as it's a pretty expensive effort. That is going to inform our travel demand model, which we do a lot of our traffic forecasting based upon projections with households and employment data. It all kind of weaves together into one big effort to support this RTP, but it's a pretty robust program and we're basically utilizing all of the Federal funds that we have estimated to be available to accomplish this.

There are also the ongoing activities, not that they are any less important, but just things we do day to day. Maintenance of our Transportation Improvement Program, we collaborate with Truckee Meadows Regional Planning Agency, with what we call a shared work program, development review from what we receive from local jurisdictions and just general technical and administrative work.

I will note that the funds for the UPWP can only be used for Planning activities, analysis, etc. It can't be used for preliminary engineering or any construction or anything like that.

Commissioner Duerr, in the planning, one of the issues that we've heard a lot about in the last 5-6 years has been the challenge to get out to TRIC in Storey County, both from North Valleys and South Reno. We've made some great improvements with the Southeast Connector to help with that from the south, but in the north it's pretty challenging. One of things I wondered is if you could include in your Planning, is an integrated either bus or train system, from the North Valleys to Reno over to Sparks and out to TRIC. Is that something we could put in Planning? I know it's not in the immediate future, but that would really help our community.

Mr. Doenges, I think we can undertake that as part of the overall Regional Transportation Plan update that we're doing. We're going to be looking at all modes, the modeling, and all connectivity. That is something we can address of part of the plan for the region.

Commissioner Hill, when is the RTP coming to the Board? Also, when do we give our input for that plan?

Mr. Doenges, today is basically just giving us the OK to use the funding to update, but we have to have an approved plan by spring 2025. It sounds like a long way out, but it's really a tremendous effort, especially with all the other moving pieces. My personal goal, I would love to have it more or less finalized by the end of calendar 2024. We'll be bringing this back throughout the different phases of the development. We'll have extensive public outreach as well and will be working with the staff of all jurisdictions. I would anticipate bringing this to the Board 3-5 times as we are developing it.

Commissioner Hill asked when Verdi is coming to this Board?

Mr. Doenges, we are planning for a June presentation.

Commissioner Duerr, which of these plans do you focus on for expanding our bus network? How are we going to help people get around?

Mark Maloney, RTC Director of Public Transportation, in July the 5-year Transit Plan was adopted and that plan took a holistic look at our ridership, every route, our changes in population, and our areas that have grown. In that plan we had yearly increments of changes to improve service and move things that work. May 5th is when the next change is coming. It moves things from a fixed route large bus into a micro transit smaller vehicle. Next year we are planning on the southern section, so there are changes to routes there, a new route, and a new micro transit is coming in. It's pretty much put by sections, but we bring each of those pieces back to the Board through the public for massaging and approval. You'll get a chance every time before we actually go and pull the trigger on anything.

Commissioner Duerr, so if I heard you right, the following May is when you hope to implement new micro bus system in South Reno? I would like to get with you to help get more people to participate in this public outreach?

Mr. Maloney, yes definitely.

Commissioner Duerr made a motion to accept the report, which was seconded by Vice Chair Hill, which motion carries unanimously.

5.7 Update, discussion, and potential direction to staff regarding legislative measures and issues being considered during the 82nd (2023) Session of the Nevada Legislature. (For Possible Action) ***Moved to discuss before Consent Items.***

Item 6 *REPORTS (Informational Only)*

6.1 **RTC Executive Director Report by Bill Thomas**

1. Alex Wolfson joined our team on March 20th as Traffic Engineer and Project Manager. Alex comes to us from the City of Reno where he coordinated and administered transportation projects. Prior to that, he worked for NDOT District 2 as an Engineering Manager. He was responsible for the district's permitting, utilities coordination, traffic engineering, and traffic management center. We're happy to add such an experienced and high-quality employee to our staff.
2. We also have a couple of anniversaries. Christian Schonlau and Graham Dollarhide are both celebrating one year at the RTC. Christian's anniversary was April 4th and Graham's was the 11th. Christian is our Director of Finance and Graham is a Senior Technical Planner. Both have been doing a great job for us and we appreciate the work they do.
3. I am very pleased to announce the newest member of the RTC family. Lauren Ball and her husband, Stephen, welcomed Zoe Harper Ball into the world, March 10th. Zoe was born at 20 inches and 6 pounds, 5 ounces. Lauren says the baby is healthy, happy, and growing like a champ. She's also a good sleeper, which is great news for Lauren. This is the Ball family's second child.
4. NV Energy has awarded the RTC with two Economic Recovery Transportation Electrification Plan – or ERTEP Grants. The first is in the amount of 30-thousand dollars to fund UNR's feasibility study to examine the usage of second life batteries from our existing electric bus fleet. This could provide additional fast charging opportunities. The other grant is for 2-million dollars to add charging capabilities at our 4th Street Station or the future Meadowood Mall station. We will receive that money once we submit our claim package of the project.
5. The American Society of Civil Engineers, Truckee Meadows Branch held its annual awards banquet, last month. The RTC's Lemmon Drive Phase One Project won the award for 2022 Project of the Year for Transportation. This project included a diverging diamond intersection, widened a portion of Lemmon Drive, and made pedestrian and cycling improvements. This was the result of a lot of effort and teamwork with Washoe County, NDOT, Jacobs Engineering, PK Electrical, Black Eagle, J-U-B and Q&D Construction.
6. Today marks the end of Work Zone Awareness Week. A few of our construction projects are in full swing. These include Oddie Wells, Sky Vista, and the 4th and Woodland Roundabout. We know that construction can cause some traffic delays and frustration but we ask that drivers be patient and use extra caution in work zones. Safety of our workers and the public is our top priority.
7. RTC FlexRIDE provided transportation to its 200-thousandth customer, this week. This milestone shows how successful this service is for some of our passengers. FlexRIDE is our curbside-to-curbside transit service in areas that our fixed routes don't reach. Those include parts of Sparks and Spanish Springs, the North Valleys, and Verdi and Somerset. Passengers can schedule a ride on the new Transit app or by calling a dispatcher.
8. The March Driver of the Month for Keolis is Dana McGillivray. Dana grew up in Reno and graduated from Hug High School and Truckee Meadows Community College, majoring in business. Ms. McGillivray accepted her first transit position as a bus operator for RTC Ride on September 20, 2021. Dana transitioned into transportation with a lot of grace -- and her customer service has been stellar. Dana continues to hone the skill of being on time and adhering to the schedule. She's always smiling from ear-to-ear, lighting the room up. Dana has three beautiful children. In her spare time, she enjoys hanging out with her kids and cooking, which we're told is Dana's passion.

9. The March Employee of the Month for MTM is Ron Souza. Ron has been a valued part of our team since August 2021. He's a rock star on the Flex routes, and is known and appreciated by his regulars. During March he had no complaints, disciplines, or iDrive events, and had perfect attendance. We appreciate Ron for his commitment to our vision, that every trip is important.

I wanted to close my comments today by acknowledging a series of articles that were in the paper the last several weeks. First of all, I wanted to apologize to the Board, to the staff and community for any negativity that was presented in those articles about the RTC and its functions. I will say that what was said in those articles is not what I've experienced or what I've heard for the past 3-years. Regardless, I think it's my responsibility as your Executive Director to look into the charges and claims that were made about how we do or do not operate effectively.

Over the next several months, I will be working with Director Freed to put together a tool to measure the climate or the culture of our employees. The purpose will be specifically to find out if there are issues or things that we're doing for them, to them, or ignoring, which affects our ability to be the most effective and efficient organization. That is my commitment to you, and whatever comes out of that study that is reflective of me, will be part of what I would suggest you include in your future performance evaluations. I'm very happy that we now have Laura Freed, who is a very competent person, to be able to do this and we're looking at using an independent firm, so there isn't an opportunity for someone to claim that I'm somehow tainting the results. I want to learn if there are flaws made for me personally and how to fix them. I just wanted to put that on the record and again apologize for any negativity that reflected on the RTC.

6.2 RTC Federal Report

Mr. Paul Nelson, RTC Government Affairs Manager, said the FTA Region 9 Administrator, Ray Tellis and his Deputy Regional Administrator, Amy Changchien, came to northern Nevada on Tuesday. We felt it was a pretty valuable time for them, because we took them to both of our main bus facilities and the Meadowood Mall. We showed them both of the BRT routes, some of our future plans, including the TOD Study and the future of our bus maintenance facility. It was a great opportunity not just for the RTC, but also for them to see first hand the kind of progress and opportunities we have in front of us.

Last month, Bill Thomas, Mark Maloney, Commissioner Hill and myself went to Washington DC for the APTA Legislative conference. While there, we had the opportunity to meet up with our Federal delegation staff and it was a good opportunity for us to tell them what our Federal priorities were and also what we had in mind from our congressionally directed spending.

Our application for the Congressionally Directed spending in the House was not approved, but the senators are still working through theirs and we are hoping for some good news today. The House majority released the limit safe grow active 2023 this week and their plan would be to raise the debt ceiling and tie it to its reduced spending and policies. The bill will rescind any unobligated COVID funding, but it can also reduce some of the spending that we have for things like Capital projects. Our partners in Washington DC say the way this bill is written right now, it's unlikely to pass.

You might have seen the working draft for the Truckee Meadows Public Lands Management Act. This is Senator Rosen's Lands Bill and we're keeping an eye on that to see if it will open up

additional land from the Federal side for development for businesses and industry, but especially for us, with additional roadways particularly in the Spanish Springs area.

6.3 NDOT Director Report

NDOT Director Tracy Larkin Thomason gave a presentation and spoke on the following topics:

- Traffic Safety
- Work Zone Safety Awareness Week
- National Bridge Report Ranks Nevada Bridges Some of the Nation's Best
- Pyramid Highway Phase 1 Public Construction Meeting
- I-580 Reno Reconstruction
- Mt. Rose Highway Turn Lane/Shared Use Path
- US 395 North Valleys Projects/Phase 1B/Phase 2
- North Virginia Complete Streets Project
- Reno Spaghetti Bowl Phase 2, Proposed Improvements and Timeline
- I-80 East Widening – Vista Boulevard to US Parkway

Upon conclusion of Director Larkin Thomason's report, Chair Lawson asked if the Commissioners had any questions.

Item 7 COMMISSIONER ANNOUNCEMENTS AND UPDATES

Commissioner Schieve asked if we can get updated presentations on the Transit App, because we were all really excited about it, so I want to make sure that is something moving in the right direction. I would also like to see someone as a Director of Awesomeness or Culture when it comes to our employees and what that looks like? I know we celebrate them and I appreciate it, but I do want them to know a little more that we really do appreciate them, especially our bus drivers. What a hard job, but what an admirable job, showing up for us every single day. To our bus drivers, you are absolutely amazing. Thank you for what you do, you move this City. I'd like to recognize them in different ways and figure out a way where they do feel super valued.

Commissioner Garcia thank Executive Director Bill Thomas and RTC staff who did the driving tour District 3 with me. It was phenomenal, I saw a lot of improvements along Oddie Boulevard and Sun Valley Boulevard, so I really appreciate the time you took to give me the overview and I look forward to working with the Board.

Commissioner Hill thanks Scott Miklos and Jim Gee. They came to the Incline Village Mobility Hub Committee last night and stayed for a lot of contentious public comment and I really appreciate RTC's continued support.

Commissioner Duerr, when you look at the Consent Agenda, there are three major bridges in Reno that are all on this list. This is very significant, Arlington, Sierra and Keystone. Can we expedite work on the Arlington Core? Permitting usually takes two years, so is there any way we can make it shorter? On Keystone, can we incorporate Booth into that? I think it's worthy of a conversation going forward, which is how do we work with the Truckee River Flood project, which I also serve, to get their issues done at the same time that Keystone and Booth are potentially are being done? That would be a good coordination for streamlining. We did a tremendous amount of outreach on

Virginia Street, which Sierra Street is next door. Sierra is going to be a little challenging because it takes a bend across the river, and it is a very big pedestrian challenge and it is a bit of a safety challenge. Kudos to you for taking on such a big workload all at one time. It's amazing.

Commissioner Schieve, I know that we have some excess land available through some of these projects. Chair Lawson has been massive champion for looking at affordable housing and things like that with it. I wanted to know, is that a conversation that we need to bring back to the Board? The City of Reno wants to be a good partner and help you in any way we possibly can.

Chair Lawson said he thinks Commissioner Schieve and himself need to have a conversation on this one.

Item 8 PUBLIC INPUT

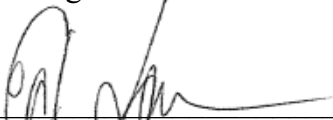
Chair Lawson opened the meeting to public input and called on anyone wishing to speak.

Mr. Gary Watson, President of Teamster 533. The performance presented by Keolis today only shows one picture, managements. The front-line workers that drive buses and maintain them day in and day out have a different picture of Keolis. I encourage you to do an employee survey and speak with them first hand and ask about their experiences working for Keolis. This will give a more accurate picture than the presentation presented today by their General Manager. Two wrongfully terminated employees would like answers as to why Keolis has failed to show up prepared to arbitration twice? One of those times was in February, which was missing from their presentation today. Mr. Pumphrey discussed Fair Labor Practices, which is related to these arbitrations. These employees were engaged in protected concerted activity and were wrongfully terminated and still have not had their day in arbitration. Almost half of the coach operators have been employed here a year or less. Stability in the ranks is lacking and this effects safety on our roadways. Keolis has not come prepared to the last negotiations, grievances, mediations, arbitrations and labor charges. My members can only expect the worst from this employer, because that is all Keolis has proven to them over the last four years that they've been here. It's always negative when I come speak before you, doesn't it get old? I think it does. Let's change that for these workers because that is who really matters.

There being no one else wishing to speak, the Chair Lawson closed public input.

Item 9 ADJOURNMENT

There being no further business to come before the Board, the meeting adjourned at 12:04 p.m.



ED LAWSON, Chair
Regional Transportation Commission

****Copies of all presentations are available by contacting Michelle Kraus at mkraus@rtcwashoe.com.**