



**REGIONAL TRANSPORTATION COMMISSION
CITIZENS MULTIMODAL ADVISORY COMMITTEE
MEETING AGENDA**

**Wednesday, July 10, 2019 at 5:30 pm
Regional Transportation Commission
1st Floor Conference Room
1105 Terminal Way, Reno NV 89502**

I. The Regional Transportation Commission 1st floor conference room is accessible to individuals with disabilities. Requests for auxiliary aids to assist individuals with disabilities should be made with as much advance notice as possible. For those requiring hearing or speech assistance, contact Relay Nevada at 1.800.326.6868 (TTY, VCO or HCO). Requests for supporting documents and all other requests should be directed to RTC Metropolitan Planning at 775-348-0480. Supporting documents may also be found on the RTC website: www.rtcwashoe.com.

II. The Citizens Multimodal Advisory Committee (CMAC) has a standing item for accepting Public Comment on topics relevant to the RTC CMAC that are not included on the agenda. No action may be taken on a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action will be taken. For specific items on the CMAC agenda, public comment will be taken at the time the item is discussed. Individuals providing public comment will be limited to three minutes. Individuals acting as a spokesperson for a group may request additional time. Individuals will be expected to provide public input in a professional and constructive manner. Attempts to present public input in a disruptive manner will not be allowed. Remarks will be addressed to the CMAC as a whole and not to individual members.

III. The CMAC may combine two or more agenda items for consideration and/or may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

ITEM 1 Approval of Agenda (*For Possible Action*)

ITEM 2 Public Comment - *please read paragraph II near the top of this page*

ITEM 3 Approval of the June 5, 2019 Meeting Minutes (*For Possible Action*)

ITEM 4 Election of Chair and Vice-Chair for Fiscal Year 2020 (*For Possible Action*)

ITEM 5 Recommend Prioritization and Approval of the FFY 2019 TA Set-Aside Program Projects (*For Possible Action*)

ITEM 6 Acknowledge Receipt of Report on the RTC Affordable Housing Study (*For Possible Action*)

ITEM 7 Acknowledge Receipt of Report and Provide a Recommendation for Fall 2019 RTC RIDE Service Adjustment Report, Scheduled for November 2, 2019, Including Changes to Route 9, the Sierra Spirit/Creation of Route 999, and Implementation of the RTC FlexRIDE Microtransit Six Month Demonstration Project (*For Possible Action*)

ITEM 8 Recommend Approval of the Vision Zero Truckee Meadows Action Plan and Submission of an Application to Become a Nationally Recognized Vision Zero Community (*For Possible Action*)

ITEM 9 Reports (*Written reports only unless Committee wishes discussion*)

- a. RTC Board Minutes
- b. Engineering Department Monthly Report
- c. Public Transportation and Operations Department Monthly Report
- d. Planning Department Report
- e. Procurement Report
- f. Administrative Services Activity Report

ITEM 10 Member Announcements/Agenda Items for Future CMAC Meetings (*For Possible Action*)

ITEM 11 RTC/RIDE/ACCESS Staff Items (*Informational Only*)

ITEM 12 Public Comment - *please read paragraph II near the top of this page*

ITEM 13 Adjournment (*For Possible Action*)

The Committee may take action on any item noted for possible action

**REGIONAL TRANSPORTATION COMMISSION
CITIZENS MULTIMODAL ADVISORY COMMITTEE
Meeting Minutes**

Wednesday, June 5, 2019

CMAC Members Present

Laura Azzam
Genevieve Parker
Mark Nichols
Paul Malikowski
Chair, Jeff Bonano
Majima Mayuko

Mark Tadder
Vice-Chair Dora Uchel
Molly O'Brien
Suraj P. Verma
Harvey Katz

CMAC Members Absent

Gabrielle Enfield
Kyle Smith

Sigurd Jaunarajs
Chun (Alan) Chao

RTC Staff

Dan Doenges
David Carr
Jacqueline Maldonado

Mark Maloney
Michael Moreno

CMAC Guest

Kevin Verre, NDOT

The Citizens Multimodal Advisory Committee (CMAC) met in the RTC 1st Floor Conference Room, 1105 Terminal Way, Reno, Nevada. The meeting was called to order at 5:30 p.m. by the Chair, Jeff Bonano.

ITEM 1. APPROVAL OF AGENDA

The agenda was approved as submitted.

ITEM 2. PUBLIC COMMENT

There were no public comments.

ITEM 3. APPROVAL OF THE JUNE 5, 2019 MEETING MINUTES

The minutes of the CMAC meeting June 5, 2019, were approved as submitted.

ITEM 4. ACKNOWLEDGE RECEIPT OF REPORT FROM THE NEVADA DEPARTMENT OF TRANSPORTATION (NDOT)

Kevin Verre, NDOT briefed the committee on the NDOT reports and projects currently underway. He stated NDOT will be providing quarterly updates on NDOT projects, plans. A discussion continued.

Genevieve Parker made a motion to acknowledge receipt of report from NDOT.

Mark Nichols seconded.

The motion carried unanimously.

ITEM 5. RECEIVE A REPORT ON THE STATUS OF THE VIRGINIA STREET BUS RAPID TRANSIT EXTENSION PROJECT

Michael Moreno, RTC Public Affairs Manager gave a presentation on the status of the Virginia Street Bus RAPID Transit Extension Project. A copy of the PowerPoint presentation is on file at the RTC Metropolitan Planning Department. A video on the Virginia Street BRT Extension project was presented. A discussion continued on the Virginia Street BRT Extension Project improvements.

Mark Nichols made a motion to receive the report on the status of the Virginia Street BRT Extension Project.

Molly O'Brien seconded.

The motion carried unanimously.

ITEM 6. RECOMMEND APPROVAL OF THE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ) PROJECT SELECTION GUIDANCE

Dan Doenges, RTC Planning Manager briefed the CMAC on the Congestion Mitigation and Air Quality Improvement Program (CMAQ) Project Selection Guidance for the programming of projects utilizing CMAQ funds which, will go the RTC Board later this month and the document will be on the RTC website: www.rtcwashoe.com. He then asked if there were questions and a discussion continued on the CMAQ funds.

Genevieve made a motion to recommend approval of the CMAQ Project Selection Guidance.

Mark Tadder seconded.

The motion carried unanimously.

ITEM 7. RECOMMEND APPROVAL OF THE PROPOSED AMENDMENT NO. 3 TO THE REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP)

Dan Doenges, RTC Planning Manager gave a brief discussion on the proposed RTIP Amendment No. 3 to the Regional Transportation Improvement Plan (RTIP). He discussed the proposed changes to the NDOT Spaghetti Bowl Express (SBX) project and the public comment period for the proposed RTIP Amendment NO. 3 which, is scheduled to begin on June 27 and close on July 18 and also the public hearing will be held at the RTC Board meeting on July 19.

Mark Nichols made a motion to recommend approval of the proposed Amendment No. 3 to the RTIP.

Laura Azzam seconded.

The motion carried unanimously.

ITEM 8. REPORTS

There was no discussion on the reports.

ITEM 9. MEMBER ANNOUNCEMENTS/AGENDA ITEMS FOR FUTURE CMAC MEETINGS

Dan requested an agenda item for Vision Zero and Genevieve announced striping on Arlington Avenue and California Avenue need replacing.

Mark Tadder asked about fleet questions and Mark Nichols requested information on construction zones. A discussion continued.

ITEM 10. RTC/RIDE/ACCESS STAFF ITEMS

Michael stated the 270B senate bill passed for micro transit operations and he stated also the Vision Zero Fatalities outreach efforts to engage the communities with VZ videos are being developed to get the messages across.

Dan stated the vacancies coming up for CMAC Alternates and Mark Maloney stated the micro transit with the passing of the 270B senate bill updates will be in November for the service change updates. A discussion continued.

ITEM 11. PUBLIC COMMENT

There were no comments given.

ITEM 12. ADJOURNMENT

The meeting adjourned at 6:56 p.m.

Draft



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

July 10, 2019

AGENDA ITEM 4

TO: Citizens Multimodal Advisory Committee

FROM: Daniel Doenges, PTP, RSP
Planning Manager

SUBJECT: Election of Chair and Vice-Chair

RECOMMENDATION

Election of Chair and Vice-Chair for Fiscal Year 2020.

SUMMARY

The Policies Governing the Citizens Multimodal Advisory Committee (CMAC) state that elections for Chair and Vice-Chair will be held annually at the July meeting. The newly elected Chair will serve a one-year term.

Attachment

POLICIES GOVERNING

THE

CITIZENS MULTIMODAL ADVISORY COMMITTEE

August 2017

1. The Citizens Multimodal Advisory Committee (CMAC) will provide input to the Regional Transportation Commission on policy issues relative to public transportation, the regional street and highway system, pedestrian and bicycle facilities, and multimodal transportation planning. Members of the CMAC are encouraged to attend special public meetings pertaining to the plans, policies, and programs of the Regional Transportation Commission to assist in the deliberation and expression of public input on these matters.
2. The Committee shall meet monthly on the first Wednesday at 5:30 p.m. Meetings will generally last one and one-half hours but may be extended as appropriate. Interim meetings shall be called as necessary.
3. The Committee membership shall be limited to 15 members with 8 members constituting a quorum. Membership will be comprised to the extent possible of the following:
 - Four individuals who use RTC RIDE
 - Two individuals who use RTC ACCESS
 - Four individuals who represent bicycle/pedestrian
 - Five individuals who represent general multimodal transportation

Committee alternates will be appointed for each of the four categories to the extent possible to ensure continuity of membership and maintenance of a quorum as vacancies occur. As alternates, they will be offered the first opportunity to fill any opening on the committee for the category in which they were selected as an alternate.

4. The RTC will advertise for potential members in local newspapers and on public transportation vehicles when a vacancy occurs. The RTC Board will appoint the members based on the criteria in #3 above and attempting to ensure geographical representation within the region.
5. The members of the Committee shall serve no more than two consecutive three-year terms, but will continue to serve at the pleasure of the RTC Board until they are reappointed or replaced. The terms shall be staggered with 5 appointments made annually at the June RTC meeting. Terms will begin in July. Partial terms served by members of the Committee prior to their first full term shall not be counted as part of their two consecutive three-year term limit.

Agenda Item 4 ATTACHMENT

6. Membership on other RTC committees shall not be prohibited. Priority during recruitment will be given to individuals not currently serving on another RTC advisory committee.
7. If a member has three absences within a 12-month period, that member may be replaced at the Commission's discretion.
8. Elections for Chair and Vice-Chair will be held annually at the July meeting. The Chair shall not serve two consecutive terms.
9. The Commission shall provide secretarial and staff support to the Committee.
10. Agendas and supporting material will be electronically mailed monthly to Committee members no later than the Friday before each meeting.
11. The CMAC may periodically send representatives to the RTC Board meetings and other RTC advisory committees.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

July 10, 2019

AGENDA ITEM 5

TO: Citizens Multimodal Advisory Committee

FROM: Rebecca Kapuler
Planner

SUBJECT: RTC Federal Fiscal Year (FFY) 2019 Transportation Alternatives (TA) Set-Aside Program Projects

RECOMMENDATION

Recommend prioritization and approval of the FFY 2019 TA Set-Aside Program projects.

SUMMARY

Staff received two applications (attached) for unspent TA Set-Aside funding for FFY 2019. The total amount of available funds is \$136,000, and the amount requested through the combined applications is \$239,200. Staff is seeking a recommendation on the applications received.

BACKGROUND

The FAST Act modified the Transportation Alternatives Program (TAP) that was created under the previous transportation legislation, MAP-21, and initiated the TA Set-Aside Program. This program provides funding for projects that improve non-motorized mobility. The TA Set-Aside program guidance and an application process for funding that is sub-allocated to the RTC was approved by the Board in July 2016.

The applications received were submitted through a special Call for Projects which was opened from May 1, 2019 through June 12, 2019, due to unspent funding for FFY 2019. The available funds were originally awarded to a bikeshare education and safety project; however, the pilot franchise agreement was not renewed and the industry is moving towards electric scooters. TA funds are not eligible for scooter outreach/education at this time per federal requirements.

RTC staff reviewed the applications for completeness and compliance with the TA Set-Aside regulations. The applications will be presented to the RTC Technical Advisory Committee and Citizens Multimodal Advisory Committee for ranking and recommendation to the RTC Board.

Attachments

Regional Transportation Commission TRANSPORTATION ALTERNATIVES (TA) SET- ASIDE PROGRAM APPLICATION

1. Applicant Name Address	Ed Park RTC PO Box 30002 Reno, NV 89502
2. Contact Person Name Address Phone Email	Ed Park (same as above) 775-335-1853 epark@rtcwashoe.com
3. Project Name	Bus Stop ADA Signage & Markers for Visually Impaired Customers
4. What TA category does this project fall under?	<input type="radio"/> Bicycle facility <input checked="" type="radio"/> Pedestrian facility <input type="radio"/> Safe Routes to School programs <input type="radio"/> Construction of scenic overlooks, vehicle turnouts and viewing areas <input type="radio"/> Traffic calming improvements related to improving the environment for non-motorized users <input type="radio"/> Inventory, control or removal of outdoor advertising <input type="radio"/> Historic preservation and rehabilitation of historic transportation facilities <input type="radio"/> Archaeological planning and research <input type="radio"/> Vegetation management <input type="radio"/> Environmental mitigation activities <input checked="" type="radio"/> Other <u>Transit user facility</u>
5. Project Location	Reno, Sparks, Washoe County, and Carson City
6. Project Description (please include a description of any potential safety and mobility improvements as a result of the project)	This project would install ADA-accessible information placards on the pole of every bus stop to inform riders that they can use a NextBus app to find the arrival times of the next buses. These would also act as markers to let visually impaired riders know that the poles are bus stop poles. This would greatly enhance convenience and accessibility for transit especially for the visually impaired.
7. What is the estimated cost of the project?	\$110,000

Agenda Item 5 ATTACHMENTS

8. What is the amount of TA funds requested?	\$100,000
9. What is the amount and source(s) of matching funds and any other additional funding?	\$10,000 in sales tax
10. If this is a bicycle or pedestrian project, is it in the RTC Bicycle-Pedestrian Master Plan or the ADA Transition Plan?	<input checked="" type="radio"/> Yes <input type="radio"/> No
11. Is this project consistent with the 2040 RTP?	<input checked="" type="radio"/> Yes <input type="radio"/> No
12. Will this project require the acquisition of right-of-way?	<input type="radio"/> Yes <input checked="" type="radio"/> No
13. Is it anticipated this project will require NEPA action beyond a CE?	<input type="radio"/> Yes <input checked="" type="radio"/> No
14. Has any preliminary design/engineering been initiated for the project?	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Not Applicable
15. Which of the following National Goals does the project support (select all that apply)?	<input checked="" type="radio"/> Safety <input checked="" type="radio"/> Infrastructure condition <input type="radio"/> Congestion reduction <input type="radio"/> System reliability <input type="radio"/> Freight movement and economic vitality <input type="radio"/> Environmental sustainability <input type="radio"/> Reduced project delivery delays
16. Project Schedule – identify current project status and schedule for project delivery	Project has not begun and would take approximately 12 months to complete.
17. Who will be responsible for maintenance of the project after completion?	The RTC would maintain all bus stop amenities.

Regional Transportation Commission TRANSPORTATION ALTERNATIVES (TA) SET- ASIDE PROGRAM APPLICATION

1. Applicant Name Address	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">City of Sparks 431 Prater Way Sparks, NV 89431</td> <td style="width: 33%;">City of Reno 1640 E Commercial Row Reno, NV 89512</td> <td style="width: 33%;">Washoe County 1001 E. 9th Street Reno, NV 89521</td> </tr> </table>	City of Sparks 431 Prater Way Sparks, NV 89431	City of Reno 1640 E Commercial Row Reno, NV 89512	Washoe County 1001 E. 9th Street Reno, NV 89521
City of Sparks 431 Prater Way Sparks, NV 89431	City of Reno 1640 E Commercial Row Reno, NV 89512	Washoe County 1001 E. 9th Street Reno, NV 89521		
2. Contact Person Name Address Phone Email	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Amber Sosa, P.E., Transportation Manager 431 Prater Way Sparks, NV 89431 775-353-7863 asosa@cityofsparks.us</td> <td style="width: 33%;">Kurt Dietrich, P.E., PTOE Traffic Engineer 1640 E Commercial Row Reno, NV 89512 775-334-3334 dietrichk@reno.gov</td> <td style="width: 33%;">Mitch Fink Engineering Division 1001 E. 9th Street Reno, NV 89521 775-328-2050 MFink@washoecounty.us</td> </tr> </table>	Amber Sosa, P.E., Transportation Manager 431 Prater Way Sparks, NV 89431 775-353-7863 asosa@cityofsparks.us	Kurt Dietrich, P.E., PTOE Traffic Engineer 1640 E Commercial Row Reno, NV 89512 775-334-3334 dietrichk@reno.gov	Mitch Fink Engineering Division 1001 E. 9th Street Reno, NV 89521 775-328-2050 MFink@washoecounty.us
Amber Sosa, P.E., Transportation Manager 431 Prater Way Sparks, NV 89431 775-353-7863 asosa@cityofsparks.us	Kurt Dietrich, P.E., PTOE Traffic Engineer 1640 E Commercial Row Reno, NV 89512 775-334-3334 dietrichk@reno.gov	Mitch Fink Engineering Division 1001 E. 9th Street Reno, NV 89521 775-328-2050 MFink@washoecounty.us		
3. Project Name	Regional Approach to Traffic Calming and Safety Purchase of Speed Radar Signs and Rectangular Rapid Flashing Beacon's (RRFB's)			
4. What TA category does this project fall under?	<ul style="list-style-type: none"> <input type="radio"/> Bicycle facility <input type="radio"/> Pedestrian facility <input type="radio"/> Safe Routes to School programs <input type="radio"/> Construction of scenic overlooks, vehicle turnouts and viewing areas <input checked="" type="radio"/> Traffic calming improvements related to improving the environment for non-motorized users <input type="radio"/> Inventory, control or removal of outdoor advertising <input type="radio"/> Historic preservation and rehabilitation of historic transportation facilities <input type="radio"/> Archaeological planning and research <input type="radio"/> Vegetation management <input type="radio"/> Environmental mitigation activities <input type="radio"/> Other _____ 			
5. Project Location	Various locations throughout the Truckee Meadows			
6. Project Description (please include a description of any potential safety and mobility improvements as a result of the project)	The project would purchase speed radar signs and rectangular rapid flashing beacon's (RRFB's) for use by the three entities, the City of Sparks, the City of Reno and Washoe County, in their respective traffic calming programs. The request is to split the available funds equally between the entities and have separate grants as each entities uses slightly different equipment. The proposal is for the purchase of the equipment only. Installation would be the responsibility of the entity.			
7. What is the estimated cost of the project?	\$136,000 / 3 entities = \$45,333.33 per entity			

Agenda Item 5 ATTACHMENTS

8. What is the amount of TA funds requested?	\$129,200 = 95% or \$43,066.66 per entity
9. What is the amount and source(s) of matching funds and any other additional funding?	\$6,800 = 5% or \$2,266.66 per entity. Matching funding would be from the entities chosen budgetary means.
10. If this is a bicycle or pedestrian project, is it in the RTC Bicycle-Pedestrian Master Plan or the ADA Transition Plan?	<input checked="" type="radio"/> Yes <input type="radio"/> No
11. Is this project consistent with the 2040 RTP?	<input checked="" type="radio"/> Yes <input type="radio"/> No
12. Will this project require the acquisition of right-of-way?	<input type="radio"/> Yes <input checked="" type="radio"/> No
13. Is it anticipated this project will require NEPA action beyond a CE?	<input type="radio"/> Yes <input checked="" type="radio"/> No
14. Has any preliminary design/engineering been initiated for the project?	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Not Applicable
15. Which of the following National Goals does the project support (select all that apply)?	<input checked="" type="radio"/> Safety <input checked="" type="radio"/> Infrastructure condition <input type="radio"/> Congestion reduction <input type="radio"/> System reliability <input type="radio"/> Freight movement and economic vitality <input checked="" type="radio"/> Environmental sustainability <input type="radio"/> Reduced project delivery delays
16. Project Schedule – identify current project status and schedule for project delivery	This project is in the planning phase.
17. Who will be responsible for maintenance of the project after completion?	The City of Sparks, the City of Reno, or Washoe County (dependent on where the equipment is installed)

Regional Approach to Traffic Calming and Safety: Purchase of Speed Radar Signs & Rectangular Rapid Flashing Beacon's (RRFB's)
Total: \$136,000 - 1/3 to City of Sparks, 1/3 to City of Reno, 1/3 to Washoe County

City of Sparks Grant = \$45,333.33

City of Reno Grant = \$45,333.33

Washoe County Grant = \$45,333.33

Each entity would work through the process to identify the speed radar signs and rectangular rapid flashing beacon's they would purchase with their grant amount.

Funding from the City of Sparks for the match percentage could be made available through annual funding for Traffic Safety/Traffic Calming in Sparks' CIP (Capital Improvement Plan) program under the Road Fund.

Funding from the City of Reno for the match percentage could be made available through providing in-kind labor and equipment, and well as providing additional materials such as signage, posts, and bases, needed to complete the project.

Funding from Washoe County for the match percentage could be made available through annual funding of the County's Pedestrian Safety Improvements under the Roads Special Revenue Fund.

TA Set Aside Applications FFY 2019 (Special Call for Projects)								
Sponsor	Partner	TA Category	Project Description	Project Location	Requested	Match	Match %	Total
Sparks, City of	COS, COR, WC	Traffic Calming	Purchase of speed radar signs and rectangular rapid flashing beacons (RRFB) for use in the three entities, (Cities of Sparks and Reno and Washoe County) in their respective traffic calming programs. The request is to split the available funds equally between the 3 entities and have separate agreements as each jurisdiction uses slightly different equipment. The proposal is for the purchase of the equipment only. Installation would be the responsibility of the entity. Each jurisdiction is requesting \$43,066.66 with a 5% match of \$2,266.	Various roadways in the region	\$ 129,200	\$ 6,800	5%	\$ 136,000
RTC Transit	n/a	Pedestrian / Other: Transit user facility	This project would install ADA-accessible information placards on the pole of every bus stop to inform riders that they can use a NextBus app to find the arrival times of the next buses. These would also act as markers to let visually impaired riders know that the poles are bus stop poles. This would greatly enhance convenience and accessibility for transit especially for the visually impaired.	Cities of Reno and Sparks and Washoe County	\$ 100,000	\$ 10,000	5%	\$ 110,000
Subtotal					\$ 229,200	\$ 16,800		\$ 246,000
Estimated Available					\$ 136,000			
Difference					\$ (93,200)			



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

July 10, 2019

AGENDA ITEM 6

TO: Citizens Multimodal Advisory Committee

FROM: Amy Cummings, AICP, LEED AP
Director of Planning/Deputy
Executive Director

SUBJECT: RTC Affordable Housing Study

RECOMMENDATION

Acknowledge receipt of report on the RTC Affordable Housing Study.

SUMMARY

The Reno-Sparks region is facing a significant challenge relating to housing affordability. Public transportation is an important resource for area residents and provides access to essential services. Affordable housing in close proximity to transit routes offers improved access to services and increases transit ridership. RTC is undertaking a study to identify opportunities for the development of affordable housing in transit corridors. The study will identify potential approaches for RTC to support affordable housing in the region near transit stops. RTC is coordinating with staff at the Truckee Meadows Regional Planning Agency, City of Reno, City of Sparks, Washoe County, and Reno Housing Authority, as well as representatives of Truckee Meadows Healthy Communities initiative regarding ongoing analysis of regional housing needs.

To date, the RTC has identified approximately eight sites with the potential to support an affordable housing development. These sites represent a mix of RTC-owned and privately-owned parcels. These sites were selected based on criteria such as vacancy, proximity to transit, and parcel size and have been presented to local agency staff and affordable housing stakeholders to receive feedback as to their feasibility in supporting development.

Once the final sites are determined, a more detailed site-specific analysis will be conducted and RTC will identify means to further affordable housing development through potential use of RTC-owned property, a Joint Development opportunity with the Federal Transit Administration (FTA), or in support of initiatives by private developers or other agencies/organizations. Staff will present the potential sites to the RTC Board at their July meeting and solicit suggestions/recommendations from the Board as to which sites to pursue for further analysis.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

July 10, 2019

AGENDA ITEM 7

TO: Citizens Multimodal Advisory Committee

FROM: Michael Dulude
Transit Planner / Scheduler

SUBJECT: Microtransit Pilot Project

RECOMMENDATION

Acknowledge receipt of report and provide a recommendation for Fall 2019 RTC RIDE Service Adjustment report, scheduled for November 2, 2019, including changes to Route 9, the Sierra Spirit/creation of Route 999, and implementation of the RTC FlexRIDE microtransit six month demonstration project.

SUMMARY

Following are service adjustments currently scheduled for November 2, 2019:

- Implement Microtransit Pilot Project in northeast “downtown” Sparks currently served by Route 25 and 26.
- Discontinue Route 26.
- Shorten Route 25; the new Route 25 will use current outbound route and terminate in a loop at Howard Drive, East Lincoln Way, McCarran Boulevard, Prater Way, to current inbound route.
- Route 25 Reed High School Tripper Service before the morning bell and following the afternoon bell, weekdays only.
- Reconfiguration of Route 9 – connecting the Lincoln Line with the Virginia Line, and extending to the south end of Kietzke Lane.
- Create temporary Route 999 and discontinue the Sierra Spirit during Virginia Street construction.
- Continuation of timetable adjustments to continue improving travel times and on-time performance.

The main service adjustment highlight is implementation of the proposed microtransit demonstration project in Sparks. Microtransit is an emerging transit alternative that employs similar technology in use by Transportation Network Company (TNC) such as Uber or LYFT. After evaluating the potential for microtransit in the Reno/Sparks metropolitan area, staff determined that northeast Sparks, currently served by Routes 25 and 26, offered the greatest likelihood of success. As envisioned, microtransit would replace much of the area currently served

by these two routes. A number of public outreach events were held to explain the microtransit concept, including surveying passengers on every trip operated by the two existing routes. Of those passengers surveyed, 62% responded favorably or extremely favorably to the concept of microtransit replacing the existing fixed-route service. Staff also held two open houses to describe microtransit in greater detail and public support improved to 81% who felt favorably or extremely favorably about the microtransit pilot project. This service was not implemented during the May 2019 service change as proposed; it was postponed pending a change in legislation to provide the RTC the authority to operate such a service. Governor Sisolak recently signed the legislation into law.

Route 9 currently serves Kietzke Lane between Mill Street and McCarran Boulevard with the terminus at each end at RTC 4TH STREET STATION and Meadowood Mall, respectively. Based on a recommendation in the 2018 – 2022 Short Range Transit Plan (SRTP) (adopted by the RTC Board in May 2017) to rely less on connections at 4th STREET STATION, staff is recommending the following modification to Route 9. The recommended modification is to connect Route 9 to the Lincoln Line – RAPID at the El Rancho Station in Sparks to the Virginia Line – RAPID at the Peckham Lane Station in Reno, then extend service to the most southerly roundabout on Kietzke Lane, which is the end of Kietzke Lane. Route 9 would continue to operate at the 30-minute frequency and for the span of day as it does currently for weekday, Saturday, and Sunday services. The expected change in operating cost is a savings of approximately \$190,000 annually. An ancillary effect is to the ACCESS service, which will see a small incremental increase in its service area. See ‘Additional Background’ for more details.

The final staff recommendation for this service adjustment is the reconfiguration of the SIERRA SPIRIT. The SIERRA SPIRIT currently loops the north end of the University of Nevada, Reno (UNR) campus, then through downtown Reno, and back to RTC 4TH STREET STATION. In combining the SIERRA SPIRIT’s relatively low ridership (399 average riders per day) and its unique fare structure (much lower than RIDE’s standard fares) makes the SIERRA SPIRIT, the most costly route overall to operate of all the RIDE services. Therefore, staff recommends the discontinuation of the SIERRA SPIRIT and implementation a new temporary route, Route 999, which would circulate through the north end of the UNR campus, as well as continue to serve downtown Reno area, and continue on to serve Mid-town as a precursor to the Virginia Line – RAPID extension to UNR. Route 999 will operate at a 30-minute frequency for a span of 6:00 am to 8:50 pm on weekdays and 7:00 am to 8:50 pm on Saturday and Sundays. This recommendation also includes resetting the fare to RTC RIDE’s standard fare categories. This change would also assist the RTC and UNR with the implementation of the ‘EDPass’ program that starts July 1, 2019. This program essentially makes the UNR, as well as TMCC, student, staff, and faculty IDs a RIDE bus pass. Route 999 would promote a more direct and single-seat ride to Midtown, which students have requested during our public outreach events over the last three years. See ‘Additional Background’ for more details. This recommendation is estimated to increase operating costs by \$96,000 annually. Staff estimates the fare revenue due to removing the discounted rate and making it the same fare as the rest of the RIDE system to exceed this estimated operating cost.

RTC Management Policy P-18 (Public Involvement for Modifications to Transit Service or Fares) requires the RTC to hold a public hearing to solicit public comment for any major service reduction defined as:

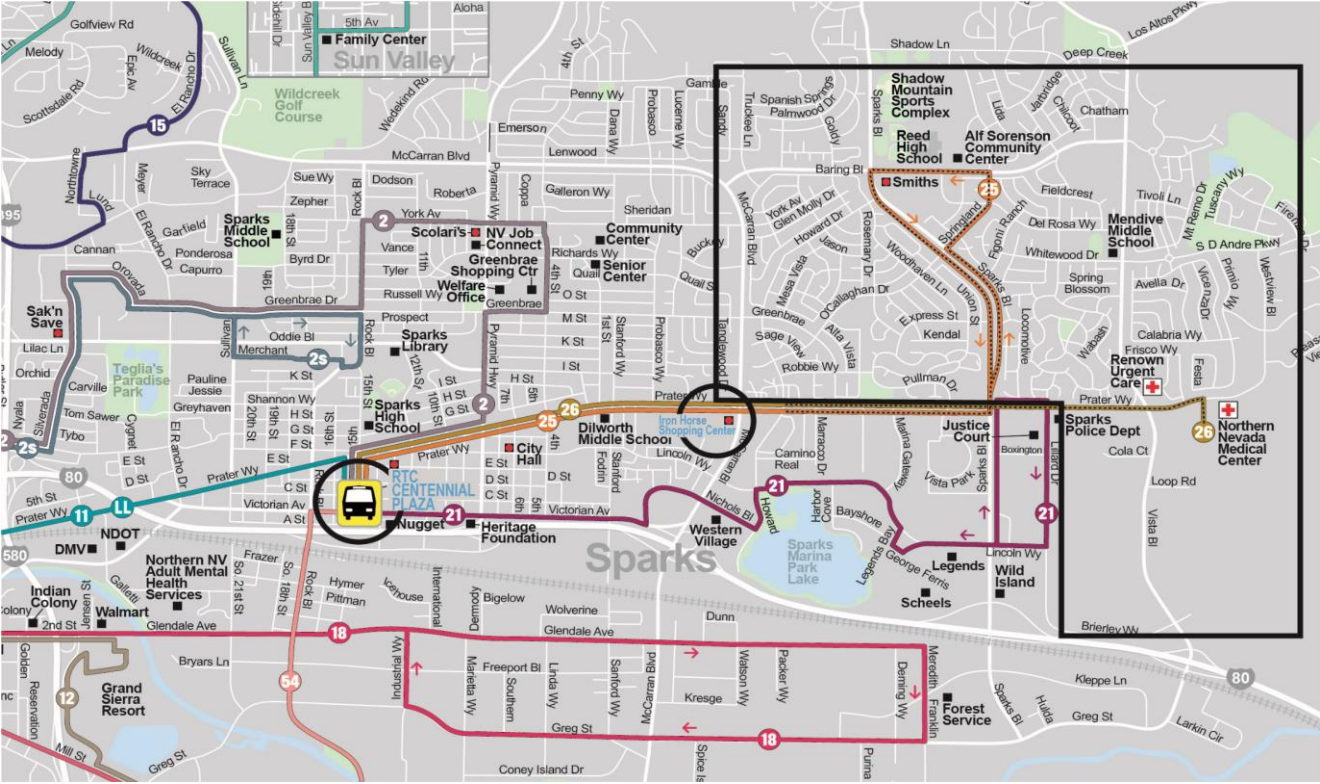
- a reduction or increase of 10% or more of system-wide service hours;
- the elimination or expansion of any existing service that affects:
 - 25% or more of the service hours of a route
 - 25% or more of the route's ridership (defined as activity at impacted bus stops).

ADDITIONAL BACKGROUND

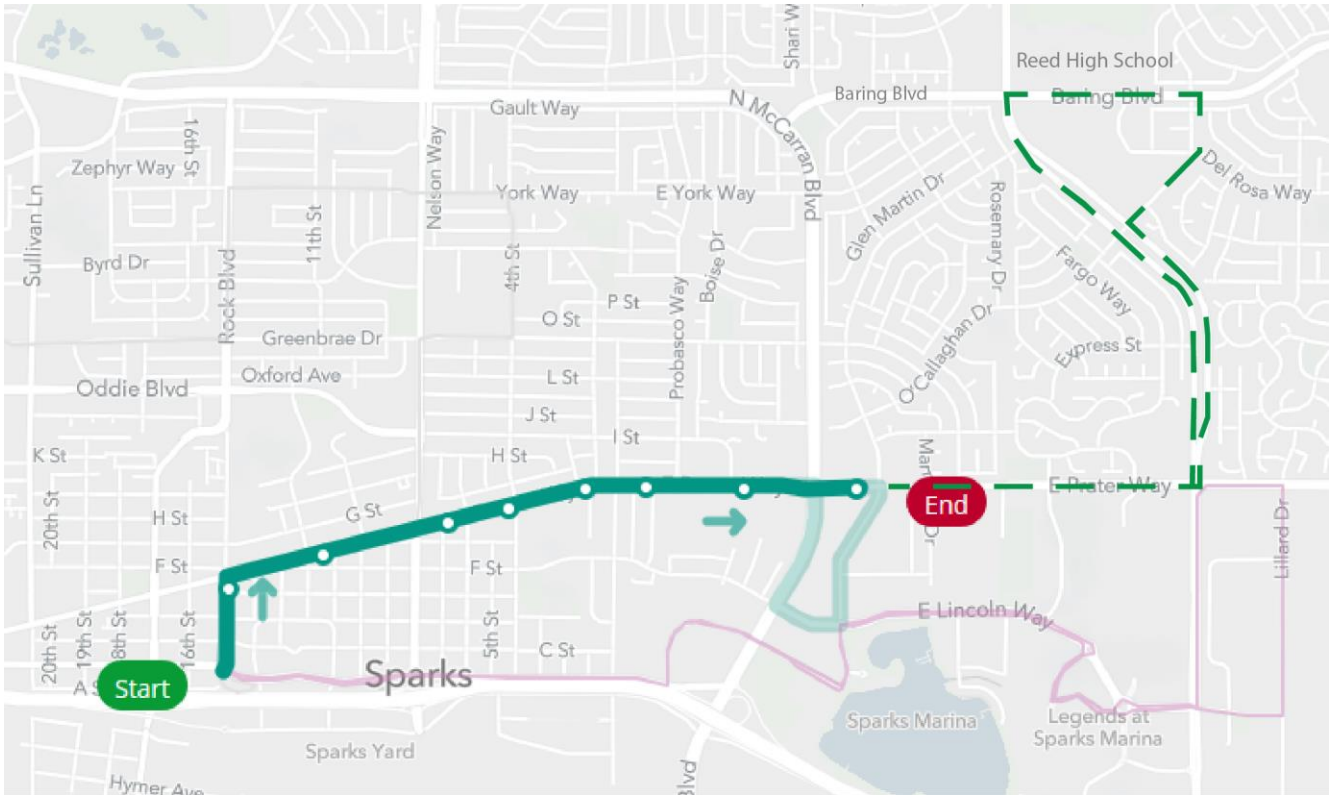
The Commission received a presentation on the proposed microtransit demonstration project and service adjustment at their February 2019 meeting. As noted at that time, the proposed changes were developed from the FY 2018–2022 Short Range Transit Plan (SRTP) to implement cost-neutral enhancing service adjustments.

Over the past year, staff conducted a series of public outreach events to discuss service concepts for RTC RIDE. At these events display boards presented route level performance along with service change objectives and concepts. The service modifications moving forward are discussed in more detail below.

- **Microtransit Demonstration Project** – With the advent of new technology, transit agencies are exploring the microtransit concept, which is equivalent to the public transit version a ‘transportation network company’ (TNC) (e.g., similar to Uber or LYFT) and employs the same technology in use by the TNC’s. Since this concept and technology is so new to the transit industry there are few real world examples to learn from. RTC contracted with Translóc, a firm that specializes in helping agencies plan and model microtransit in their community. With the help of Translóc two areas were modeled: 1) Reno north valleys (Stead, Lemmon and Golden Valley); and 2) northeast downtown Sparks. The results of these modeling efforts suggested the potential for success was much greater in Sparks than in the Reno north valleys. The Sparks model was refined to show that with just two vehicles an expanded area could be successfully covered while keeping wait times down to under 15 minutes for ride requests. A pilot 6-month project to introduce microtransit to our region is proposed for northeast downtown Sparks as a replacement for a portion of Routes 25 and 26 respectively shown in the black box below.



- **Reduce Route 25 and 26 Coverage Area** - The new Route 25 which combines the Route 26 and 26 into one route (see map below) will operate every 30 minutes 7 days a week from Centennial Plaza to Prater Way and McCarran Boulevard. In addition, one am and one pm trip will operate every weekday to Baring Boulevard and Vista Boulevard.

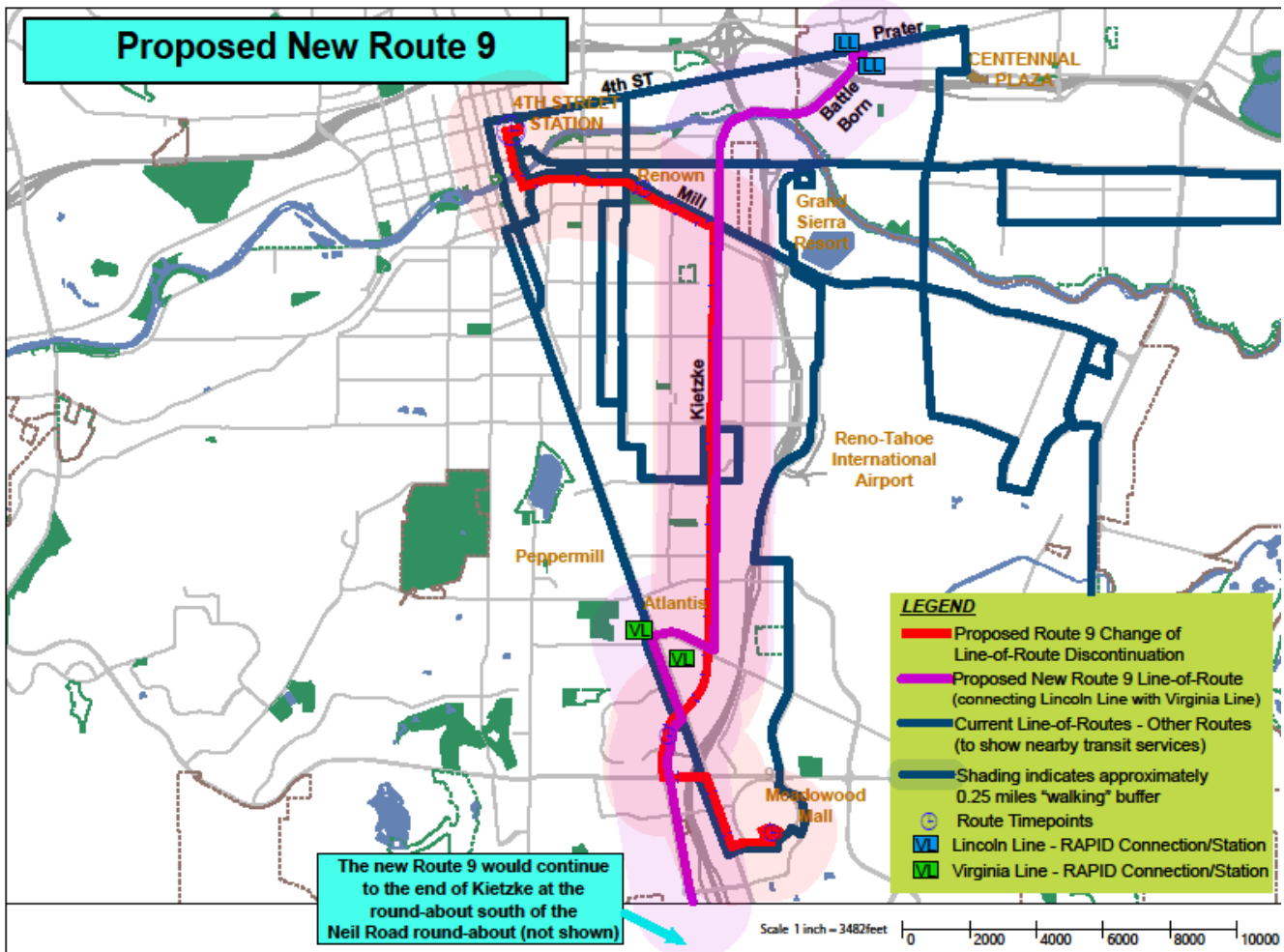


- Route 9 would begin at the El Rancho Station (east bound Prater Way), left on 22nd Street, left on Victorian Way, right on Battle Born Way, which turns in to Kietzke Lane, then right at Peckham Lane, left at Virginia Street, right at Kietzke Lane to the southerly roundabout on Kietzke Lane. Then reverse the direction back to the El Rancho Station (right on Prater Way from Battle Born Way). Currently ranked 10th overall performance, ranked 9th in ridership (1,286 average weekday), and 15th in productivity (37.7 riders per revenue hour). The discontinued north end corridor of the current Route 9, 4TH STREET STATION to Mill & Kietzke has duplicate coverage supplied by Route 14. Route 1 duplicates the discontinued southern end corridor between Kietzke & McCarran to Meadowood Mall on Virginia Street from McCarran to Meadowood Mall; however, two stops on McCarran Boulevard at Kietzke Lane will be eliminated. These stops average 26 customers per day, these customers will have an increased walking distance of 800 feet (0.15 miles) to the closest Route 9 stop. The added demographic data based on the recommended new areas served by Route 9 would be:

- 4,304 Population
- 7,918 Jobs
- 17.6% Poverty
- 44.8% Minority
- 17.5% Seniors (65+)

- 27.0% Youth (18-)
- 7.2% Limited English Proficiency (LEP)
- 16.3% Disabled
- 15.4% No Vehicles
- 1,953 Households

The biggest gain would be the ‘cross-town’ service where not all passengers are forced to travel to the “hub” to just go out on another “spoke.”



- Route 999, for the UNR area, would circulate along Virginia Street to 17th Street, then to East Stadium Way, South Stadium Way, then to Virginia Street. In the downtown Reno section, Route 999 would utilize Sierra Street from 6th Street to Liberty for the southbound direction and utilize Virginia Street for the northbound leg. Again, the concept is to rely less on 4TH STREET STATION for connections, thus Route would not deviate from Virginia Street to access the station. Passengers looking to access the 4TH STREET STATION would have a two-block walk at 4th Street to gain access. For the south end of the Route 999 corridor, the route would be southbound on Virginia Street to east on Plumb

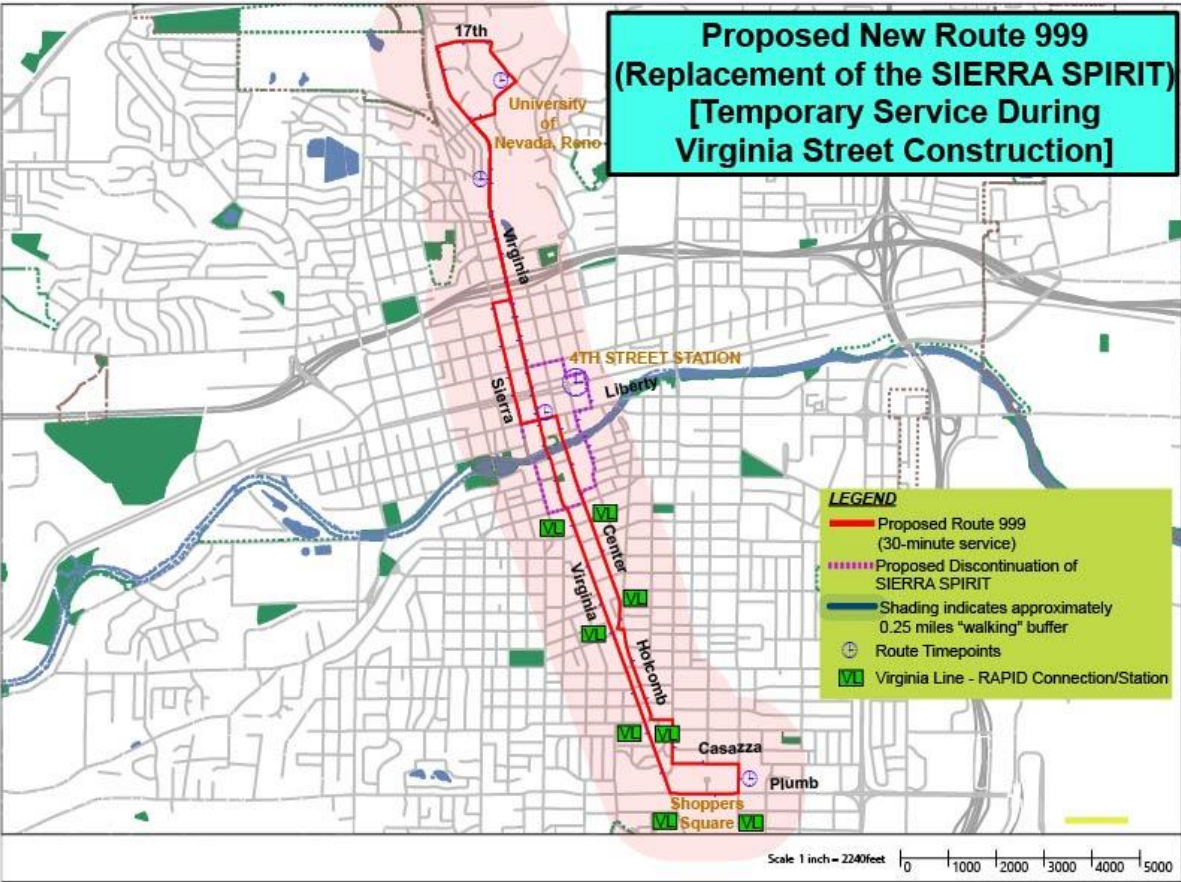
Lane, north on Kirman, west on Casazza, north on Wells to Vista, to Holcomb to Burns to Center to Liberty back to Virginia Street and the UNR campus loop. Based on an analysis of the RIDE system the SIERRA SPIRIT current estimated fare revenue for 2018 is \$9,982, which equates to approximately \$0.08 per passenger trip. The RIDE system average passenger trip fare is \$0.75. The estimated fare revenue, if the standard fares for RIDE were charged, would be between \$194,642 and \$409,099 annually. Staff analysis of Route 999 versus the SIERRA SPIRIT indicates an annual increase of operating cost of \$95,899. When coupled with the estimated increase in fare revenue, the net operating expense would be an operating savings. The following details the performance of the SIERRA SPIRIT, which leads staff to the recommendation provided above:

- Ranks 26th out of RTC's 27 fixed routes,
- Ranked 26th for ridership (399 average weekday), and
- Ranked 26th for productivity (10.3 riders per revenue hour).
- Please remember, the SIERRA SPIRIT is the only route with a special fare (adult fare: \$0.25, discounted fare: \$0.10), which amounts to an average passenger trip fare of \$0.08 compared to the RIDE average (without SIERRA SPIRIT) of \$0.76.

Route 999 is estimated to have a productivity of 25.3, which at the 25.3, this route would rank at about 20th in productivity. Following would be the changes in demographics from the SIERRA SPIRIT to Route 999:

<u>Current SIERRA SPIRIT:</u>	<u>Proposed Route 999:</u>
➤ 7,498 Population	➤ 13,356
➤ 17,160 Jobs	➤ 21,379
➤ 35.2% Poverty	➤ 32.6%
➤ 31.6% Minority	➤ 40.3%
➤ 13.3% Seniors (65+)	➤ 11.5%
➤ 3.7 % Youth (18-)	➤ 11.4%
➤ 5.2% Limited English Proficiency (LEP)	➤ 9.6%
➤ 16.2% Disabled	➤ 16.2%
➤ 29.8% No Vehicles	➤ 25.5%
➤ 3,373 Households	➤ 5,863

Route 999 would nearly double the population served, increase access to jobs by over 3,000, and access about 2,500 more households, as well as improving the number of demographics served. With the increase in the population, jobs, and households served, staff feels confident this will be a good recipe for increased ridership.



Staff will review these proposed service changes and address any questions or concerns raised by the public or Commission at a Public Hearing scheduled for 9:05 A.M. on Friday, July 19, 2018.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

July 10, 2019

AGENDA ITEM 8

TO: Citizens Multimodal Advisory Committee

FROM: Rebecca Kapuler
Planner

SUBJECT: Discussion and recommendation of approval of the Vision Zero Truckee Meadows Action Plan and submittal of an application for recognition as a Vision Zero Community

RECOMMENDATION

Recommend approval of the Vision Zero Truckee Meadows Action Plan and submission of an application to become a nationally recognized Vision Zero Community.

SUMMARY

The Northern Nevada Vision Zero Task Force is a regional partnership focusing on pedestrian safety in our community. The task force has set the goal to eliminate pedestrian traffic fatalities by 2030 in the Truckee Meadows and has created an action plan with objectives to make this goal reachable.

Over the last 10 years, there have been 87 pedestrian fatalities and 327 traffic fatalities in Washoe County. The foundation of the Task Force is to explore a different approach to eliminate pedestrian fatalities in Washoe County. The Vision Zero Truckee Meadows Task Force is working together to keep everyone safe on our roads. The task force, with the support of local leaders, has made a commitment to take action to bring the number of fatalities on our roadways to zero.

There are three main components to the action plan, 1) Programmatic; 2) Street Design/Infrastructure Improvement; and 3) Community Engagement/Outreach. The task force established the Plan by creating equitable, data-driven, and transparent actions and decisions to improve safety throughout our community. By working together to make roads and sidewalks safer for pedestrians, we make our roads safer for everyone.

BACKGROUND

The Vision Zero Truckee Meadows Task Force began in October 2017. To date, the membership includes staff from the Cities of Reno and Sparks; Federal Highway Administration; members of the public; Nevada Department of Transportation; Nevada Highway Patrol; Office of Traffic Safety; Reno Bike Project; Reno & Sparks Chamber of Commerce; Renown Hospital; University

of Nevada, Las Vegas; University of Nevada, Reno; Washoe County; and Washoe County School District.

Early on, the Vision Zero Task Force identified four focus areas to evaluate pedestrian crashes, Midtown Reno, West 4th Street, the University District, and Downtown Sparks. Crash data collected for each focus area includes:

- Lighting Conditions during Pedestrian Crashes
- Percentage & Number of Pedestrian Crashes – Time of Day and Season
- Pedestrian Actions in Pedestrian Crashes
- Driver Actions in Pedestrian Crashes
- Fatal and Serious Injury Pedestrian Crash Location
- Pedestrian Crashes by Age Group
- Driver Impairment
- Pedestrian Impairment

After the task force collected the data, they determined it was imperative to talk to pedestrians. During November 26, 2018 through January 4, 2019, the task force conducted a survey to gain input from pedestrians. A report of the data collected during the survey and crash data trends is also included in the Vision Zero Truckee Meadows Action Plan. The task force interviewed over 575 pedestrians individually and there were 1,001 surveys submitted online during this timeframe.

Survey questions included information regarding the purpose of the pedestrian trip, sidewalk conditions and potential obstacles, concerns about street crossings and roadways, driver behavior, and safety.

During the spring of 2019, the Vision Zero Task Force finalized goals and objectives to eliminate pedestrian crashes by the year 2030. The regional task force is seeking resolutions from the City of Reno, City of Sparks, Washoe County, and Regional Transportation Commission to demonstrate the support from public officials and leadership towards this goal. The Vision Zero Truckee Meadows Action Plan is attached.

The next step after the resolution is to submit the Vision Zero Truckee Meadows Task Force Action Plan and application to the National Vision Zero Network to become the first recognized Vision Zero Community in Nevada.

Attachments

VISION TRUCKEE MEADOWS ZERO

DRAFT ACTION PLAN • 2019

ZERO FATALITIES BY 2030

CONTENTS

Dear Members of Community 3

Vision Zero Truckee Meadows Goal 4

Task Force Members 5

Our Safety Culture 6

What is Vision Zero 7

How Much is Speen an Issue 9

Identifying the Problem 11

Crash Trends 16

Four Focus Area Data 19

Pedestrian Survey 24

Pedestrian Safety Campaign 30

Action Plan 31

DEAR MEMBERS OF THE COMMUNITY,

We are working to make our roads safer for everyone. Over the last 10 years, 327 people have died while walking, biking, or driving in our community. These are our friends, our families and our neighbors. The number of fatalities in our community has been on the rise recently and we are taking action to bring the number of traffic fatalities and serious injuries to zero by the year 2030 by implementing Vision Zero Truckee Meadows. The only acceptable number of traffic deaths in our community is zero.

The Vision Zero Truckee Meadows task force was established to take equitable, data-driven and transparent actions to improve safety throughout our community. By working together to make roads and sidewalks safer for pedestrians, we will make our roads safer for everyone. Our community is made stronger by increasing the safe connectivity of our residents and visitors.

Now, more than ever, we must make our streets safe for everyone, no matter where they go, or how they get there. Safety must be our most important consideration and highest priority moving forward.

The Vision Zero Truckee Meadows task force is currently comprised of members from the City of Reno, City of Sparks, Washoe County, the Regional Transportation Commission of Washoe County, the Federal Highway Administration, the Nevada Department of Transportation, Office of Traffic Safety, Reno Bike Project, The Chamber, Renown Health, the University of Nevada, Las Vegas, the University of Nevada, Reno, the Washoe County School District and members of the community who have been impacted by traffic fatalities. Through our shared regional commitment to safety, we are committed to changing the rising trend of traffic deaths in our community.

The task force has created an action plan to bring the number of traffic fatalities to zero. We cannot achieve this goal alone. This plan unites us around this common goal as we work together to make our community a stronger and safer place for everyone. We are hoping you will be interesting in joining us after reading this plan.

Respectfully,



Hillary L. Schieve
Mayor
City of Reno



Ron Smith
Mayor
City of Sparks



Vaughn Hartung
Chair
Washoe County



Bob Lucey
Chair
RTC Washoe

VISION ZERO TRUCKEE MEADOWS GOAL: ZERO PEDESTRIAN FATALITIES BY 2030

The Vision Zero Truckee Meadows will reach the goal of zero pedestrian fatalities by 2030 and reduce critical and fatal crashes overall. Vision Zero uses a unique data-driven approach to eliminate all traffic fatalities and serious injuries.

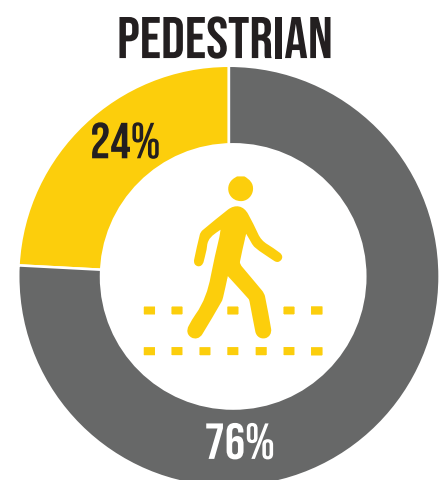
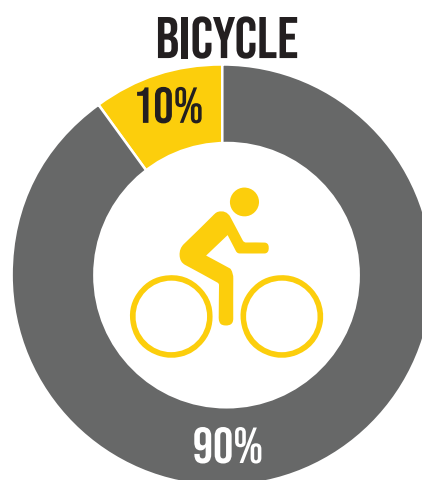
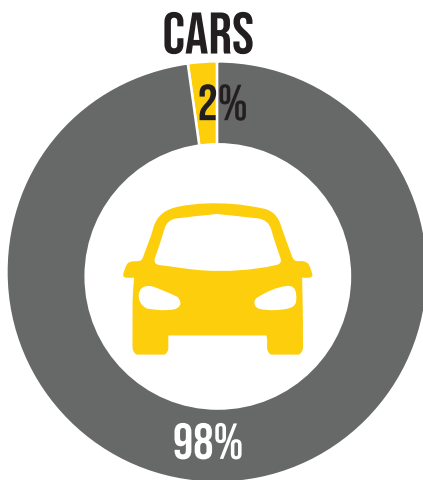
TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**
PERFECT human behavior
Prevents **COLLISIONS**
INDIVIDUAL responsibility
Saving lives is **EXPENSIVE**

VISION ZERO APPROACH

Traffic deaths are **PREVENTABLE**
Integrate **HUMAN FAILING** in approach
Prevent **FATAL AND SEVERE CRASHES**
SYSTEMATIC approach
Saving lives is **NOT EXPENSIVE**

Share of Victims who were killed or seriously injured by mode between 2013 - 2017



VISION ZERO TRUCKEE MEADOWS TASK FORCE MEMBERS

City of Reno

Neighborhood Services

Public Works/Traffic Engineering

Reno Police Department (RPD)

City of Sparks

Community Relations

Public Works

Sparks Police Department

Federal Highway Administration (FHWA Nevada Division)

Nevada Department of Transportation (NDOT)

Bicycle and Pedestrian Division

Traffic Safety Division

Nevada Highway Patrol (NHP)

Office of Traffic Safety (OTS)

Regional Transportation Commission of Washoe County (RTC)

Communications and Public Affairs

Engineering

Metropolitan Planning

Reno Bike Project

Reno Emergency Medical Services Authority (REMSA)

Reno & Sparks Chamber of Commerce

Renown Hospital, Trauma Center

University of Nevada, Reno

Department of Engineering

Police Department

University of Nevada, Las Vegas

Vulnerable Road Users Project

Washoe County

Washoe County Health District, Air Quality

Management Division

Washoe County School District

Safe Routes to School

Washoe County Sheriff's Office

Members of the Public

OUR SAFETY CULTURE

During the Nevada Transportation Conference in May 2017, a group of professionals identified the need for the Vision Zero Truckee Meadows Task Force. The multidisciplinary task force began meeting in October 2017 when northern Nevada partners joined forces. The Vision Zero Truckee Meadows (VZTM) Task Force formed and set the goal to reach zero pedestrian fatalities within the region by the year 2030. Achieving zero fatalities requires leadership and commitment from city and county agencies, elected officials, community stakeholders, and the public and the private sectors to find the right solutions for Truckee Meadows. These resolutions are supported by a new level of energy and commitment to teamwork for addressing road-safety issues.

Over the last 10 years, there have been 327 traffic fatalities in Washoe County. Eighty-seven of these being pedestrian fatalities. Everyone agrees that even one fatality is too many. The foundation of the task force is to explore a different approach to eliminate pedestrian fatalities in Washoe County. The VZTM is working together to keep everyone safe on our roads. The task force, with the support of local leaders, has made a commitment to change our culture regarding safety in the Truckee Meadows. Vision Zero Truckee Meadows is working together to bring the number of fatalities on our roadways to zero; following the principle that if you make a road safer for a pedestrian, the most vulnerable road user, the road will be safer for everyone.

VISION STATEMENT

Northern Nevadans working together to keep everyone safe on our roads.

MISSION STATEMENT

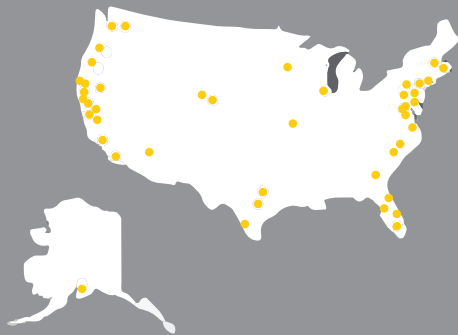
Northern Nevadans, with the support of elected leaders, have made a commitment to take action to bring the number of fatalities on our roadways to zero. We will make equitable, data-driven, and transparent decisions to improve safety throughout our community. By partnering together to make roads and sidewalks safe for pedestrians, we make our roads safer for everyone. We will actively implement measures proven to reduce serious injuries and fatalities. Through collaboration we will make our community a safe and healthy place, no matter where you go or how you get there.



OTHER VISION ZERO CITIES

Since 2014, Vision Zero has been gathering momentum across the U.S. As of June 2019, 43 cities across the United States have committed to Vision Zero.

Early results are promising. Traffic deaths in New York City (the earliest U.S. adopter of Vision Zero) are down 22% since 2013, just before the city launched Vision Zero. Pedestrian deaths dropped to a record low in New York City in 2015.



WHAT IS VISION ZERO?

Vision Zero is a concept that road users can coexist on our street network without losing their lives. It is an overarching concept. A concept that can be achieved. Progress toward zero fatalities has been happening across Europe, and has begun to manifest in the United States as well.

Vision Zero views traffic crashes as opportunities to fix potential safety risks: assign no blame, evaluating what happened with the understanding that there is a mitigation that could have helped avoid the crash or lessen the severity of the crash. The solution can be engineering based or behavioral-based, but most solutions involve both.

Vision Zero is a community working together to identify solutions to designing safer roads. Vision Zero is welcoming new ideas and non-traditional approaches to assuring roads are safer for all, by focusing on making roads safer for the most vulnerable user.

WHY HAVEN'T I HEARD OF VISION ZERO?

Vision Zero began in Sweden in 1996, and within five years the movement had spread to the Netherlands; and in 20 years, across Europe. Since its inception, Swedish fatalities for all road users has dropped by more than 50 percent! While they have not yet achieved Zero Fatalities, the fatality rate per 100,000 people has dropped from 10.3 to less than two. Similar results have also occurred across other Vision Zero European countries.

Vision Zero has spread to the United States and was adopted most aggressively in New York City (NYC) in 2013, with its first year of operation in 2014. The results have been amazing in NYC too, where bicycling trips have risen by more than 50

Agenda Item 8 ATTACHMENTS

percent and fatalities are down close to 50 percent (preliminary 2018 fatality numbers). In fact, in 2017, the fourth year of the program, fatalities in NYC were the lowest they have been since they began to keep records in 1910.

As of June 2019, there are 43 cities across the US that have made the commitment and pledge to Vision Zero to enhance and improve their quality-of-life.

What all the cities have in common is they have made a commitment to the following tenants of Vision Zero:

- People are more important than cars
- Integrate human failing in approach
- Getting there safely is more important than getting there quickly
- Saving lives is inexpensive

Vision Zero also states that if we improve our roads for the most vulnerable road user, we have improved that road for every road user. NYC data supports this fact. Often, the perceived cost of improvements is an obstacle to change, but the cost of doing nothing is far greater than a steady budget that improves roads and mitigates crash outcomes; which will begin to reap immediate rewards in fewer lives lost, fewer severe injuries and less time for emergency responders in the field.

WHY VISION ZERO?

Traffic fatalities are a quality-of-life issue; if we don't feel safe using our roads, how does the community thrive? What things do you change in your life because you don't feel safe traveling by your preferred means? As a business, the best way for customers to find you is on foot or on bike. How many businesses fail simply because the traffic outside moves too fast for people to notice them? As a society, beginning with the end of WWII, we have had a love affair with our cars. In the Southwest, which has been built mostly post-WWII, we have a network of streets that are built for

Agenda Item 8 ATTACHMENTS

automobiles. As vehicles became more affordable, streets were built for the onslaught: wide, flat, fast and for the most part, dark.

When you consider a reluctance to establish crosswalks at reasonable distances, streets without adequate space for a cyclist to feel safe, and laws that are unclear, there exists a quality-of-life issue for everyone.

Human behavior complicates this situation. The imperfect human being, using streets that demand perfection, leads to the result observed in Washoe County: In the past five years (2012-2017) pedestrians have made up 27.8 percent of Washoe County's traffic fatalities; which is ample justification

to incorporate Vision Zero. This is the disproportion seen for vulnerable road users.

In many neighborhoods people would allow their children to walk and bike, but they lack sidewalks, or their neighborhood is walled in, adding travel distance to what would be a short trip "as the crow flies." A lunchtime stroll for workers becomes dangerous in parts of the city and people avoid walking because it is uncomfortable and does not feel safe.

Looking at every crash as a resource to prevention allows engineers, planners and advocates to work together to bring streets back for all to use.



HOW MUCH IS SPEED AN ISSUE?

The one constant in all Vision Zero programs is speed reduction, and for good reason! Speed is a factor in more than a third of all Nevada fatalities, surpassing all other potential factors such as impairment, seat belt use, distracted driving, etc. When we look at pedestrian fatalities, speed is even more critical. Crashes that involve vehicles traveling at posted speed limits is deadly to many pedestrians, meaning speed is a factor, but isn't reported as one.

The sad fact is that at **30 miles-per-hour, half of pedestrians struck by a vehicle will not survive.**

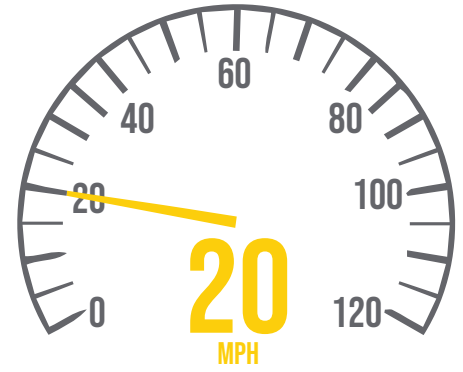
Bodies without the benefit of seat belts, air bags and 3,000 pounds of steel surrounding them do not fare well when struck by cars, or motorcycles, or even bikes; this is why Vision Zero aims to make roads safer for the most vulnerable users, which, in turn, makes the road safer for all.

Internationally, Europe, Africa and parts of Asia have adopted the World Health Organization (WHO) speed limit recommendation that no city street with cross traffic and multiple modes of road users should be over 30 km, or 18 mph. In fact, New York City's downtown district has speed limit signs that read "20 is Plenty".

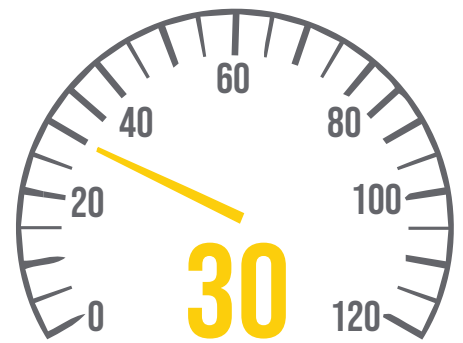
Vision Zero speed limit research shows at 20 mph, one in 10 pedestrians will not survive. This applies mostly to small children because they have no body mass to absorb the crash force and to the elderly because of their fragility; they either don't survive being put under anesthesia or they languish after breaking a femur or hip and simply don't move again.

At 30 mph, half the population will not survive, and at 40 mph we tragically see only one in ten people struck by a vehicle while walking will survive. Speed plays a huge role in survivability, no matter how you travel.

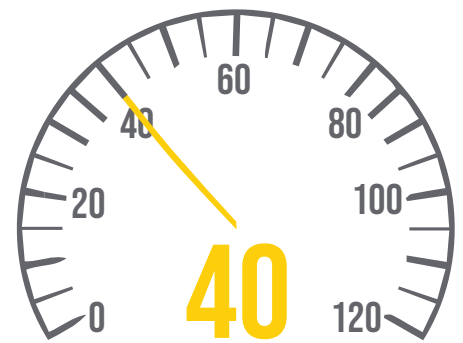
Lowering speeds is often seen unfavorably by many because they equate lower speeds with longer travel times. In reality, if you had a five-mile trip to work and the speed limit was dropped from 45 mph to 30 mph, the difference in time is only three minutes and twenty seconds. Travel times are mostly impacted by poor signal timing and congestion, not the speed.



10% LIKELIHOOD OF FATALITY OR SEVERE INJURY

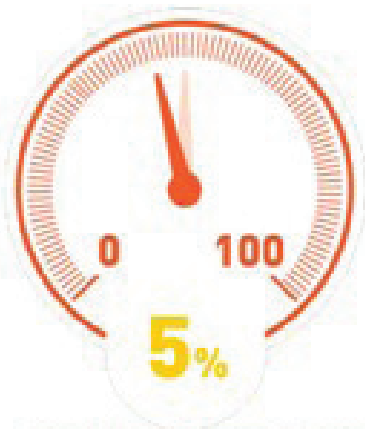


50% LIKELIHOOD OF FATALITY OR SEVERE INJURY



90% LIKELIHOOD OF FATALITY OR SEVERE INJURY

SPEED: THE FACTS



A 5% cut in average speed can result in...

30%

reduction in the number of fatal crashes.



When motorized traffic mixes with pedestrians and cyclists, the speed limit should be under 30km/h.



47

countries

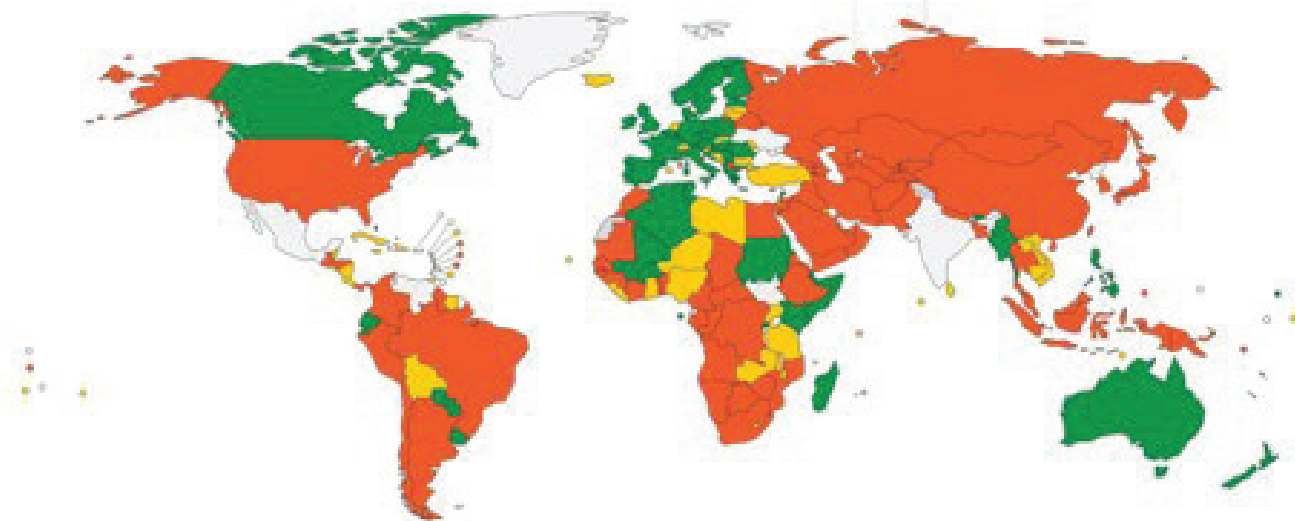


have implemented an urban speed limit of 50km/h or less...



...and allow local authorities to reduce these limits.

Urban speed laws by country



- Speed limits on urban roads ≤ 50 km/h and can be modified
- Speed limits on urban roads ≤ 50 km/h but cannot be modified
- No speed law or speed limit on urban roads > 50 km/h
- Data not available
- Not applicable



World Health Organization

Global status report on road safety 2015

www.who.int/violence_injury_prevention/road_safety_status/2015/en/



IDENTIFYING THE PROBLEM

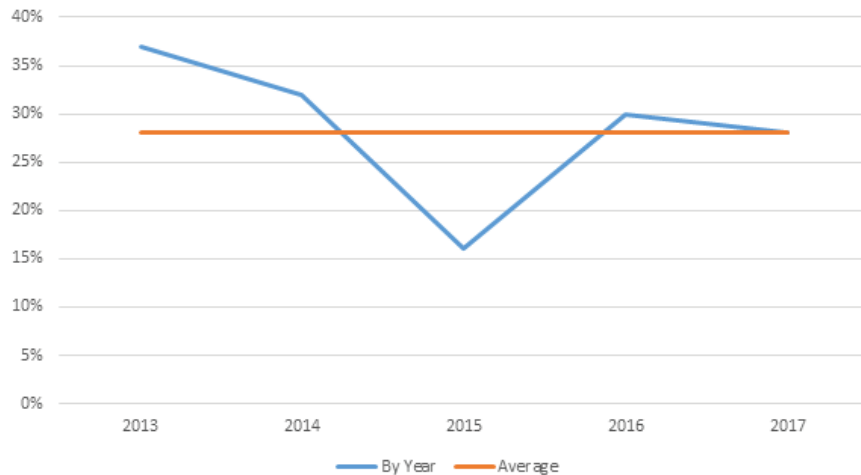
Vision Zero Truckee Meadows Task Force has evaluated crash trends in the region. First, crash data for the region indicates that, between 2012 – 2017, 28% of the fatalities on our roadways were pedestrian fatalities.

The highest year of pedestrian fatalities during this 5-year period was 2013 with 37% of the fatalities in Washoe County. In comparison, 2015 was the lowest year for pedestrian fatalities at 16%.

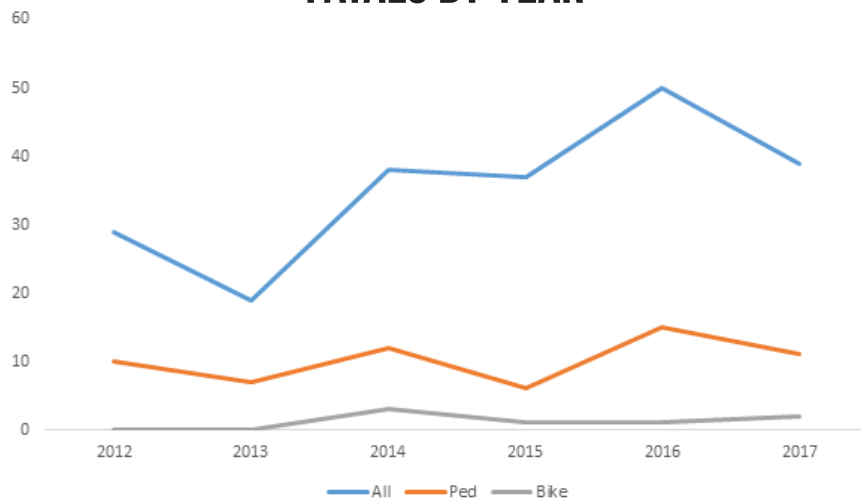
The Vision Zero Truckee Meadows Task Force believes that one fatality is too many. The commitment to be pedestrian fatality-free by 2030 has been made by the regional task force and in order to get there the approach on how we look at fatal crashes needs to change.

28%
OF THE FATALITIES OVER THE FIVE-YEAR PERIOD WERE PEDESTRIAN FATALITIES

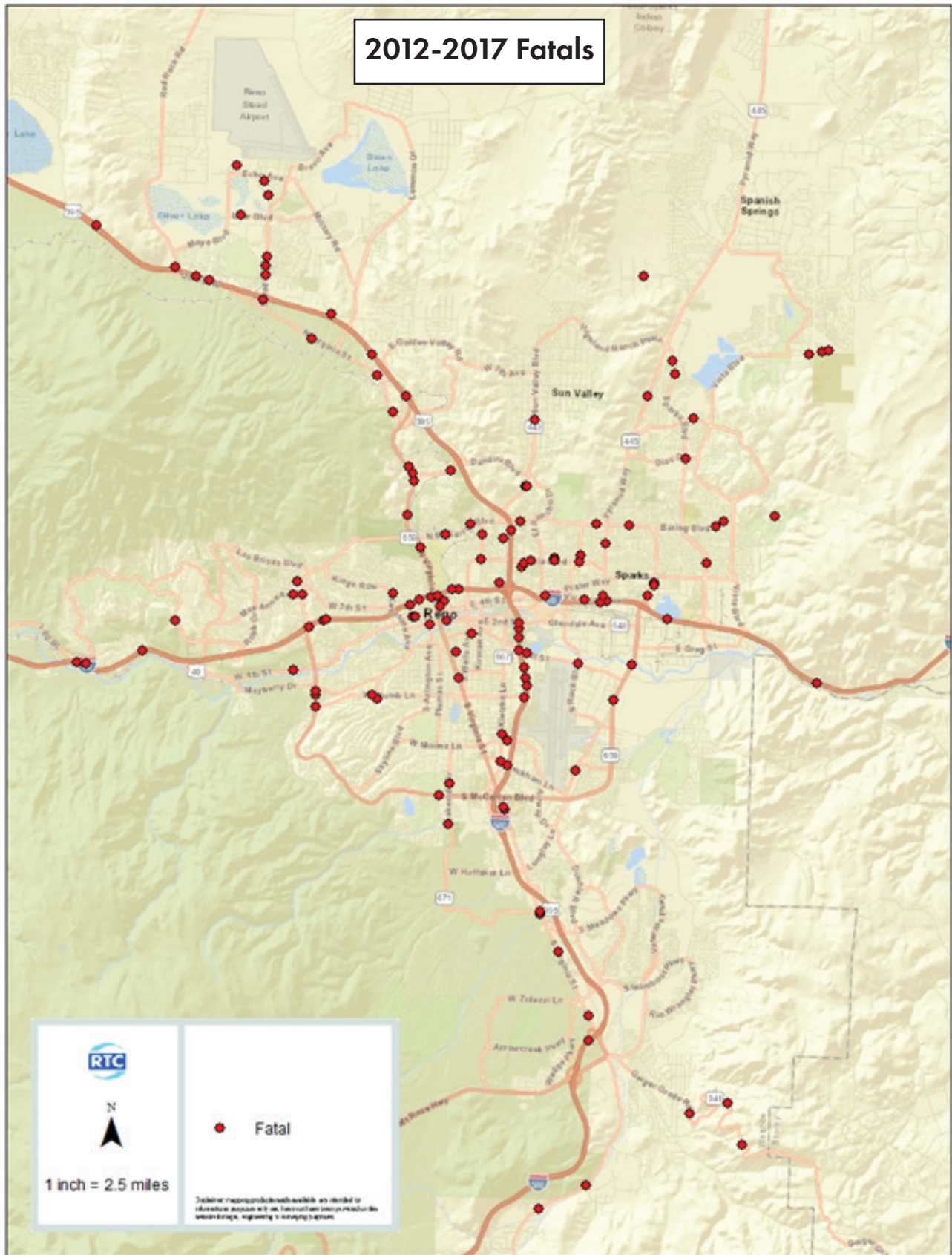
PERCENT OF TOTAL FATALS PEDESTRIANS



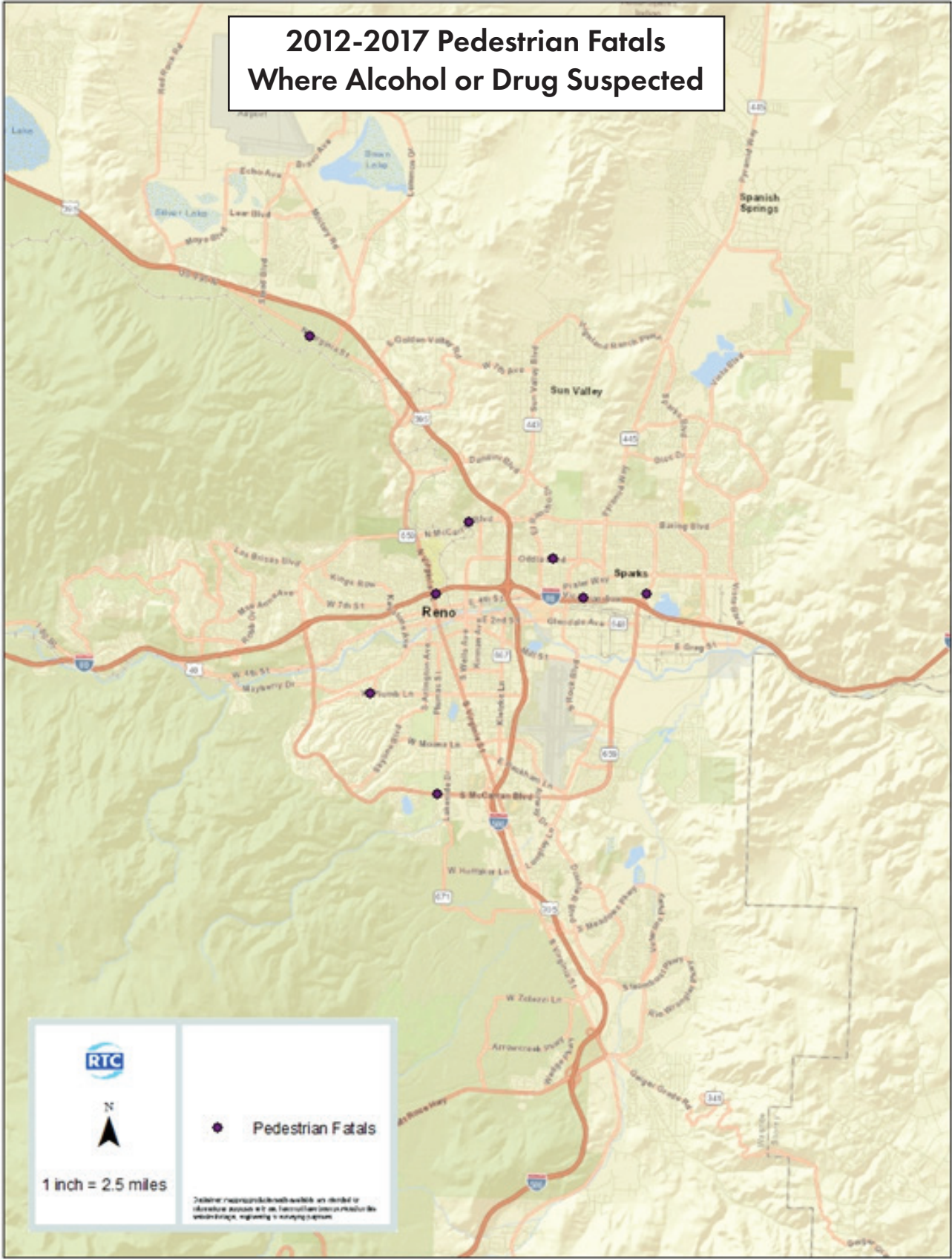
FATALS BY YEAR



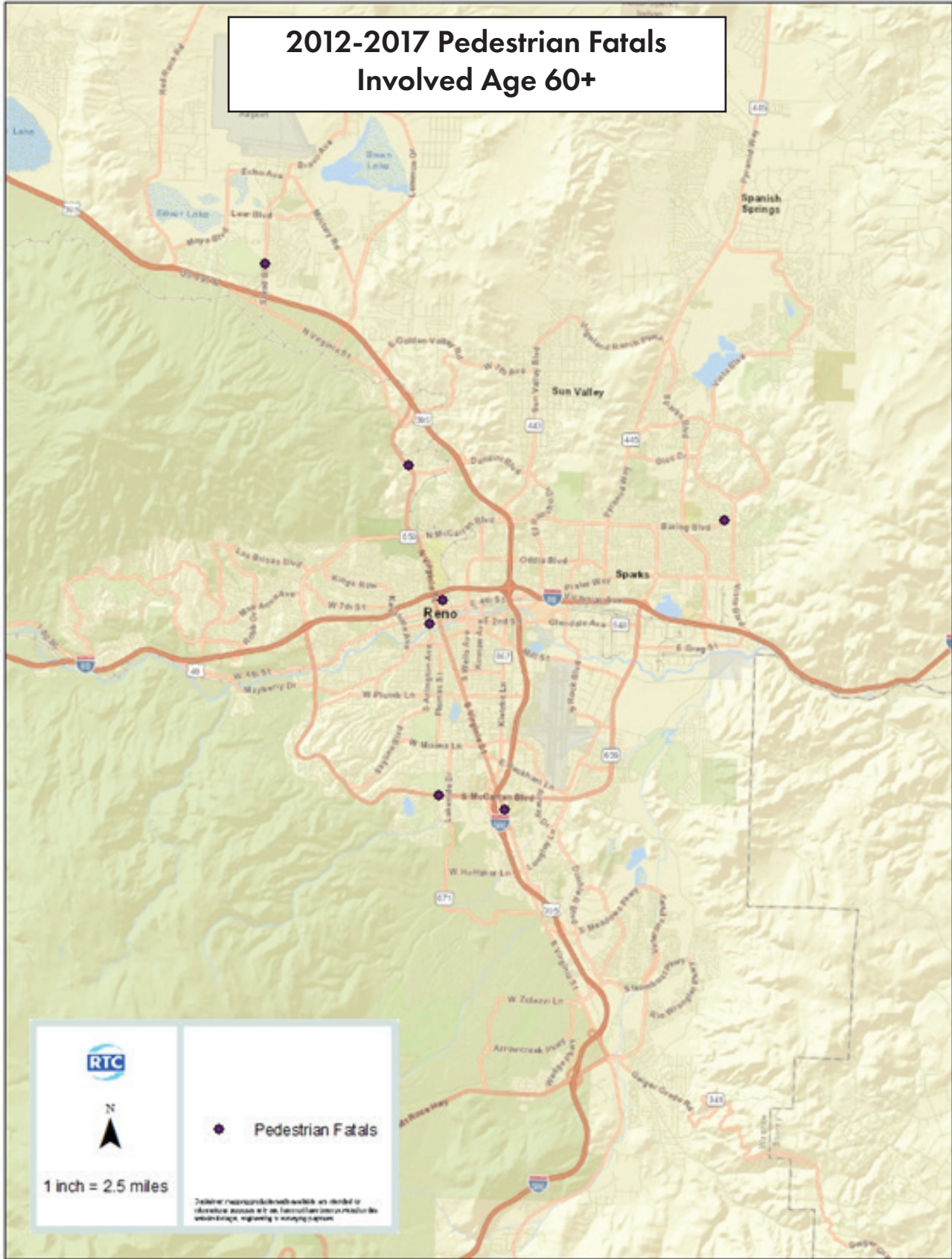
ALL ROAD FATALITIES IN WASHOE COUNTY 2012-2017



ALL ROAD FATALITIES IN WASHOE COUNTY 2012-2017



FATAL PEDESTRIAN CRASHES AGED 60+



VISION ZERO TRUCKEE MEADOWS RESPONDS TO CRASH TRENDS

For the year 2019, data indicates that between January 1 and May 31, there have been five pedestrian fatalities in Washoe County. Trends indicate that these fatalities have the following common factors:

- Crashes occurred at night
- All pedestrians were outside a marked crosswalk or crossing against the traffic signal
- Pedestrians were wearing dark colors without any reflectivity
- One pedestrian was 55 years old and the others were all seniors 60+
- All pedestrians were homeless or in transition
- Crashes occurred in low-light areas

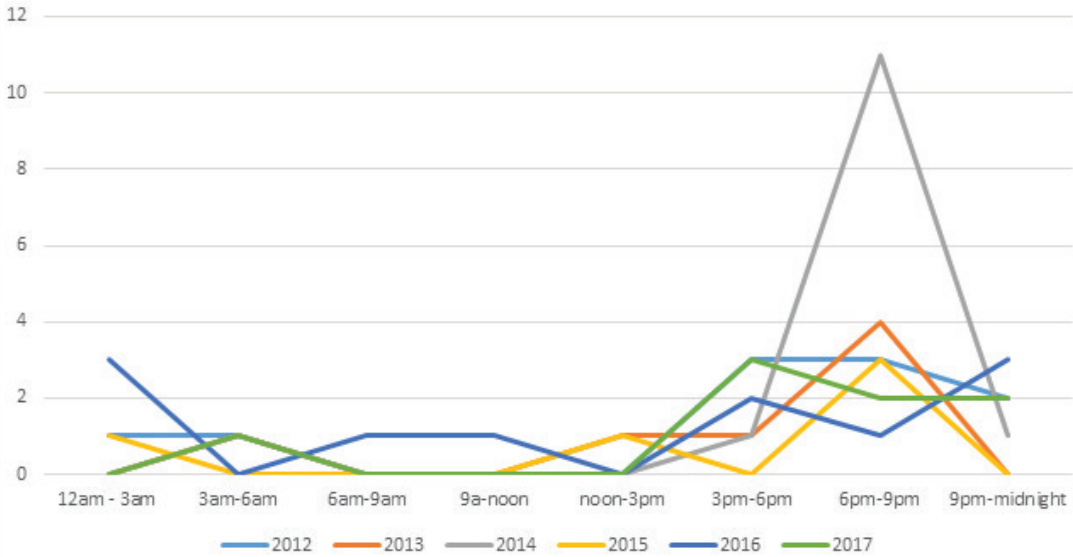
The Vision Zero Truckee Meadows Task Force responded to this by receiving more than 4,000 free backpacks, high-visibility slap bracelets and reflective tape from both the Nevada Office of Traffic Safety and Nevada Department of Transportation as well as Pedestrian Safety Tips brochure from the Regional Emergency Medical Services Agency. The VZTM distributed them to regional partners that work with this vulnerable population, Reno and Sparks Police Departments, RTC Mobility Center, Northern Nevada HOPES Clinic, Community Assistance Center, Catholic Charities, Washoe County Senior Center, and Downtown Reno Ambassadors. The purpose of this community engagement was to distribute the safety material to individuals in high-risk areas of our community to help people be safe and seen by drivers.

This example of pulling resources together and quickly engaging the community is an example of how the Vision Zero Task Force has already made an impact in the Truckee Meadows.

The following line chart demonstrates that crash trends show fatalities for vulnerable road users increase in low-light situations (between 3:00pm – 6:00am they peak).

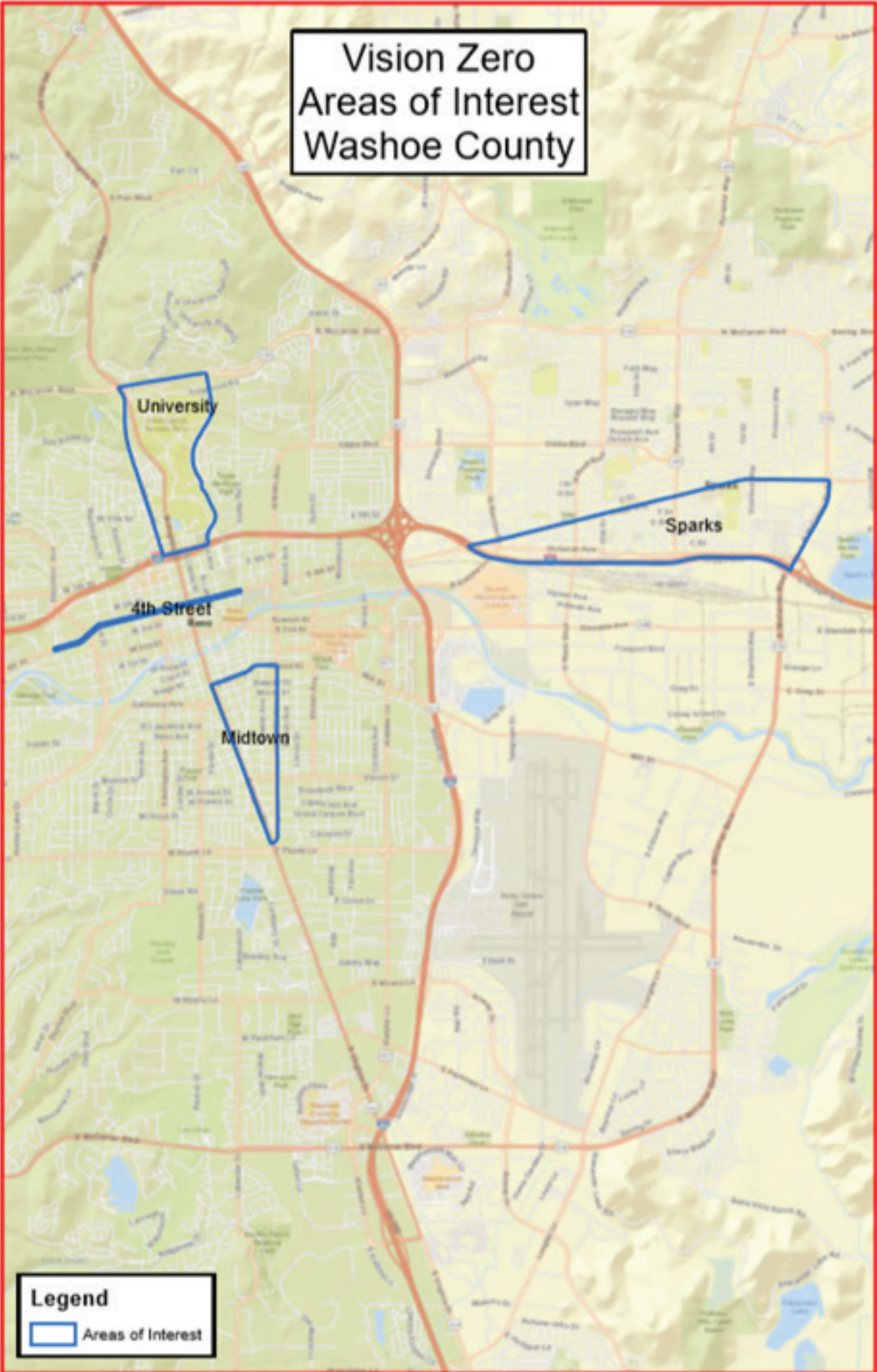


PEDESTRIAN AND BICYCLIST FATALS BY HOUR



Early on, the VZTM identified four areas of focus. Although the intent for Vision Zero is regionally, the task force began working in the Downtown Sparks, Midtown Reno, W. 4th Street Reno, and University of Nevada, Reno areas.





Agenda Item 8 ATTACHMENTS

Vision Zero Truckee Meadows strategies emphasize the need for data-driven strategies that prioritize effective solutions for stopping fatalities on roadways. Pedestrian crash data in the Truckee Meadows between 2011 – 2017 has been collected and analyzed.

THE FOLLOWING CRASH TRENDS FOR EACH FOCUS AREA HAS BEEN COLLECTED:

- Time of day and season
- Pedestrian Actions
- Driver Actions
- Serious and Fatal Injury Crash locations
- Lighting Conditions
- Pedestrian Crashes by Age Group
- Driver Impairment
- Pedestrian Impairment

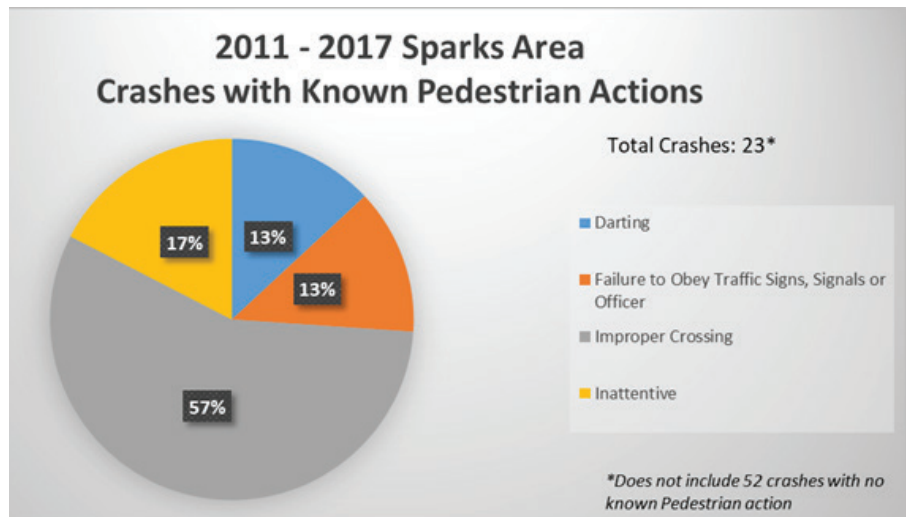
All maps and charts are available on www.visionzerotruckeemeadows.com website.



Vision Zero Task Force Meeting

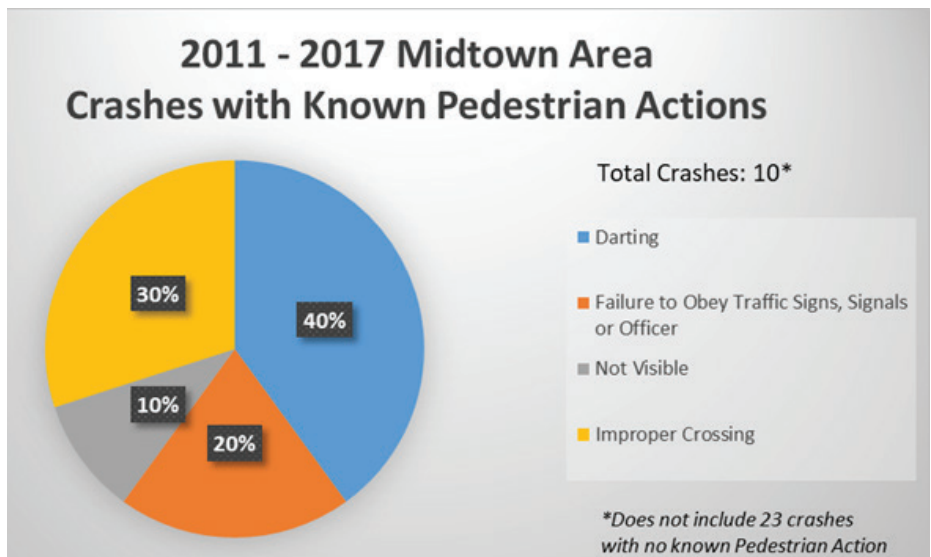
DOWNTOWN SPARKS

Sparks data revealed that winter was the highest crash season with 35% of the crashes occurring between 6-9pm and 28% of the crashes occurring between 3-5pm. There were four pedestrian fatalities that occurred at night in this focus area. Twenty-one injury crashes occurred at night and 19 crashes occurred during the day. 51% of the pedestrians involved in crashes in the Sparks focus area were 40 years of age and older while one senior 60+ was involved in a midblock crossing. Impairment appeared to be an issue with 3 of the 4 fatalities involving driver impairment while two impaired pedestrians were involved in crashes.



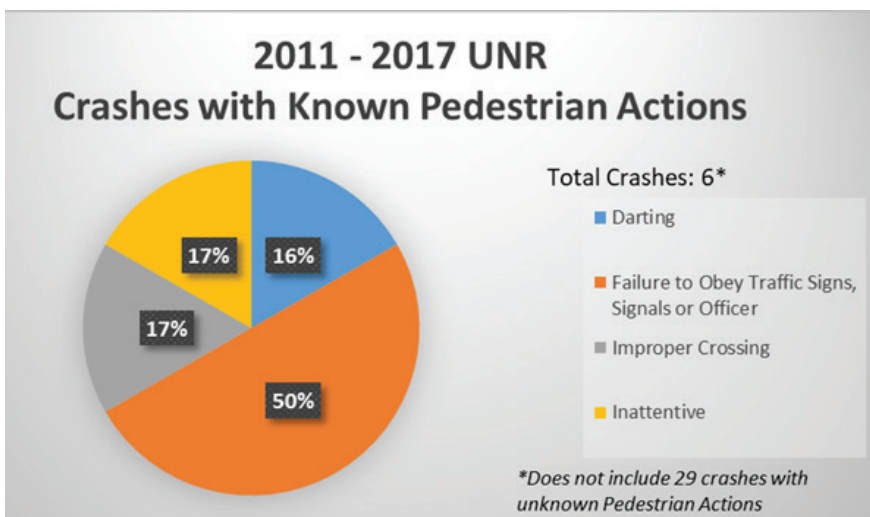
MIDTOWN, RENO

The crash data from Midtown in Reno revealed that 40% of the crashes occurred in the winter between 6-9pm. Intersection crashes were most common with three to one crashes occurring in intersections rather than mid-block. It is noteworthy that triple the number of crashes occurred in low-light settings in Midtown compared to the other three focus areas. The highest age group involved in pedestrian crashes (40%) in Midtown was 40-59 years of age while one crash involved a senior aged 60+.



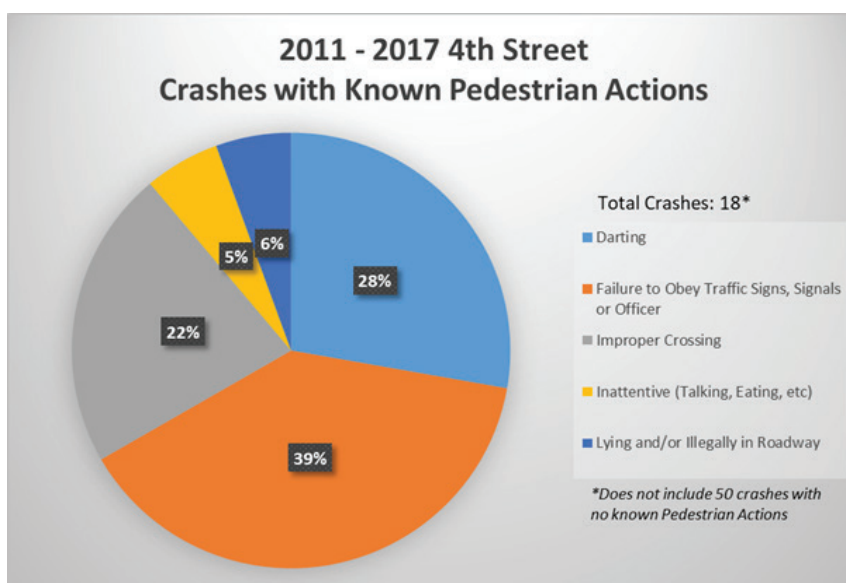
UNIVERSITY OF NEVADA, RENO

The University focus area revealed that more than 50% of the crashes occurred in the winter between 6-9pm and spring between 9am-noon. This observation tells us that crashes are occurring when it's darker and colder. The majority of the crashes in this focus area occurred at intersections while three were mid-block. The University had the highest number of fatalities with two occurring at the same location (McCarran and Evans/ Socrates, one at Virginia and 8th and 1 at Virginia near 15th. This focus area also differed from the other three focus areas with regards to age of the pedestrian. 60% of the crashes occurred with pedestrians between 18-25 years of age while 20% were 40-59 years of age. The number of impaired drivers was low; however, the fatalities in this area involved impairment of both the drivers and pedestrians.



WEST 4TH STREET, RENO

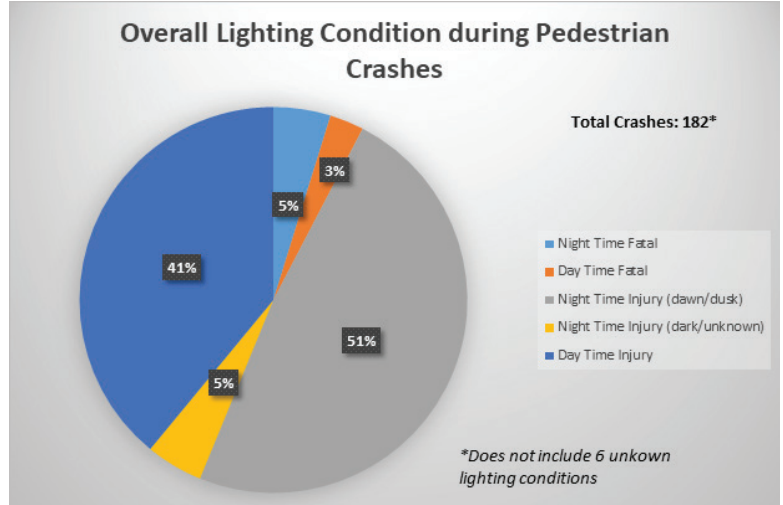
Thirty three percent (33%) of crashes occurred in the winter in the W. 4th Street focus area. Ten of the 34 crashes were due to pedestrian actions. There were 17 crashes that occurred in intersections and eight of the injury crashes occurred during the day and in intersections. The age group with the highest pedestrian crashes involved 40-59-year olds and there was one crash that involved a senior 60+. Three crashes involved driver impairment and data revealed that pedestrian impairment is also a concern within this focus area.



OVERALL FINDINGS AMONG THE FOCUS AREAS

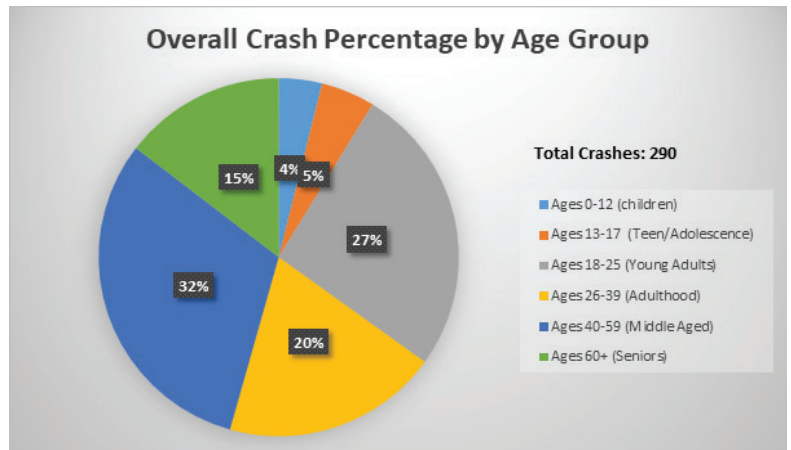
LIGHTING CONDITIONS:

Lighting conditions play a factor in pedestrian fatalities and injury crashes. Within the four focus areas between 2011 -2017, 61% of the crashes including injury and fatalities occurred during low-light settings while there were 44% of the fatalities and injury crashes that occurred during the daytime.



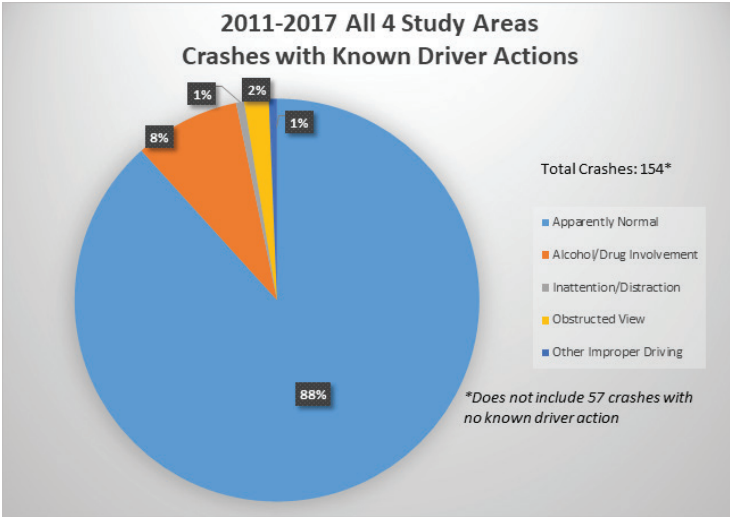
CRASH PERCENTAGE BY AGE GROUP:

Within the four focus areas, data revealed that middle-aged pedestrians (ages 40-59) were the highest age group involved in pedestrian crashes. There were 32% of the crashes that occurred in this age group. The next highest age group involved in pedestrian crashes were young adults (ages 18-25) at 27%. Pedestrians between the ages of 26-39 (adulthood) were the third highest group with 20% of the pedestrian crashes. Seniors (60+) made up 15% of the pedestrian crashes while 5% were within the teen/adolescence (ages 13-17) group and 4% were children (ages 0-12).



CRASHES WITH KNOWN DRIVER ACTIONS:

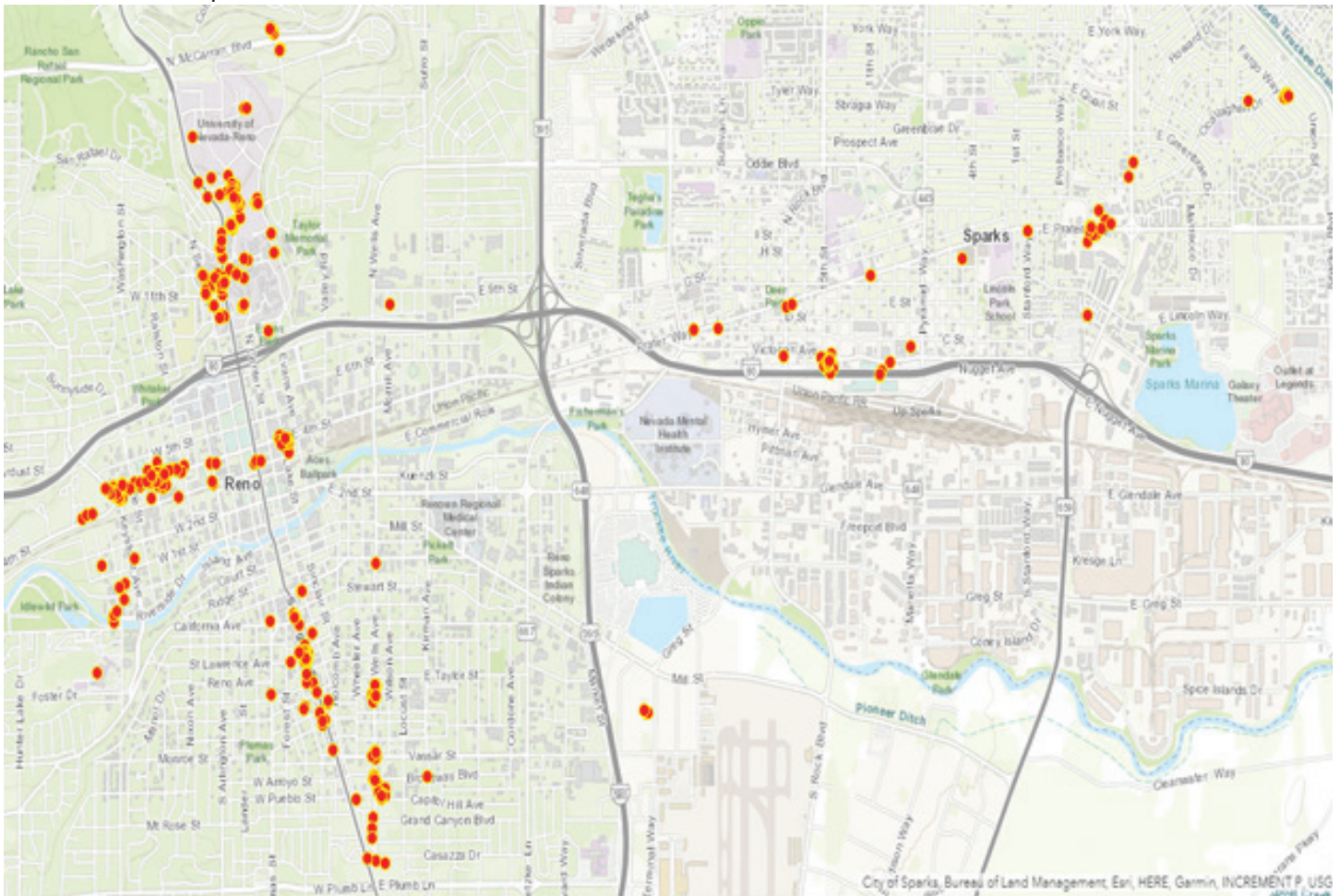
When evaluating the crash trends of the four focus areas the Vision Zero Truckee Meadows Task Force discovered that early-year data didn't identify distractions as well as it does in the later years. VZTM has made data collection one of its actions. The benefits of the Task Force is being able to communicate with law enforcement the importance of collecting this information. Although there were 57 crashes with unknown driver actions out of 154 crashes, it did reveal that 8% of the crashes had alcohol or drugs as a contributing factor. Impaired driving is another focus of the Task Force based on this data.



PEDESTRIAN SURVEY

During the week on November 26-30, 2018, the Vision Zero Task Force canvassed the four focus areas and interviewed pedestrians. During the week there were interviews with 576 pedestrians. The map below shows the points of contact where the pedestrian interactions occurred.

Locations where pedestrians were interviewed:



An online survey occurred between November 26, 2018 and January 4, 2019. The online and in-person interviews were available in English and Spanish. Online surveys submitted totaled 1,001.

There were three main sections to the survey, concerning sidewalks, concerning street crossing and roadways, and concerning drivers and safety.

Questions included:

- Purpose of travel?
- Why do you not walk more frequently?
- Condition of sidewalks?
- Width of sidewalk?
- Obstacles in sidewalk? Are crosswalks clearly marked?
- Obstructions blocking view of approaching vehicles?
- Adequate lighting?
- Use of pedestrian push button at traffic signals?
- Ample time to cross the street at intersection?
- When crossing is not available, do you walk to the nearest intersection or cross at another location?
- Are pedestrian signs appropriate?
- Posted speed limit appropriate?
- Do drivers engage in reckless driving?
- Appropriate signage to alert drivers of pedestrians?
- Are drivers attentive of pedestrians?
- Do drivers engage in reckless driving?
- Appropriate signage to alert drivers of pedestrians?
- Are drivers attentive of pedestrians?

The online surveys revealed that 47% of the participants lived outside the Vision Zero focus areas, 35% lived within the University focus area, 11% in Midtown, Reno, 4% W. 4th Street, and 3% lived in Downtown Sparks. Of the 575 one-on-one pedestrian surveys, there were 278 individuals (48%) in the University focus area, 96 or 17% in Midtown, 110 pedestrians in the W. 4th Street area (19%) and 92 or 16% interviewed in Downtown Sparks.

Surveyors inquired why pedestrians were walking. The online surveys revealed that the majority of

1,001
ONLINE SURVEYS

575
ONE-ON-ONE SURVEYS

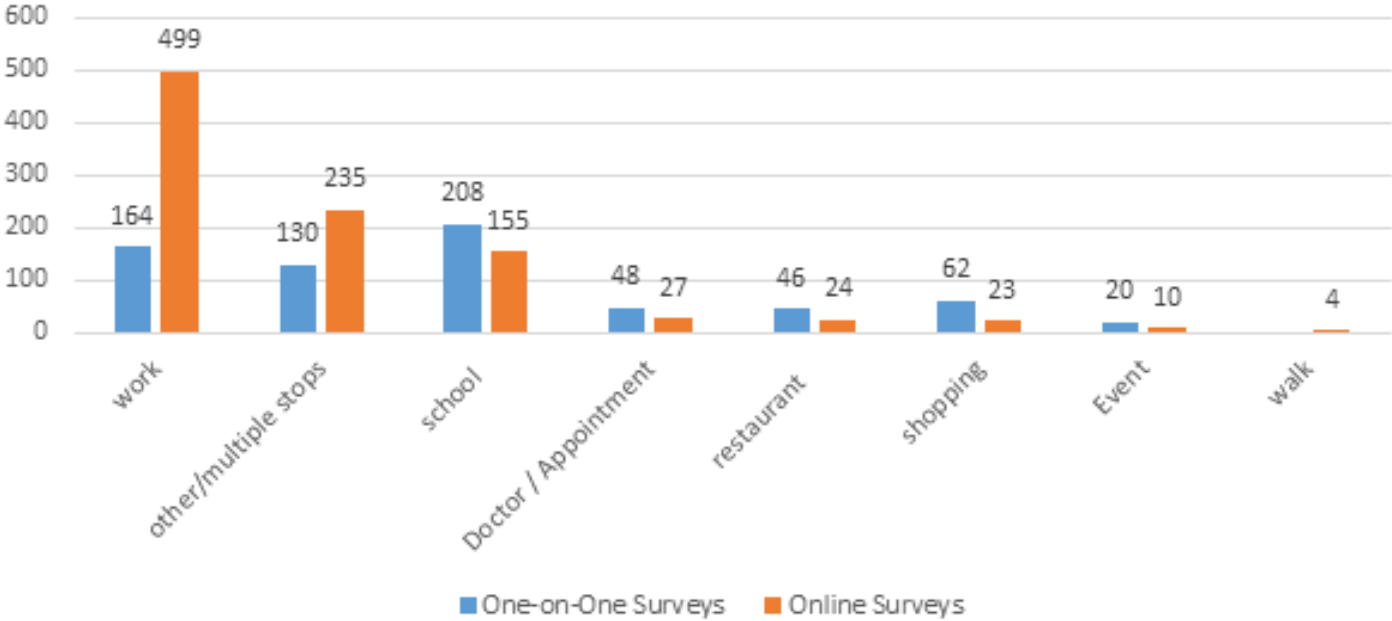
pedestrian generators were for work, multiple stops or other, and school. The one-on-one surveys similarly indicated that school was a high-pedestrian generator as well as work and other/multiple stops.

SIDEWALK CONDITIONS:

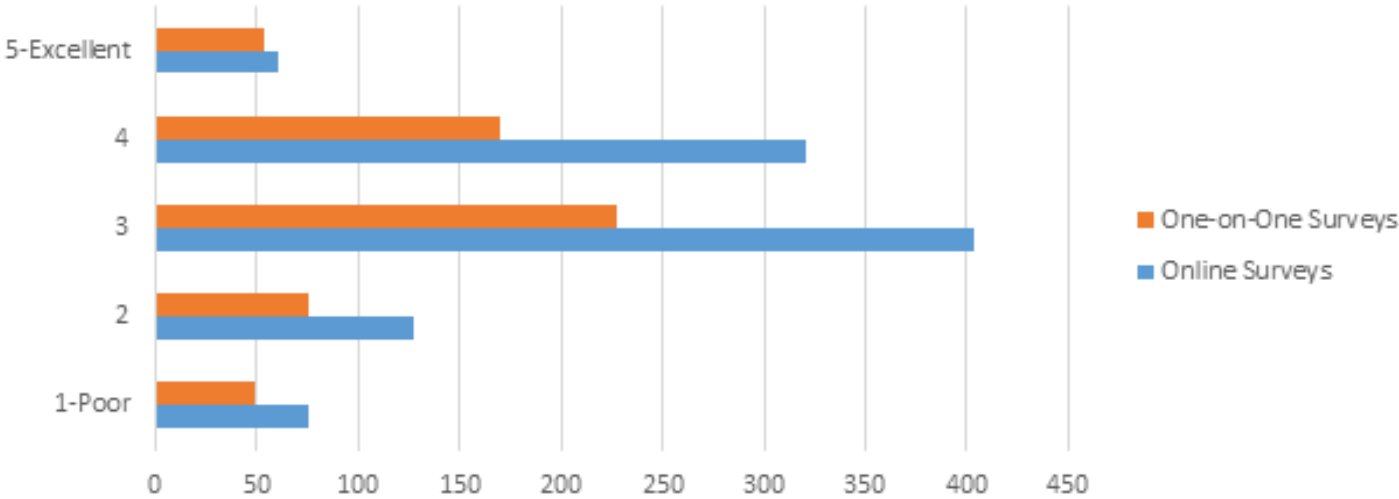
Overall, both groups surveyed felt the sidewalk conditions were ranked a 3 or 4 on a scale from 1-5 with 1 being poor and 5 being excellent. The sidewalk condition was ranked a 3 by approximately 40% of both groups. Then roughly 30% of both groups stated they ranked sidewalks at a 4 with 13% of each group surveyed ranking them a 2.

PEDESTRIAN GENERATORS:

REASON FOR PEDESTRIAN TRIP



RATING OF SIDEWALK CONDITION



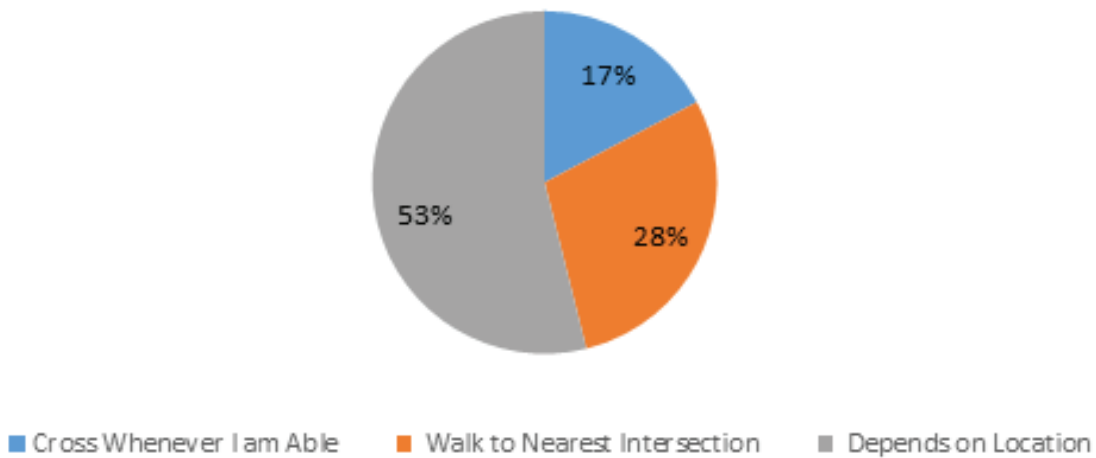
Agenda Item 8 ATTACHMENTS

17% of online responses indicated they would cross whenever they are able. Lastly, 39% of pedestrians interviewed in-person replied that they would walk to the nearest intersection and only 28% of the online pedestrian surveyed stated they would walk to the nearest intersection. This contrast in responses may be an area the Vision Zero Truckee Meadows may want to evaluate and focus on educational opportunities with engineers, planners, and pedestrians alike.

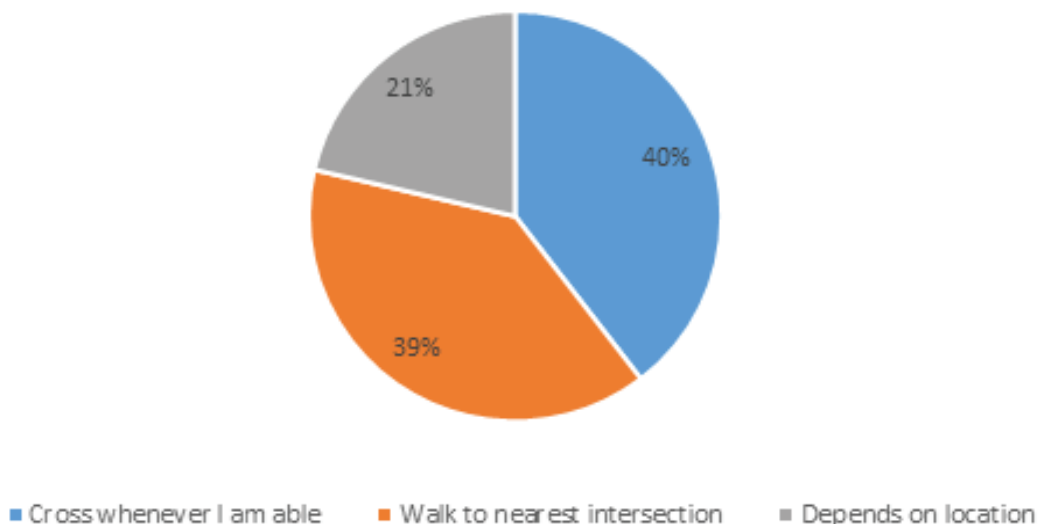
UNSIGNALIZED INTERSECTIONS:

There was a contrast of data between the online survey and one-on-one surveys regarding crossing the street when there isn't a traffic signal. The online surveys revealed that 53% will consider crossing the street without a signal depending on the location they are crossing. While only 21% of in-person pedestrians interviewed stated they would cross when a signal isn't provided depending on the location. This group also stated that 40% of them would cross whenever they are able, whereas only

CROSSING AT AN INTERSECTION WITHOUT A TRAFFIC SIGNAL ONLINE SURVEY



CROSSING AT AN INTERSECTION WITHOUT A TRAFFIC SIGNAL ONE-ON-ONE

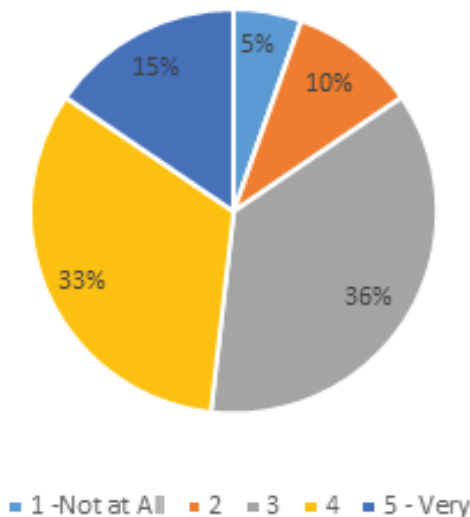


COMFORT LEVEL CROSSING THE STREET:

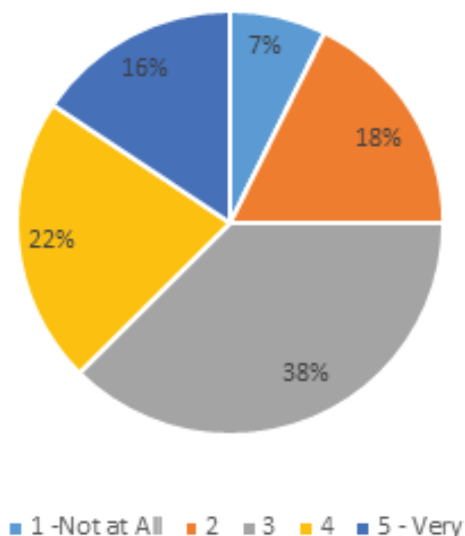
The University, which is composed of a younger demographic than the other three focus areas, revealed that 84% of the individuals interviewed in-person had a comfort level between a 3-5, compared to Midtown with 76%, Sparks with 74% and West 4th Street with 72% in this range. Utilizing this data for outreach and education efforts will

be used for the Vision Zero Task Force because the pedestrians in the University focus area shows that approximately 10% of pedestrians feel more comfortable crossing the street than the other three focus areas. See charts below that has only the one-on-one surveyed results for each focus area.

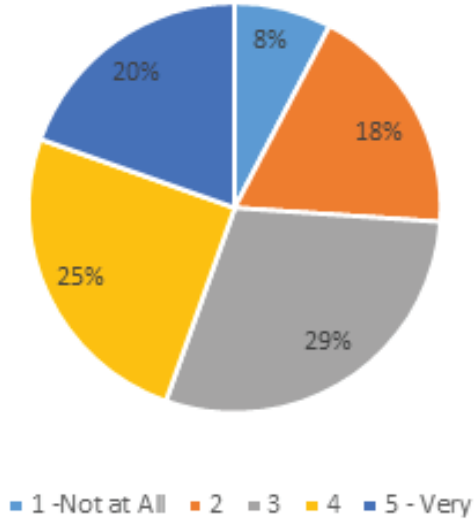
COMFORT LEVEL CROSSING THE STREET UNIVERSITY FOCUS AREA (ONE-ON-ONE SURVEYS)



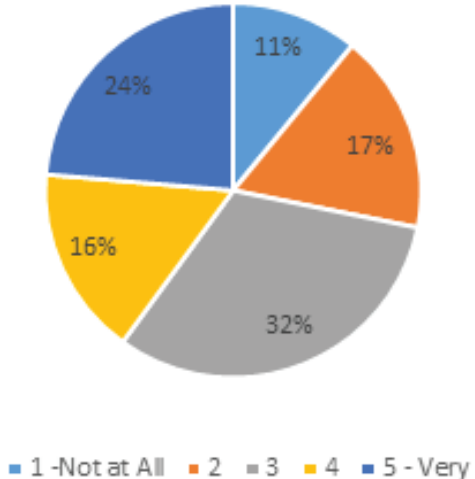
COMFORT LEVEL CROSSING THE STREET MIDTOWN FOCUS AREA (ONE-ON-ONE SURVEYS)



COMFORT LEVEL CROSSING THE STREET SPARKS FOCUS AREA (ONE-ON-ONE SURVEYS)



COMFORT LEVEL CROSSING THE STREET W. 4TH STREET FOCUS AREA (ONE-ON-ONE SURVEYS)



VISION ZERO TRUCKEE MEADOWS – PEDESTRIAN SAFETY CAMPAIGN

Pedestrian safety is a top priority for the Vision Zero Truckee Meadows Task Force. While the number of pedestrian fatalities in Washoe County decreased from 15 to 12 year-over-year (2016 to 2017), each one of these fatalities was preventable.

The Vision Zero Truckee Meadows Task Force launched its pedestrian safety campaign in early January 2019 – mid-March 2019. The campaign aimed to engage the local community and partners with meaningful outreach and messaging and activate everyone to take ownership and participate in saving lives on our roadways.

As pedestrian safety affects everyone, it is also everyone’s responsibility – both drivers and pedestrians. Therefore, the campaign spoke to both audiences. The message used in the campaign was, “Drivers. Pedestrians. Watch out for each

other. Don’t Kill a Dream.” Don’t Kill a Dream was developed in Northern and Southern Nevada through the Nevada Office of Traffic Safety to heighten awareness of the issue of impaired driving. This campaign was expanded and utilized the same message for Vision Zero Truckee Meadows. Don’t Kill a Dream was developed to be memorable, emotional and engaging. The premise of Don’t Kill a Dream is that each time someone dies; his or her dream dies too.

The continuation of this movement was aimed to bring a personal connection to the issue of pedestrian fatalities, by championing the idea that everyone is responsible for their own behavior in saving lives. The goal is to go beyond a traditional awareness campaign and encourage conversation, participation and accountability.



VISION ZERO TRUCKEE MEADOWS ACTION PLAN

There are three main components to the action plan, 1) Programmatic; 2) Street Design/Infrastructure Improvement; and 3) Community Engagement/Outreach. The task force established the Plan by creating equitable, data-driven, and transparent actions and decisions to improve safety throughout our community. By working together to make roads and sidewalks safer for pedestrians, we make our roads safer for everyone.

ACTION 1: VISION ZERO TRUCKEE MEADOWS PROGRAM	LEAD AGENCY	OTHER
Action 1a: Build the Vision Zero Task Force Truckee Meadows membership through public/private partnerships with the community and continue to meet every other month. Task Force membership will include government agencies, emergency responders, hospitals and trauma center, planners, engineers, media partners, members of the business community, Chamber of Commerce and public.	Regional Transportation Commission	All Task Force Members
Action 2a: Convene regular steering committee meetings of executive-level representatives to coordinate the Vision Zero Truckee Meadows efforts.	Regional Transportation Commission	All Task Force Members
Action 3a: Adopt the goal of reaching zero fatalities by the year 2030. Based on the current trends, if we do nothing, we will have 87 more pedestrians die on Washoe County roads in the next 10 years. (Add all traffic fatalities over the last 10 years and cost for cost of fatal crashes per TIMs data).	Regional Transportation Commission	City of Reno, City of Sparks, Washoe County
Action 4a: Launch and maintain a website for Vision Zero Truckee Meadows and include information on focus areas and crash data maps, near miss map, outreach materials, planned projects and links to the Complete Streets Master Plan, Regional Transportation Plan, and RTC Bicycle and Pedestrian Master Plan, and safety material.	Regional Transportation Commission	All Task Force Members
Action 5a: Collaborate with the Nevada Strategic Highway Safety Plan to implement goals and objectives of their Plan.	Nevada Department of Transportation	All Task Force Members

ACTION 2		
STREET DESIGN/INFRASTRUCTURE IMPROVEMENTS	LEAD AGENCY	OTHER
Action 2a: Integrate traffic calming and complete street measures into roadways to lower 85th percentile speeds. Work with local, state, and federal partners to update regulatory authority for setting speed limits.	City of Reno	City of Sparks, Federal Highway Administration (best practices) Regional Transportation Commission, Nevada Department of Transportation
Action 2b: Review jurisdiction codes to mandate sidewalk on both sides of the street to be implemented with new developments.	Regional Transportation Commission	City of Reno, City of Sparks, Nevada Department of Transportation, Washoe County
Action 2c: Develop a regional lighting standard and enhance street lighting to improve visibility throughout the Truckee Meadows.	Regional Transportation Commission	City of Reno, City of Sparks, Nevada Department of Transportation, Washoe County
Action 2d: Establish collaborative process to ensure that Vision Zero countermeasure options and multimodal transportation options are evaluated and implemented where feasible on projects.	Nevada Department of Transportation	City of Reno, City of Sparks, Regional Transportation Commission, Washoe County
Action 2e: Work with local partners to require new development projects to build connectivity of sidewalks and bicycle network through the implementation of sidewalks, bike infrastructure, and roadway improvements identified in local master plans, RTC Bicycle and Pedestrian Master Plan, RTC Complete Streets Master Plan and the Regional Transportation Plan. Include evaluation and implementation of new crosswalks near transit, park and ride lots, and RTC ACCESS turn-around and parking as well as required school zones for new schools including charter schools.	City of Reno, City of Sparks, Washoe County	Regional Transportation Commission, Washoe County School District
Action 2f: Update regional signal timing to improve safety for all modes.	Regional Transportation Commission	City of Reno, City of Sparks, Nevada Department of Transportation, Washoe County
Action 2g: Add reflective yellow backplates on signal head for higher visibility in low-light settings.	Nevada Department of Transportation	All Task Force Members

ACTION 2

STREET DESIGN/INFRASTRUCTURE IMPROVEMENTS

LEAD AGENCY

OTHER

Action 2h:	Utilize RTC’s Bicycle, Pedestrian and Wheelchair count data for trends and increase the number of vulnerable road users through implementation of Vision Zero Truckee Meadows action items and outreach.	Regional Transportation Commission	All Task Force Members
Action 2i:	RTC and local jurisdictions will work together to implement ADA and sidewalk improvements through the 3-year RTC Bus Stop Improvement and Connectivity Program.	Regional Transportation Commission	City of Reno, City of Sparks, Nevada Department of Transportation, Washoe County

ACTION 3 COMMUNITY ENGAGEMENT/OUTREACH

LEAD AGENCY

OTHER

Action 3a:	Vision Zero Task Force of the Truckee Meadows will recommend, pursue and establish Pedestrian Safety Zones.	Nevada Department of Transportation	All Task Force Members
Action 3b:	Partner with the City of Reno’s Anti-Speeding Campaign to encourage drivers to slow down in neighborhoods, and educate residents on how to submit traffic-calming petitions in applicable neighborhoods.	City of Reno	All Task Force Members
Action 3c:	Partner with the Office of Traffic Safety’s “Don’t Kill A Dream” campaign to eliminate pedestrian fatalities in the Truckee Meadows by 2030. Use media partners to engage the public through TV, print, billboards, and social media and aim to increase safety for pedestrians.	Regional Transportation Commission	All Task Force Members
Action 3d:	Develop a workshop and outreach materials for media professionals and first responders on how to best communicate about traffic crashes and roadway safety	University of Nevada, Las Vegas	All Task Force Members
Action 3e:	Increase the use of speed feedback signs and other Intelligent Transportation System (ITS) devices to discourage speeding. Seek funding for a regional grant through the TA Set-Aside program to fund speed feedback signs for the jurisdictions and Safe Routes to School programs	City of Reno, City of Sparks, Washoe County, Washoe County School District	Regional Transportation Commission, Washoe County School District

ACTION 3 COMMUNITY ENGAGEMENT/OUTREACH	LEAD AGENCY	OTHER
<p>Action 3g: Engage and partner with the Safe Routes to School Program and Charter Schools to support parents, students, and school staff to educate students about walking and Develop a workshop to engage the community and businesses about pedestrian safety and the goal to reach zero pedestrian fatalities by 2030.</p>	<p>Regional Transportation Commission, University of Nevada, Las Vegas</p>	<p>All Task Force Members</p>
<p>Action 3h: Partner with local stakeholders such as law enforcement, Downtown Ambassadors, Community Assistant Center, HOPES Clinic, Eddy House, Catholic Community Services, Washoe County Senior Center, University of Nevada, Reno, Volunteers of America, and Veteran’s Affairs provide outreach efforts about pedestrian safety with vulnerable populations such as homeless, seniors, and low-income communities and geographic equity and disadvantaged communities</p>	<p>Regional Transportation Commission</p>	<p>All Task Force Members</p>



visionzerotruckeemeadows.com

**REGIONAL TRANSPORTATION COMMISSION
WASHOE COUNTY, NEVADA**

FRIDAY

9:00 A.M.

May 20, 2019

PRESENT:

**Bob Lucey, Washoe County Commissioner, Chairman
Neoma Jardon, Reno City Council Member, Vice Chair
Vaughn Hartung, Washoe County Commissioner
Oscar Delgado, Reno City Council Member
Ron Smith, Mayor of Sparks**

**Lee G. Gibson, RTC Executive Director
Dale Ferguson, Legal Counsel
Kristina Swallow, Director of NDOT**

The regular monthly meeting, held in the Chambers of the Washoe County Commission, 1001 E. 9th Street, Reno, Nevada, was called to order by Chairman Lucey. Following the roll call and the Pledge of Allegiance to the Flag of our country, the Board conducted the following business:

SPECIAL PRESENTATIONS, RECOGNITIONS, OTHER

**RECOGNITION OF THE RTC BY WASHOE COUNTY, RENO AND SPARKS
GOVERNMENTS FOR SUPPORT, PARTICIPATION AND SPONSORSHIP OF THE
TRANSFORMING LOCAL GOVERNMENT CONFERENCE**

Ms. Kate Thomas, Assistant County Manager for Washoe County, addressed the Board and spoke in recognition of the RTC for its involvement in the Transforming Local Government Conference. The conference was a huge success with approximately 600 people attending. Ms. Thomas also thanked Commissioner Hartung and Chairman Lucey for their assistance in recruiting sponsors for the conference, and Michael Moreno, RTC Public Relations Manager, for his ability to pinpoint exactly what needed to occur to make it such a successful conference.

Item 1 APPROVAL OF AGENDA

RTC Executive Director Lee Gibson said that staff would like action to be taken on Items 6.1 and 6.2 together.

On motion of Commissioner Hartung, seconded by Vice Chair Jardon, which motion unanimously carried, Chairman Lucey ordered that the agenda for this meeting be approved including the aforementioned request.

Item 2.1 PUBLIC INPUT

Chairman Lucey 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.

Ms. Laurie Rodriguez, local resident, addressed the Board to read a portion of the proposal she had presented to the NDOT Board May 13th. Her proposal is to install a monorail out to the Tahoe Reno Industrial Center (TRIC) in phases.

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

Item 2.2 ADVISORY COMMITTEES SUMMARY REPORT

On motion of Commissioner Hartung, seconded by Mayor Smith, which motion unanimously carried, Chairman Lucey ordered that receipt of the monthly Summary Report for the Technical, Citizens Multimodal and Regional Road Impact Fee Advisory Committees be acknowledged..

Item 3.1 thru 3.17 CONSENT ITEMS

Minutes

3.1 Approve the minutes of the April 19, 2019, meeting (*For Possible Action*)

Engineering

3.2 Acknowledge receipt of the monthly Engineering Activity Report (*For Possible Action*)

3.3 Acknowledge receipt of the Virginia Street Bus Rapid Transit (BRT) Extension monthly progress report (*For Possible Action*)

Public Transportation/Operations

3.4 Acknowledge receipt of the monthly Public Transportation/Operations Report (*For Possible Action*)

Planning

3.5 Acknowledge receipt of the monthly Planning Activity Report (*For Possible Action*)

3.6 Approve the FY 2020-2021 Unified Planning Work Program (UPWP) (*For Possible Action*)

Finance & Administration

3.7 Acknowledge receipt of the monthly Procurement Activity Report (*For Possible Action*)

3.8 Approve the RTC Safety Management System Plan (Safety Management Plan) as required by 49 C.F.R. Part 673 (*For Possible Action*)

Procurement and Contracts

3.9 Approve a 12-month service agreement, with RFI Communications & Security Systems for maintenance and repair of RTC security systems, not to exceed \$109,270; authorize the RTC Executive Director to execute the agreement (*For Possible Action*)

- 3.10 Approve an amendment with Loomis Armored US, LLC to extend the term to June 30, 2024, in an amount not to exceed \$754,586 for the provision of Armored Car Services; authorize the RTC Executive Director to execute the amendment (*For Possible Action*)
- 3.11 Approve Amendment No. 3 to the RTC Vanpool Agreement with Enterprise for their final one-year option; authorize the RTC Executive Director to execute the agreement (*For Possible Action*)
- 3.12 Authorize the procurement of Engineering Professional Services for the Design of the Lemmon Drive Project (*For Possible Action*)

Requests for Proposals

- 3.13 Approve the draft Request for Proposal (RFP) for the provision of HVAC maintenance and repair services for RTC facilities (*For Possible Action*)

Inter-Agency Agreements

- 3.14 Approve the Interlocal Cooperative Agreement (ICA) with the City of Reno for construction of improvements to be included in various road rehabilitation projects scheduled for construction in 2019; authorize the RTC Executive Director to execute the agreement (*For Possible Action*)
- 3.15 Approve the Interlocal Cooperative Agreements with the City of Sparks and the Truckee Meadows Water Authority for work that has been incorporated into the plans and specifications for the Sparks Consolidated 19-01 – 15th Street, Franklin Way, Hulda Court and El Rancho Drive Project; authorize the RTC Executive Director to execute the agreements (*For Possible Action*)
- 3.16 Approve an amendment to the Interlocal Cooperative Agreement (ICA) for the Signal Timing 5 Project (Year 3) with the City of Reno increasing the RTC's reimbursement to the City to \$93,500, an increase of \$43,500; authorize the RTC Executive Director to execute the agreement (*For Possible Action*)
- 3.17 Approve Cooperative Agreement No. PR195-19-804 for Fiscal Year 2020 between the Nevada Department of Transportation (NDOT) and the Regional Transportation Commission (RTC) for federal planning (PL) funds; authorize the RTC Executive Director to execute the agreement (*For Possible Action*)

Prior to a vote on the motion, Commissioner Hartung thanked staff for moving so quickly on Item 3.12.

On motion of Vice Chair Jardon, seconded by Commissioner Hartung, which motion carried unanimously, Chairman Lucey ordered that Consent Items 3.1 through 3.17 be approved.

Item 4 PUBLIC HEARING

4.1 Public hearing - no earlier than 9:05 a.m. Time Certain:

Discussion and recommendation to approve the RTC FY 2020 Final Budget.

- 1. Staff presentation
- 2. Public input
- 3. Approve RTC FY 2020 Final Budget (*For Possible Action*)

Agenda Item 9a.

Ms. Stephanie Haddock, RTC Finance Director/CFO, addressed the Board to go over the RTC Final Budget for FY 2020. The agency has a balanced budget and good financial condition for FY 2020 with very stable economic conditions, 8 years of sales tax growth and 11 years of fuel tax growth.

Ms. Haddock gave an overview of the numbers for each of the RTC program's revenues and expenses, ending fund balances, spending restrictions, reserves, projections, etc., and then offered to answer any questions. Upon conclusion of the presentation, Ms. Haddock recognized her staff and then offered to answer any questions. *(A full copy of this presentation may be obtained by contacting Denise Thompson - dthompson@rtcwashoe.com)*

Commissioner Hartung asked if the Public Transportation budget includes projects such as the Virginia Street BRT Extension.

Ms. Haddock confirmed that it does.

Vice Chair Jardon asked what amount the 6% increase in fuel tax equated to.

Ms. Haddock responded that it equated to \$92 million.

Vice Chair Jardon then asked what time of year the budget process begins and Ms. Haddock said it begins in the February/March timeframe.

The Vice Chair said she would like to discuss the fuel tax in the next budget cycle as it relates to local roads and the allocations.

Commissioner Hartung would like to sit down with staff to figure out how ridership can be increased.

E.D. Gibson mentioned that once the new RIDE contractor comes aboard (Keolis), the RTC will be holding a transit workshop to address Commissioner Hartung's questions as well as many other matters. The workshop is anticipated to be held in late July or in August.

Commissioner Delgado asked what the overall fund balance is for the organization.

Ms. Haddock said the overall fund balance is \$141 million.

Chairman Lucey thanked Ms. Haddock for all of the work put into creating the annual budget and ongoing maintenance of the budget throughout the year.

This item being a public hearing, Chair Lucey opened the meeting to public input and called on anyone wishing to speak.

There being no one wishing to speak, public input was closed.

On motion of Mayor Smith, seconded by Commissioner Hartung, which motion carried unanimously, Chairman Lucey ordered that the RTC FY 2020 Final Budget be approved.

Item 5.1 thru 5.3 DIRECTOR REPORTS

Item 5.1 RTC Executive Director Report

Executive Director (E.D.) Lee Gibson spoke briefly on the following topics, some of which were upcoming at the time of this meeting:

1. Status of Assembly Bill 270- Authorizes a regional transportation commission to dispose of certain property: The bill was in the Senate and is expected to be voted on the week of the meeting and then goes to the Governor for signing. The bill also includes microtransit and Assemblywoman Sarah Peters is the sponsor.
2. The prior Tuesday, the RTC received FTA approval for the Letter of No Prejudice, (LONP), for the Virginia Street Project. This is yet another milestone on the path to receive a Capital Investment Grant agreement, anticipated in late July.

Construction is scheduled to begin June 17th in the Midtown portion of the project.

The project team canvassed Midtown businesses and residences within the first segment area of construction to share information about the start of construction, how to get information about the project and how to contact the project team.

3. The Vision Zero Truckee Meadows website is now live. The website features the data that has been collected to date, pedestrian and motorist safety tips and other useful information and resources. The website address is: <http://visionzerotruckeemeadows.com>.
4. Officer MJ Cloud with Washoe County School District and the Safe Routes to School Coordinator held a Tour de Safety event the previous Wednesday in celebration of Bike to School Week during Bike Month.

The event partnered students, parents and staff from Cold Springs Middle School. Following a safety assembly where Officer Cloud discussed bicycle safety and rules of the road, everyone gathered to ride on local neighborhood streets and used bike lanes to ride to 7-11 where students all enjoyed a celebratory Slurpee.

The Washoe County School Police and Washoe County Sheriff participated with a motorcade, closing intersections and riding alongside the students.

5. The June Board Meeting will be held on Thursday, June 20th at 1pm at the County Commission Chambers.

Chairman Lucey then invited Officer MJ Cloud to speak on this item as requested in her public comment submission.

Officer Cloud addressed the Board to express her thanks for all of the regional support for bike week and bike month. She then mentioned a contest held and two events held for this bicycle project which included grade schools, a prize of a bicycle, and the Tour de Safety where school officers and city officers closed off the intersections so bicyclists would be safe during their ride.

Both Chairman Lucey and Commissioner Hartung commended Officer Cloud for her important work and participation on this project.

Chairman Lucey pointed out how important it was to receive a grant amount of \$47.5 million and a Letter of No Prejudice then thanked the FTA for their continued confidence in the RTC.

Item 5.2 RTC Federal Report

A written update is available in the staff report materials for this item, but E.D. Gibson also highlighted that the RTC's policy priorities have been communicated to the delegation in DC.

He then mentioned that one of the challenges with the FTA was the minimal resources available for the grantees and looks forward to that agency being fully staffed again.

E.D. Gibson also mentioned that a new BUILD grant (formerly TIGER) is available and a notice of funding opportunity was sent out, so the RTC is considering submitting a grant request for the Pyramid Highway widening project.

Chairman Lucey added that public/private partnerships are also still qualified to submit for federal grant funding.

Item 5.3 NDOT Director Report

Director Kristina Swallow gave a presentation with updates on the North McCarran Transportation Study, which has had a significant amount of accidents occurring, the US 395 North Valleys Project, the Spaghetti Bowl Resurfacing, updates from the legislature, and she also mentioned that the freeway exit numbers would be changing on a portion of I-580.

Lastly, the Director mentioned that Thor Dyson was retiring after 29 years and that Cole Mortensen had been promoted to Deputy Director, effective July 8. She then offered to answer any questions. *(A full copy of this presentation may be obtained by contacting Denise Thompson - dthompson@rtcwashoe.com)*

Vice Chair Jardon requested to go back to Item 5.2 momentarily to give a "shout out" to Senators Masto and Rosen, along with Congressman Amodei, for their assistance in obtaining the Virginia Street BRT Extension project grant.

She then asked Director Swallow what the next steps are pertaining to the North McCarran Transportation Study.

Dir. Swallow said they first need to finish the study to get a better idea of what projects may be recommended and how those projects will be prioritized. The study should be completed this summer and depending on the projects selected, funding levels required and associated priorities, a timeline will be provided to the Board toward the end of summer.

Agenda Item 9a.

Commissioner Hartung mentioned a flashing notification light on Pyramid Highway near the intersection of Calle de la Plata, and asked why it constantly flashes. He added that at other intersections on Pyramid, the warning lights only flash when the upcoming traffic light is red and due to the confusion, there have been more accidents at that intersection than before the traffic light was installed. He then asked if the warning light could be changed to match the others, or the others can match this one to alleviate drivers' confusion.

The commissioner then suggested to E.D. Gibson that the interchange at Pyramid and Sparks Blvd. be completed prior to the widening of Pyramid Hwy.

Dir. Swallow responded that when something is done that is not consistent with the rest of the corridor, there is generally a reason behind it. Therefore, she would like to find out what that reason is and get back to Commissioner Hartung about his concern.

Chairman Lucey then asked if the "move over" bill that Dir. Swallow is helping with includes snowplows.

The director clarified that the bill is specifically designed to protect the people when they are outside of their vehicles, such as law enforcement, tow-truck drivers, freeway assistance, etc.

Chairman Lucey asked if there has been any follow-up discussion pertaining to the safety study recently completed on Mt. Rose Hwy. between Joy Lake Rd. and S. Virginia.

Dir. Swallow said she did not currently have any information but would look into it for him.

Item 6.1 thru 6.5 ENGINEERING

6.1 Approve an Agreement for Construction Work between the RTC and Sierra Nevada Construction, Inc. (SNC) for Phase 2 of the Virginia Street Bus RAPID Transit Extension Project for a Guaranteed Maximum Price of \$47,693,185; authorize the RTC Executive Director to execute the agreement contingent upon RTC's receipt of a Letter of No Prejudice from the Federal Transit Administration (FTA) and the ability to issue Notice to Proceed #1 by May 31, 2019 (*For Possible Action*)

6.2 Approve a Professional Services Agreement (PSA) with Atkins North America, Inc. to provide resident engineer and construction support services for the Virginia Street Bus RAPID Transit Extension Project in an amount not-to-exceed \$5,358,471; authorize the RTC Executive Director to execute the agreement contingent upon receipt of a Letter of No Prejudice (LONP) from the Federal Transit Administration (FTA) (*For Possible Action*)

As requested in the approval of the agenda, Items 6.1 and 6.2 were opened and acted on together.

E.D. Gibson again stated that the LONP had been received. He then recognized Mr. Dan LeBlanc from Sierra Nevada Construction (SNC), Mr. Brian Stewart, RTC Director of Engineering, and Mr. Adam Spear, RTC Director of Legal Services, for their diligence in getting the agreement finalized and reducing the cost. He then noted that the price had changed from what was included on the agenda; it was reduced by \$500,000. Additionally, minor edits were still needed on the

Agenda Item 9a.

final contract and to the schedule. Lastly, the items on the Risk Register will include retired items and the contract will no longer include the Conduct of Construction Plan as an exhibit.

Mr. Adam Spear then addressed the Board to say that the guaranteed maximum price had actually changed again to be \$47,222,952, as reflected in the materials provided at the dais.

Mr. Brian Stewart then thanked Doug Maloy, Jeff Wilbrecht and Adam Spear for their work on getting the agreement completed.

Next, Mr. Dan LeBlanc thanked the Commissioners and the RTC staff for all of their help. He said that on June 17th, 70 local residents will be put to work because of this project and added that SNC is committed to making the construction as painless as possible for the businesses, business owners and patrons.

Vice Chair Jardon said that during the time between the pre-construction being completed and the upcoming construction, portions of the roadway have become extremely rough and someone actually broke the axle on their vehicle because of it. She asked if something else like that comes up, should she forward it to Mr. LeBlanc.

Mr. LeBlanc confirmed and said that he was aware of the incident and there are two parts to every story, advising that vehicle condition should be considered in this specific situation as well.

Chairman Lucey then thanked the SNC and RTC staffs for their continued communication and outreach efforts.

On motion of Vice Chair Jardon, seconded by Commissioner Hartung, which motion carried unanimously, Chairman Lucey ordered that Engineering Items 6.1 and 6.2 both be approved.

- 6.3 Acknowledge receipt of a presentation on the Regional Road Impact Fee Program and authorize staff to present the 6th Edition of the Regional Road Impact Fee (RRIF) General Administrative Manual (GAM) and Capital Improvements Plan (CIP) to the Planning Commission and Elected Board of each participating local government for adoption (*For Possible Action*)

Ms. Julie Masterpool, RTC Engineering Manager, addressed the Board to provide a detailed presentation on the RRIF 6th Edition updates to the General Administrative Manual and Capital Improvements Plan. She first explained that these particular fees were developed as a funding tool to collect the cost of building additional capacity needed because of new development. This program focuses on the regional road network only.

As is required, there are defined service areas which show a reasonable connection between the need for the improvements and that the fee payer will benefit from the fee. Additionally, a Capital Improvement Plan of no more than 10-years is required and fees are based on the cost of facilities necessary to meet the growing population. The calculation of fees is based on a proportionate fair share formula.

Agenda Item 9a.

Ms. Masterpool continued with her presentation, showing components of the program, the two designated service areas in our region and the manner in which the impact to a new development is assessed, which is measured by Vehicle Miles Traveled. Additionally, Ms. Masterpool explained the tools and reports utilized to predict growth in the region, comparisons between the 5th and 6th Editions of the RRIF CIP and next steps for adoption by September or October 2019. Upon conclusion, she offered to answer any questions. (*A full copy of this presentation may be obtained by contacting Denise Thompson - dthompson@rtcwashoe.com*)

Commissioner Hartung asked why the average weekday vehicle trips per dwelling of a single unit is shown as 8.5 weekday trips when the national model shows 10 weekday trips.

Ms. Masterpool responded that when local data is available, it is preferred for use and if the national model of 10 trips were to be used it would increase the fees. She reminded the commissioner that these fees are also based solely on regional road trips.

Mayor Smith asked if the new fees will be applied to existing projects or for new, upcoming projects.

Ms. Masterpool replied that the fees are paid at either the issuance of the building permit or the certificate of occupancy.

Chairman Lucey asked if the upcoming census data will impact the calculations for the fees.

Ms. Masterpool said that yes, it will be reflected in the next update edition of the manual as the most recent data available is always used.

On motion of Mayor Smith, seconded by Commissioner Delgado, which motion carried unanimously, Chairman Lucey ordered that the presentation be acknowledged and staff is authorized to present the 6th Edition of the Regional Road Impact Fee (RRIF) General Administrative Manual (GAM) and Capital Improvements Plan (CIP) to the Planning Commission and Elected Board of each participating local government for adoption.

6.4 Receive a report on a proposed automated pavement data collection pilot project - *No Action Required*

Mr. Scott Gibson, RTC Project Manager, addressed the Board to give a presentation on the a potential pilot project for automated pavement data collection. He first explained how pavement deteriorates and the treatments used for preventative maintenance to extend the life of the pavement. At this time, approximately 90% of our roadways are in good condition, so we are currently in preventative maintenance mode.

UNR, through the Governor's Office of Economic Development, approached the RTC to look at a company who does automated pavement management systems. At this time, the data is collected by people standing at the side of the road making calculations and recording the data. The company being looked at is called Manum. They have vehicles using cameras that are tied into GIS which survey and measure specifics about the roadway. The cameras also look at the sides of the road for assets such as bus stations or signs, with a great amount of detail. Once this robust

Agenda Item 9a.

information is entered into their software system, information about the roadway conditions can be assessed and evaluated and potentially budgeted for. This tool also helps with the budgeting process and expected costs.

The next steps would be to complete the pilot project and after evaluating the information received, seeing what kind of interest the local agencies might have and if it is applicable to the RTC. If there is interest, an RFP would then be developed. Upon conclusion, Mr. Gibson offered to answer any questions. *(A full copy of this presentation may be obtained by contacting Denise Thompson - dthompson@rtcwashoe.com)*

Vice Chair Jardon asked if the pilot will include local and regional roads.

Mr. Gibson said that approximately 70 miles of roadways would be looked at, including local roads. He added that he is currently working in conjunction with Reno, Sparks and Washoe County.

Commissioner Hartung asked if partner agencies worked together with the RTC to collect data prior to this pilot project.

Mr. Gibson responded that the local entities all use consultants with the exception of Reno who may use in-house staff.

Commissioner Hartung then asked if GPS is used in this system to determine the specific location of a flaw such as a pothole, or does that information still need to be manually calculated.

Mr. Gibson said that once the video is obtained, there are technicians who review the video and determine distress locations based on that video. There are other systems out there that use laser, which is much more detailed should anyone want to go that route in the future.

Chairman Lucey asked when the pilot project would start and how long will the study take.

Mr. Gibson said it will hopefully begin in fall and results might be obtained by winter.

There was no action taken on this item.

6.5 Receive a report on the Arlington Avenue Bridges Project- *No Action Required*

Mr. Brian Stewart, RTC Director of Engineering, addressed the Board to give a presentation on the feasibility study for the Arlington Avenue Bridges Project. He started by noting that this is the first step to gather information for moving this project forward.

There are two bridges included in the project and there is a purpose and need for these bridges due to structural deficiencies. The new bridges will ensure that the bike and pedestrian-ways will be improved and ADA compliant. The new bridges will also be able to handle the Truckee River and related scour and flood conditions.

Mr. Stewart continued, saying that once the study is completed, the scope of the project will be defined and future phases would include NEPA, design and; ultimately, construction would begin in approximately 2026.

The plan is to model this project after the Virginia Street Bridge process and to establish the regional stakeholders along with a Stakeholder Working Group. For outreach, the plan is to hold a kick-off meeting, at least three stakeholder Working Group meetings, a Technical Advisory Committee meeting, and a public meeting(s). Going through this process will help reduce the number of bridge types and esthetic themes that may be considered for this small corridor section of Arlington Ave. and presented to the Reno City Council. Upon conclusion, Mr. Stewart offered to answer any questions. *(A full copy of this presentation may be obtained by contacting Denise Thompson - dthompson@rtcwashoe.com)*

Mayor Smith asked if there are any bus restrictions on these bridges at this time.

Mr. Stewart said there are none at this time.

Commissioner Hartung asked if these bridges provide a hydrological impediment on the river like the Virginia St. Bridge did and will this bridge be elevated.

Mr. Stewart responded, saying that the Arlington St. Bridges are not causing an issue and are currently used by the City of Reno as an opportunity to pick debris from the river to avoid build up downriver where bridges do have a hydrologic issue. As far as elevating the bridge, part of the feasibility study is to look at whether it will be needed or not.

Commissioner Hartung asked if the RTC is planning to ask the Truckee River Flood Management Authority for participation in the funding.

Mr. Stewart said yes. At this time, RTC fuel tax is supporting the feasibility study and part of the study is to figure out the funding of the project.

There was no action taken on this item.

Item 7.1 thru 7.3 GENERAL ADMINISTRATION

7.1 Acknowledge receipt of the RTC 2018 Annual Report (For Possible Action)

Mr. Michael Moreno, RTC Public Affairs Manager, addressed the Board to go over the successes of the agency in calendar year 2018. Two highlights were the grand opening celebrations of both the SouthEast Connector and 4th Street/Prater Way BRT projects.

In calendar year 2018, there were 194 public meetings, presentations and other events, which is a 9% increase over 2017. September was the busiest month with 31 events. Social media engagement reached over 679,000 impressions on Facebook and more than 377,000 impressions on Twitter.

Next, Mr. Moreno reviewed the planning studies completed and initiated. New charging infrastructure which was obtained for the public transportation program along with the delivery of 17 new electric buses. There was also an addition of 23 new vanpools which removes hundreds of cars from our roadways. It is also the fastest growing segment in the public transportation program. Additionally, 460 new commuters were signed up for the rideshare program.

Agenda Item 9a.

He continued, noting the completion of numerous construction, ADA and safety improvements.

The RTC, through these highlights and our work program, demonstrates its commitment and advancement of our culture of safety. He then mentioned the RTC's numerous partnerships throughout the community which aid in all of these accomplishments.

Lastly, Mr. Moreno said the RTC 2018 Annual Report will be printed in hard copy and available online, but this year a video was also created. The video was then shown at the meeting and he thanked the Commissioners for their help throughout the year along with his staff.

Vice Chair Jardon commented that she didn't see the number of pedestrian flashers that were installed and Mr. Moreno said he would try to have it added prior to publication.

The video will also be available to all the local entities for viewing on their public systems.

On motion of Mayor Smith, seconded by Commissioner Hartung, which motion carried unanimously, Chairman Lucey ordered that receipt of the RTC 2018 Annual Report be acknowledged.

7.2 Rate the Regional Transportation Commission (RTC/agency) performance for Fiscal Year (FY) 2019 (July 1, 2018 to June 30, 2019) *(For Possible Action)*

Ms. Angela Reich, RTC Administrative Services Director, addressed the Board and explained the RTC's employee evaluation process, which includes the Commissioner's rating of the agency today, and then she provided background on the pay-for-performance program used in the agency. She added that the RTC does not have a Cost of Living Adjustment (COLA).

She then asked E.D. Gibson to highlight some of the agency's goal accomplishments listed in her presentation along with the current status of goals that are underway or have been initiated. Upon conclusion, Ms. Reich also offered to answer any questions. *(A full copy of this presentation may be obtained by contacting Denise Thompson - dthompson@rtcwashoe.com)*

Chairman Lucey spoke about some of the accomplishments that have occurred behind the scenes in Finance, Planning, Fixed Route Transportation and Facilities, plans and campaigns highlighting public transit, and government conferences as well. He looks forward to seeing what will be done in the Fiscal 2019 year. He then asked E.D. Gibson to explain the scoring system.

E.D. Gibson said he wished to first make the following financial comments:

Year to date, FY 2019 wages and benefits are down approx. 9% over the previous year due to some vacant positions and retirements. He added that staff works efficiently and works hard and is mindful of how we spend public dollars. The less dollars we spend in overhead means the more dollars that can be put toward projects.

Then he said the lowest score that the agency can be rated at is .6 which represents a pool of 3.9% and a score of 1.5 represents a pool of 5.2%. He reiterated that the RTC does not receive COLA adjustments and any increases are strictly related to the Board rating.

On motion of Mayor Smith, seconded by Chairman Lucey, which motion carried unanimously, Chairman Lucey ordered that the agency performance rating for Fiscal Year (FY) 2019 (July 1, 2018 to June 30, 2019) be given at 1.5%.

7.3 Legal Issues - Report, discussion and possible action and/or direction to legal counsel and staff following receipt of information on legal issues. The RTC may, consistent with Chapter 241 of NRS, decide to interrupt the public meeting at any time to conduct a closed session to confer with legal counsel and possibly deliberate on legal issues. Any action on pending legal matters will be made when the public meeting is reconvened.

Legal Counsel Dale Ferguson said he had items he wished to communicate with the Board in a non-meeting prior to either the June or July meeting.

Item 10 PUBLIC INPUT

Chairman Lucey 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. Ryan McKinney, local resident, addressed the Board to suggest a signal be installed at Pyramid and Tyler near the Scolari's because it is a busy road and there are a lot of pedestrians crossing there. He added comment about a bus stop that is gravel and believes it is an ADA violation.

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

Item 11 MEMBER ITEMS

Commissioner Humke would like to keep the widening of Eagle Canyon through West Calle de la Plata on the forefront and hopes studies are planned. He would also like the widening of Pyramid Hwy. from Egyptian to the end of Spanish Springs Valley to be studied.

Chairman Lucey acknowledged Ms. Emma Crossman from Sierra Nevada Construction for her advocacy of the Virginia Street Project and the time and effort she has spent.

Item 12 ADJOURNMENT

There being no further business to come before the Board, the meeting adjourned at 11:12 a.m.

BOB LUCEY, Chairman
Regional Transportation Commission



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

June 20, 2019

AGENDA ITEM 3.2

TO: Regional Transportation Commission

FROM: Brian Stewart, P.E.
Engineering Director

Lee G. Gibson, AICP
Executive Director

SUBJECT: RTC Engineering Activity Report

RECOMMENDATION

Acknowledge receipt of the monthly Engineering Activity Report.

CAPACITY/CONGESTION RELIEF PROJECTS

ITS Pilot Project, Design of Phase 2 ITS Connectivity

This pilot project will connect traffic signal systems of the City of Reno, the City of Sparks, Washoe County, and NDOT through fiber optic communication lines. This project also includes design of Phase 2A and 2B, which will expand communication to outlying signal systems and install ITS devices to monitor and remotely adjust traffic signals to respond to special events, changing traffic conditions, provide information to drivers and traffic incidents. Construction of the Pilot Project is complete. The ITS Phase 2A Project began on June 7, 2018, and is now complete. Phase 2B is currently under design and NDOT permit review with advertisement scheduled for summer 2019.

North Valleys Improvements

Package 3 will include installation of a new traffic signal at the Lemmon Drive/North Virginia Street intersection. Bids opened on May 9, 2019, with Sierra Nevada Construction as the apparent low bidder. Construction is scheduled for summer 2019.

Package 3B is currently at 90% design. Package 3B includes adding capacity to the right turn lane at North Virginia Street/Business 395. This project also includes improvements to two bus stop pads located within the project area and associated access and drainage improvements. Construction of this package is tentatively scheduled for late summer of 2019.

Regional Road Impact Fees (RRIF) funds and Fuel Tax funds have been allocated as part of the 2019 Program of Projects for this project. RRIF funds have been allocated as part of the 2020 Program of Projects for this project.

Pyramid and McCarran Intersection Improvement

The project is complete. RTC staff and consultants continue to work through final warranty items with the contractor and the City of Sparks. NDOT has provided relief of maintenance to Granite and taken over maintenance responsibilities. RTC is working with NDOT and the City of Sparks to resolve irrigation system issues. Landscape establishment has been extended to July 31, 2019.

Traffic Engineering (TE) Spot 7 Project

The TE Spot 7 project construction is substantially complete.

The TE Spot 7 project included a new traffic signal at the intersection of Prater Way and Lillard Drive and continues improvements to regional intersections focusing on enhancements to traffic signal operations: including replacement of malfunctioning video detection cameras with in-ground loop detectors and battery backup systems to keep traffic signals operating during power outages.

The scope of the TE Spot 7 project also includes:

Remove Pedestrian Scramble

Victorian at 11th & 14th

Battery backup systems

Sparks Blvd. at Springland/O'Callahan

New signal cabinet, detection loops and battery backup system

Prater at Howard (new cabinet and remove split phase)

Prater at Pullman

Prater at Vista

Vista at Whitewood

Virginia at 9th

South Meadows at I-580 southbound off ramp (add cabinet to west intersection)

Mill at Wells (add loops north and south legs)

Replace old video detection system

Pyramid at Golden View

Mt Rose at Wedge

South Meadows at Double R

Longley at Maestro

Longley at Patriot

Virginia at Grove

Install Flashing Yellow Arrow (FYA)

Mill at I580 SB on- ramp westbound to southbound left turn

Mill at I580 NB on- ramp westbound to northbound left turn

Traffic Signal Coordination 5 Project

Following a three year cycle schedule, the project includes review and timing optimization of approximately one-third (1/3) of the signals in the region per year. For 2018, 92 intersections were re-timed. For 2019, nine corridors, roughly 230 intersections will have new timing implemented. Timing plans are developed in coordination with RTC/UNR. In the process, re-evaluation of the clearance intervals and pedestrian crossing times are calculated at each intersection to make sure it is up to current standards.

Process for signal retiming

1. Collect traffic & signal data
2. Input timings into model and evaluate existing signal timing & develop new timing.
3. Implement timing in the field
4. Fine-tune timing
5. Conduct before-after studies

Completed Corridors (235 signals as of May 2019)

1. Wells Avenue – (Ryland Street to E. 9th Street)
2. Vista Boulevard – (Eastbound I-80 Off/On Ramps to S. Los Altos Parkway)
3. Sparks Boulevard – (Eastbound I-80 Off/On Ramps to Los Altos Parkway)
4. N. McCarran Boulevard/Clear Acre Lane – (Sutro Street to Sullivan/N. McCarran Boulevard to Scottsdale)
5. Pyramid Highway (Disc Dr. to Lazy 5)
6. Kietzke Ln/Mill Street – (Peckham Lane to Glendale Avenue/Kietzke Lane to Terminal Way)
7. W. McCarran Boulevard/Mae Anne – (Plumb Lane to W. 7th Street/W. McCarran to Sierra Highlands)
8. S. McCarran/Kietzke Lane/Virginia Street
 - a. On McCarran Blvd - Greensboro Drive to Mill Street
 - b. On Virginia St. – Kietzke Ln to S. McCarran Blvd
 - c. On Kietzke Ln. – S. Virginia St. to Sierra Rose Dr.
 - d. On Longley Ln – Peckham Ln to S. McCarran Blvd.
9. Pyramid Way
 - a. I-80 to Sparks Blvd including two intersections of McCarran Boulevard at Rock Boulevard & 4th Street
10. Downtown Reno (45 signals)
11. Keystone Ave (6 Signals) – W. 7th St. to W. 1st St.
12. Damonte Ranch (7 signals) – Zolezzi Ln to Double R Blvd, and Double R Blvd at Double Diamond
13. Rock Blvd (9 signals) – Greg St to Prater Way
14. Sun Valley Blvd (6 Signals) – Dandini to 7th Ave
15. Sparks Isolated Intersections (33 Signals) – Various Signals
16. Prater Way – Galletti Way to 15th St (6 Signals)

Progress as of Mid-May 2019

- South Meadows Pkwy (5 signals) - Virginia St to Double R - New Timing Implementation Mid-June
- Sutro St (9 Signals) – New Timing Under Review
- Damonte Ranch/Steamboat – (4 Signals) – New Timing under Fine-Tuning.
- S. Virginia St (19 Signals) – Data Collection initiated

Traffic Engineering (TE) Spot 8 – Package 1 Project

The project is currently under design with 90% plans. Advertisement for construction is scheduled for June 2019.

The scope of this project includes:

Flashing Yellow Arrow – East/West

Keystone Avenue at 7th Street
East Lincoln Way at Marina Gateway Drive
Mill Street at Kirman Avenue

Flashing Yellow Arrow – North/South

McCarran Boulevard at Neil Road

Battery Back-Up Systems

Mae Anne Avenue at Coit Plaza
Oddie Boulevard at I-80 Ramps (both sides)
Wells Avenue at I-80 Ramps (both sides)
Wells Avenue at 6th Street

Traffic Signal

Evans Avenue at Enterprise Road

Traffic Engineering (TE) Spot 8 – Package 2 Project

The project includes a new traffic signal at the intersection of Red Rock Road and Silver Lake Road and capacity improvements at the North McCarran Boulevard and U.S. 395 Interchange. The project opened bids on June 5, 2019 and Titan Electric is the apparent low bidder.

CORRIDOR IMPROVEMENT PROJECTS

4th Street/Prater Way Bus Rapid Transit (BRT) Project (Evans Avenue to Pyramid Way)

Construction is complete. Traffic Signal Prioritization (TSP) for the Lincoln Line RAPID Buses is operational.

Virginia Street RAPID Extension

A detailed monthly progress report will be given on this project for June. Additional information can be viewed at: <http://virginiastreetproject.com/>

Truckee River Shared Use Path Project

The proposed pathway will start at John Champion Memorial Park and continue along the south side of the Truckee River. The existing pathway in this segment of the river currently crosses to the north side of the river at the park as it continues eastward. The proposed pathway will be about 2,400 lineal feet in length, continuing below Interstate 580 (I-580) to meet up with the existing pathway located near the Walmart east of I-580. This project was included in the fiscal year (FY) 2017 Program of Projects. The design portion of this project is funded through federal funds and includes oversight by NDOT through a Local Public Agency (LPA) agreement.

Thirty percent design plans have been reviewed and work continues on the environmental documentation that is required for the project.

It has been determined that a 408 permit is needed for this project. The design consultant, Lumos and Associates, has begun to prepare a summary of work to detail this scope change. It is anticipated the permitting process can occur concurrently with NEPA as to minimize delay to this project.

Pyramid Highway and US 395 Connection

Signature of the ROD by FHWA was received on December 7, 2018. In accordance with the EIS and the RTC's RTP, design and construction of the project is phased over approximately 20 years. The current estimated cost of the overall project is \$800 million and will relieve congestion on the Pyramid Highway, McCarran Boulevard and other regional roads and provide connectivity between the North Valleys, Sun Valley and Spanish Springs.

Oddie Boulevard/Wells Avenue Improvement Project (Preliminary Design Phase)

Thirty percent (30%) design plan comments from the cities of Reno and Sparks have been received. Meetings with city staff have been held to discuss the proposed "raised cycle track" maintenance challenges. City of Reno staff will present raised cycle track, lightning, fencing, and landscape alternatives at the July 24, 2019, Reno City Council Meeting.

Sun Valley Boulevard Corridor Improvement Project (Preliminary Design Phase)

Preliminary design work is underway with a 30% design scheduled at the end of June 2019 and 60% design by the end of January 2020. A Public Meeting was held on April 24, 2019 at the Sun Valley Neighborhood Center. Discovery of inadequate drainage systems to handle existing storm water flow is presenting project challenges. Addressing existing drainage systems fall outside the scope of project. Maintenance of the proposed new facilities may also present challenges to Washoe County, NDOT, and Sun Valley General Improvement District (GID).

BICYCLE AND PEDESTRIAN IMPROVEMENTS (2018)

Keystone Avenue at California Avenue

The final design builds upon Alternative F as identified in the Keystone Avenue Corridor Study. Anticipated improvements include the re-alignment of the Keystone and California intersection, lane reconfigurations, pavement section reconstruction, sidewalk, curb and gutter, new PROWAG compliant pedestrian sidewalks and ramps and other incidentals necessary for the final design of this facility. The construction contract was awarded to Sierra Nevada Construction and construction began on June 10, 2019. The intent is to be substantially complete before Reno High School resumes on August 12, 2019.

Mill Street (I-580 to McCarran Boulevard)

The scope of this project is to design and construct various complete street improvements along Mill Street from I-580 to McCarran Boulevard, as identified in the RTC Complete Streets Masterplan completed in July 2016 and the Mill/Terminal corridor study completed in March 2013. Although this roadway segment has had some existing complete street treatments, more improvements are needed to conform to the RTC masterplan. The emphasis of this project is to assess and identify improvements for pedestrians, bicyclists, and transit riders as well as motorists. Deficiencies in pedestrian access related to Charter Schools and AACT High School in the area as well as a number of ADA deficient bus stops will be addressed. Preliminary design continues with 90% plans under review. ROW impacts are minor, but numerous. Identifying and addressing those issues will be a major focus over the coming months. Construction is not anticipated to begin until early 2020.

PAVEMENT PRESERVATION PROJECTS

2018 Preventive Maintenance (Various Locations)

The 2018 Preventive Maintenance Program was suspended last fall, but construction has resumed and will continue through the summer.

2019 Preventive Maintenance (Various Locations)

Bids were received in March and the project was awarded to Sierra Nevada Construction, Inc. Construction has begun with patching and crack sealing activities. Microsurfacing will begin in early July.

Clean Water Way

The limits of this project are from East McCarran Boulevard to second gated entrance to the Truckee Meadows Water Reclamation Facility (TMWRF). The Professional Services Agreement was awarded to Eastern Sierra Engineering, P.C. on April 12, 2018. The project includes reconstruction of the existing roadway, correction of any localized drainage deficiencies, and other features necessary for the rehabilitation of Clean Water Way. The construction contract was awarded to Sierra Nevada Construction, Inc. (SNC). Construction began on May 13, 2019, for an eight-week construction duration. SNC really ramped up to minimize impacts to the Truckee Meadows Water Reclamation Facility (TMWRF) and completed top lift paving the week of June 3, 2019. The project is now in the final stages of completion.

Reno Consolidated 19-01- Sutro Street, 1st Street, Lake Street, and State Street Project

The project includes rehabilitation/reconstruction of the following street segments: Sutro Street from Commercial Row to 4th Street and from McCarran Boulevard to 1,400' north, 1st Street from Center to Lake, Lake Street Truckee River Bridge, and State Street from Virginia to Sinclair Street. The project will advertise for bids on June 13, 2019. Construction is anticipated to start in August and be complete in November 2019.

Reno Consolidated 19-02 – North Hills Boulevard and Hunter Lake Drive Project

The Professional Services Agreement was awarded to Wood Rodgers, Inc. on October 1, 2018. The project includes rehabilitation/reconstruction of the following street segments: North Hills Boulevard from Golden Valley Road to Lemmon Drive (including Buck Drive intersection) and the intersection of Hunter Lake Drive at Foster Drive. Final Plans (100%) were submitted to the City of Reno on May 24, 2019. The project advertised for construction the first week of June 2019 and bid are due the last week of June. Construction is anticipated to start mid-July and be complete in October 2019.

Reno Consolidated 19-03 – Sierra Highlands Drive, Colbert Drive, Hammill Lane, Ralston Street, and Ohm Place Project

The Professional Services Agreement for design and engineering during construction was awarded to Eastern Sierra Engineering (ESE). The project includes rehabilitation/reconstruction of the following street segments: Sierra Highlands Drive from the NDOT right-of-way on McCarran Boulevard to Idlebury Way; Colbert Drive from Longley Lane to 300 feet northwest of Longley Lane; Hammill Lane from Kietzke Lane to the eastern terminus; Ralston Street from University Terrace to Eleventh Street; and Ohm Place from Mill Street to 500 feet south. The project advertised on June 6, 2019 and bids will be opened June 27, 2019. Construction is anticipated to start late July and be complete in October 2019.

Sparks Consolidated 19-01 – 15th Street, Franklin Way, Hulda Court, and El Rancho Sidewalk Project

The Professional Services Agreement was awarded to CFA, Inc. on October 1, 2018. This project advertised on May 22, 2019. The project includes rehabilitation/reconstruction of the following street segments: 15th Street from C Street to Prater Way, Franklin Way from the Rail Road crossing to East Greg Street, Hulda Court, and sidewalk improvements on El Rancho Drive from G Street to Oddie Boulevard. It is anticipated that construction will begin in July be complete in October 2019.

REPORT ON NEGOTIATED SETTLEMENT AGREEMENTS FOR THE ACQUISITION OF PROPERTY

Project	Property Owner	Purchase Amount	Amount Over Appraisal
Virginia Street BRT Extension	Celadon Select Investments, LLC	\$4,314.00	\$0
Virginia Street BRT Extension	1215 South Virginia LLC	\$19,914.00	\$0
Virginia Street BRT Extension	Grundmeyer Properties, LLC	\$334,844.00	\$0
Virginia Street BRT Extension	Ponderosa Hotel, Inc.	\$21,895.00	\$0
Virginia Street BRT Extension	SUP Property Co., LLC	\$3,501.00	\$0
Virginia Street BRT Extension	Our Lady of Wisdom Real Property, LLC	\$5,135.00	\$0
Virginia Street BRT Extension	JEF Enterprises, LLC	\$4,050.00	\$0
Virginia Street BRT Extension	Myhre Family Trust et al	\$6,089.00	\$0

CONTRACTS UNDER \$50,000

None

ENGINEERING ON-CALL WORK ASSIGNMENTS

Attachment A summarizes the work assignments on the engineering pre-qualified on-call lists. Engineering Department consultant assignments are reported after Board approval of the professional services agreement with each firm.

ADVISORY COMMITTEE(S) RECOMMENDATION

There are no advisory committee recommendations pertaining to this agenda item.

Attachment



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

June 20, 2019

AGENDA ITEM 3.4

TO: Regional Transportation Commission

FROM: David F. Jickling
Director of Public Transportation and
Operations

Lee G. Gibson, AICP
Executive Director

SUBJECT: RTC Public Transportation and Operations Report

RECOMMENDATION

Acknowledge receipt of the monthly Public Transportation and Operations Report.

HIGHLIGHTS



Stuff a Bus for Seniors - On Thursday, May 23, and Friday, May 24, as part of Older Americans Month, RTC along with regional government organizations and local businesses, including KOLO Cares, Sam's Club, Washoe County, the Washoe County Human Services Agency, the City of Reno, the City of Sparks, the Reno Aces, Reno 1868 FC, and the

Food Bank of Northern Nevada teamed up to fill a bus with community donations for our local seniors. RTC staff raised funds to purchase 63 seven-day bus passes for our seniors. And, community donations far exceeded those collected last year. The Stuff A Bus for Seniors Drive-By Donation Drive was held at Sam's Club from 3-7 p.m. The event was a big success and will help seniors tremendously in our community.

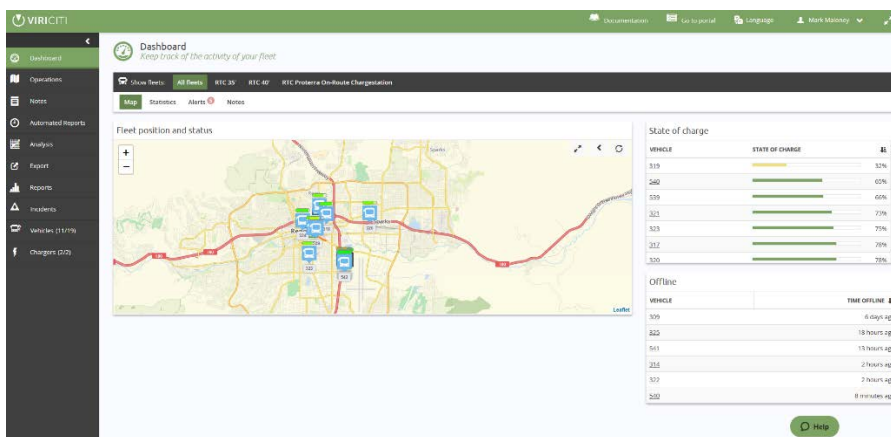


Older Americans Month - RTC staff attended the annual Volunteer Remembrance Luncheon hosted by Senior Outreach Services (SOS), a program from the Sandford Center for Aging, on May 8, 2019. The luncheon honored the volunteers who have passed away and acknowledged the many volunteers who support vulnerable elders in our community. RTC was recognized for its contribution to the SOS program at this luncheon.



Fixed Route Service Transition Nearing Completion - Keolis Transit Services, LLC will begin the operation and maintenance of RTC RIDE's fixed route service on July 1. RTC staff has been meeting every two weeks since late March with Keolis'

transition team. Nearly all transition tasks have been completed in anticipation of the changeover. Over a two week period, the latter part of May, Keolis held six onboarding classes retaining nearly 98% of the incumbent staff in good standing. RTC's current contractor, MV Transportation, continues to work collaboratively with RTC and Keolis toward effectively maintaining continuity of service during the transition period.



VeriCiti Hardware/Software Installation Complete -

With the installation of the hardware/software now complete, RTC staff have the ability to accurately monitor the state of charge for the entire electric fleet. VeriCiti telematics provides real-time data on vehicle and energy statistics; driver behavior and maintenance error codes. The

ability to do so is critical for ensuring that the battery range on the buses is adequate for completing scheduled revenue service and optimizing on-route charging time. With this install, we now have the necessary information to assess the electric bus fleet and charger performance enabling our operator to better manage the fleet toward providing a reliable services to our passengers.

Guest Presenter - Tina Wu, RTC Senior Technical Planner, shared RTC's electric fleet experience with the Eastern Sierra chapter of the Air & Waste Management Association on May 8, 2019. The presentation included the operations and maintenance of an electric fleet, infrastructure needs and the unique challenges specific to an electric fleet. The audience included staff from Washoe County Health and Air Quality, Waste Management, Desert Research Institute, and University of Nevada, Reno students.



2019 APTA Conference - David Carr, RTC Fleet and Facilities Manager, served as a panel member on the American Public Transportation Association's (APTA) Electric Bus Deployment: Soup to Nuts workshop. David presented RTC's strategy to purchase and deploy its electric fleet, discussed infrastructure

needs and the importance of working with the utility company from the beginning of the project. The session was well attended with more than 75 people in attendance.

TRANSIT DEMAND MANAGEMENT (TDM) UPDATE -

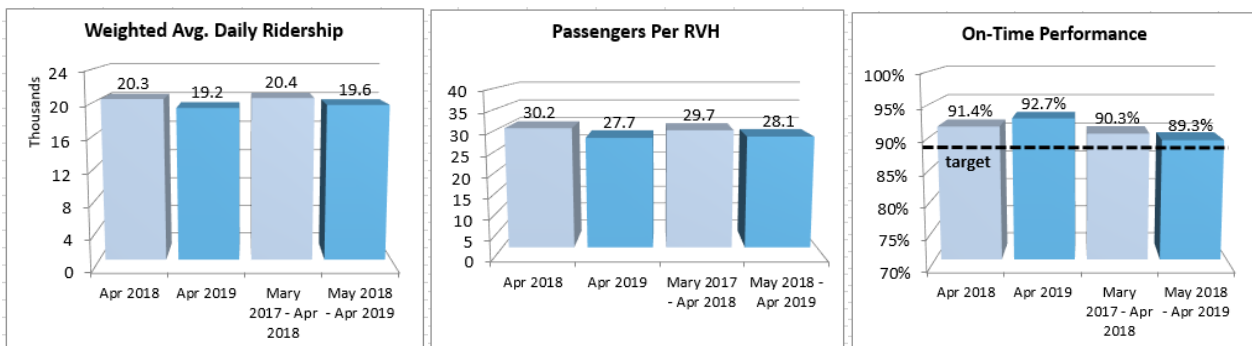
- **Vanpools increased** from 164 to 171 with about 100 vans serving the Tahoe Reno Industrial Center (TRIC).
- **Updated Smart Trips website.** TripSpark, a national ridesharing website developer, is working on developing a Smart Trips App for both Google and Apple smart phones. RTC has secured the developing rights from both Google and Apple in order to proceed. The apps should be available mid-summer.



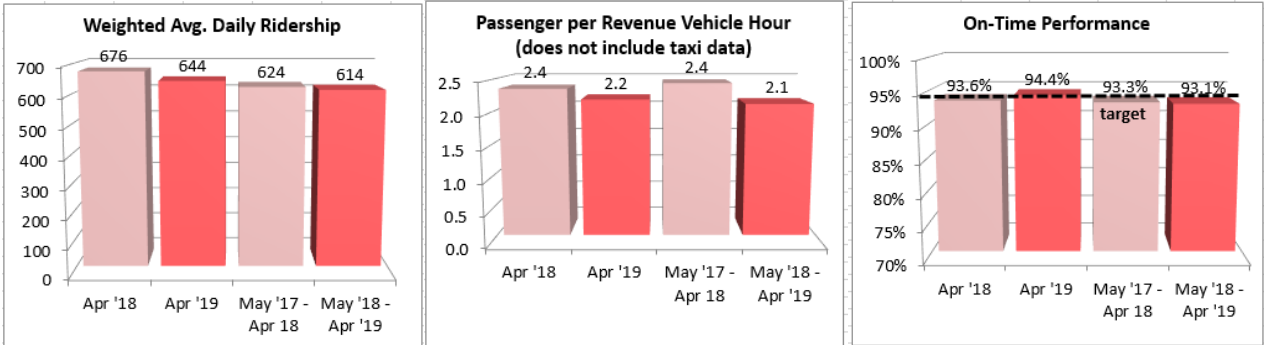
RTC staff attends the Statewide Transportation Summit. This summit was held on May 1, 2019, at the Atlantis Resort. Staff answered questions and information was handed out to over 100 people regarding the RTC's Smart Trips program. Additionally, staffed table events were held by NDOT in Carson City on May 7th and Sparks on May 8th. NDOT headquarters in Carson City will be losing a substantial number of parking spaces due to its DMV expansion. In anticipation, NDOT is encouraging staff to begin operating a few vanpools as parking becomes increasingly more difficult.

APRIL 2019 TRANSIT PERFORMANCE

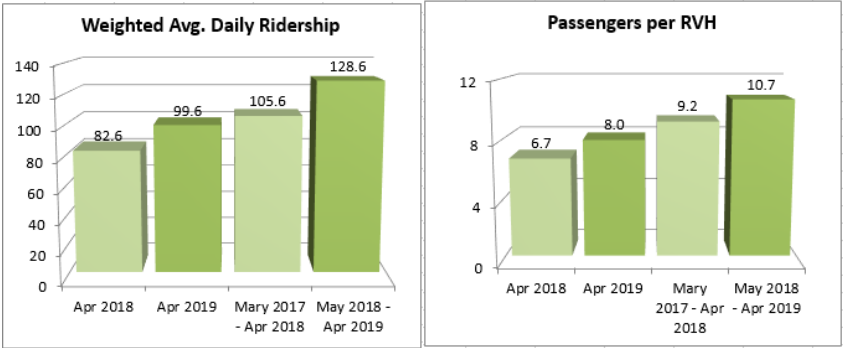
RTC RIDE



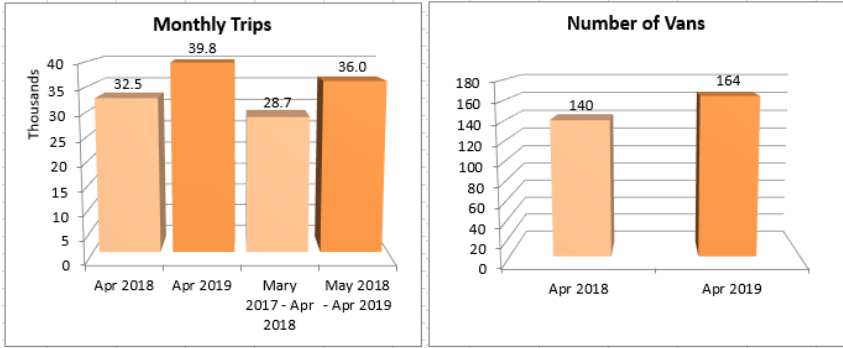
RTC ACCESS



TART



RTC VANPOOL



Attachments



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

June 20, 2019

AGENDA ITEM 3.5

TO: Regional Transportation Commission

FROM: Amy Cummings, AICP/LEED AP
Director of Planning/Deputy
Executive Director

Lee G. Gibson, AICP
Executive Director

SUBJECT: RTC Planning Department Report

RECOMMENDATION

Acknowledge receipt of the monthly Planning Activity Report.

PLANNING STUDIES

Virginia Street Bus RAPID Transit Extension Project

Staff continue to support community outreach efforts and provide technical support for the Small Starts process for this project. The Virginia Street project team continues extensive outreach activities with Midtown businesses and other stakeholders, identified under community outreach activities.

South Meadows Multimodal Transportation Study

The South Meadows Multimodal Transportation Study started in December 2018 and is moving forward. The first public meeting for the project was held on March 26th at Damonte Ranch High School. The project Technical Advisory Committee met on June 3rd to discuss analysis results and next steps. Project progress will be updated on the RTC website under Metropolitan Planning, Corridor Studies. This multimodal study of the South Meadows area will identify needs and transportation improvements for regional roads in the study area. The study will focus on traffic operations, safety, pedestrian and bicycle connectivity, and transit service needs.

University Area Multimodal Transportation Study

The University Area Multimodal Transportation Study started after the approval of the Professional Services Agreement with Kimley-Horn on March 19. This study will take into account the current and future development plans slated to occur on or near the university campus in the coming years and will identify needed connectivity, safety, and access improvements for vehicle and alternative transportation modes on regional roads. In addition, it will include an in-depth analysis of land use and roadway network scenarios in the UNR Gateway District.

The project team met with staff from the University of Nevada Reno and City of Reno to discuss project details. The project technical advisory committee had a kick-off meeting on April 24th. The

project team conducted Walking Audits in the study area to evaluate pedestrian walking environment and connectivity on May 2nd and 3rd. A pop-up meeting was held in front of the Joe Crowley Student Union building to engage university students and faculty to provide their comments and concerns. A community meeting is schedule on June 27th at Evelyn Mount Community Center from 5:30 to 7:00 pm.

ADA Transition Plan Update

The ADA Transition Plan internal draft has been completed and the RTC stakeholder team is in the process of reviewing and commenting on the draft report. Staff will be asking these different stakeholders to provide input and comment on the draft plan prior to it being finalized. Stakeholder meetings continue to take place on a monthly basis to update internal project stakeholders and provide input on the project. This project is on schedule.

Eagle Canyon Extension Alignment Alternatives and Planning and Environmental Linkages (PEL) Study

The Request for Proposals (RFP) for this study was issued on March 19. It is anticipated that a contract will be awarded at the July Board meeting.

Bicycle and Pedestrian Planning

RTC is collaborating with other partner agencies on several initiatives to improve bicycle and pedestrian safety & facilities:

- Bicycle and Pedestrian Count Program – The May counts for the 40 locations have been conducted.
- The RTC continues to partner with the Truckee Meadows Bicycle Alliance (TMBA).

Vision Zero

- The Task Force is completing an action plan and identifying clear and measureable goals that will help our region reach zero pedestrian fatalities by 2030.
- Between January 1, 2019 and May 31, 2019 there have been nine pedestrian fatalities in Washoe County.
- The Renown Trauma Center and Reno-Sparks Chamber of Commerce have joined the Vision Zero Task Force. Washoe County Sheriff is considering joining the Task Force.
- Vision Zero Task Force is planning on submitting an application to the national Vision Zero Program to become the 1st Vision Zero Community in Nevada by October 2019.
- www.visionzerotruckeemeadows has been launched.

Sustainability Planning

RTC has created a Green Team of agency staff to advance initiatives outlined in the RTC Sustainability Plan. The RTC received a certificate of recognition for its commitment to Environmental Compliance and Corporate Social Responsibility through the American Consumer Council's Green C Self-Certification Program. The Sustainable Purchasing Policy has been implemented and staff are actively purchasing more sustainable items. In addition, RTC is currently tracking paper usage in an effort to achieve a ten percent reduction. RTC is also participating in the City of Reno Sustainability & Climate Advisory Committee and continues to be an active member in the regional SPINN Committee.

RTC Affordable Housing Study

RTC held a Technical Advisory Committee meeting to start this study and also sought preliminary input from the HOME Consortium. The project team is currently developing an inventory of potential candidate sites for affordable housing near transit routes and conducting additional stakeholder meetings.

Development Review

RTC staff routinely review development proposals from the local jurisdictions of Washoe County and the Cities of Reno and Sparks. Staff from Planning, Engineering, and Public Transportation have reviewed and commented on the following number of development proposals from each of the jurisdictions since the March Board meeting:

- Washoe County – 0
- City of Reno – 2
- City of Sparks – 1

This does not include proposals that were reviewed on which staff did not have any comments.

COMMUNITY AND MEDIA OUTREACH ACTIVITIES

RTC staff conducted the following outreach activities from May 16 – June 28:

May 16	RTC Update to EDAWN Board of Directors
May 16	Historic Resources Commission Historic Preservation Awards - 4th Street/Prater Way and Virginia Street Midtown History Project
May 20	Oddie/Wells Engineering Lesson at High Desert Montessori School
May 23	Virginia Street Project Bi-weekly Community Meeting
May 23-24	Stuff A Bus for Seniors Drive-By Donation Event
May 28	Reno Access Advisory Committee - Bus Stop Improvement and Connectivity Program Update
May 29	Optum Rise and Shine Senior Wellness Fair - Vision Zero Information
May 29	Fall service change outreach event
May 30	Fall service change outreach event
June 4	North Valleys Developers' Summit Reno Councilwoman Weber / Virginia Street Project Update
June 4	Vision Zero Truckee Meadows Task Force Meeting
June 4	UNR/Dementia Friendly America-Nevada Walk with Me event participation
June 5	RTC Technical Advisory Committee (TAC) Meeting
June 5	RTC Quarterly Update and ICA FY 2020 Presentations to Reno City Council
June 5	RTC Citizens Multimodal Advisory Committee (CMAC) Meeting
June 7	U.S. Senator Jacky Rosen Latino Leaders Roundtable re transportation issues
June 13	Virginia Street Project Bi-weekly Community Meeting
June 13	Virginia Street Project Information Office Hours and Media Tour
June 17	Virginia Street Project Start of Construction Media Tour and Information Office Hours

June 17	WCSD Community-Based Career Exploration camp
June 18	Virginia Street Project Information Office Hours
June 19	Virginia Street Project Information Office Hours
June 20	Virginia Street Project Information Office Hours
June 20	Virginia Street Project Bi-weekly Community Meeting
June 24	Virginia Street Project Information Office Hours
June 25	Virginia Street Project Information Office Hours
June 26	Virginia Street Project Information Office Hours
June 27	Virginia Street Project Information Office Hours
June 27	University Area Transportation Study Public Meeting
June 28	Virginia Street Project Start of Construction Transformation Event

Media Relations & Social Media

The RTC issued six news releases and participated in 16 media interviews on various topics, including the California/Keystone intersection improvement project, proposed transit service changes, Memorial Day office closure and transit schedule information, the Stuff A Bus for Seniors event, Reno and Sparks Consolidated 1901 Projects, and the Virginia Street Project. Don't Kill A Dream PSAs on local media.

Social media was used to promote weekly Virginia Street Project update videos, the California/Keystone intersection improvement project, RTC's Road Ahead segments, green bike lanes, Older Americans Month, proposed transit service changes, Memorial Day office closure and transit schedule information, Stuff A Bus for Seniors, Virginia Street Project meetings and the RTC Board meeting.

Social media metrics the month of April: 105,803 impressions on Facebook and Twitter.

Informational Materials and Video Production

Four topics were broadcast on KOLO-TV for The Road Ahead with RTC. Segments included the Stuff A Bus for Seniors, green bike lanes, a Virginia Street Project update and the UNR Transportation Study public meeting.

COORDINATION WITH PARTNER AGENCIES

Truckee Meadows Regional Planning Agency (TMRPA)

The RTC continues to have coordination meetings with staff from the TMRPA as the agencies progress with the Shared Work Program. Areas for collaboration include population and employment forecasts, the Regional Plan update, affordable housing studies, and analysis of demographic and socioeconomic issues. RTC is a participant in the weekly Regional Plan Update meetings with the local jurisdictions and other stakeholder agencies.

Nevada Department of Transportation (NDOT)

The RTC continues to have coordination meetings with staff from NDOT. Areas for collaboration include development of local public agency agreements between NDOT and RTC, the upgrade of the regional travel demand model, bicycle and pedestrian improvements, transportation alternatives projects, coordination regarding funding and the State Transportation Improvement Program, One Nevada statewide plan, the I-80 and US 395 widening and improvements to the Spaghetti Bowl, and other ongoing transportation studies.

Statewide Transportation Planning

RTC meets monthly with staff from NDOT, the Federal Highway Administration (FHWA), RTC of Southern Nevada, Tahoe Regional Planning Agency, Tahoe Transportation District and the Carson Area Metropolitan Planning Organization to discuss statewide transportation planning issues. Other topics addressed include statewide data for performance measures analysis, comments on proposed rulemaking, reauthorization of federal transportation legislation and preparation of the statewide plan.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

June 20, 2019

AGENDA ITEM 3.8

TO: Regional Transportation Commission

FROM: Stephanie Haddock, CGFM
Director of Finance/CFO

Lee G. Gibson, AICP
Executive Director

SUBJECT: RTC Procurement Activity Report

RECOMMENDATION

Acknowledge receipt of the monthly Procurement Activity Report.

PROJECTS CURRENTLY ADVERTISED

Invitations for Bids (IFB)

Project	Due Date
Traffic Engineering Spot 8 – Package 2	June 5, 2019
Sparks Consolidated 19-01	June 12, 2019
Reno Consolidated 19-03	June 27, 2019

Request for Proposals (RFP)

Project	Due Date
Lemmon Drive Capacity Improvement Project	June 14, 2019

REPORT ON BID AWARDS

Per NRS 332, NRS 338 and RTC’s Management Policy P-13 “Purchasing,” the Executive Director has authority to negotiate and execute a contract with the lowest responsive and responsible bidder on an Invitation for Bid (IFB) without Commission approval.

Project	Contractor	Award Date	Contract Amount
RTC 19-20 Provision of Janitorial/Porter Services	Qual-Econ, USA Inc.	May 30, 2019	\$932,318
North Valleys Improvements – Package 3	Sierra Nevada Construction	May 22, 2019	\$747,007
Keystone & California Intersection	Sierra Nevada Construction	May 20, 2019	\$2,784,007

CHANGE ORDERS AND AMENDMENTS WITHIN EXECUTIVE DIRECTOR'S AUTHORITY

Project	Contractor	Approval Date	Change Order/ Amend. No.	Change Order Amount	Revised Total Contract Amount
North Valleys Package 3B	Headway Transportation	May 10, 2019	Amendment 2	\$38,080	\$806,080