



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

**Wednesday, March 4, 2020 at 5:30 pm  
Regional Transportation Commission  
1<sup>st</sup> Floor Conference Room  
1105 Terminal Way, Reno NV 89502**

I. The Regional Transportation Commission 1<sup>st</sup> 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](http://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 February 5, 2020 Meeting Minutes (*For Possible Action*)

**ITEM 4** Acknowledge Receipt of Report on the Oddie Boulevard/Wells Avenue Multi-Modal Improvements Project (60% Design Submission) (*For Possible Action*)

**ITEM 5** Acknowledge Receipt of Report on an Update of the 2050 Regional Transportation Plan (RTP) (*For Possible Action*)

**ITEM 6** 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 7** Member Announcements/Agenda Items for Future CMAC Meetings (*For Possible Action*)

**ITEM 8** RTC/RIDE/ACCESS Staff Items *(Informational Only)*

**ITEM 9** Public Comment - *please read paragraph II near the top of this page*

**ITEM 10** Adjournment *(For Possible Action)*

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



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

March 4, 2019

**AGENDA ITEM 4**

**TO:** Citizens Multimodal Advisory Committee

**FROM:** Maria Paz Fernandez, PE  
Project Manager

**SUBJECT: Oddie Boulevard/Wells Avenue Multi-Modal Improvements Project (60% Design Submission)**

**RECOMMENDATION**

Acknowledge receipt of report on the Oddie Boulevard/Wells Avenue Multi-Modal Improvements Project (60% Design Submission)

**SUMMARY**

The RTC is more than halfway done with the design process and is excited to present the community with plans for lighting, landscaping, aesthetic features, ADA improvements, pedestrian ramps, bicycle facilities, and safer traffic operations to increase mobility and connectivity in the Truckee Meadows.

This project will revitalize the 3.2-mile corridor by creating a safer, more attractive, and better-integrated corridor on Wells Avenue beginning at the intersection of I-80 westbound ramps and Wells Avenue in Reno and extending to Oddie Boulevard at Pyramid Way in Sparks.

RTC has held several public meetings for this project, the most recent one was held on January 23<sup>rd</sup>.

Visit the project website: [OddieWellsProject.com](http://OddieWellsProject.com) where project related information as well as renderings and past presentation materials could be found.



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

March 4, 2020

**AGENDA ITEM 5**

**TO:** Citizens Multimodal Advisory Committee

**FROM:** Dan Doenges, PTP, RSP  
Planning Manager/Interim Director of Planning

**SUBJECT: 2050 Regional Transportation Plan (RTP)**

**RECOMMENDATION**

Acknowledge receipt of a report on an update of the 2050 Regional Transportation Plan (RTP).

**SUMMARY**

Staff will provide an update on the progress of the development of the 2050 RTP, including a summary of recent public meetings and an updated outreach schedule. Staff will also provide information on materials presented at those meetings.

**REGIONAL TRANSPORTATION COMMISSION  
WASHOE COUNTY, NEVADA**

**FRIDAY**

**9:02 A.M.**

**January 17, 2020**

**PRESENT:**

**Neoma Jardon, Reno City Council Member, Vice Chair  
Vaughn Hartung, Washoe County Commissioner  
Oscar Delgado, Reno City Council Member (arrived 9:13)  
Ron Smith, Sparks City Council Member**

**Amy Cummings, RTC Interim Executive Director  
Dale Ferguson, Legal Counsel  
Kristina Swallow, Director of NDOT**

**NOT PRESENT:**

**Bob Lucey, Washoe County Commissioner, Chairman**

The regular monthly meeting, held in the Concord and Cessna rooms of the SureStay Plus Hotel, 1981 Terminal Way, Reno, Nevada, was called to order by Vice Chair Jardon. Following the roll call and the Pledge of Allegiance to the Flag of our country, the Board conducted the following business:

***Item 1      APPROVAL OF AGENDA***

On motion of Mayor Smith, seconded by Commissioner Hartung, which motion unanimously carried, Vice Chair Jardon ordered that the agenda for this meeting be approved.

***Item 2.1    PUBLIC INPUT***

Vice Chair Jardon 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. John Locke, local resident, addressed the Board to say that as a RIDE driver, he is very happy with the way things have been improving and added that the route 7/17 marriage is a really great idea.

Mr. Carlos Elizondo, local resident, addressed the Board and said that the changes to route 9 are very inconvenient and that there are a lot of missing coaches on routes 1 and 6 and passengers have to wait a very long time.

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

*Items 3.1 thru 3.9 CONSENT ITEMS*

*Minutes*

- 3.1 Approve the minutes of the December 20, 2019, meeting (*For Possible Action*)**

*Engineering*

- 3.2 Acknowledge receipt of a report on the speed limit on Veterans Parkway (SouthEast Connector) (*For Possible Action*)**

*Procurement and Contracts*

- 3.3 Acknowledge receipt of the monthly Procurement Activity Report (*For Possible Action*)**
- 3.4 Approve a Regional Road Impact Fee (RRIF) Offset Agreement between the RTC, Lennar Reno, LLC and the City of Sparks for the dedication of offset-eligible improvements for the construction of Wingfield Hills Road, a new four lane arterial roadway through Pioneer Meadows Planned Development; authorize the RTC Interim Executive Director to execute the agreement (*For Possible Action*)**
- 3.5 Approve a Regional Road Impact Fee (RRIF) Offset Agreement between the RTC, KM2 Development, Inc. and the City of Sparks for the dedication of offset-eligible improvements for the construction of Wingfield Hills Road, a new four lane arterial roadway through Kiley Ranch North Planned Development; authorize the RTC Interim Executive Director to execute the agreement (*For Possible Action*)**
- 3.6 Approve a Professional Services Agreement (PSA) with Jacobs Engineering Group, Inc. to provide final design, bidding services and design support during construction for the Sun Valley Boulevard Corridor Project, from 7<sup>th</sup> Avenue to Highland Ranch Parkway, in an amount not to exceed \$594,170; authorize the RTC Interim Executive Director to execute the agreement (*For Possible Action*)**
- 3.7 Authorize the RTC Interim Executive Director to negotiate and execute an agreement for litigation related legal services with the law firm of Taft Stettinius & Hollister, LLP, in substantially the form presented to the Commission (*For Possible Action*)**
- 3.8 Approve an agreement with N/S Corporation in the amount of \$76,441 to inspect, repair and rebuild necessary components of the Villanova Bus Wash; authorize the RTC Interim Executive Director to execute the agreement (*For Possible Action*)**

*Resolution of Condemnation*

- 3.9 Approve the attached Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire a temporary construction easement on the parcel known as APN 007-011-13 from Campus Reno Property Owner, LLC, a Delaware limited liability company, necessary to construct the Virginia Street Bus Rapid Transit Extension Project (*For Possible Action*)**

On motion of Commissioner Hartung, seconded by Mayor Smith, which motion carried unanimously, Vice Chair Jardon ordered that Consent Items 3.1 through 3.9 be approved.

***Item 4.1 RTC Interim Executive Director Report***

Ms. Amy Cummings, RTC Interim Executive Director, wanted to just let everyone know that the following Thursday, January 23<sup>rd</sup>, there would be a public meeting on the Oddie/Wells project. The project is currently at 60% and construction should begin either the end of this calendar year or early in 2021.

***Items 5.1 thru 5.2 GENERAL ADMINISTRATION***

**5.1 Discussion and possible action pertaining to the recruitment and interview process to fill the position of RTC Executive Director (*For Possible Action*)**

Ms. Angela Reich, RTC Administrative Services Director, addressed the Board and said that this item is to discuss options for the interview process for the executive director position. She reminded the Board that HR would work independently from any RTC director staff, and in conjunction with outside legal counsel and confidential support staff throughout all steps of the recruitment process. HR and legal counsel will screen application materials and determine if applicants meet the minimum qualifications as outlined in the executive director job description. HR will be responsible for all communication to the candidates throughout the recruitment process.

Ms. Reich also provided a few options to consider as follow:

- If there are up to five (5) or six (6) qualified applicants, or a different number as directed, the Board may interview and select a finalist at a Board meeting as directed.
- If there are more than six (6) or seven (7) qualified applicants, or other number as directed, HR will assemble an interview panel consisting of subject matter experts to conduct interviews and will recommend three (3) candidates to interview with the Board. The interview panel will not include any RTC staff.
- HR will conduct a background check as directed, dependent on the interview process and number of qualified applicants the Board will interview.
- HR, or as directed, will develop interview questions and process, based on Board feedback and as directed.
- The Board will interview Executive Director candidates by the identified process or other as directed and if an Executive Director is selected, the Board will provide direction on the negotiation of an employment agreement.

Mayor Smith asked who the panel would be.

Ms. Reich said there would be no RTC staff on the panel; instead, it would be comprised of subject matter experts in the community.

Mayor Smith then asked for confirmation that there are six finalist candidates.

Mr. Zev Kaplan, RTC outside counsel for this recruitment, confirmed and said there were a total of 12 applicants and six (6) who met the minimum qualifications.

Mayor Smith thought it should be reduced to four finalist candidates for interview.

Commissioner Hartung asked what exactly the subject matter experts are experts in.

Ms. Reich gave an example of looking at staff from RTC of Southern Nevada as well as our local entities for a panel.

Commissioner Hartung said he would rather not have staff from RTC of Southern Nevada because the environment in Northern Nevada is quite different from the south, so he would prefer to have local subject matter experts. He believes RTC of Southern Nevada would feel the same if the situation were switched.

Vice Chair Jardon asked for confirmation that there would be a requirement of three yes votes on any particular motion before it could be approved.

Mr. Kaplan confirmed.

Vice Chair Jardon considered deferring the item but Commissioner Delgado arrived just then so he was brought up to speed and the item continued. She said she did not think six candidates were too many to interview, so she would be okay with interviewing them all.

Commissioner Delgado agreed but out of respect for the candidates, wants to make sure all six are advised that their names will be made public as soon as the meeting notice is posted. That will give each of them the option to decline the interview if they are uncomfortable with that aspect of the process.

Vice Chair Jardon agreed that we need to be sensitive to that while continuing to follow the transparent process we follow at the RTC.

Commissioner Hartung also agrees and does not think six is an unruly number to interview and provided the example of the process followed in a prior recruitment he was involved in. He added the idea of potentially holding a first round of questioning and if necessary, open the question and answer series back up if necessary.

Vice Chair Jardon commented that at a recruitment at the City of Reno, the candidates were quarantined prior to their interview so they could not hear the meeting and know the questions in advance. She added that you cannot mandate the quarantine but you can request it. Additionally, each interviewer had one question they asked all candidates, along with other discretionary questions. It provides at least one question for comparison in their answers.

Commissioner Hartung said that Washoe County also requested self-sequestration but they did not have consistent questions such as the vice chair mentioned.



The Vice Chair asked Ms. Reich and Mr. Kaplan if they have enough direction to move forward.

Ms. Reich asked for clarification that the Board would like to interview all six candidates at a special board meeting or would they like to have the candidates vetted down to a smaller number. Additionally, an overview of the interview question process and ballot process.

RTC Chief Legal Counsel Dale Ferguson asked for a motion on how many candidates they would like to interview and any process to be followed is to be finalized by Ms. Reich and Mr. Kaplan.

The Vice Chair said she is fine with that as long as it is in concert with the Chairman and in recognition of some of the comments made at this meeting.

Mr. Ferguson agreed.

Ms. Denise Thompson, RTC Clerk to the Board, reminded everyone that the Commission Chambers was already reserved for February 13<sup>th</sup> should the Board choose to hold a special meeting for interviews only.

Commissioner Hartung made a motion to interview the list of six applicants as found by staff. The motion was seconded by Commissioner Delgado and passed unanimously by those present.

Commissioner Hartung would also like to have Ms. Reich and Mr. Kaplan to work with Chairman Lucey and Vice Chair Jardon to finalize the process.

Mr. Kaplan was of the opinion that a meeting like that would need to be made public per open meeting laws of Nevada.

Mr. Ferguson said he has no issue with the Chair and Vice Chair providing their input, but the final process should be decided upon by Ms. Reich and Mr. Kaplan.

Mr. Kaplan agreed as long as there is nothing like a subcommittee and we need to be careful with the wording so that it is not any confusion by the public.

Commissioner Hartung then made a motion to have staff consult with the Chair and the Vice Chair about process and timing for these six candidates and to schedule a special meeting for February 13<sup>th</sup>. The motion was seconded by Mayor Smith and passed unanimously by those present.

**5.2 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 no items for discussion.

**Item 6      *PUBLIC INPUT***

Vice Chair Jardon 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.

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

**Item 11      *MEMBER ITEMS***

There were no member items.

**Item 12      *ADJOURNMENT***

On motion of Mayor Smith, seconded by Commissioner Delgado, which motion carried unanimously, Vice Chair Jardon ordered that the meeting be adjourned.

There being no further business to come before the Board, the meeting adjourned at 9:22 a.m.

---

NEOMA JARDON, Vice Chair  
Regional Transportation Commission

**REGIONAL TRANSPORTATION COMMISSION  
WASHOE COUNTY, NEVADA**

**FRIDAY**

**9:23 A.M.**

**January 17, 2020**

**PRESENT:**

**Neoma Jardon, Reno City Council Member, Vice Chair  
Vaughn Hartung, Washoe County Commissioner  
Oscar Delgado, Reno City Council Member (arrived 9:13)  
Ron Smith, Sparks City Council Member**

**Amy Cummings, RTC Interim Executive Director  
Dale Ferguson, Legal Counsel  
Kristina Swallow, Director of NDOT**

**NOT PRESENT:**

**Bob Lucey, Washoe County Commissioner, Chairman**

The board transportation workshop, held in the Concord and Cessna rooms of the SureStay Plus Hotel, 1981 Terminal Way, Reno, Nevada, was called to order by Vice Chair Jardon to conduct the following business:

**\*\*No action was taken during this workshop other than to  
approve the agenda and to adjourn\*\***

***Item 1 APPROVAL OF AGENDA***

On motion of Vice Chair Jardon, seconded by Commissioner Delgado, which motion unanimously carried, Vice Chair Jardon ordered that the agenda for this workshop be approved.

***Item 2.1 PUBLIC INPUT***

Vice Chair Jardon 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.

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

***Item 3 DISCUSSION OF RTC PUBLIC TRANSPORTATION, INCLUDING THE FOLLOWING:***

- POTENTIAL TRANSIT SERVICE CHANGES
- LONG-RANGE TRANSIT VISION

- POTENTIAL OPTIONS FOR RTC OWNED PARCELS RELATED TO PUBLIC TRANSIT AND THE RTC AFFORDABLE HOUSING STUDY
- OTHER MATTERS RELATED TO PUBLIC TRANSPORTATION

Interim Executive Director Amy Cummings summarized the purpose of the workshop, describing all of the programs that are provided by the RTC or are contributed to by the RTC. She went on to say that the transit reserve fund levels are back up to the levels they need to be. Those are the funds that were used during the recession to keep most of the transit services running.

She then reviewed the sources of revenue for transit, stating that sales tax is the main contributor to the program but some federal funding and the passenger fares also provide revenue. Expenses in the transit program are approximately 50% for fixed route (RIDE) and 15% for paratransit. Operating expenses include fuel, labor and fringe, along with some other services and costs.

For FY 2021, the RTC has about \$2.5 million that can be potentially used for a service expansion. There has been a demonstration of the Sparks FlexRIDE program which RTC plans to continue and FlexRIDE is poised for further expansion in Lemmon Valley. To proceed with those plans, the cost is approximately \$1 million. This leaves \$1.5 million for additional services.

Commissioner Hartung said that citizens have contacted him directly to say that they were not overly impressed with the FlexRIDE service. They found that the consistency of a fixed route got them to their destination faster than with microtransit. His vision was that the service would be more like an Uber type of service. He then asked for confirmation that a ride can be reserved via computer, telephone, or smart phone app. Mark Maloney, RTC Transit and Operations Director, confirmed.

Mr. Maloney added that the old ridership on routes 25 and 26 averaged about 50 passengers per day and ridership has shot up to an average of 150 riders per weekday and 80 on weekend days, so ridership has tripled. This required adjustments to the way service was being provided which caused some delay; however, the median wait time for the month of December was 10 minutes. The prior fixed route service only arrived every 60 minutes, so this is a great improvement. The cost per passenger is about the same as fixed route. If a passenger switches to FlexRIDE from ACCESS, the agency will save \$18.11 per trip. He then explained the expansion of the service area, major destinations, etc. Changes can also be made quickly when needed vs about six months to make a change to fixed route.

Vice Chair Jardon asked what is expected of the commissioners today when the six months of data is not available yet.

Mr. Maloney said a survey is being done to provide rider input to accompany statistical data.

Ms. Cummings added that when a commissioner receives a complaint or suggestion, to please notify RTC staff so that changes can be implemented to make improvements as needed and staff can reach out to those individuals as well.

Mr. Maloney said that the program is being live-monitored by dispatch who has tools available to them to prioritize rides as needed.

Commissioner Hartung asked what happens when a passenger needs wheelchair assistance?

Mr. Maloney said the current, experienced ACCESS provider's ADA drivers and ADA vehicles are purposely being used for this service to address those exact needs.

Vice Chair Jardon asked what will happen if FlexRIDE service is expanded to other areas, such as Lemmon Valley, and the ridership is lower than anticipated. How long does the RTC give it before deciding to redirect service if needed?

Ms. Cummings said that it would be best to follow the six month model, but if there were issues early-on, the topic would be brought before the board sooner.

Mr. Maloney added that the zone area can be expanded, reduced or moved based on the needs. Ridership went up much faster than anticipated in Sparks and seems to have stabilized at this point, so it is a good model to use for expansion of the service to other areas.

Ms. Cummings said that there are also some options for enhancing existing fixed route services as follow:

- Route 5 extension to Desert Skies MS (Sun Valley) with an annual operating cost of \$300,000.
- Route 18 increase span of service (Sparks Industrial) to operate continuously throughout the day at about \$115,000 to operate.
- Route 7 increase span of service (North Valleys) and Route 3CL/CC increase span of service (West Reno). Route 3 would cost \$783,000 to operate.

The following areas are often requested for new or expanded service:

- Stead/Lemmon Valley
- Spanish Springs
- Red Rock/Cold Springs
- South Reno (Damonte Ranch)
- South Reno (Galena)
- Somerset
- Mogul
- Verdi
- Washoe Valley
- Caughlin Ranch

## Agenda Item 6a.

FlexRIDE services would be about \$500,000 each to implement. To implement or expand fixed route service would also expand ACCESS service so would be significantly more expensive to implement and operate.

There was then discussion about the different ridership needs based on socioeconomic factors, population density, medical needs, etc.

Commissioner Hartung said he doesn't believe everyone understands how the FlexRIDE system works, such as many seniors, and a great deal of education may be needed.

Vice Chair Jardon asked what the difference in driver qualifications would be for the different types of service. She also gave an example to add FlexRIDE in Cold Springs and asked how many drivers would be required.

Mr. Maloney said that driver qualifications for FlexRIDE are the same as for ACCESS and fixed route would remain the same as well. For FlexRIDE in Cold Springs, two vehicles would be required and four drivers. If fixed route is installed, it would require 2 drivers and one vehicle.

Following is an example of implementation times, operating costs, number of vehicles required, etc.:

Areas of Requested Service:	FR Ops Cost <sup>(1)</sup>	ADA ACCESS Service Cost <sup>(3)</sup>	Min. No. Buses Req.	Est. Bus Stop Cost <sup>(2)</sup>	Total 1st Year Cost (Millions)	Notes:
Stead/Lemmon Valley	\$667,000	\$178,000	2	\$300,000	\$2.85	Expansion of Existing - Route 7 (Current Frequency)
Spanish Springs	\$431,000	\$88,000	1	\$280,000	\$1.65	New Service - Headway 60-Min (x2 if 30-Min headway)
Red Rock/Cold Springs	\$1,800,000	\$189,000	2	\$380,000	\$4.07	Expansion of Existing - Route 7 (Current Frequency)
South Reno (Damonte Ranch)	\$643,000	\$96,000	2	\$480,000	\$2.92	Expansion of Existing - Route 56 (Current frequency)
South Reno (Galena)	\$1,100,000	\$150,000	2	\$810,000	\$3.76	Expansion of Existing - Route 56 (Current frequency)
Sommerset	\$799,000	\$127,000	2	\$470,000	\$3.10	Expansion of Existing - Route 4 (Current frequency)
Mogul	\$1,258,000	\$199,000	2	\$750,000	\$3.91	Expansion of Existing - Route 4 from Somerset
Verdi	\$933,000	\$169,000	2	\$660,000	\$3.46	New Service - To Verdi from Robb Dr via Mogul (60-Min Freq)
Washoe Valley	\$1,198,000	\$435,000	2	\$470,000	\$3.80	New Service - Washoe Valley Only (x2 opposite direction; 60-min Freq)
Caughlin Ranch	\$373,000	\$67,000	1	\$280,000	\$1.57	New Service - Caughlin Ranch Only (x2 opposite direction; 60-in freq)
Virginia Line to Summit Sierra	\$4,175,000	\$127,000	6	\$2,000,000	\$11.40	Expansion of Existing (currently at 12-min)

Ms. Cummings mentioned that the installation of FlexRIDE could also provide health benefits by allowing an easy way for passengers who may be shut-in to get out and socialize without having to walk to a bus stop.

Vice Chair Jardon agreed that fixed route does not work for many of the seniors she's spoken to because they are not on a set schedule or cannot easily walk to a bus stop.

Mr. Maloney added that those using the FlexRIDE app have the ability to see where their ride is and when it arrives, but there are also many riders who just walk up to the vehicle and request a ride or wait at Centennial Plaza for one of the vans to arrive.

Commissioner Hartung asked what kind of outreach is being done.

Ms. Cummings said that before FlexRIDE was implemented, there were public meetings held and the riders of fixed routes 25/26 were contacted and there was quite a bit of media information.

Commissioner Hartung asked how people knew about the public meetings.

Mr. Michael Moreno, RTC Public Affairs Manager, said that staff was out on the street helping passengers to use the service and the app and to provide training at Centennial Plaza.

Ms. Cummings said that if the Board would like to continue with the current FlexRIDE in Northeast Downtown Sparks and in Sun Valley, there would be an option of installing either fixed route or FlexRIDE in Spanish Springs, and FlexRIDE in the North Valleys.

Vice Chair Jardon said that the Northwest Reno, Mogul, Verdi area has been a “bus desert” forever and has a large senior population, so she would like that area to be considered for FlexRIDE as well.

Vice Chair Jardon then opened the item to public comment.

Ms. Laurie Rodriguez, local resident, suggested a slight rebranding of the name to North Valleys FlexRIDE instead of just Lemmon Valley. She also asked where the vehicle will be based because it could make a difference in wait times.

Mr. Maloney said the vehicles stay in the zone, so wait times should not be bad.

Ms. Dora Martinez, local resident, submitted a written comment read into the record by the Vice Chair:

She would like to make sure the FlexRIDE app is ADA accessible, she would like passenger policies and procedures posted explaining boarding/off-boarding of ACCESS vehicles, specifically so that passengers know all dogs must be on a leash, and she would like better announcements of RIDE stops, especially when there is a detour.

Mr. Steve Scott, local resident, said that the announcement of the addition of FlexRIDE could have been done a little better because it wasn't clear to him that it would only be for the one 25/26 route. However, he has learned a great deal more at this meeting. He then asked what the \$18.11 savings per ride meant.

Mr. Maloney said that the cost to the RTC for every ACCESS ride is \$32.00, so the use of FlexRIDE saves the RTC \$18.11 per ride.

Mr. Juan Martinez, local resident, said the announcements on route 21 have not been running for several months and asked if that could be fixed. Also, the ACCESS drivers are leaving the seatbelt straps latched to the floor which is dangerous for the visually impaired or anyone really.

Being no one else wishing to speak on this topic, the Vice Chair closed public comment.

Mr. Maloney then reviewed the staff recommendations to fixing route 18 between 6 and 10pm is important, the route 5 extension back up to Desert Skies Middle School is important, and implementing FlexRIDE service rather than fixed route in the expansion areas requested by the board. This would leave approximately \$1.1 million left for expansion.

Direction was given to bring information to a future meeting about spending the \$1.5 million dollars available for service enhancement to bring FlexRIDE to the Galleria/Spanish Springs and Somerset/Mogul/Verdi, as well as extending Route 5 to Desert Skies Middle School and closing the evening gap of service on Route 18. Continuing the Northeast Downtown Sparks and the North Valleys FlexRIDE demonstration areas. Vice Chair Jardon requested that the northwest area be up after the Spanish Springs FlexRIDE.

Commissioner Hartung requested that workshop presentations be included in the advance packets so they can be reviewed prior to the meeting.

Ms. Cummings then discussed the long-term, currently unfunded, transit vision included in the 2040 RTP which includes the following:

- Express bus (RAPID) on South Virginia to Summit
- Lincoln Line extension on W 4<sup>th</sup> Street
- Service to Truckee/Lake Tahoe
- Express transit service to the Tahoe Reno Industrial Center
- Larger maintenance facility for long-term expansion
- Express bus on Pyramid Highway
- Express bus service on US 395N
- Streetcar transit to connect the Reno-Tahoe International Airport to Virginia Street

Ms. Cummings then asked if there are any other suggestions or ideas the commissioners would like to see added to this list.

Commissioner Hartung asked what Express means.

Ms. Cummings said it is a route with limited stops and potentially a dedicated bus lane.

Vice Chair Jardon asked what funding the jurisdictions will help with service to Truckee/Lake Tahoe and to the Tahoe Regional Industrial Center (TRIC).

Ms. Cummings said that Carson City shares the cost of our Regional Connector, approximately ¼ of the cost, so staff would be looking for something similar with these routes.

The Vice Chair said that she would not consider anything going out to TRIC until Lyon County comes to the table with some funding. She added that the My Ride to Work buses seem to be handling that commute pretty well.



Mayor Smith said the TRIC commuters have abandoned the parking lot that was built for them and have been parking on all the city streets instead, which is a problem.

Vice Chair Jardon asked where the Double Decker bus for Virginia Street is at in the unfunded vision.

Commissioner Hartung said he would rank Express bus service on US 395 N as number one on the list of priorities.

Vice Chair Jardon asked what the streetcar transit is on the list.

Ms. Cummings responded that the streetcar was included on the current RTP but will not be on the next version of the RTP because the capital costs are exorbitant as compared to our ridership numbers.

Ms. Cummings then quickly reviewed the results of the double-decker bus demonstration, stating that additional information would be brought to the next meeting. This route would run on the RAPID line from UNR to Meadowood Mall every 10-12 minutes.

After a short break, discussion took place on the disposition of RTC owned properties.

\*\*Unknown to the board clerk, the meeting recorder had stopped working at this point, so specific minutes after the break are not available. However, copies of all presentations are available by contacting Denise Thompson at [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com). Presentation copies will also be placed on the RTC website at [www.rtcwashoe.com](http://www.rtcwashoe.com).

***Item 4           DISCUSSION ABOUT PEDESTRIAN & SCHOOL ZONE SAFETY***

Please see the note above. Copies of all presentations are available by contacting Denise Thompson at [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com). Presentation copies will also be placed on the RTC website at [www.rtcwashoe.com](http://www.rtcwashoe.com).

***Item 5           PUBLIC INPUT***

Vice Chair Jardon 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. Carlos Elizando, local resident, spoke but did not include a specific topic on his request and was not recorded.

Mr. Steve Scott, local resident, spoke but did not include a specific topic on his request and was not recorded.

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

***Item 6            ADJOURNMENT***

There being no further business to come before the Board, the meeting adjourned at 11:52 a.m.

---

Neoma Jardon, Vice Chair  
Regional Transportation Commission



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

February 21, 2020

**AGENDA ITEM 3.3**

**TO:** Regional Transportation Commission

**FROM:** Brian Stewart, P.E.  
Engineering Director

\_\_\_\_\_  
Amy Cummings, AICP, LEED AP  
Interim Executive Director

**SUBJECT: RTC Engineering Activity Report**

**RECOMMENDATION**

Acknowledge receipt of the monthly Engineering Activity Report.

**BICYCLE AND PEDESTRIAN IMPROVEMENTS**

**Bus Stop Improvement and Connectivity Program**

The program is a multi-year effort to upgrade existing bus stops to comply with state and federal requirements, including the Americans with Disabilities Act (ADA). The first phase of bus stop improvements located within public Right-of-Way (13 bus stops) advertised in February. Only one bid was received for the procurement and construction is anticipated to begin later in March. The process of obtaining necessary easements for other locations within the first phase is ongoing. Once easements are acquired, another construction package will be advertised. CA Group continues to work on design for other stops and another 60% Review Package will be submitted in early March.

**Center Street Cycle Track Project**

The PSA with Headway Transportation was approved at the September 2019 Board Meeting. The scope of services for additional Traffic Analysis of the proposed alternative, which includes a two-way cycle track along Center Street from Cheney to 9<sup>th</sup> Street, is underway. A draft report with the results is being prepared to share with stakeholders.

**Keystone Avenue at California Avenue**

The project is substantially complete. Warranties are in place and project close out continues.

**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 Terminal Way 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. 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 have been addressed. Preliminary design is complete and 90% plan comments have been received from the agencies. An Amendment to the design contract is being submitted to the Commission for approval that will split the project into two phases and provide for construction management services. Phase 1 will be from Rock Boulevard to McCarran Boulevard and Phase 2 will be on Mill Street from Terminal Way to Rock Boulevard. Right-of-way impacts have been identified and the right-of-way process for Phase 1 is beginning. It is anticipated the two phases will be constructed consecutively over a 5-year timeframe.

### **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 is complete. Phase 2B is currently under construction with a tentative completion in spring 2020.

#### Lemmon Drive Project

The project includes widening Lemmon Drive from US 395 to Military Road from four lanes to six lanes and widening Lemmon Drive from Fleetwood Drive to Chickadee Drive from two lanes to four lanes. Professional engineering services are underway with Jacobs Engineering Group, Inc. Investigation of existing conditions is complete. Existing and future traffic demands are being verified based on the most recent traffic data. The RTC is working closely with Washoe County and the City of Reno to coordinate nearby regional improvements.

#### North Valleys Improvements

Package 3 constructed a new traffic signal at the Lemmon Drive/North Virginia Street intersection and it is substantially complete.

Package 3B is currently at 100% 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 spring of 2020, pending NDOT reviews.

#### Sparks Boulevard Project

The project seeks to increase safety, maintain roadway capacity, and improve bicycle and pedestrian facilities by widening Sparks Boulevard to six (6) lanes between Greg Street and Baring Boulevard. In October 2019, the RTC Board authorized the procurement for the selection of engineering design services. An anticipated Professional Services Agreement with the top-ranked firm will be presented to the RTC Board for possible action in March 2020.

### Traffic Signal Timing 6 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 2020, this begins a new cycle where signals that were re-timed back in 2016, will be re-evaluated and re-timed to address the changes to traffic demand. For 2020, roughly 95 intersections will have revised timing implemented. Timing plans are developed in coordination with RTC/UNR. In the process, re-evaluation of the other settings such as vehicle passage 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

#### Corridors Scheduled for Re-Timing in 2020

1. Wells Avenue – (Ryland Street to E. 9<sup>th</sup> Street)
2. Vista Boulevard – (Eastbound I-80 Off/On Ramps to N. Los Altos Parkway)
3. Sparks Boulevard – (Greg St. to N. Los Altos Parkway)
4. N. McCarran Boulevard/Clear Acre Lane – (Sutro Street to Sullivan/N. McCarran Boulevard to Scottsdale)
5. Kietzke Ln/Mill Street – (Peckham Lane to Glendale Avenue/Kietzke Lane to Terminal Way)
6. W. McCarran Boulevard/Mae Anne – (Plumb Lane to W. 7<sup>th</sup> Street/W. McCarran to Sierra Highlands)
7. 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
8. Plumb Ln – Terminal Way to Hunter Lake – When the Midtown Portion of the BRT project is completed.
9. Virginia St – Peckham Ln to Vassar St. – When the Midtown Portion of the BRT project is completed.

#### Progress as of January 2020

- Sutro St/Kirman Ave (Ryland Ave to E. 9<sup>th</sup> St.) – New Timing Implemented and Completed
  - 2<sup>nd</sup> St (Kirman to Manuel St) – Completed
  - Ryland Ave (Locust St to Mill St) – Completed
  - Mill St (Kirman to Ryland) - Completed
- Oddie Blvd (12 Signals) – Sutro St to E 12<sup>th</sup> St – Re-Timing to be completed in mid-February.

Traffic Engineering (TE) Spot 8 – Package 1 Project

The project was awarded to Titan Electrical Contracting. Construction began on January 7, 2020, at the Evans Avenue and Enterprise Road intersection.

The scope of this project includes:

Flashing Yellow Arrow – East/West

Keystone Avenue at 7<sup>th</sup> 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 6<sup>th</sup> 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. Construction for the Red Rock/Silver Lake intersection commenced on December 2, 2019. Underground utility work was completed in January 2020. The project, including the McCarran Boulevard portion, is slated to be complete in late spring of 2020.

Traffic Engineering (TE) Spot 9 – Package 1 Project

The project includes:

- Traffic signal at the intersection of Sharlands Avenue and Mae Anne Avenue;
- Battery backup systems for signalized intersections on Sun Valley Drive from Scottsdale Road to 7<sup>th</sup> Street;
- Minor striping improvements to improve traffic flow at Pyramid Way at York Way; and
- Traffic study with potential improvement to southbound right turn lane at the intersection of Vista Boulevard and Baring Boulevard.

Design is underway with Westwood Professional Services as the design consultant. Project advertisement is scheduled for March 2020 with construction in spring/summer 2020.

### Traffic Engineering (TE) Spot 9 – Package 2 Project

The project includes various traffic updates throughout the Reno/Incline area:

- Traffic signal cabinet and camera upgrades at various intersections in the Reno area;
- New traffic signal at the intersection of Rock Boulevard/Edison Way; and a
- 4<sup>th</sup> Street/Mesa/Woodland intersection study for future improvements.

Kimley-Horn & Associates is the design consultants for this project. As of January 2020, the project is at 60% of its design process.

## **CORRIDOR IMPROVEMENT PROJECTS**

### Arlington Avenue Bridges

The Arlington Avenue Bridges Project is a feasibility study to analyze possible replacement bridge types and aesthetic themes, document design and environmental criteria, improve safety and multi-modal access in the Wingfield Park area, and review flood-capacity requirements. The crossing of the Truckee River at Arlington Avenue has served the community of Reno and provided access to Wingfield Park for nearly a century. The bridges were built in the 1930's and while structurally safe to drive over they are showing signs of wear resulting from the variety of modifications over the years, their age, and the repeated exposure to flood events.

The first Public Kick-off Meeting was held on December 19, 2019 and a lot of great feedback from the community was received. The RTC and Jacobs also held the first Stakeholder Working Group meeting on February 6, 2020, where environmental and engineering design criteria and constraints were identified. This information will be further analyzed at Technical Advisory Committee (TAC) meetings anticipated in March and April. The team is working towards defining the lead agency from a funding perspective and preparing materials for upcoming TAC meetings.

### Kuenzli St. Conversion Project

This project includes the conversion of Kuenzli Street from its current one-way configuration to a two-way street from Giroux Street to Kirman Avenue. The main portion of the project is summarized below:

1. Kuenzli Street from Kirman Avenue to Giroux Street
  - a. Surface treatment for preventative maintenance and striping revisions
  - b. Conversion of one-way to two-way
  - c. Signal modification associated with conversion
  - d. Potential for addition of up to four transit stop pads
  - e. Potential incorporation of conduit for City of Reno fiber optic installation. City of Reno to provide number and size of conduit desired (included as an optional task)
2. Kirman Avenue from the south end of the bridge over the Truckee River to East 2nd Street
  - a. Surface treatment for preventative maintenance and striping revisions
  - b. Striping and signal modifications to allow two-way movements on Kuenzli Street
  - c. Pedestrian ramp replacement at Kirman Avenue and Kuenzli Street intersection
  - d. Potential incorporation of conduit for City of Reno fiber optic installation. City of Reno to provide number and size of conduit desired (included as an optional task)

3. Giroux Street from Kuenzli Street to East 2nd Street
  - a. Surface treatment for preventative maintenance and striping revisions
  - b. Conversion of one-way to two-way
  - c. Striping modifications to allow two-way movements
  - d. May need modifications at roundabout.

Based on the traffic study, the project is moving forward with design with the above mention summary. The traffic signal at Kuenzli and Locust will be removed. The project is currently under 30% design.

#### Oddie Boulevard/Wells Avenue Improvement Project

Sixty percent (60%) design plan submission to the cities of Reno and Sparks was provided in the middle of November 2019. A public meeting was held on Thursday, January 23, 2020, at the Washoe County Senior Center in Reno.

Work on a new agreement to move forward with Final Design services and optional engineering during construction is underway. Stantec Consulting Services, Inc. was selected from the Civil Engineering Design and Construction Management Services List as a qualified firm to perform engineering, construction management and quality assurance.

#### Pyramid Highway and US 395 Connection

The RTC and NDOT have entered into an agreement for design of Phase 1 of the project that includes capacity and multimodal improvements on Pyramid from Queen Way to Golden View Drive. Design is ongoing and anticipated to be complete in 2022. Pending funding, construction of Phase 1 could begin in 2023. The estimated cost of Phase 1 is approximately \$56 million. Design and construction of the overall 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.

#### Sun Valley Boulevard Corridor Improvement Project

Seventy-five percent (75%) Design Plans for the Washoe County section between 7<sup>th</sup> Avenue and Highland Ranch Parkway is moving forward. The Plans were submitted in December 2019. The goal is to start construction by June 2020 and be complete before school starts in August 2020. A public meeting is tentatively scheduled for the mid-March 2020.

Inadequate drainage systems to handle existing storm water flow is presenting project challenges along the NDOT portion of this project between El Rancho and 7<sup>th</sup> Avenue. Discussion for a possible partnership with NDOT and Washoe County is occurring in order to address existing the drainage issues and the project design. Maintenance of the proposed new facilities may also present challenges to Washoe County, NDOT, and Sun Valley General Improvement District (GID).



### 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 are complete. Project documents have been submitted to NDOT for environmental documentation (NEPA Process) that is required for the project. Once NEPA is complete, the RTC will begin the ROW acquisition of properties adjacent to the pathway. In addition, the RTC is anticipated submittal of an application for a 408 permit that will be required for the project as soon as NDOT has completed the NEPA review.

### Virginia Street RAPID Extension

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

## **PAVEMENT PRESERVATION PROJECTS**

### 2018 and 2019 Preventive Maintenance (Various Locations)

Both the 2018 and 2019 Preventive Maintenance Programs are now substantially complete. Between the two projects, approximately 300 lane miles of roads were microsurfaced including major roadways such as Vista Boulevard, Veterans Parkway, and Eagle Canyon. The Plumb Lane road diet from Arlington to Ferris completed in mid-September is functioning as intended. Punch list items have been addressed and added crack sealing have been completed.

### 2020 Preventive Maintenance (Various Locations)

The 2020 Preventive Maintenance program is underway with Lumos and Associates identifying candidate roads. RTC staff is working with the local agencies to prioritize those roads to fit within the available budget. This will provide patching, crack sealing, and slurry seal activities on approximately 200 lane miles of roadway. Some complete street and safety improvement opportunities are also considered in this program and include a road diet on Vassar Street from Terminal Way to Kietzke Lane and adding a southbound bike lane to Sierra Street from Ninth Street to California Avenue. It is anticipated the project will be bid in early March with construction starting in spring 2020.

### Golden Valley Road Rehab Project

The project includes rehabilitation/reconstruction of Golden Valley Road from Yorkshire Drive to North Virginia Street. Lumos & Associates, Inc. is the consultant for Design and Engineering During Construction services. Final design is under agency review. The scheduled construction start date is June 2020 with a scheduled completion in mid-August 2020.

Greg Street Rehab Project

The project includes corrective maintenance of Greg Street from McCarran Boulevard to the Union Pacific Railroad Tracks. Wood Rodgers, Inc. is the consultant for Design and Engineering During Construction. Final design is under agency review. The scheduled construction start date is June 2020 with a scheduled completion in mid-August 2020.

Lakeside Drive Rehab Project

The project includes rehabilitation/reconstruction of Lakeside Drive from Evans Creek Drive to McCarran Boulevard. Eastern Sierra Engineering is the consultant for Design and Engineering During Construction Services. An internal Kick-Off Meeting occurred on July 25, 2019, and a public Open House occurred at the Bartley Ranch School House on January 14, 2020. Construction is scheduled for early June 2020 with a scheduled completion in mid-August 2020. Preliminary Design and field work is underway.

Prater Way Rehab Project

The project includes rehabilitation/reconstruction of Prater Way from Howard Drive to Sparks Boulevard. Stantec Consulting Services, Inc. is the consultant for design and engineering during construction. Construction is scheduled to start in April 2020 with a scheduled completion of October 2020. In cooperation with the City of Sparks, the project includes replacing aging sanitary sewer infrastructure, relocation of fiber for City of Sparks Police Department communications, and installation of traffic signal interconnect. A Public Kick-off meeting was held on January 9, 2020. Final design is complete and the project advertised in February. Once a contractor is awarded the project, the team will meeting with businesses along the project alignment and notify them up upcoming traffic impacts.

Reno Consolidated 19-01- Sutro Street, 1<sup>st</sup> Street, Lake Street, and State Street Project

The project includes rehabilitation/reconstruction of the following street segments: Sutro Street from Commercial Row to 4<sup>th</sup> Street and from McCarran Boulevard to 1,400' north, 1<sup>st</sup> Street from Center to Lake, Lake Street Truckee River Bridge, and State Street from Virginia to Sinclair Street. Construction is complete with the exception of the section on Sutro from McCarran to Selmi Drive. Construction of this segment is anticipated to begin in late March, concurrent with Washoe County School District's Spring Break to minimize traffic impacts around Hug High School.

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. Construction is complete and we are in the one-year warranty period.

Reno Consolidated 20-01 – Mayberry Drive, California Avenue, and First Street

The project includes rehabilitation/reconstruction of the following street segments: Mayberry Drive from Memory Lane to California Avenue, California Avenue from Westfield Avenue to Booth Street, and First Street from Arlington Avenue to Virginia Street. A Professional Services Agreement with Nichols Consulting Engineers (NCE) to provide design services and engineering during construction was approved during the September 20, 2019, RTC Board meeting. NCE is working on preliminary design and collecting field data. Construction is anticipated to occur in 2021. The project team is preparing for the first Public Information Meeting anticipated to in March.

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

The project includes rehabilitation/reconstruction of the following street segments: 15<sup>th</sup> 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. Construction on all streets listed above is substantially complete and the streets are open to traffic. Construction of the Rectangular Rapid Flashing Beacons (RRFB) at the Elementary Drive/El Rancho Drive intersection have been delayed due to easement acquisitions. The upgrades to the existing RRFBs between Elementary Drive and Oddie Boulevard are anticipated to be installed in late March, concurrent with Washoe County School District’s Spring Break to minimize traffic impacts around Bernice Matthews Elementary School.

**REPORT ON NEGOTIATED SETTLEMENT AGREEMENTS FOR THE ACQUISITION OF PROPERTY**

<b>Project</b>	<b>Property Owner</b>	<b>Purchase Amount</b>	<b>Amount Over Appraisal</b>
Virginia Street BRT Extension	Singh Family 1996 Trust	\$3,000,000	\$0
Virginia Street BRT Extension	Hotshots, Inc.	\$1,960,000	*\$140,000
Virginia Street BRT Extension	Jacksons Food Stores, Inc.	\$10,125	\$3,655
Virginia Street BRT Extension	JRK Investments, LLC	\$1,499,500	\$49,500
Virginia Street BRT Extension	Campus Reno Property Owner, LLC	\$12,135	\$0
Virginia Street BRT Extension	Board of Regents of the University of Nevada	\$32,340	\$0
Virginia Street BRT Extension	Board of Regents of the University of Nevada	\$27,385	\$0
Virginia Street BRT Extension	Board of Regents of the University of Nevada	\$5,250	\$0
Virginia Street BRT Extension	Board of Regents of the University of Nevada	\$2,336,430	\$0

**\*November 15, 2019 RTC Commission approved the Administrative Settlement**

**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

February 21, 2020

**AGENDA ITEM 3.4**

**TO:** Regional Transportation Commission

**FROM:** Mark Maloney  
Director of Public Transportation and  
Operations

\_\_\_\_\_  
Amy Cummings, AICP, LEED AP  
Interim Executive Director

**SUBJECT: RTC Public Transportation and Operations Report**

**RECOMMENDATION**

Acknowledge receipt of the monthly Public Transportation and Operations Report.

**HIGHLIGHTS**



**Washoe County School District Vision Impairment Services Department tours RTC Mobility Center -** RTC staff provided a tour of the Mobility Center to the Vision Impairment Services Department of the Washoe County School District. Included was a presentation regarding RTC services covering RTC RIDE, RTC ACCESS, FlexRIDE, Travel Training, and Washoe Senior Ride. The tour and presentation provided a great opportunity for the Vision Impairment Services Department to collaborate with RTC staff to ensure there are accessible and appropriate transportation options for WCSD students who are

blind or have visual impairments.

**RTC RIDE**

For year-end 2019, Keolis successfully transitioned the operations from MV Transportation. In the process of that transition, the year ended with Keolis ensuring that the operator workforce met the target goal of 171 employees for RTC RIDE services. A testament to the local team's commitment to operational excellence can be noted in the fact that missed trips have been reduced to all-time lows, on-time performance continues to hover over 90%, and, the Proterra electric bus fleet has experienced the highest uptime since it was acquired.

Keolis' local management has continued to evolve under the leadership of the General Manager and his team by integrating a multitude of processes with the RTC as a measure of leveraging the best aspects of the Public Private Partnership (PPP). A critical example of this leverage is the ability to

test scheduling metrics in a coordinated effort as was undertaken on an experimental basis in November. The net result of that experiment enabled both the RTC and the local Keolis team to achieve gains on the optimal charge frequency of the Proterra fleet as a ratio of the revenue service hours provided to the general public.

The establishment of such trust and transparency between the local team and RTC will serve as an important cornerstone as the RTC Board begins the arduous task of determining service levels.

As a measure of immersion into the local community, between July and December, the Keolis team participated and/or held the following events:

- Visited the VOICE (Vocational Opportunities for Inclusive Career Education) campus and met with teachers and students introducing them to the bus system and route maps. VOICE is a work immersion program designed to assist students with disabilities, ages 18-22, transition into employment.
- Keolis held a company clothing and shoe drive donating 6 barrels of items to the Reno Sparks Gospel Mission (RSGM is a non-profit, non-denominational organization dedicated to helping the homeless, hungry, addicted and abused in the Northern Nevada).
- Met with a disabled military veteran and interviewed him on his life experiences while serving our country and enlisted his suggestions on how Keolis operators can better service him and his fellow disabled passengers while using the bus system. The recorded interview/video was shared with Keolis operators as part of its sensitivity and awareness training.
- Conducted operator National Safe Place introduction and training.
- Worked with the Northern Nevada Sex Trafficking Task Force (NNSTTF) and showed a training video to all operators on recognizing the signs of human and sex trafficking.
- Conducted a Lyon County school district CLS (Comprehensive Live Skills) student tour of the Villanova facility and 4<sup>th</sup> Street Station.
- Held a North Valleys High School special education student tour of the Villanova facility and 4<sup>th</sup> Street Station, including a meet and greet with the Nevada State Governor and Reno Mayor.
- Participated in the Stuff-a-Bus Holiday Food Drive event held on December 12th.

## **RTC ACCESS**

June 2019 through July 2019, all Ride-Right/MTM Transit Operators were certified/re-certified in First Aid/CPR and Wheelchair training to ensure the safety of all passengers and to be compliant with RTC ACCESS and MTM Transit standards.

In July 2020, MTM Transit welcomed Artonno (Tony) Hanks as its new Operations Manager. Tony's vast experience in Operations and prior experience as a General Manager on the East Coast led him to his first assignment and priority with the demonstration pilot of RTC FlexRIDE. General Manager, Geo Jackson led the efforts along with Tony to ensure a smooth rollout of the FlexRIDE service in November 2019. The service is tremendously valuable to the Reno/Sparks community getting passengers to and from work, school, and to medical appointments. MTM staff are anxiously anticipating the expansion of RTC's FlexRIDE service in May 2020 to the North Valleys area to contribute to the growing transportation demands of this Community.

From June 2019 to December 2019, MTM staff also completed several Safety Blitzes led by Geo Jackson, General Manager and Juanisha Mitchell, Safety Manager. Their efforts earned them 1<sup>st</sup> Place recognitions throughout all of MTM’s Transit Divisions for the months of November and December. MTM management staff also conducted a fire drill and a crisis exercise in November 2019.

Geo Jackson and Juanisha Mitchell completed the PSAT (Public Transportation Safety Certification) in August 2019, and Ms. Mitchell completed the Transit System Safety program in October 2019.

MTM staff is also collaborating with RTC and other organizations to increase awareness regarding Human Trafficking that afflicts our Community.

**RTC FlexRIDE**

The FlexRIDE pilot began operation last November. The demonstration is proving to be successful exceeding the previous fixed route ridership. Specifically more than doubling ridership at a cost per passenger comparable to the old routes 25 and 26. Weekday trips are averaging close to 150, while weekend trips are averaging around 80. Passengers are experiencing a median wait time of 10 minutes. The average cost per passenger trip in comparison to the average ACCESS cost per trip is approximately 41% less. See additional details below.

**Sparks FlexRIDE**

	<b>Unlinked Psger Trips</b>	<b>Total VSH</b>	<b>P/VSH</b>	<b>Cost Per Psger</b>	<b>Median Ride Wait Time (rounded to the minute)</b>	<b>Avg Cost Per ACCESS Trip</b>
<b>1-Jan</b>	<b>74</b>	<b>25</b>	<b>2.96</b>	<b>\$ 20.07</b>	<b>8 minutes</b>	<b>\$ 30.29</b>
<b>2-Jan</b>	<b>172</b>	<b>30</b>	<b>5.73</b>	<b>\$ 10.36</b>	<b>10 minutes</b>	
<b>3-Jan</b>	<b>130</b>	<b>25</b>	<b>5.20</b>	<b>\$ 11.43</b>	<b>10 minutes</b>	
<b>4-Jan</b>	<b>86</b>	<b>15</b>	<b>5.73</b>	<b>\$ 10.36</b>	<b>13 minutes</b>	
<b>5-Jan</b>	<b>81</b>	<b>22</b>	<b>3.68</b>	<b>\$ 16.14</b>	<b>7 minutes</b>	
<b>6-Jan</b>	<b>163</b>	<b>28</b>	<b>5.82</b>	<b>\$ 10.21</b>	<b>9 minutes</b>	
<b>7-Jan</b>	<b>150</b>	<b>26</b>	<b>5.77</b>	<b>\$ 10.30</b>	<b>13 minutes</b>	
<b>8-Jan</b>	<b>138</b>	<b>29</b>	<b>4.76</b>	<b>\$ 12.48</b>	<b>7 minutes</b>	
<b>9-Jan</b>	<b>135</b>	<b>28</b>	<b>4.82</b>	<b>\$ 12.32</b>	<b>13 minutes</b>	
<b>10-Jan</b>	<b>123</b>	<b>30</b>	<b>4.10</b>	<b>\$ 14.49</b>	<b>12 minutes</b>	
<b>11-Jan</b>	<b>75</b>	<b>15</b>	<b>5.00</b>	<b>\$ 11.88</b>	<b>12 minutes</b>	
<b>12-Jan</b>	<b>86</b>	<b>25</b>	<b>3.44</b>	<b>\$ 17.27</b>	<b>11 minutes</b>	
<b>13-Jan</b>	<b>142</b>	<b>25</b>	<b>5.68</b>	<b>\$ 10.46</b>	<b>12 minutes</b>	

	<b>Unlinked Psger Trips</b>	<b>Total VSH</b>	<b>P/VSH</b>	<b>Cost Per Psger</b>	<b>Median Ride Wait Time (rounded to the minute)</b>	<b>Avg Cost Per ACCESS Trip</b>
14-Jan	174	32	5.44	\$ 10.93	8 minutes	
15-Jan	125	26	4.81	\$ 12.36	15 minutes	
16-Jan	148	34	4.35	\$ 13.65	13 minutes	
17-Jan	128	31	4.13	\$ 14.39	12 minutes	
18-Jan	90	18	5.00	\$ 11.88	13 minutes	
19-Jan	72	15	4.80	\$ 12.38	12 minutes	
20-Jan	102	23	4.43	\$ 13.40	11 minutes	
21-Jan	146	31	4.71	\$ 12.61	11 minutes	
22-Jan	133	34	3.91	\$ 15.19	10 minutes	
23-Jan	144	30	4.80	\$ 12.38	12 minutes	
24-Jan	143	28	5.11	\$ 11.63	9 minutes	
25-Jan	114	29	3.93	\$ 15.11	5 minutes	
26-Jan	101	20	5.05	\$ 11.76	9 minutes	
27-Jan	158	31	5.10	\$ 11.66	10 minutes	
28-Jan	150	32	4.69	\$ 12.67	9 minutes	
29-Jan	157	30	5.23	\$ 11.35	9 minutes	
30-Jan	186	34	5.47	\$ 10.86	9 minutes	
31-Jan	157	33	4.76	\$ 12.49	10 minutes	
<b>Total/AVG</b>	<b>128</b>	<b>834</b>	<b>4.79</b>	<b>\$ 12.44</b>		<b>\$ 30.29</b>

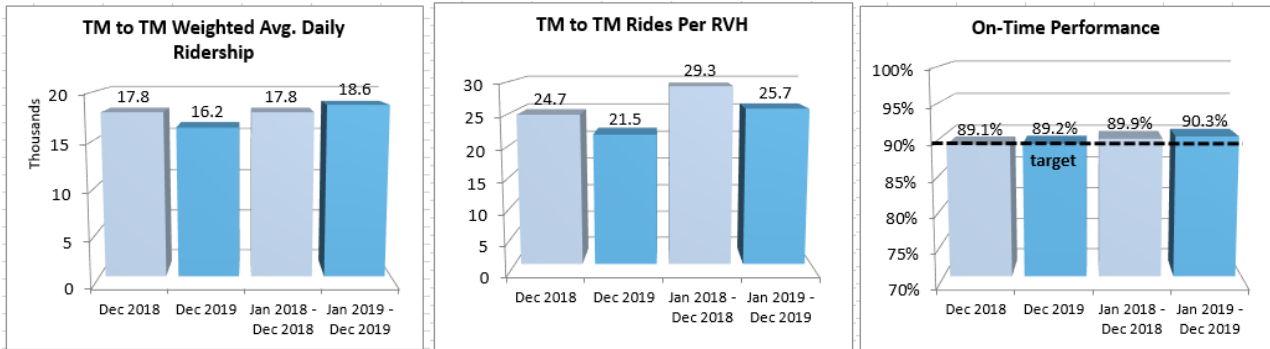
**TRANSIT DEMAND MANAGEMENT (TDM) UPDATE -**

- Vanpools increased to 203 with over 120 of those serving the Tahoe Reno Industrial Center (TRIC).
- The City of Reno planning department has a draft update of its zoning code out for public comment. This draft (18.04.606(e)) contains a requirement for all employers with 50 or more employees to have a trip reduction program. RTC staff has completed the Smart Trips to Work program, which will function as the compliance part of the ordinance. The RTC Smart Trips Program information is available for download on the Smart Trips website. RTC staff is meeting with City of Reno planners this month.
- RTC staff is moving ahead with the Transportation Management Association (TMA) with a second pre-workshop meeting this month followed by a workshop in May with the TRIC employers.
- RTC staff returned to both UNR and TMCC the later part of January upon commencement of the spring semester to hand out brochures to students, faculty and staff. RTC staff will continue this outreach effort throughout the spring semester.

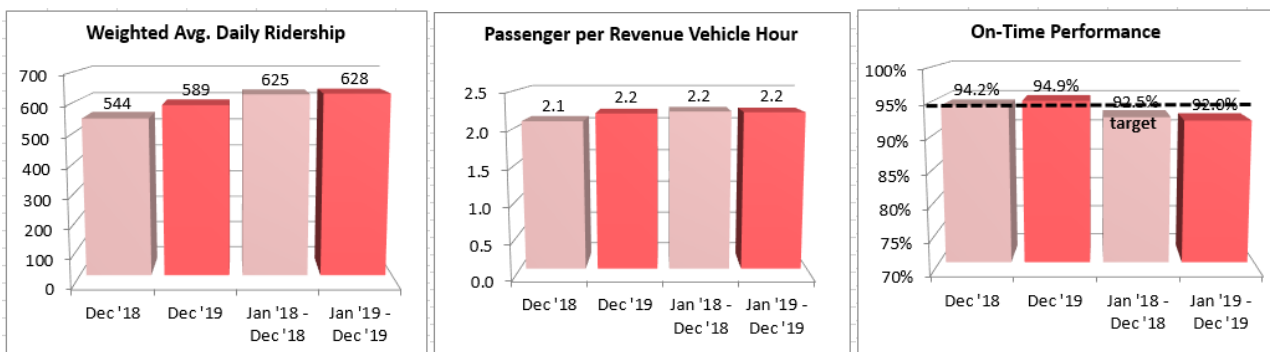


**DECEMBER 2019 TRANSIT PERFORMANCE**

**RTC RIDE**



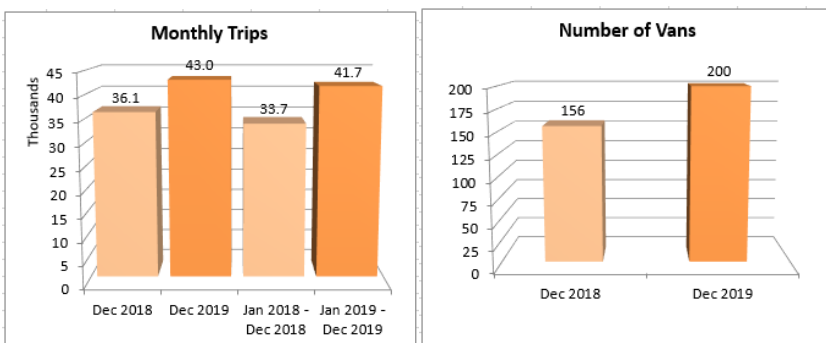
**RTC ACCESS**



**TART**

No data available for December.

**RTC VANPOOL**



Attachments



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

February 21, 2020

**AGENDA ITEM 3.5**

**TO:** Regional Transportation Commission

**FROM:** Dan Doenges, PTP, RSP  
Planning Manager/Interim Director  
of Planning

\_\_\_\_\_  
Amy Cummings, AICP, LEED AP  
Interim 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. 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. The first public meeting for the project was held on March 26<sup>th</sup> at Damonte Ranch High School. The second public meeting was held on Tuesday, November 5, 2019, at Zeppelin restaurant, located at 1445 South Meadows Parkway in Reno. RTC presented transportation improvement alternatives that addressed safety, traffic operations, and community concerns identified in the study area. RTC staff met with residents of the Curti Ranch neighborhood on December 5 to discuss their transportation concerns. The project team is developing study report. Project progress will be updated on the RTC website under Metropolitan Planning, Corridor Studies.

*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 (TAC) had a kick-off meeting on April 24<sup>th</sup>. The project team conducted Walking Audits in the study area to evaluate pedestrian walking environment and connectivity on May 2<sup>nd</sup> and 3<sup>rd</sup>. Pop-up meetings were held in front of the Joe Crowley Student Union building and in Idlewild Park for the Food Truck Friday Event to engage the community to provide their comments and concerns. The first public meeting was held on June 27<sup>th</sup> at Evelyn Mount North Northwest Community Center. An online public input survey was open until July 22<sup>nd</sup> to collect comments and concerns regarding transportation in the university area. A TAC workshop was held on September 9<sup>th</sup> to discuss future roadway network alternatives. Scenarios were reviewed on December 27<sup>th</sup> at during TAC meeting. The project team is reviewing model run results and conducting analysis on future conditions.

ADA Transition Plan Update

The ADA Transition Plan draft has been completed and is on the agenda for the February 21, 2020, RTC Board meeting for approval. The draft plan is posted on the RTC website for review.

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

The purpose of the study is to enhance mobility and connectivity between the growing communities Spanish Springs and Lemmon Valley and to facilitate safe and equitable access to economic and recreational opportunities while preserving the character and heritage of the area. Goals of the study include evaluation of traffic operations and safety on the existing Eagle Canyon Drive, development of a Planning and Environmental Linkages (PEL) checklist to assist with the environmental process during future project development, and to identify a preferred alignment for the proposed new roadway. Traffic counts were conducted on Eagle Canyon Drive. In addition, drone footage was taken of traffic patterns during peak school hours in the vicinity of Spanish Springs High School and Shaw Middle School. Preliminary model runs were also developed for new roadway alignment alternatives for the Eagle Canyon Extension. A Technical Advisory Committee meeting is scheduled for February 27, and public meetings are tentatively scheduled for March 10 and 12 at Lemmon Valley Elementary School and Spanish Springs High School, respectively.

2050 Regional Transportation Plan (RTP)

A schedule and outreach plan has been developed for the 2050 RTP. Staff is currently analyzing existing conditions, evaluating financial assumptions, and developing the vision and goals for the plan. RTC staff has been meeting with staff of the local jurisdictions to discuss project needs and priorities. Staff has also compiled responses from the RTC Technical and Citizens Multimodal Advisory Committees, as well as RTC staff, as to the vision of the regional transportation system in 2050. This information will be used to guide future public outreach. The first agency working group meeting was held on January 16; and staff presented to the Washoe County Commission on February 11, Reno City Council on February 12, and is scheduled to

present to Sparks City Council on March 9. In addition, a workshop with businesses in the Sparks industrial area has been scheduled on February 26 at Baldini's, and the first public meeting for the RTP has been scheduled for February 27 at the Discovery Museum from 5-7 PM.

*Bicycle and Pedestrian Planning*

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

- Bicycle and Pedestrian Count Program – The counts for the 2019 calendar year for the 40 locations have been conducted and the annual report is being completed.
- The RTC continues to partner with the Truckee Meadows Bicycle Alliance (TMBA).

*Vision Zero Truckee Meadows*

- Vision Zero had a task force meeting on February 13, 2020.
- The Bicycle Safety Committee met in January to hear from bicycle advocates about expanding the plan to include bicyclists.
- Partners participated in a walking audit at Wooster High School to conduct a written report about safety in the school zone. This effort was headed by NDOT.

*MPO Certification Review*

Staff completed the Metropolitan Planning Organization (MPO) Certification Review with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on September 25<sup>th</sup>. No corrective actions were received in the preliminary findings. It is anticipated that the formal results of the certification review will be presented to the Board at the April 17, 2020 meeting after the documentation has been finalized.

*Sustainability Planning*

The RTC continues to advance initiatives outlined in the RTC Sustainability Plan through the Green Team comprised of agency staff, such as the Sustainable Purchasing Policy and the tracking of paper usage in an effort to achieve a ten percent reduction. RTC also participates in the City of Reno Sustainability & Climate Advisory Committee and continues to be an active member in the regional SPINN Committee. Staff is finalizing the RTC Annual Report for the American Public Transportation Association (APTA) Sustainability Program, of which RTC has been recognized at a Silver-level designation.

*RTC Affordable Housing Study*

The project team has developed an inventory of potential candidate sites for affordable housing near transit routes, and a draft report was presented to the project Technical Advisory Committee for review and comment at their last meeting on January 15. It is anticipated that the final report will be presented to the Board at their April 17, 2020 meeting for approval.

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 last Board meeting:

- Washoe County: 1
- City of Reno: 3
- City of Sparks : 4

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 January 1- February 21:

- January 3 Coffee with the Construction Team - Virginia Street Project Outreach
- January 9 City of Reno Ward 1 NAB Meeting - Virginia Street Project Outreach, California/Mayberry, California/Keystone
- January 9 Prater Way Rehabilitation Project Open House
- January 10 Meeting with Carriage Stone Apartment Residents - Virginia Street Project
- January 13 Service Change Open House at 4th Street Station Public Transit Outreach
- January 13 Human Trafficking Meeting with City of Reno Staff
- January 14 Lakeside Drive Rehabilitation Project Open House
- January 14 ASCE Presentation – RTC Programs and Projects
- January 14 Local Agency Pavement Preservation meeting
- January 15 Service Change Open House at Centennial Plaza
- January 15 Oddie/Wells Door-to-Door Outreach about Public Meeting
- January 15 Affordable Housing Study Stakeholder Meeting
- January 22 WCSD Vision Impairment Services Mobility Center Outreach - Travel Training and Public Transit Outreach
- January 23 Municipal Special Events Summit 2020 - Don't Drive Arrive Presentation
- January 23 Oddie/Wells Project Public Meeting
- January 25 RTC Virginia Street Project Briefing in Midtown with Presidential Candidate Tom Steyer - Virginia Street Project Outreach
- January 28 RTP North Valleys Meeting
- February 6 RTC Technical Advisory Committee (TAC) Meeting
- February 6 RTC Citizens Multimodal Advisory Committee (CMAC) Meeting
- February 7 Coffee with the Construction Team
- February 12 Reno + Sparks Chamber Alliance Event – RTC Informational table with updates on Virginia Street Project, Oddie Wells Project, RTP, Vision Zero and more
- February 14 CENTENNIAL PLAZA and travel training for Safe Kids 5<sup>th</sup> Graders
- February 26 2050 RTP Meeting with Sparks Industrial Roadway Network Analysis Stakeholders
- February 27 2050 RTP Visioning Public Meeting

Media Relations & Social Media

The RTC issued 8 news releases and participated in 26 media interviews on various topics, including the Virginia Street Project, Coffee with the Construction team, the proposed transit service change and open houses, the Prater Way project community meeting, human trafficking prevention and transit, how to engineer roads for safety, pedestrian safety, the Oddie Wells Project community meeting, Senator Catherine Cortez Masto's proposed pedestrian safety legislation for high school students, office closure and transit schedule information for Martin Luther King Jr. Day, FlexRIDE, the Regional Transportation Plan Sparks Industrial Roundtable meeting and more.

Social media was used to promote RTC's Road Ahead segments, New Year's Day office closures, the Virginia Street Project's upcoming detours, Coffee with the Construction Team, visiting Midtown businesses for lunch, community open houses about proposed transit changes, office closure and transit schedule information for Martin Luther King Jr. Day, the Oddie Wells Project meeting, census information, pedestrian safety information, a Virginia Street progress video, a board survey about the next executive director, and the RTC Board meeting.

Social media metrics for the month of November: 40,410 impressions on Facebook, Twitter, YouTube and Instagram.

Informational Materials and Video Production

Six topics were broadcast on KOLO-TV for The Road Ahead with RTC. Segments included a Virginia Street Project update, a See Something, Say Something safety segment, the Oddie Wells Project community meeting, RTC Vanpool information, RTC Snow Routes information and a segment about pedestrian safety.

**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.

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, maintenance 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, and reauthorization of federal transportation legislation.



**REGIONAL TRANSPORTATION COMMISSION**

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

February 21, 2020

**AGENDA ITEM 3.7**

**TO:** Regional Transportation Commission

**FROM:** Stephanie Haddock, CGFM  
Director of Finance/CFO

\_\_\_\_\_  
Amy Cummings, AICP, LEED AP  
Interim Executive Director

**SUBJECT: RTC Procurement Activity Report**

**RECOMMENDATION**

Acknowledge receipt of the monthly Procurement Activity Report.

**PROJECTS CURRENTLY ADVERTISED**

<b><u>Invitations for Bids (IFB)</u></b>	
<b>Project</b>	<b>Due Date</b>
WA-2020-135 Bus Stop ICP	February 6, 2020

**Request for Proposals (RFP)**

There were no RFPs.

**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.*

<b>Project</b>	<b>Contractor</b>	<b>Award Date</b>	<b>Contract Amount</b>
WA-2020-040 Virginia Street Demolition and Abatement Project	Quality Demolition Company	February 7, 2020	\$561,919.00

**CHANGE ORDERS AND AMENDMENTS WITHIN EXECUTIVE DIRECTOR’S AUTHORITY**

There were none.