

**REGIONAL TRANSPORTATION COMMISSION
WASHOE COUNTY, NEVADA**

FRIDAY

10:05 A.M.

August 16, 2024

PRESENT:

**Ed Lawson, Mayor of Sparks
Alexis Hill, Vice Chair, Washoe County Commissioner
Mariluz Garcia, Washoe County Commissioner
Hillary Schieve, Mayor of Reno
Devon Reese, Reno City Council
Bill Thomas, RTC Executive Director
Adam Spear, Legal Counsel
Sondra Rosenberg, Deputy Director of NDOT**

ABSENT:

Tracy Larkin Thomason, NDOT Director

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

Item 1 CALL TO ORDER

- 1.1 Roll Call
- 1.2 Pledge of Allegiance

Item 2 PUBLIC INPUT

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

Olivia Tanager, Executive Director of the Sierra Club's Toiyabe Chapter. The Toiyabe Chapter believes that we all have a right to a livable planet, and we work on supporting renewable energy expansion, public transit access, and conserving our land, water and wildlife in our region. We represent 40,000 members and supporters, and as such, we're the largest grassroots environmental group in the state. I wanted to come here today to talk about the potential legislation for Nevada's 2025 legislative session. We're working with legislators to bring a bill on transit to trails. This bill would create a commission that would work to identify high priority trailheads and secure federal funding for transit expansion. As proposed, the Transit to Trails Commission would have members from Washoe RTC and Southern Nevada's RTC, as well as relevant land management agencies, community representatives, and law enforcement. The Sierra Club slogan is "explore, enjoy and protect the planet". As a Reno resident, I have met children and community members who have never been to Lake Tahoe because of transportation limitations. Similarly, there are residents in Southern Nevada who have never been up to Mount Charleston or out to Red Rock. We believe everyone has a right to explore and enjoy Nevada's beautiful public lands and hope this will be the first step in eliminating barriers for recreation outside our communities across the state. If you have any questions or would like to speak to me about this, I'm super open to that. Please feel free to contact me. I just wanted to

notify you all because there's probably going to be a discussion on it in interim Natural resources next week, so feel free to reach out and I look forward to talking to you about this. Thank you.

Michael Gawthrop-Hutchins via Email on August 14, 2024, at 8:43 a.m. I would like to provide public comment for agenda item 4.3.1, Approve the South Virginia Street Transit Oriented Development (TOD) Plan. Overall this looks like a very solid plan. There are a few areas though that could be moved from good to great. In particular, it was disappointing to see that the only contemplated direct expansion of the Virginia Line was the route going to Downtown Damonte. All three routing options contemplate "full" BRT service (or as full of BRT service as RTC offers, the Institute for Transportation and Development Policy would disagree on classifying either the Virginia Line or Lincoln Line as BRT, but that is a discussion for another day). It seems foolish to contemplate only allowing one of the route options being allowed as a direct extension rather than a separate service. Also, I would like to say that any plan that doesn't include service to The Summit is shortsighted at best, given what a large employment center that is. It also seems shortsighted that none of the routes contemplate extending just a little bit further to the Redfield Campus. On the topic of employment centers, I do want to provide a rebuttal to one of the survey responses that was included in the report, the one that was very concerned about how the people living in the area tend to be economically better off and therefore more likely to have access to a car and that providing resources to that area could be depriving areas where people are not able to afford a car. This commenter is noble in their intentions, but I believe that they are ignoring a very important consideration, it isn't enough to provide service to the places where people who don't have access to cars live, you need to provide service to places for them to work, which these proposed services will do. Additionally, public transit should not, I might go so far as to say must not, be only a service of last resort for those "too poor" to own a car. It shouldn't even be a service of last resort for those who are unable to drive, due to age (young or old) or disability (people who can be found in every economic strata). It should be a viable option for anyone and everyone who needs or even just wants an alternative to driving. Even if we found out tomorrow that human activity does not contribute to climate change in any way, we know for certain that there are a lot of negative health effects from car exhaust, we know that car dependent development can be, and oftentimes is, devastating to natural habitat, and we are increasingly discovering that car dependent development isn't financially sustainable for our cities. For the sake of the quality of the air that we breath, the lands we leave future generations, and the fiscal health of our city, we need to make alternatives to driving easy and appealing.

Item 3 APPROVAL OF AGENDA

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

Items 4 CONSENT ITEMS

4.1 Minutes

4.1.1 Approve the meeting minutes for the 07/19/2024 RTC Board meeting. (For Possible Action)

4.2. Reports

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

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

- 4.2.3 Acknowledge receipt of the monthly summary report for the Technical, Citizens Multimodal, and Regional Road Impact Fee Advisory Committees. (For Possible Action)
- 4.2.4 Acknowledge receipt of the monthly Engineering Activity Report. (For Possible Action)
- 4.2.5 Acknowledge receipt of the monthly Public Transportation and Operations Activity Report. (For Possible Action)
- 4.2.6 Acknowledge receipt of the monthly Outreach Report from the Communications staff. (For Possible Action)

4.3 Planning

- 4.3.1 Approve the South Virginia Street Transit Oriented Development (TOD) Plan. (For Possible Action)

4.4 Engineering Department

- 4.4.1 Approve a contract with Kimley-Horn and Associates, Inc., to provide engineering services on the ITS Program Support Project through August 31, 2025, in an amount not-to-exceed \$430,000. (For Possible Action)
- 4.4.2 Approve a contract with Lumos and Associates, Inc., for engineering services associated with updating the Standard Specifications for Public Works Construction (SSPWC), also known as the Orange Book, in an amount not-to-exceed \$283,200. (For Possible Action)
- 4.4.3 Approve a contract with Headway Transportation, LLC for design and optional engineering during construction services (EDC) for the Sparks Boulevard / Ion Drive Traffic Signal Project, and to perform various traffic studies, in an amount not-to-exceed \$449,300. (For Possible Action)
- 4.4.4 Approve an administrative settlement of up to \$440,680 authorizing RTC to acquire a fee simple interest in the entirety of APN: 013-082-15 from Robert F. and Evelyn J. Gunn Living Trust for the Mill Street Capacity and Safety Project. (For Possible Action)

4.5 Public Transportation/Operations Department

- 4.5.1 Approve a contract with Carahsoft Technology Corporation to provide a subscription to Swiftly's transit data platform to share real-time passenger information, manage day-to-day operations and improve service performance for public transportation utilizing the State of Nevada Cloud Services procurement contract No. 99SWC-NV24-17504, in an amount not-to-exceed \$472,526.60. (For Possible Action)
- 4.5.2 Approve a contract with New Flyer to purchase ten (10) hybrid diesel-electric buses utilizing the State of Washington's Cooperative Purchasing Agreement for Transit Buses Master Contract No. 06719-0110, in an amount not-to-exceed \$10,492,211.40. (For Possible Action)
- 4.5.3 Acknowledge receipt of this quarterly Construction/Maintenance update on Transit Stops as presented to the Citizens Multimodal Advisory Committee on August 7, 2024. (For Possible Action)

4.6 Executive, Administrative and Finance Department

- 4.6.1 Approve a Memorandum of Understanding between the Regional Transportation Commission (RTC) and Washoe County to formalize the terms and conditions upon which RTC will purchase employee health insurance coverage from Washoe County. (For Possible Action)

- 4.6.2 Acknowledge receipt of the Asset Donation Log for the fourth quarter of calendar year 2023 through the second quarter of calendar year 2024. (For Possible Action)
- 4.6.3 Acknowledge receipt of a report regarding quarterly progress on the RTC Agency Goals and Strategic Roadmap - FY 2024 (Q4). (For Possible Action)

On motion of Commissioner Reese to accept the consent items, seconded by Vice Chair Hill, which motion unanimously carried, Chair Lawson ordered that the consent items for this meeting be approved.

Item 5 PUBLIC HEARING

- 5.1 Conduct a public hearing and adopt a resolution approving a purchase and sale agreement for the sale of property (APN 004-082-18; APN 004-061-29; APN 004-061-20; APN 004-061-26; APN 004-061-22; and APN 035-033-02) to the City of Reno. (For Possible Action)
 - a. Staff Presentation
 - b. Public Hearing
 - c. Action

Commissioner Reese. Mr. chair, if I may. I'm not sure that we need a staff presentation. Only in as much as I believe we've seen it here at this body before. For my part at the City of Reno, and I'll speak on behalf of myself and Mayor Schieve, this is a fantastic intergovernmental cooperative agreement that is the culmination of three different agencies working very hard to find creative ways in which the RTC, TMWA, and the City of Reno could impact positively our housing and affordable housing stock in the region. It really is a fantastic undertaking in that regard, and certainly I'm supportive of it. There are a lot of folks who have taken a role in it, and I think this body's willingness to step out into a space that it might not normally otherwise participate in is important in seeing our various and collective Boards work together toward solutions for affordable housing.

Vice Chair Hill, I just want to commend the City of Reno for your work in this space. Thank you so much for seeing how we can get more workforce housing online and working with the Building and Trades Union to do so. It's an exciting project. Congratulations.

Chair Lawson, my further discussion is we've been working on this for several years now. I'm glad to see it come to fruition and I'm 150% in favor of this and what the City of Reno has done. I'm very proud of you guys for making this happen.

Being no public comment, on motion of Commissioner Schieve to accept the report, seconded by Commissioner Garcia, which motion unanimously carried, Chair Lawson ordered that Item 5.1 is approved.

Item 6 DISCUSSION ITEMS AND PRESENTATIONS

- 6.1 Receive a presentation from staff regarding the draft Regional Freight Plan.

Graham Dollarhide, RTC Planning Manager. Today I'll be giving a presentation and discussion on the Draft Regional Freight Plan.

Staff works closely with NDOT in their statewide efforts, including their State Freight Plan. So, this plan will build on some of those efforts, but more so at a regional level

Establishing the vision and goals that set the stage for the rest of the plan included engagement with our stakeholders, which included TMRPA, City of Reno, City of Sparks, Washoe County, Reno, Tahoe Airport Authority, NDOT, Nevada Trucking Association, and others. Additionally, more in-depth one on one conversations were held with stakeholders and other agencies, including EDAWN, Reno-Tahoe Airport Authority, Storey County, City of Fernley and Manufacture Nevada. An online survey was used to gather general thoughts on freight from the public and with the help of the Stakeholder Working Group, a vision statement for Regional Freight was established, which is to foster a thriving and diverse economy in Northern Nevada through safe and efficient freight transportation infrastructure.

The Stakeholder Group helped establish the goals, which can be generally stated as improving safety, multimodal integration, efficiency of freight movement and truck parking, while also providing for sustainability and equity in freight movement. Review of existing conditions and several analyzes went into informing the plan and its recommendations. Data related to commodity flows, gaps in truck parking, regional land use and existing plans, facilities and infrastructure were all important considerations. Perhaps more importantly, data on truck safety, travel time, reliability, pavement conditions and utilization were assessed to determine priority freight corridors. These corridors factored into the recommendations to address freight mobility needs.

The focus on improving safety would obviously be to reduce truck involved crashes on freeways and regional roads, but efforts made to improve truck safety will typically also improve safety for all travelers. About a quarter of freight activity in northern Nevada uses multiple modes, meaning that planning for transfers between trucking, rail, and aviation is critical. We heard also from our working group that maintaining rail spur access was critical to multimodal integration and the overall success of freight movement. We also heard that providing a better link between air and surface modes can greatly enhance the flow of freight and passengers. The Reno-Tahoe Airport Authority needs to expand freight capacity and planning for this potential influx in air freight will be essential to the overall success of freight. Improving efficiency of freight movement means reducing travel delays and improving travel time reliability. This can be accomplished through strategies such as traffic signal optimization, targeted capacity improvements, improved connections to freeways and enhanced truck routes. Additionally, freight may have impacts on neighborhoods in the environment that are different from other types of transportation, so potential impacts from noise, air quality, and safety are of particular concern in traditionally underserved areas.

As we wrap up this process, staff will incorporate comments on the draft plan from the RTC Advisory Committees and the Board. Staff has already been working on doing this based on some of the comments received to date, and we'll plan to have everything finalized in the coming days in anticipation of a formal adoption in September. Additionally, potential establishment of a Freight Advisory Committee would be used to further improve coordination on freight planning and other initiatives. Thank you.

Adam Spear, RTC Legal Counsel, all three items here are for presentation only and require no action at this time.

6.2 Receive a presentation from staff regarding the 2050 Regional Transportation Plan (RTP) update.

Xuan Wang, RTC Planning Manager. Today I'm giving a presentation on the RTP update. To reiterate, the RTP is a long range transportation plan which was started in fall of 2023 and is aiming for approval in spring of next year. We have done an existing conditions analysis and had a Board Retreat in April, along with public and agency engagement, and right now we are working on future needs. Analysis in the draft plan will be ready for review in winter of 2024.

Stakeholder and community engagement is early and broad reaching. The purpose is to gain input on the current and future state of the transportation system, and to understand the concerns and the preferences. The input we get from this process will be informing decision making and also help develop RTP goals. We also had an online interactive map component on the public survey, and this helped us to understand the community needs at specific geographic areas. We had 473 participants for the online survey and received over 1700 comments. We gave three presentations at the Regional Government Partners, and our Agency Working Group, which is the group that helped shape the RTP.

Regional Planning and Coordination addresses the impact of growth and development, and the concerns with new development on existing infrastructure and public service. For public transit options, people would like to see expanded and improved transit options and also improvement on the transportation connections at the airport area. People want to see expanded rideshare options, carpool lanes, and park and ride facilities for pedestrian and bike safety and traffic.

We're currently working on developing a draft project listing. We start with the current 2050 RTP project listing, minus the ones that have already been completed, and added the recommendations from the Verdi study, the McCarran study, and the Monroe Study recommendations. In our July Agency working Group meeting, we asked the staff from our partner agencies and jurisdictions to go back and communicate within their organization and their elected representatives to recommend additional projects. If they have projects they want to add to this list, they will provide us with those recommendations by Friday of next week.

We're developing the travel demand model, which is an important analysis tool to analyze future transportation. Staff are also working on writing the RTP Chapters and we will provide the next Board update in October.

6.3 Receive a presentation from staff regarding the draft Active Transportation Plan.

Marquis Williams, RTC Transportation Planner, this is an informational presentation, and it will be on the agenda for approval next month.

The focus of the ATP is moving people outside of vehicles and getting that mode share. We heard from the Board and the community that there's a strong desire for better active transportation infrastructure. This plan is strongly focused on implementation and then utilization of our improved network.

We did two surveys. One was community-wide and the other was targeted at students in Washoe County School District and parents. We received a combined 1200 responses, which is really good for these kinds of efforts. We also did three public meetings, one at the Washoe County Senior

Center. We had a virtual public meeting for students and one other virtual for the community as a whole. We coordinated with local jurisdictions, City staff and County staff through our Agency Working Group. We want to make sure we're investing in low resource communities that traditionally haven't gotten as much investment. We want to see where our existing bike lanes and sidewalks are and how comfortable and safe they are. The theory here is a high concentration of residential activity that's close to destinations like schools, parks and grocery stores that should yield more active transportation trips.

We have identified neighborhoods and central Reno, central Sparks and Sun Valley are the top three highest scoring neighborhoods. Staff has budgeted time and funding for two neighborhood plans this year and Central Reno and Central Sparks would get the two initial plans with Sun Valley and down the list proceeding in the years following. The goal is hitting all 12 neighborhoods within 4 to 5 years.

The neighborhood network plans themselves are funded using planning dollars and we will be doing these 12 neighborhood plans instead of a larger region wide active transportation update. We want to move quickly into implementation, so once the plan is complete, staff will work to identify the best implementation strategies. It could be through existing programs like the Pavement Preservation Program, where if we stripe a road differently, maybe that can have a big impact on active transportation. Additionally, we can look into the opportunity for a dedicated active transportation program funding source. We'll continue to look at discretionary grant funds and those opportunities as they arise. We'll continue with the regional coordination as we implement these plans. We want to have constant contact with staff at the jurisdictions as well as presentations when appropriate to this board. Each neighborhood plan will also have a local neighborhood coalition, so we can incorporate feedback from first responders, teachers, council members, business owners, residents and people who are uniquely familiar with the neighborhood. To conclude, this Active Transportation Plan establishes this neighborhood network planning process as well as a program for creating a network of safe facilities for active transportation. We will provide ongoing education and engagement opportunities and streamline processes to ensure efficient design and implementation. Like I said at the beginning, we'll be back for approval next month and will also bring a contract for consultant help with the first two neighborhood plans.

Item 7 REPORTS (Informational Only)

7.1 RTC Executive Director Report

1. Starting next month, our board meetings will begin at nine o'clock in the morning. This is a return to our previous schedule, now that all our board members are available at that time. I do want to point out that our November meeting will begin at eight o'clock a.m., so our Washoe County Commissioners can fulfill their requirement to canvass the vote. We'll see you on September 20th at nine o'clock for our next board meeting.
2. On July 26th, the Reno Fire Department requested assistance from the RTC and Keolis because of a structure fire. The fire happened in Northwest Reno at McCarran and 7th and impacted Routes 4 and 11. Keolis was quick to respond and had a bus there in less than 15 minutes. 12 residents sheltered in the bus where the Red Cross and T.I.P. interviewed them and offered services. None of the evacuees had to be transported.
3. Keolis and MTM were also on standby for the Gold Ranch Fire, earlier this week for potential evacuations. Luckily, the evacuations weren't needed. Thank you to Rob Reeder, Jamie Borino, Keolis and MTM for providing this quick response when members of our community were dealing with these serious events.

4. Speaking of Rob – I would like to congratulate him on his retirement. Rob has worked for RTC for 19 years after a career in law enforcement. He has been a very important member of our team as the Chief Safety Officer. Rob is in charge of our safety and security here at our administrative offices and our bus facilities. He’s been a great colleague to everyone here and he’s done a great job to keep all of us safe on the job. We will miss him here at the RTC but we’re wishing him all the best in his well-deserved retirement. Rob’s last day is September 6th.
5. Thank you to the board and staff at RTC for attending the Arlington Avenue Bridges event, Tuesday. We were very honored to host Transportation Secretary Pete Buttigieg, Senator Catherine Cortez Masto, and Senator Jacky Rosen. This was a very successful event that showcased an extremely important upcoming project that the board previously designated as a federal priority. We plan on starting construction in May and it’s expected to take about one year to complete.
6. Please join us in congratulating Delores Pacheco for the MTM Employee of the month for July 2024. Delores has been serving our community for 17 years with RTC Access and now FlexRIDE. She enjoys being her own boss on the road and picking up her regulars. At home, she has a “manicured yard” which takes her spare time – and she enjoys spending time with her 6 grandchildren and 2 great grandchildren when they’re in town.
7. Congratulations to Michael Humes as the Keolis Driver of the Month. Michael has worked as a bus operator for Ride for more than 30 years. He is also on the Keolis-Reno Safety Committee Review Board. His accomplishments in July consist of a 95 percent on-time performance, zero preventable accidents, and no customer complaints. Michael is a family man who enjoys spending quality time with his loved ones.

7.2 RTC Federal Report

Paul Nelson, RTC Government Affairs Officer. Congress is in recess until after Labor Day, so there won't be any movement on the appropriations bills until September. Our senators and our congressmen have been staying pretty busy making the rounds up here in Northern Nevada. The House has passed five of 12 of their appropriations bills so far. The Senate Appropriations Committee has approved 11 of 12 funding bills. Lawmakers will have just a handful of days by the end of September to avoid a government shutdown after they return to Washington. The expectation is that they will come up with both chambers passing a continuing resolution that will get us through about mid-December. Of course, what happens this year in the election will determine what happens after that.

The Reconnecting Communities grant program is open, and we are in the process of applying for this grant for the Sun Valley Boulevard project between Scottsdale Road and Seventh Avenue. As we heard earlier today, this is a high priority for Commissioner Garcia, and we're really keeping our fingers crossed that this will be a successful grant application because we know how badly this project is needed out there. That application is due on September 30th. The FTA will host a meeting on Bus Design September 10th. Transit bus manufacturers will present their research and plans to improve visibility for the bus operators through vehicle design. They'll look at things like mirror size and placement, A-pillar design, and opportunities to standardize safety features. The Bureau of Transportation Statistics updated its economic trends and just a couple of things that kind of stood out. It shows about 6.6 million jobs are in the transportation and warehousing industries, and that's an increase from the previous month, with about 4.2% of the US employment. The unemployment rate in transportation is 6.8%, so that's still pretty high. It's more than two points higher than the rest of the unemployment rate, which is 4.5%. And that concludes my report.

Commissioner Reese. Mr. Nelson, I wanted to just thank you personally for the exceptional work that you put into making the Buttigieg Arlington Bridges replacement project work. I know it's a difficult thing to coordinate with so many elected national folks, Secret Service, the folks running congressional offices, but I thought the event was flawless. And I know you have a team of folks that work with you to make it happen. So, I'm really thanking you because you're the tip of the spear. It was one of the better executed events that I've seen pulled off, and just an incredible opportunity for our region to showcase and highlight the infrastructure changes happening. I know you never take credit for the work that you do, but you have my absolute thanks for it.

7.3 NDOT Director Report

NDOT Deputy Director Sondra Rosenberg gave a presentation and gave a summary on the following topics:

- Union Pacific Follow-ups
- Thank You to Nevada First Responders
- Emergency Closures, I-80 California/Nevada
- Arlington Bridge Groundbreaking
- Tahoe Summit

Item 8 COMMISSIONER ANNOUNCEMENTS AND UPDATES

Vice Chair Hill, a question for Mr. Thomas, when the Transit to Trails item comes to the interim Natural Resources Committee next week, I just wanted to see what the process was for our legislative priorities. Can we comment in support of that since we're already doing that effort? Connecting, like trying to do a study of how we connect Lake Tahoe and the Reno area, Sparks area, Washoe County. We're already trying to kind of do that as a board, and I was wondering, is it appropriate and how do we comment in support of what the Sierra Club is trying to do?

Bill Thomas, RTC Executive Director. My answer would be let us take a look at it. I don't know yet and I haven't talked to any of the staff. That was the first time I heard about it. So let's take a look at it and then get back to the board. If it makes sense, we can put something on for the board to take a position on it, if that's the desire, which it sounds like it is.

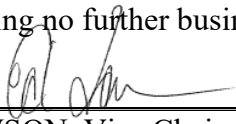
Item 9 PUBLIC INPUT

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

Michelle Kraus, Clerk of the Board stated one public comment was received via email, which was sent to the Board members Thursday evening and will be included in the meeting minutes.

Item 10 ADJOURNMENT

There being no further business to come before the Board, the meeting was adjourned at 11:32 a.m.



ED LAWSON, Vice Chair
Regional Transportation Commission

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