

**REGIONAL TRANSPORTATION COMMISSION  
WASHOE COUNTY, NEVADA**

**FRIDAY**

**9:00 A.M.**

**September 20, 2024**

**PRESENT:**

**Ed Lawson, Mayor of Sparks  
Alexis Hill, Vice Chair, Washoe County Commissioner  
Mariluz Garcia, Washoe County Commissioner  
Hillary Schieve, Mayor of Reno (Via Phone)  
Bill Thomas, RTC Executive Director  
Adam Spear, Legal Counsel  
Sajid Sulahria, Deputy Director of NDOT**

**ABSENT:**

**Devon Reese, Reno City Council  
Tracy Larkin Thomason, NDOT Director**

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The regular monthly meeting, held in the 1<sup>st</sup> 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
- 1.3 Special Recognition
  - 1.3.1 Receive Report from the Federal Highway Administration (FHWA) regarding the 2024 RTC MPO Certification Review – Alexander Smith

Graham Dollarhide, Planning Manager introduced Alex Smith of the Federal Transit Administration who will be giving a report on the 2024 final report from the FHWA, Federal Highway Administration, and Federal Transit Administration regarding the federally required Transportation Management Area Planning Certification Review, which was conducted from December 2023 to January 2024.

Alex Smith, Federal Transit Administration, our team includes Marion Nguyen, FTA Planning Director, Mervin Acebo, FTA, Bryan Weber who represents the Nevada Division of FHWA and me.

Every four years the FTA and FHWA are required to conduct a planning certification review and we're happy to report that there were no corrective actions. There were a couple of recommendations that you can see in the report, but in general, we found that the RTC was in full compliance. Thank you for inviting us to present this information, and again, no corrective actions were found, which is great. Overall, projects are being delivered on time and under budget which is pretty rare, so congratulations on that.

## *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.

Britton Griffith for the record, I am here today as the president of the Riverwalk District. We are really excited to work with you all for the two bridges that are upcoming. We were with the Regional Alliance for Downtown and Riverwalk District when we did the Virginia Street Bridge. So, now we think we have a lot better programming behind us, and we're really excited to work with you all for probably next 5 to 10 years honestly, for those two bridges. I just wanted to let you know that we're here for support and we've met with Granite Construction for outreach and getting those businesses on track and just making sure that we flow together as a community and keep those corridors open even though our bridges are down. So, thank you so much, and again, I look forward to reaching out with you guys for outreach for those two locations and the entire district as a whole.

Mac Rossi, I'd like to address two pending projects that RTC has been involved in. One project is North McCarran and Keystone Leadership for a traffic light, which has been in the making for nine years. There are 800 residents that are depending on this project to be completed to be safe for them to leave their homes. RTC has been the main coordinator with the Art and Design, NDOT and the City of Reno. The project has been implemented to complete this summer and summer is almost gone. What can Artsy do to keep this ball rolling on this project? The second project is moving the bus stop 100ft at North McCarran and Seventh Street. This project has been in the works for six years. This bus stop is not ADA approved. It is located on the right hand lane of Seventh Street where the bus actually stops. The project was implemented to be completed this summer. It appears that very little supplies are needed because the bus stop structure is already there and just needs to be moved. What I'm asking is, is there a chance that these projects can be completed soon? Thank you.

Dora Martinez, I'm here today because of my concern regarding the new bid for ACCESS riders. These are people with disabilities who get to go through a process to be eligible for the door to door service. Some of the riders, like myself, are blind and some have Alzheimer's, most of them because they're elderly and most of them are in the sheltered workshops. These are young people to old folks who have developmental disabilities. Our concern is that the next bidding, is that our ADA buses that are door to door is going to be picking up the general public that are doing FLEX. We are concerned for the safety of our peers who are developmentally disabled, who will be riding with the general population, whether they are drunk, under the influence or just people that will make fun of my peers, because I'm just going to be very blunt, we don't look like everybody else because we have disability. Mental health is really important and these people with developmental disabilities, when they go on the RTC ACCESS bus, that is their safe place. They like the driver. They know the driver. The driver treats them better than some of their caregivers. And this is true. And I say it from the heart because I ride the bus and I hear what's going on. So, I urge you, and I know that one of the emails that I got from one of the RTC staff is they say you guys are doing this to save money and time, but what about our safety? What about the safety of the drivers and the safety of people who are vulnerable and people who, like me can't see and if somebody's, like, groped me or groped somebody else who has a developmental disability, the safety factor got to be before you guys implement this trip. And that's not fair, because we're going to be waiting in the bus more because the general public has to be dropped off first. So, when the driver walks a

developmentally disabled person to their door and there's other people on the bus who's going to watch the general public and make sure that the developmentally disabled person is safe on the bus with the general population. This is why we have ADA paratransit for people like me and others. I hope you all take that into consideration. One more thing. Um, I got an email from Josh, your awesome public information person who is going to do the bike, um, project and I want to attend, but I'm not sure if it's accessible, And I hope that when you guys implement these things that you consider people with disabilities, because we are here and we want to be, um, uh, explore our beautiful, our beautiful city.

Dora Martinez, via email, received 9/19/2024 at 2:49 p.m. I'm writing to urge you to address the alarming concerns surrounding RTC ACCESS services. As a constituent and advocate for the Nevada Disability Peer Action Coalition, I've witnessed the devastating impact of systemic ableism on our community. The upcoming RTC ACCESS driver bids reveal a disturbing trend: more flex drivers than ADA paratransit drivers. This results in delayed pickups, longer ride times, and compromised safety for people with disabilities. RTC ACCESS drivers undergo specialized training to assist and transport individuals with disabilities safely and compassionately. However, transferring experienced drivers to flex routes jeopardizes this critical service. This decision will have severe consequences: Late arrivals for medical appointments, work, school, and social engagements; Increased stress and anxiety for individuals with disabilities; Potential health risks due to prolonged wait times and inadequate support. I'm deeply concerned about the proposed integration of general public transportation with ADA services. This poses significant safety risks for individuals with developmental disabilities, Alzheimer's, and other conditions. Questions remain: Will drivers have discretion to reject flex ride requests due to safety concerns? What safety precautions has RTC ACCESS implemented to protect vulnerable riders? I implore you to: 1. Address the systemic ableism perpetuated by RTC ACCESS management. 2. Ensure adequate ADA paratransit services, prioritizing trained and certified drivers. 3. Establish clear safety protocols for integrated transportation. People with disabilities deserve equal access and respect. We will not be treated as second-class citizens. Contact Geo and RTC ACCESS managers to express your concerns.

***Item 3 APPROVAL OF AGENDA***

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

***Items 4 CONSENT ITEMS***

Vice Chair Hill pulled Item 4.5.4. for clarification.

On motion of Vice Chair Hill to approve the remaining consent items, with the exception of Item 4.5.4, seconded by Commissioner Garcia, which motion unanimously carried, Chair Lawson ordered the remaining consent items be approved.

**4.1 Minutes**

- 4.1.1 Approve the meeting minutes for the 08/16/2024 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 Regional Freight Plan. (For Possible Action)
- 4.3.2 Approve the Active Transportation Plan: Walk and Roll Truckee Meadows. (For Possible Action)
- 4.3.3 Approve a contract with Alta Planning + Design, Inc., for consulting services on Neighborhood Network Plans 1 & 2, in an amount not-to-exceed \$177,890. (For Possible Action)

## **4.4 Engineering Department**

- 4.4.1 Approve a contract with Lumos & Associates, Inc., to provide engineering services for the Prater Way Rehabilitation Project from Pyramid Way to Stanford Way, in an amount not-to-exceed \$629,290. (For Possible Action)
- 4.4.2 Approve a contract with Lumos and Associates, Inc., for design and engineering during construction services related to the 2025 Preventive Maintenance Project, in an amount not-to-exceed \$982,155. (For Possible Action)
- 4.4.3 Approve a contract with AtkinsRealis USA, Inc., for design and optional engineering during construction services for the Signal Pole Standards Evaluation Project, in an amount not-to-exceed \$141,530. (For Possible Action)
- 4.4.4 Approve an administrative settlement in the amount of \$87,821 authorizing RTC to acquire certain property interests related to APN: 012-171-18 & 19 from Gould Properties, LLC, for the Mill Street Capacity and Safety Project. (For Possible Action)
- 4.4.5 Approve an administrative settlement in the amount of \$100,867 authorizing RTC to acquire certain property interests related to APN: 012-171-05 from Mill Street Management, LLC, for the Mill Street Capacity and Safety Project. (For Possible Action)

## **4.5 Public Transportation/Operations Department**

- 4.5.1 Approve the purchase of two (2) Chrysler Pacifica ADA Accessible Minivans from Model 1 Commercial Vehicles (formerly Creative Bus Sales) utilizing the State of Nevada Fleet Vehicles Procurement Contract No. 99SWC-S1495, for an amount not-to-exceed \$174,984. (For Possible Action)
- 4.5.2 Approve the purchase of six (6) 2023 Ford Escapes from Corwin Ford, Reno utilizing the State of Nevada Fleet Vehicles Procurement Contract No. 99SWC-S1495, for an amount not-to-exceed \$188,419.50. (For Possible Action)
- 4.5.3 Approve a Sale of Equipment Contract with Air Products and Chemicals, Inc., for Phase II of the Hydrogen Fuel Cell Electric Bus and Infrastructure Deployment project which

will increase the refueling capacity of the hydrogen fueling station, for a total not-to-exceed amount of \$1,068,582. (For Possible Action)

- 4.5.4 Approve Amendment #4 to the contract for operation and maintenance of fixed-route transit services with Keolis Transit Services, LLC, to increase the Service Hour Rate for normal service and special/extra service in years two and three of the first option term to \$103.79 in FY25, and \$109.61 in FY26, and increase the Fixed Monthly Payment in years two and three of the first option term to \$307,831 in FY25 and \$316,166 in FY26. (For Possible Action)

Jim Gee, Director of Public Transit, this agenda item amends our contract with Keolis to provide extra funds on both a fixed monthly account, a fixed monthly basis, and an hourly basis. The contract has a provision which allows Keolis to request an increase in costs based upon financial conditions. Myself and our CFO have met with Keolis three times to go over those financial conditions and are satisfied that the requirements of the contract have been met, and that there is a need to amend the contract to increase the costs. Some of the issues that Keolis has seen is increases in labor rates, increases in materials and supplies specifically because of older buses needing to be run due to parts availability for our battery electric busses. Also, inflation, especially with liability insurance and increased insurance costs, the financial impact of this resolution is about \$4.5 million a year at present service levels. I would make sure to emphasize that RTC does control the service levels. It does control the final amount of the contract, but at this time, we have no plans to modify those service levels at all.

Vice Chair Hill, thank you for the clarification. Just on some of the supplies and equipment, I was wondering, is Keolis responsible for putting up the barrier between the driver and the riders for safety, or is that something that we do? Also, tell us how much of the \$4.5 million is due to labor costs.

Jim Gee, Director of Public Transit, great question, on our newer vehicles, there is a barrier that is installed at the factory to protect the driver, and it's a hard Plexiglas shield that is fitted directly into the vehicle and is customized for each different type of vehicle. That is at RTC's cost for our older vehicles. We are receiving pricing now and we have two quotes and are still waiting for one more to retrofit the rest of our vehicles so that that barrier is there on 100% of our vehicles. It takes a while to get those quotes, but the cost to RTC should be right around \$100,000, and we're going to proceed as soon as we get the third quote. The labor costs are about two-thirds. The liability and insurance is about a million and then the rest of it is materials and supplies.

On motion of Vice Chair Hill to approve Item 4.5.4, seconded by Commissioner Garcia, which motion unanimously carried, Chair Lawson ordered that Consent Item 4.5.4 be approved.

## ***Item 5 PUBLIC HEARING***

- 5.1 Conduct a public hearing regarding approval of Amendment No. 4 to the FFY 2023-2027 Regional Transportation Improvement Program (RTIP); adopt a resolution approving Amendment No. 4 to the FFY 2023-2027 Regional Transportation Improvement Program (RTIP). (For Possible Action)
- a. Staff Presentation
  - b. Public Hearing
  - c. Action

Graham Dollarhide, Planning Manager, the RTIP document is a federally required program of scheduled and fiscally constrained transportation improvement projects, designed to achieve the region's goals and objectives as established in the Regional Transportation Plan, or RTP, by advancing prioritized projects to the programming phase. Inclusion in the RTIP is one of the necessary steps in making a project eligible for federal funding, and the RTIP includes all federally funded or regionally significant transportation projects, regardless of funding source and carried out by any agency within the MPO boundary.

The current version of the RTIP is the FY 2023 to 2027 RTIP, which was adopted in August of 2023. It has since been amended three times, beginning with the first one in November of 2023 and twice this calendar year in January and June. The proposed amendment represents the fourth amendment to this document, and this is required to help facilitate the Nevada Department of Transportation or NDOT's STIP adoption.

This presentation covered new projects and projects with proposed changes for the following:

- U.S. 395 North Valleys Golden Valley Phase 2 Project
- G-751 Bridge Replacement Project
- I-80 East Widening Project
- Frontage Road FRWA51 Enhanced Safety Improvements Project
- The I-580 Bowers to Mount Rose Highway Preservation Project
- I-80 Verde Bridge Replacements Phase 1
- State Route 667 Kietzke Lane, from South Virginia Street to Plumb Lane and State Route 653 Plumb Lane from Kietzke Lane to Terminal Way Project

The proposed amendment will, as usual, require layers of approval from the RTC Board, the State, or NDOT, and the FHWA and FTA. The public comment period was noticed through standard channels, including the RTC website and a Spanish language newspaper, and was open from August 20th 8th to September 17th. The process also involves review by RTC's advisory committees and a public hearing during today's meeting. I would also like to point out that both the RTC's, CMAC and TAC comments related to the I-80 East widening project indicated a preference for multimodal options. Summary of CMAC and TAC comments are provided as part of the agenda packet. The TAC did recommend approval of the proposed Amendment, and it was not an action item for the CMAC.

The Citizens Multimodal Advisory Committee sought multimodal options for this project in parallel to some of the things that RTC has as alternative mode options currently in place, such as vanpools that go out to the Tri Center. We are also in the middle of a review process of proposals submitted through an RFP calling for a passenger rail study. NDOT has recently awarded some federal funding for the Tahoe Pyramid Trail to complete sections of that trail east of Vista Boulevard. RTC also is helping lead formation and establishment of a Transportation Management Association (TMA) out at the Tri Center, which will hopefully provide additional funding and options that will help people get out there. That's in addition to existing employer, employee or employer shuttles that currently run as well. These address some of the comments that we received from the Air Quality Management Division.

Chair Lawson opened the floor to public comment on Item 5.1 being a public hearing. Seeing none, he moved to action. On motion of Vice Chair Hill to approve Item 5.1, seconded by Commissioner Garcia, which motion unanimously carried, Chair Lawson ordered that Item 5.1 be approved.

**Item 6            REPORTS (Informational Only)**

**6.1    RTC Executive Director Report**

1. I am very happy to announce that the RTC was successful in our Safe Streets and Roads for All Grant Application.
  - The FHWA is awarding a 1.2 million-dollar planning grant to develop a Comprehensive Safety Action Plan. We will use advanced data collection to make safety improvements in targeted areas of the Truckee Meadows – specifically for vulnerable road users like pedestrians and cyclists. Thank you to Jeremy Lattin, Graham Dollarhide and the team for the great work on the application.
2. As you know, the Davis Fire caused a lot of hardship in our community, this month.
  - On September 7<sup>th</sup>, MTM provided six ACCESS buses to evacuate patients from Neuro-Restorative. They used three of those buses to transport six wheelchair-bound patients and some of their caretakers to Renown Regional Medical Center. Keolis provided four RIDE buses. Luckily, they weren't needed. Then last Wednesday, we expected some serious fire conditions – so MTM made all 17 ACCESS buses available for evacuations. Keolis provided three RIDE buses – and Tahoe Transportation District offered to provide any of their buses if needed. The fire stayed put and we did not have to evacuate anyone. Thank you to Jamie Borino, MTM, Keolis, and TTD for providing this very important community service.
3. The RTC recently joined several other MPOs from Nevada, Arizona, Utah, Colorado, and Idaho to sign a letter to the EPA's Office of Air and Radiation.
  - The letter requests a study to show why our region is not experiencing decreasing ozone concentrations. Some cities are even seeing an increase despite significant emission reduction policies. The Intermountain West has unique challenges in meeting the current 2015 8-hour Ozone National Ambient Air Quality Standard – so we hope a study will develop a much-needed understanding of the science behind observed ozone concentrations. The EPA is reviewing its standard and there is a concern that stricter regulations could compound the attainment challenges for ozone that the Intermountain West is already facing, that are outside of our control.
4. The RTC was happy to participate in Senior Fest a few weeks ago.
  - The event was at the Reno Town Mall. We provided a RIDE bus and a FlexRIDE cutaway for the event. Thank you to Susi Trinidad, Judy Velez, and Ruby Barrientos for setting up a table to provide information to our seniors about transportation options.
5. Please, join me in welcoming Thomas Tsunemoto to the RTC team.
  - Thomas started his new job as our new Planner Monday. His focus is on Geographic Information Systems. Thomas has a degree in Environmental Science with an emphasis in Ecological Restoration and Conservation Specialization from the University of Nevada, Reno. He comes to us from a local company called U.E.S – McGinley and Associates as a G.I.S. Specialist and Environmental Planner. He also contributed to conservation and sustainability projects regionally and internationally. That includes a BLM Seeding Project in Red Rock Canyon National Conservation Area, restoration field work with the Great Basin Institute and the establishment of a recycling center in Kenya. Welcome, Thomas! We look forward to your success here at the RTC.
6. Congratulations to Bryan Byrne on his one-year anniversary at RTC.
  - Bryan is one of our Project Managers in the Engineering Department. He hit the ground running by taking over some of our biggest projects including the Lemmon Drive, Arlington Avenue Bridges, and Sierra Street Bridge Projects. Thank you for your hard work!
7. The MTM Employee of the Month for August is Debbie Corridori.

- Debbie has been part of the team for two years and is now joining the ranks of BTW trainer. She has personal and professional experience in assisting elderly and disabled people. Combine that with her love of driving and helping people – and this is a perfect match. Outside of work, she hustles the pool table and rides her Harleys. Her newest addition is a Fat Boy Soft Tail. Debbie has two daughters and two grandkids, spread between Fernley and California. Thank you for your contribution, Debbie. We look forward to having you on the training team.

8. Victor Echeverria is the Keolis Driver of the Month for August.

- His accomplishments in August consist of 96-percent on-time performance, zero preventable accidents, and no customer complaints. Victor is originally from Los Angeles and has worked as a bus operator for Ride since September of 2023. Some Victor’s hobbies are fishing, hunting, and hiking.

## 6.2 RTC Federal Report

Paul Nelson, RTC Government Affairs Officer. The federal fiscal year ends September 30th. Neither the House nor the Senate have taken action on all of the appropriations bills. Speaker Johnson does want to propose a six month extension of the current funding, but he also wants to add a voter registration bill. It doesn't sound like the Senate would want anything to do with that, so they would oppose its inclusion. Neither party wants a government shutdown before the election, so we expect Congress to fund all federal agencies through mid-December. We are finalizing our Reconnecting Communities grant application for Sun Valley Boulevard. That's due September 30th, and we're asking for \$40 million to improve the corridor. We're also working closely with NDOT and the County on this project. USDOT has published a notice of proposed rulemaking on accessibility standards for pedestrian facilities. These rules would only apply to new construction and alterations of transit stops in the public right of way. DOT is accepting comments on the proposal through Monday and that's my report.

## 6.3 NDOT Director Report

NDOT Deputy Director Sajid Sulahria gave a presentation and gave a summary on the following topics:

- 2024 Traffic Safety Issues for Washoe County
- The Davis Fire Responsiveness
- U.S. 395 North Valleys Update
- Improvements coming to Interstate 80, West Reno
- September’s Community Events

## *Item 7 COMMISSIONER ANNOUNCEMENTS AND UPDATES*

Commissioner Garcia, I wanted to say thank you to NDOT for being such a great partner with Washoe County and RTC on the Reconnecting Communities Pilot grant for the Sun Valley Community Gateway project. I can't tell you how much that means to us. I have my fingers and toes crossed for that federal funding to come through. It's very much needed. So, thank you so much. Also, our team at RTC did a great job yesterday at the Eden Board meeting at 7:30 in the morning. They came to present on Vanpool and it was such a great presentation because they got in front of all of these large employers in the region and really highlighted how impactful this vanpool option is for the whole region and getting, you know, 300 vehicles on the I-80 corridor out



to TRIC on an annual basis. I just wanted to commend the team for getting out and spreading the great word on that specific option for community members.

Vice Chair Hill, regarding the Multimodal on the I-80 Corridor, I know before Janet Phillips passed away, I was trying to help her get some easements for that connection. I heard that their engineer did get approval on that finally, but it would be great to get an update from the Tahoe Pyramid Bikeway Group and DOT to see how we can support those connections. Additionally, I commend the team on the MPO Certification Review Commendation on Transit Planning. I think we need to get word out to the community and maybe do a presentation on why we received that, because I hear from community members that we need to do more transit. This board has approved more transit and we've never done so much transit, but I think that it would be helpful to have an update on where we are with the TOPS Plan and where we want to go and how this board can continue to support.

***Item 8 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.

Kyle Beutel, before we start, I just wanted to acknowledge Bill and Adam. They've been very helpful and generous with their time. We're here to discuss the volunteer work that we do at RTC, but we also want to inform the Board of the challenges that we're facing. We have a specific request that we're hoping the Board could consider. Over 200 Jehovah's Witnesses volunteer to assist their community at the RTC's Fourth Street Station. They come from South Lake Tahoe, Truckee, Susanville, Portola, Fallon, Fernley, Carson City, Sparks, and of course, right here in Reno. All of the volunteers use their own personal funds to travel to and from RTC to assist the community. We've been at RTC since December of 2022, roughly. Every Monday through Friday we have two shifts, three hours each. Six volunteers, which collectively over 17 months is some 12,000 plus hours of volunteer work to the community there. We've provided over 3000 pieces of literature to our community at no cost, and 230 or so people have requested additional support that we've been happy to facilitate.

The challenges that we're experiencing at RTC are safety concerns in that area of town. Our current location (red circle on presentation) exposes us to harsh weather, snow, rain, intense heat and sunshine. The current location is in the public right of way, which exposes volunteers to danger at times. That section often does not have the desired audience, it's more of a community that lingers in the area and makes it more challenging for us to reach the community that's genuinely using the transportation system.

The green circle on presentation is our request to return to the location we were prior to the revision to the Expressive Activity Permit. We feel that this would deter security issues because it's more public, there is the overhead awning, and then of course it helps us reach those genuinely using the transportation system. In conclusion, we just ask if you could please reconsider the Expressive Activity Permit to allow us to return to the requested location. Thank you all in advance.

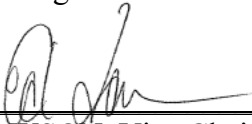
Bill Heilig, associate with Kyle Beutel, I wanted to talk a little bit about the benefits that we as Jehovah's Witnesses bring to the community. We take a sincere interest in helping people in

practical ways. We're able to speak up to 50 different languages here in the Reno area, helping people find the right line to take and/or perhaps a ticketing purchase. We provide a really pleasant and friendly atmosphere. We demonstrate human kindness to people with warm smiles and warm greetings to people. We provide a safer environment as well, as a second set of eyes. We are trained to be very vigilant in the work that we do, so if there's any additional training, we'd love to get that as well from RTC. We help people find the ambassadors, local shelters and things like that, but not only practical help that we give to them, we encourage people to come to us to look for help when they need some encouragement, some emotional support or spiritual support. Some of the areas that we are able to help people with is that of having success within their families. Also, the area of how to manage racial hatred and prejudice and the hope for the future that things will improve permanently, and then even how we can improve our mental health. The Bible has interesting information that helps us to deal with the challenges that we face. So, what we're asking for with the RTC is to help us help people move physically from one location to another, but RTC perhaps could benefit from the example of other locations like UNR, the Reno Tahoe Airport, the cities of Reno and Sparks, and South Lake Tahoe. Some of those areas have special events, downtown events, or events like Food Truck Friday, the Century Golf Tournament, the Rib Cookoff, and Hot August Nights. We've been afforded the opportunities to present our information and to be a help to the public. Interestingly, Heavenly Valley, Palisades, the Airport have made our activity only available by permit, and we would love to be able to transparently work with RTC to make the Forest location a better, safer experience for individuals, passengers, the drivers, and our overall community. Our administrative team had success in moving from outside to the inside of the RTAA terminal on a permitted basis. We talked to Adam a couple of weeks ago about the possibility of having something similar where we could meet with you folks and mitigate those concerns and then get a permit that would allow us to do that. We hope that we can work together to bring a better experience for our community. If you have any questions or things that you'd like to ask us about afterwards we'd be more than happy to chat with you, or we can make an appointment to discuss that further. Thank you.

Francis Julian, I'm the vice president of Operations for Keolis. On behalf of Keolis as a whole, specifically our great team here, our great local team in Reno of drivers and all the management team, I really wanted to thank the RTC for the amendment to the contract. Specifically, you, Mr. Thomas, Jim Gee, Christian Schonlau and Jennifer Meyers. Thank you very much. It's very meaningful and our drivers, mechanics and all employees are really appreciative.

### ***Item 9 ADJOURNMENT***

There being no further business to come before the Board, the meeting was adjourned at 10:02 a.m.



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ED LAWSON, Vice Chair  
Regional Transportation Commission

**\*\*Copies of all presentations are available by contacting Michelle Kraus at [mkraus@rtcwashoe.com](mailto:mkraus@rtcwashoe.com).**