

**REGIONAL TRANSPORTATION COMMISSION
WASHOE COUNTY, NEVADA**

FRIDAY

9:02 A.M.

December 20, 2024

PRESENT:

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

ABSENT:

Tracy Larkin Thomason, Director of NDOT

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

Item 1 CALL TO ORDER

- 1.1 Roll Call
- 1.2 Pledge of Allegiance

Item 2 PUBLIC INPUT

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

Michael Gawthrop-Hutchins, local resident, received via email on December 18, 2024 at 12:25 p.m. as follows: Good morning RTC Board Members and staff. My comment is not related to any item on today's agenda, I wanted to ask that staff and the board consider something for a future board meeting. As things stand, the Transit Optimization Plan calls for the elimination of Routes 6 and 16, with the areas that they serve to be covered by FlexRIDE instead. While I understand the appeal of FlexRIDE, I do have concerns that historically, FlexRIDE service has topped out at around 3.5 passengers per revenue hour, while according to the operating statistics report from September of this year, Routes 6 and 16 have 15.6 and 13.2 passengers per revenue hour respectively. While I understand that each revenue hour is cheaper to operate for FlexRIDE than fixed route, but unless there is some drastic efficiency improvement that can be made to FlexRIDE, that is nearly four times as many revenue hours needed to carry the same number of passengers. Additionally, while I appreciate the convenience of curb to curb service, I also understand the concern that many people have with the lack of a predictable schedule. There is some comfort in knowing exactly when I need to leave each morning to get to work, there is some comfort in knowing that a trip that took half an hour, door to door, today, will take half an hour tomorrow as well (even if I am having to walk more instead of having curb to curb service). I do not often use Route 6 or 16, so this change wouldn't direct impact me that much,

except for the fact that if this replacement service is considerably more expensive than what it currently costs and/or it reduces ridership overall, it has the chance to impact the level of service that can be provided on the routes that I do use. Given that this is something that could have system wide impact, it would be worthwhile for the RTC Board to be much more thorough (or at least transparent) in how it was determined that this planned change was the best course to take and what other options were/are available.

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 11/15/2024 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 Engineering Activity Report. (For Possible Action)

4.2.4 Acknowledge receipt of the monthly Public Transportation and Operations Activity Report. (For Possible Action)

4.2.5 Acknowledge receipt of the monthly Outreach Report from the Communications staff. (For Possible Action)

4.2.6 Acknowledge receipt of the monthly summary report for the Technical, Citizens Multimodal, and Regional Road Impact Fee Advisory Committees. (For Possible Action)

4.3 *Engineering Department*

4.3.1 Approve a contract with Avenue Consultants, Inc., for services associated with alternative project delivery support, program process improvement, and project management support, in an amount not-to-exceed \$600,000. (For Possible Action)

4.3.2 Approve a contract with Wood Rodgers, Inc., for preliminary design related to the University Area Transportation Project, in an amount not-to-exceed \$565,770. (For Possible Action)

4.3.3 Approve Amendment #1 to the contract with Wood Rodgers, Inc., for the West Fourth Street Downtown project, in the amount of \$525,850, for a new total not to-exceed amount of \$1,267,330. (For Possible Action)

4.3.4 Approve a contract with Q&D, Inc., for Construction Manager at Risk (CMAR) pre-construction services for the Sierra Street Bridge Replacement Project, in an amount not-to-exceed \$643,075. (For Possible Action)

4.3.5 Approve a contract with Atkins North America, Inc., for right of way acquisition support services for the Military Road Capacity and Safety Project, in an amount not-to-exceed \$318,575. (For Possible Action)

- 4.3.6 Approve a Reimbursement Agreement with the City of Sparks for betterment improvements on the Sparks Boulevard Capacity Improvement Project, in the amount of \$1,299,709. (For Possible Action)
- 4.3.7 Approve a contract with Wood Rodgers, Inc., to perform a feasibility study, conceptual alternatives analysis, and environmental studies for the La Posada Drive to Tahoe Reno Industrial Center Roadway Alignment and Feasibility Study, in an amount not-to-exceed \$1,418,537. (For Possible Action)
- 4.3.8 Approve Amendment No. 1 to the contract with Parametrix, Inc., for preliminary and final design services, environmental documentation, and regulatory permitting support for the Keystone Avenue Bridge Replacement Project, in the amount of \$5,284,543, for a new total not-to-exceed amount of \$6,658,997. (For Possible Action)
- 4.3.9 Approve a contract with Innovative Contracting and Engineering LLC for independent cost estimating services related to the Sierra Street Bridge Replacement Construction Manager at Risk (CMAR) Project, in an amount not-to-exceed \$432,471. (For Possible Action)
- 4.3.10 Approve a contract with CA Group, Inc., for design services and engineering during construction services for the Traffic Engineering Spot Project 26-01, in an amount not-to-exceed \$345,699. (For Possible Action)
- 4.3.11 Approve Amendment #1 to the contract with CA Group, Inc., for additional environmental and design services related to the Eagle Canyon Safety and Operations Project, in the amount of \$143,555, for a new total not-to-exceed amount to \$441,754. (For Possible Action)

4.4 Public Transportation/Operations Department

- 4.4.1 Approve a contract with Ballard Power Systems, Inc., for a comprehensive workforce development fuel cell training system, for a total not-to-exceed amount of \$644,500. (For Possible Action)

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

Item 5 DISCUSSION ITEMS AND PRESENTATIONS

- 5.1 Receive a report on the FY 2024 Annual Comprehensive Financial Report (ACFR) for the Regional Transportation Commission of Washoe County and authorize staff to submit the document to the Nevada Department of Taxation. (For Possible Action)

Christian Schonlau, RTC Director of Finance/CFO provided a presentation and discussion. I'd just like to thank my staff and everyone at RTC for their involvement in the preparation of our financial report. It is a month's long process. It really takes everyone in the agency, and we cannot do it without everyone's involvement. So, thank you.

There are several reasons or statutory requirements that bring us to the Board for this item. The first is NRS 354624, which requires us to submit our annual audit in front of the Board. US federal code CFR 200 requires us to prepare our financial reports in a certain manner, since we do receive federal funding, we have a secondary piece of our audit, which is the single audit, and that is also performed in accordance with NRS. 354 624.

We use our financial report for several things, one of which is reaching our strategic goals. We use our prior year position to determine our future year budget, which I'm sure everyone in the agency is

excited to take on in the next couple of months. We use that information for our five year planning to develop our CIP. You all just went through several iterations of our FTP updates, which will be brought to you next month, and that information is also included in that planning effort. Then we use our fuel tax history to leverage our federal funding and determine the amount of street and highway expenditures for the agency.

I'm happy to report again that we received an unmodified opinion, which is the highest rating. There are no findings or management comments on the financial audit, and there were also no findings or management comments on the A-133 single audit. We do have our audit partner, Crow LLP, Stacy Curnow here via phone if you did have questions on the document. I'm also happy to answer any as well.

On motion of Vice Chair Hill to approve, seconded by Commissioner Reese, motion unanimously carried, Chair Lawson ordered that Item 5.1 be approved.

5.2 Approve the RTC federal priorities and provide direction accordingly. (For Possible Action)

Paul Nelson, RTC Government Affairs Officers provided a presentation and discussion. Federal priorities are a list of projects and policies that we have prioritized to figure out which ones we're going to federalize. Then as grants come down the turn, we will look at those grants and see which ones align with some of these priorities.

We have two new priorities for 2025. The first one is the transportation expansion at Fourth Street Station. The second one is the transportation expansion to the Tahoe-Reno Industrial Center. To TRIC, we have the north route from La Posada Drive that will go over to USA Parkway, and then also the south route from South Meadows Parkway out to USA Parkway. We're also doing a feasibility study for commuter rail to see if that would be an option for getting people to and from the Tahoe-Reno Industrial Center from Reno and Sparks.

The next one is the Sun Valley Community Gateway project. This is about an \$80 million project, and a big chunk of that really has to do with the drainage. It's going to really improve bicycle infrastructure and sidewalks, as well as the roadway itself.

The Keystone Avenue Bridge is our third of three downtown bridge replacements. We're going to start construction on this after the Arlington Bridge's replacement and the Sierra Street Bridge replacement. Keystone bridge is structurally deficient, and it was built in the 1960s. We're going to keep it at four lanes and add some pedestrian and bicycle access to this bridge.

Highland Ranch Parkway, Pyramid Highway intersection. This is a real congestion issue along Pyramid Highway, especially for people coming down Highland Ranch. The idea is to build a grade separated intersection that will allow traffic on Pyramid Highway to continue moving and then the Sparks Boulevard and Highland Ranch traffic can flow underneath the bridge.

The next one is the Geiger grade realignment. This one will make a cut through between Geiger Grade and US395. Toll Road is really aimed to take some of the congestion away from that roundabout over there at Veterans Parkway and take it over to 395 instead of up towards the intersection right where the Summit Mall is and the bus maintenance facility replacement. We know we're going to have to relocate because of Phase 4 of the Spaghetti Bowl project. We are looking at possibly expanding over at the Sutro facility where MTM operates. This is also one of our priority highlights.

We've had recent accomplishments with our Federal Priorities, Lemon Drive Improvements and Resiliency Project. We received \$25 million from RAISE and staff is working to finalize the environmental process in the spring, and 60% design is expected during the summer. We received a low note Vehicle Program Grant for \$8.78 million. We ordered six hydrogen buses back in February, and they're slated to be delivered sometime this spring. We signed a temporary fueling facility contract and we are working on a permanent fueling facility contract. We also received a Safe Streets 4 All Grant of \$8.9 million for Sixth Street For All. This is part of our high injury network.

A Professional Services Agreement for Environmental and Design is anticipated to be presented to the board at the January meeting for approval. The Truckee Meadows Safety Action Plan is a planning grant from Safe Streets for all for \$1.2 million. We're really going to look at the region, look at the different roadways and intersections to find out where some of those trouble spots are and where we can make the area a lot safer. The grant contract with FHWA is in process. Arlington Avenue Bridges replacement received \$7 million from the RAISE Grant program. We're supplementing that with CBG funding of \$5.9 million and we also received some congressional funding of \$2 million.

The Army Corps of Engineers River permit is anticipated next month, and construction is expected to begin in May. We are expecting to receive some congressionally directed spending pending the appropriations bill. Eagle Canyon safety and operations, we will receive \$1 million. This comes from Congressman Mark Hamidi's office and then the Whitten Road Pedestrian improvements. That's \$2.5 million, and the Reno-sparks Traffic Management Center for \$1 million. Those two came out of Senators Cortez Masto and Rosen's offices.

Vice Chair Hill asked if Storey County is also making this a priority for their federal requests?

Chair Lawson said he has spoken with Storey County and they are very supportive of everything we are doing and want to participate.

Mayor Schieve asked for some background on the Truckee Meadows Safety Plan.

Vanessa Lacer, RTC Planning Director, we have a current Vision Zero Safety Action Plan. Things have changed a little bit about how the high injury network is being identified, so we're looking not just at crash data but at dangerous attributes of the roadways. A little bit more of a holistic look, so we can revamp the plan that we currently have. All the local government agencies will be involved as we develop that plan. It's going to be a little while before it comes to us, as we're still in the process of working out the contract with FHWA. The FHWA grant is \$1.2 million and the Safe Streets 4 All for Sixth Street is \$8.9 million.

Commissioner Garcia, the recent accomplishments slide is very impressive. I think I'm going to get spoiled with all of these amazing groundbreaking and ribbon cuttings. These are like, multi-generational improvements and to be a part of it at this time on the RTC board is like a really special time, so hopefully that trend continues. I'm very supportive of these priorities throughout the region, particularly excited about the Sun Valley Community Gateway project and the Highland Ranch Parkway. Those are things that I get phone calls about all the time. So, thank you again for helping champion that across the region. I'm really personally excited about the rail feasibility study. I think a lot of our constituents have come to us with that interest, just as an important area to explore. So overall, just really supportive of this. Thank you.

Commissioner Reese, for my part, I also want to talk about the safety grant. There are two things that sort of strike me as important. One is the way in which we prioritize connectivity regionally. Some of

that plays out in the ways we've allowed transportation corridors along the river to connect, then into streets and streetscapes. I think this is one of the important things that has changed about this board is that we have prioritized seeing multimodal transportation and trails and bicycle facilities as an important step in how we view transportation more broadly, because it's not just about streets and buses. So, I want to make sure that's clear.

The other thing is in transportation or in the zero fatalities with Vision zero. The Damonte Ranch and Double Diamond area where we have human and horse interactions on our roadways. This is another area where I think we have to think about the ways in which those things apply to a safer community. I want us to make sure that we are thinking not just about how cars and bicycles or buses would interact, but also the environment that we've moved into when we have horse fatalities and hopefully no human fatalities as a result of those things. What can you say about that?

Vanessa Lacer, RTC Planning Director, it's not exactly wildlife management, but the City of Reno and the Nevada Department of Agriculture and NDOT are all down in the Damonte Ranch Virginia Range area. We're trying to figure out how do we keep building into areas where horses previously roamed very freely and it becomes very challenging because we've built into those areas, so horses come into the neighborhoods. Unfortunately, we've had maybe 26 horse vehicle accidents. We are doing a fencing plan along a lot of that roadway and I think that's something that the RTC should consider participating in. I think it makes sense from a transportation safety standpoint, and also just in the built environment, especially if you think about where the future growth patterns. Many of us also serve on the Regional Governing Board, and we can see the different tiering as we go forward. If we don't have the foresight to plan for this today, I think we're going to dramatically increase the potential for those interactions to happen.

The Safety Action Plan has a relatively limited scope. So, it's not going to be looking at development patterns per se for the entire region. It's really going to be looking at safety. The goal of that plan is to reduce injury and fatalities to humans. We will be looking at risk and assessing risk with horse human interaction and we will be looking at all layers of risk. What is the risk to humans? What is the risk to humans walking, biking and in cars? What is the environment that we're working in? What are the conditions. We'll be doing a risk assessment, but the plan really does focus on not just the built environment but also behavior, so a safe systems approach is what we're moving into with this new phase of Vision Zero.

Bill Thomas, RTC Executive Director, I think what Vanessa is pointing out is the question is going to come down to how do you prioritize? So, we're introducing something that's a little different and we'll put it in the plan, but it will be done in context. These safety plans really are human based because they're driven out of the federal level. So, we will respect that, but we also will flavor it with what the issue is locally, and I will assure you it will be part of the conversation.

Mayor Schieve, I would love to see a more in depth presentation on this so that we can also give you some guidance on the areas and the feedback that we get from the community members, and things that we might not have even thought about. I would love to see something like this sooner than later and I'd also like to see more on Vision Zero. Such as, what have we spent money on? I would suggest that all of us as commissioners get more money in contingency, so at least we can address some of the high risk concerns that we've heard today.

Commissioner Reese, just to close the loop, I want to make sure that it is understood that the reason why I bring up the horses in South Reno is because it's been brought to us. I do not live in South Reno, but I want our residents throughout our region to feel safe where they live and there is a growing sense

of what happens when horses and cars interact. There haven't been any human fatalities yet, but it's devastating. We're trying to be responsive to our constituents and you help us to do that. Thank you so much.

On motion of Commissioner Reese to approve, seconded by Vice Chair Hill, motion unanimously carried, Chair Lawson ordered that Item 5.2 be approved.

5.3 Receive a report on the draft Coordinated Public Transit-Human Services Transportation Plan (CTP). (Informational Only)

Graham Dollarhide, RTC Planning Manager and I'll be giving a presentation on the Coordinated Public Transit Human Services Transportation Plan (CTP).

Some background information on the CTP, is a coordinated plan required by the FTA under the Section 5310 Grant Program. This program is designed specifically to enhance mobility for seniors and individuals with disabilities. Projects seeking to utilize Section 5310 funds must be identified in a locally developed coordinated plan.

The FTA section 5310 funds programs and projects are operated by eligible providers, including State and Local Governmental agencies and nonprofit organizations, so not just RTC is eligible to receive these funds. The focus of a coordinated plan is typically on identifying unmet needs and gaps in transportation services. However, the CTP has been developed to acknowledge all of the good things being done by the existing programs and services in the transportation sector. The document must be updated at least every four years and it's recommended that it be done in alignment with the Regional Transportation Plan (RTP) cycle.

Historically, the RTC has issued a call for projects to award the Federal 5310. However, the strings attached to federal money as we know, can be too cumbersome and in this case subrecipients. In the past FTA 5310 have made a request to RTC and RTC has obliged in creating a 5310 equivalent sales tax funding program, wherein the RTC utilizes all of the FTA dollars for its projects and programs related to the Section 5310 program. In turn there is an equivalent amount of sales tax dollars available for these other agencies. This has reduced reporting and other federal requirements, as well as reduced the oversight and administrative burden for the RTC, making funding for these programs more accessible to the nonprofit agencies and others as well.

The CTP development process included data that was collected on regional demographics, Transportation service providers, and input that was gathered from public and stakeholder surveys as part of the outreach process. The outreach process involved a stakeholder agency survey, a public survey, and a stakeholder workshop. The Stakeholder Agency survey was conducted electronically and gathered information on each agency's profile, the services and programs they offer, as well as operational details for those agencies that directly operate transportation services. It also gathered their thoughts on the state of transportation in the region, as well as their thoughts on unmet needs and gaps in service. The public survey was conducted in person during a series of events throughout the month of May and included a Spanish language version. RTC staff was available to assist survey takers with both the English and Spanish versions, and the survey collected information from members of the public on their transportation, service, uses and habits and preferences, as well as their perceptions on unmet needs and gaps in service. The stakeholder workshop provided data analyzes from the aforementioned demographic data. Transportation service agency providers, as well as survey results from the stakeholder agencies and public surveys. And that was that was provided to the workshop participants in order to facilitate a more robust discussion about unmet needs and gaps in service.

With the input from the surveys, the CTP recommends the following as top five priorities, which are unranked include, expanding service areas, expanding FlexRIDE service areas as well as transportation based in rural areas, better information sharing and provision of training, development of a uniform integrated trip booking and scheduling platform and implementation priority is to improve existing and create additional travel options. Some strategies under this option include service improvements for nonprofit transportation providers and expansion of door to door transportation options. Currently, door to door services are not offered by RTC and are best left to the nonprofit sector. For some quick context, that type of service oftentimes includes another personal care attendant that will arrive at the origin of the passenger, and actually go into the home and/or assist them out of the building, down the steps or walkway and into the vehicle, then transport them to their destination, whether that be a grocery store or medical office. Assist them out of the vehicle, into the building and then actually to the doctor's office in this case. So again, not a service currently offered by RTC, but something that is needed and desired.

The draft CTP was presented to the RTC, TAC, and CMAC, as well as the Senior Coalition of Washoe County. Looking ahead, staff will incorporate final comments from the public RTC's advisory committees and members of the board into a final version, which is anticipated to be adopted in January. Comments will be accepted through December 24th, 2024 and can be submitted to staff and the full draft CTP can be viewed on RTC's website.

One change in particular that I want to mention is that the final plan, which will be brought back to the board in January for potential adoption, will include a change to Table 6.2 on page 69 of the draft plan. This will change what's shown in the table from what currently exists there to showing only the biennial 5310 equivalent program grant funding the amount of \$1,151,752, which was available for this most recent FY 22-23 biennium. The FY 24-25 call for projects is anticipated this summer of 2025. After adoption, anticipated again during the January meeting, FTA 5310 and RTC 5310 equivalent program funding will be utilized according to the priorities established in the CTP.

Vice Chair Hill, thank you, this is great, and I appreciate the presentation. On additional funding, I'm just looking to you, Bill. Is this where you're thinking RTC needs to look at taxing other revenue sources that we're not getting through the gas tax? Is that the thought?

Bill Thomas, RTC Executive Director, without digging deeper into what you hear all the time, we can always use more money. There are some challenges that this particular plan addresses that go deeper than what we can do. What I mean by that is with our public transportation program, we always have to look at that we only have so many dollars, we only have so many buses and we only have so many drivers. How do I prioritize this particular group? We can certainly go back and look at if there are funding sources right now because it's federally funded. That's kind of the driver of how much we invest in this particular program, but what we're going to be doing, which I share with the whole board, is we're going to really be looking deeply at the plan at your retreat in March at public transportation. This would be a good thing to put in the mix to say, okay, if there are funding sources, what would they be? If there aren't, then what is the prioritization of other things we can't do if we do that? With sales tax, we do have a cap in terms of how much we get that's driven by the rate more than what our needs are. I guess my answer is we will look at it holistically at your board retreat in March, but if you want something more urgent than that, certainly we can bring it back. I don't know that we'll have any answers by then, though.

Vice Chair Hill, that's great. Under the funding sources outlined, I didn't see funding for Incline Village and Senior Transit up there, is that through this funding source or is that separate?

Susie Trinidad, ADA Paratransit Administrator, every year RTC budgets for senior transportation for Washoe County, Incline, Gerlach, and also Pyramid Lake. That money comes from sales tax funding, but it's not included on the CTP.

Commissioner Reese, Mr. Dollarhide, thank you for the excellent presentation. There was an emailed public comment from Michael Gawthorpe. It was about the elimination of Route 6 and 16 and then more movement towards FlexRIDE. Is this the type of public comment that you would take into this report, and it would be incorporated into it? I'm just trying to figure out where that plays into the public engagement and outreach.

Graham Dollarhide, thank you for passing that along. Comments specific to fixed route changes would be more appropriate for our TOPS plan, but we did mention FlexRIDE in this report.

Item 6 REPORTS (Informational Only)

6.1 RTC Executive Director Report

1. Congratulations to the board members on your reappointment.
 - We appreciate your work at the RTC and we're looking forward to the next year under your leadership. Next month, you will elect a new Chair and Vice Chair. The bylaws require that the new Chair will come from the Washoe County Board of Commissioners. In two years, the board will elect a Commissioner who represents the City of Reno. Because of that, it has been practice that the board elects a Commissioner from that entity to be the Vice Chair, this time around.
2. One of our priorities this past year was to improve lines of communication between public transit staff and the Keolis drivers and mechanics.
 - We recently conducted a survey of employees and staff – and we met with union stewards to discuss issues with routes and schedules. That led to next month's changes to the Routes 5 and 7 weekend schedules because these were their highest priorities. The stewards are surveying the drivers for additional suggestions. Keolis will hold an employee town hall meeting early next year with RTC staff to continue the open communication between our groups.
3. Ridership continues to increase on our fixed bus routes.
 - We are now at 28 straight months of ridership. We hope this trend continues into the new year. Reliability, frequency, and experienced bus drivers are some of the reasons for this success. We're also doing more outreach in the Spanish-speaking community. Thank you, Jim Gee, the Public Transportation Department, and Keolis for your hard work to make this happen.
4. The RTC will provide free public transportation for anyone this New Years Eve – from 6 p.m. to 2 a.m.
 - Public transit is a great option for people who plan on going out to celebrate the new year. Not only does it relieve congestion and parking challenges but it's a great way for people to get home safely if they've been drinking. We are also encouraging people to have a designated driver or take a cab, Uber, or Lyft if they're under the influence of alcohol.
5. Last Thursday, we held our annual Stuff A Bus Holiday Food Drive.
 - We had a great turnout from the community who filled the bus with non-perishable food and cash donations. We delivered the bus to the "KTVN Share Your Christmas Food Drive" Friday, which all went to the Food Bank of Northern Nevada. We are very proud to help our neighbors who are struggling to put food on the table, especially during the holidays. This year, we also accepted gifts for the Toys for Tots Program. Thank you to all our staff who volunteered and donated to these causes.

6. I am pleased to announce our newest employee.
 - Shay League joined the RTC Planning Department on November 18th as our new Senior Technical Planner. Shay is a U.S. Navy Veteran and has a Bachelor of Science in Planning from Arizona State University. She has experience in urban planning and project management. She's on track to receive her American Institute of Certified Planners certification in 2025. Shay most recently worked as a Senior Planner for the City of Fernley.
7. Congratulations to Jim Gee on his fifth anniversary at RTC.
 - Jim has done a great job in the Public Transportation Department during his tenure here. He took over as the PTO Director one year ago and has been very successful in his new role.
8. I would also like to congratulate James Ross and Sai Sun for completing their first year at RTC.
 - James is one of our Facilities Maintenance Specialists. Sai is our Transit Planner. Thank you both for your effort and keep up the good work.
9. The MTM Employee of the Month is Gerald VanJohnson.
 - Gerald transferred to Reno nine years ago after working as a paratransit driver in Las Vegas, so he's quite the novice. Clients cherish Gerald and request his services more than any other driver. He is the epitome of a safe and professional driver. He always has encouraging words for everyone – both colleagues and clients. Gerald is always reliable and never misses a day of work. In his spare time, he enjoys going for walks and reading.
10. The Keolis Driver of the Month is Thomas Parsons.
 - Thomas has worked as a bus operator for Ride since July of 2006. His accomplishments in November consist of 96% on-time performance, zero preventable accidents, and no customer complaints. Thomas may not be the loudest voice in the room, but his focus and dedication speak volumes. He's a huge LA Dodgers fan and loves to watch them play.

Lastly, I would like to wish everyone a Merry Christmas and a Happy New Year.

6.2 RTC Federal Report

Paul Nelson, RTC Government Affairs Officer. Congress has quite a bit of legislation to deal with as the new year approaches. Top of mind right now is the deadline today to Agree on a spending package to avoid the government shutdown. Speaker Johnson says they do have a plan in place to avert that shutdown. A CR would fund the government until March 14th. Some of the provisions would likely include 100% federal funding for the Francis Scott Key Bridge, and billions of dollars in emergency relief programs. The debt ceiling will be reinstated January 2nd, so Congress will either have to raise or suspend the debt ceiling by summer to avoid a global financial crisis.

The Senate will be dealing with confirmation hearings for Trump's cabinet, and both chambers will likely be working on legislation to repeal parts of the Inflation Reduction Act and expand the 2017 tax cuts. The Government Accountability Office recently reviewed DOT's fiscal year 22 evaluations of the Bridge Investment Program. It found that DOT didn't always document evaluations against merit review or how it reached a consensus on reviews. Geo recommended that DOT improve instructions for reviewers on these issues.

The Supreme Court heard arguments on a case involving a Utah rail line that's been halted over environmental concerns. The reason this could have an impact is because it really could have implications for how environmental reviews are done in the future and the court will likely issue a ruling in June.

Congressman Crawford has dropped out of the race for TNI chair, so Chairman Sam Graves will be running unopposed and will retain the gavel. DOT will redistribute unobligated balances to State DOTs under the formula for the BG program. It will also determine the unobligated TIFIA amounts during the next two fiscal years, and put that funding into the BG program as well.

6.3 NDOT Director Report

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

- Upcoming closure of Stoker Avenue – West Reno
- U.S. 395 North Valleys Construction Update
- December 9, 2024 Earthquake – 25+ Bridges Inspected and No Earthquake Damage Found
- Regional Staffing Levels – Decreased Vacancies in District 2/Northwestern Nevada - Green
- Happy Holidays to Everyone

Item 7 COMMISSIONER ANNOUNCEMENTS AND UPDATES

Mayor Schieve, on the discussion of horse fencing for safety. NDOT recognized the problem and put in about \$300,000, I appreciate you so much, thank you. The City put in close to \$1 million to get this fence going and we are now this close to getting it done. There is a gap of \$50,000 and I would love for this board to put it on their next agenda to vote on that so we could get the fence done, as it is about safety.

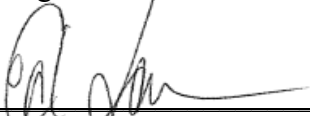
Item 8 PUBLIC INPUT

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.

Mr. Mark Markel, local resident who was injured by a drunk driver, would like everyone to be aware of the dangers of drunk driving and to please use a designated driver and do not get behind the wheel intoxicated.

Item 9 ADJOURNMENT

There being no further business to come before the Board, the meeting was adjourned at 10:16 a.m.



ED LAWSON, Vice Chair
Regional Transportation Commission

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