

**REGIONAL TRANSPORTATION COMMISSION
CITIZENS MULTIMODAL ADVISORY COMMITTEE
MEETING MINUTES
WEDNESDAY FEBRUARY 4, 2026**

CMAC MEMBERS PRESENT

Sue-Ting Chene
Kathie Stanfield
Juan Martinez

Ryan Bernadette, Chair
Panah Stauffer, Vice Chair

CMAC MEMBERS ABSENT

Damien Cole
Kelly Orr

Sierra Henderson
Michael Lansborough

RTC STAFF

Marquis Williams
Graham Dollarhide
Jim Gee

Shay League
Lolita Davis
Sai Sun

1. ROLL CALL/CALL TO ORDER

The Citizens Multimodal Advisory Committee (CMAC) meeting was conducted as a Zoom Meeting. The meeting was called to order at 5:31 p.m. by Marquis Williams.

2. VERBAL INSTRUCTIONS REQUIRED BY ASSEMBLY BILL 219 (2023)

RTC staff read the instructions required for participating via Zoom and participating via telephone.

3. PUBLIC COMMENT

There were no public comments.

4. APPROVE THE DECEMBER 3, 2025, MEETING MINUTES *(For Possible Action)*

The CMAC December 3, 2025, meeting minutes were approved as submitted.

5. INFORMATION AND DISCUSSION ITEMS.

ITEM 5.1: PROVIDE INFORMATION, AND ADVICE REGARDING THE CONSTRUCTION, INSTALLATION AND MAINTENANCE OF BENCHES, SHELTERS AND TRANSIT STOPS FOR RTC PASSENGERS.

Sai Sun, RTC Transit Planner, gave a presentation on the construction, installation and maintenance of benches, shelters and transit stops for RTC passengers.

Juan Martinez asked why bus stop poles have trash cans that are too high for wheelchair users to reach, causing littering. He suggested lowering the trash cans so that people in wheelchairs and young students can easily dispose of their trash. Sai Sun acknowledged that the height issues depend on the space on the pole, and thanked Juan Martinez for the suggestion.

ITEM 5.2: PROVIDE INFORMATION, ADVICE AND RECOMMENDATIONS REGARDING THE PROPOSED AMENDMENT NO. 2 TO THE FFY 2025-2029 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP).

Graham Dollarhide, RTC Planning Manager, gave a presentation on the proposed amendment No 2 to the FFY 2025-2029 Regional Transportation Improvement Program (RTIP).

Juan Martinez asked if the funding discussed is for big buses only or if it includes RTC access buses as well. Graham Dollarhide explained that the funding is for replacing larger diesel hybrid buses, while the formula funding for access buses is separate. Juan Martinez mentioned the poorly placed lift and lack of legroom and hopes for future bus replacements to consider passenger feedback. Jim Gee, RTC Public Transit Director, stated that many passengers have echoed similar concerns, and will most likely revert to previous bus models after testing the ProMaster vehicles.

Ryan Bernadett inquired about the Patrick Waltham Way project, specifically if it aims to improve the merging capacity at the on ramp. Graham Dollarhide confirmed this is the goal, aiming to assist in better speed ramp-up for freeway entry.

Ryan Bernadett asked about the hybrid buses, referencing previous grants for hydrogen buses, and inquired about the costs and reliability of different bus types. Graham Dollarhide confirmed a grant was received for hydrogen buses and fueling facility. Jim Gee responded with the cost comparisons, noting hybrid vehicles generally cost around \$1.1 million per bus, while hydrogen and electric vehicles range from \$1.6 to \$1.7 million. He highlighted that hybrid buses have a larger market share, ensuring better parts support. He also shared that eight new hydrogen vehicles have arrived, and plans are to have them operational by mid-March or early April. Ryan Bernadette asked about the fuel efficiency of hydrogen versus non-hybrid buses. Jim Gee mentioned that hydrogen buses have a slightly better fuel efficiency, making them cost-effective once a permanent fueling solution is established. Panah Stauffer asked if the all-electric buses will be retired. Jim Gee responded they may be retired or relocated to a contingency fleet but notes that the current order of hybrid buses won't arrive until late 2027 or early 2028, allowing electric buses to remain in use for some time.

Juan Martinez asked about the status of floating bus stops and their locations. Graham Dollarhide confirmed that floating bus stops are part of ongoing project developments but needs to verify and follow-up with specifics.

ITEM 5.3: RECEIVE A PRESENTATION ON THE STATUS OF THE MEADOWOOD/HIDDEN VALLEY AND SUN VALLEY/PANTHER VALLEY NEIGHBORHOOD NETWORK PLANS.

Marquis Williams, RTC Senior Transit Planner, gave a presentation on the Meadowood/Hidden Valley and Sun Valley/Panther Valley Neighborhood Network Plans.

Sue-Ting Chene inquired about the quick build option, referencing a design with cars and confirming details regarding space for cyclists. Marquis Williams explained that the total standard is 8 feet, and the buffer does not take away from the bike lane. A discussion was held regarding a layout that encourages cyclists to ride slightly toward the left to accommodate the buffer.

Sue-Ting Chene urges consideration to charter schools and homeschooling families in outreach efforts, as they are often overlooked. She suggested looking up charter schools in the area to ensure inclusive communication regarding transportation and school access. She explained that some charter schools, such as AACT, receive information through the Washoe County School District, but others may not, creating a gap in communication. Panah Stauffer suggested that engaging Homeowners Associations (HOAs) could aid outreach efforts. She noted that while HOAs may send general updates, they often communicate special events, which can effectively reach community members. Marquis Williams acknowledged the validity of their comments, emphasizing the efficiency of leveraging existing distribution channels.

6. RTC STAFF ANNOUNCEMENTS

Marquis Williams, RTC Senior Planner, announced there has been much discussion about the Northeast Connector at RTC recently. Bryan Byrne, the Project Manager, could not attend this meeting but will present at the TAC meeting at 9 am on February 5th. The open meeting allows public comments and will be recorded for online access.

7. PUBLIC COMMENT

Sue-Ting expressed concern about the cancellation of meetings due to insufficient agenda items, highlighting that this prevents public comments from being shared. She suggested that knowing in advance who wishes to make comments could help avoid unnecessary cancellations and lost opportunities for public comment. She proposed that before canceling a meeting, there should be a check with committee members to see if anyone has topics to discuss or comments to make. Even if it's short, provide a platform for public comment rather than cancel it altogether. She believes that important discussions may be overlooked when regular meetings are not held.

8. ADJOURNMENT

The meeting adjourned at 6:41 p.m.