

**REGIONAL TRANSPORTATION COMMISSION
BLUE RIBBON COMMITTEE (BRC) FOR TRANSIT**

October 16, 2014 Meeting Minutes

BRC Members Present

Alicia Barber, BRC Facilitator
Lisa Bonie, Northern Nevada Center for Independent Living
LaVonne Brooks, High Sierra Industries
Bernie Carter, Dacole
Andrew Clinger, City of Reno
Kevin Dick, Washoe County Health District
Steve Driscoll, City of Sparks
Phylis Freyer, Renown Health
Michelle Gardner, Nevada Department of Transportation
Carl Hasty, Tahoe Transportation District
David Lippincott, Community Advocate
George McKinlay, Nevada Assistive Technology Resource Center
Connie McMullen, Senior Spectrum
Graham Dollarhide, Carson City MPO
Tim Ruffin, Colliers International
John Slaughter, Washoe County
Gerald Smith, The Nell J. Redfield Foundation
Rachel Solemsaas, Truckee Meadows Community College
Art Sperber, Community Advocate
Jean Stoess, Community Advocate
Grady Tarbutton, Washoe County Senior Services
Jasmine Vittori, Community Advocate

RTC Staff

Lee Gibson, David Jickling, Amy Cummings, Stephanie Haddock, Michael Moreno, Jacqueline Maldonado

Guests

Jon Ericson, Bill Thomas, Laura Vargas, Buzz Harris, Dave Roberts

The meeting was called to order at the Regional Transportation Commission Boardroom by RTC Executive Director, Lee G. Gibson at 11:09 a.m.

ITEM 1. APPROVAL OF AGENDA

The agenda was approved as submitted.

ITEM 2. PUBLIC INPUT

There was no public input.

ITEM 3. DISCUSSION ABOUT WHAT IMPACTS THE PERFORMANCE OF TRANSIT ROUTES (POPULATION, EMPLOYMENT, DEMOGRAPHICS)

Amy Cummings, RTC Planning Director gave a brief recap on several handouts and discussed the information requested previously. Copies of the handouts are available at the RTC Planning Department.

ITEM 4. DISCUSSION ABOUT WHERE TRANSIT IS MOST SUCCESSFUL IN THE REGION

Amy discussed the Transit Route Profiles handout. A copy of the handout is available at the RTC Planning Department. Edits on the Transit Route Profiles handout were identified for updating the draft.

ITEM 5. COMMITTEE'S CURRENT ASSESSMENT AND ACTION TO PRIORITIZE NEEDS

Amy introduced Alicia Barber, BRC Facilitator, who documented the committee's prioritization of transit needs. Alicia also discussed the RTC transit vision handout. A copy of the Transit Vision handout is available at the RTC Planning Department.

Ideas identified for prioritizing transit needs:

- Walkability/accessibility
- Fundable priorities
- The communities RTC serves are expanding, requires statewide approach involving other counties
- Jobs-based transit and individual preference
- Public transit can become a habit, costs of riding a bus per mile can be much less than driving
- Not focusing on public transit causes congestion and traffic, we need to raise awareness
- Emphasize the true cost of subsidizing outlying development
- What is the subsidy cost per mile of various forms of transit?
- Provide more and better service in the core and more people will be persuaded to use public transit
- A problem: getting people to give up their cars
- Younger people think of connectivity not costs
- Parking downtown is tough
- Can we afford to bring transit to people or do we want to move them to transit
- Some centrally located housing is not affordable
- Consider efficient and cost-effective ways to still provide transit in outlying areas (park and ride, bike and ride, etc.) to main hub
- Why are the people with characteristics of a typical rider not using transit
- Comparisons to mature systems are not always relevant
- Park and ride needs to convince people to stop once they are in their cars (a question of convenience and time)
- Mature systems can help us plan for long term and avoid mistakes
- RTC needs to invest in infrastructure now for future needs, growth and traffic
- Humans change their behavior because of pain (like traffic and parking)
- Has RTC assigned costs to expanding services and how would they prioritize?
- The core elements would reduce productivity but could still be desirable
- How could expanded service generate more support for public transit?
- Outside the core reaches a larger audience
- The inside/outside beltway dynamic is critical
- What's the property allocation of resources?
- Building broad support is critical
- Investment in core area and more RAPID service can help lead in moving people
- Invest in commuter routes (park and ride)
- Clear process is needed
- Need data in a form to help make decisions
- Put price tags on services
- Maybe rank short and long term priorities
- Put available data in a clear format
- Important to understand paratransit
- Create a matrix outlining future costs, considerations to take into account
- What are the variables and what do they need to weigh?
- Subsidize commuter routes or pursue partnerships?

- There are significant businesses with thousands of employees
- Partnership with the city is very important in developing transit-oriented development
- Perhaps seek TORT reform with respect to potential litigation
- Why do people ride or not ride (do they feel transit is user friendly and community-oriented)?
- Use smaller transit vehicles on less traveled routes
- Process: Create system for voting or prioritizing
- What would be cut if we want to live within our means or if we want to fulfill the vision, how do we prioritize and generate community support for funding?
- Provide input for both scenarios
- There may not be community support and how would we put transit ahead of education
- Define the core mission and speak for those who need advocacy
- Should we moving funds away from roads to transit although roadway maintenance has a backlog?
- Creative collaboration is critical with business community changing legislation, etc.
- Even while cutting service, formulate long term strategies
- Need more Millennials involved

ITEM 6. PUBLIC INPUT

There was no public input.

ITEM 7. MEMBER ITEMS

There were no member items.

ITEM 8. ADJOURNMENT

The meeting adjourned at 12:58 p.m.