AGENDA ITEM 3.2
REGIONAL TRANSPORTATION COMMISSION
WASHOE COUNTY, NEVADA

FRIDAY 9:23 A.M. January 17, 2020

PRESENT:
Neoma Jardon, Reno City Council Member, Vice Chair
Vaughn Hartung, Washoe County Commissioner
Oscar Delgado, Reno City Council Member (arrived 9:13)
Ron Smith, Sparks City Council Member
Amy Cummings, RTC Interim Executive Director
Dale Ferguson, Legal Counsel
Kristina Swallow, Director of NDOT

NOT PRESENT:
Bob Lucey, Washoe County Commissioner, Chairman

The board transportation workshop, held in the Concord and Cessna rooms of the SureStay Plus Hotel, 1981 Terminal Way, Reno, Nevada, was called to order by Vice Chair Jardon to conduct the following business:

**No action was taken during this workshop other than to approve the agenda and to adjourn**

Item 1 APPROVAL OF AGENDA

On motion of Vice Chair Jardon, seconded by Commissioner Delgado, which motion unanimously carried, Vice Chair Jardon ordered that the agenda for this workshop be approved.

Item 2.1 PUBLIC INPUT

Vice Chair Jardon 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.

There being no one wishing to speak, the Vice Chair closed public input.

Item 3 DISCUSSION OF RTC PUBLIC TRANSPORTATION, INCLUDING THE FOLLOWING:

- POTENTIAL TRANSIT SERVICE CHANGES
- LONG-RANGE TRANSIT VISION

January 17, 2020 RTC Board Meeting Minutes DRAFT
Interim Executive Director Amy Cummings summarized the purpose of the workshop, describing all of the programs that are provided by the RTC or are contributed to by the RTC. She went on to say that the transit reserve fund levels are back up to the levels they need to be. Those are the funds that were used during the recession to keep most of the transit services running.

She then reviewed the sources of revenue for transit, stating that sales tax is the main contributor to the program but some federal funding and the passenger fares also provide revenue. Expenses in the transit program are approximately 50% for fixed route (RIDE) and 15% for paratransit. Operating expenses include fuel, labor and fringe, along with some other services and costs.

For FY 2021, the RTC has about $2.5 million that can be potentially used for a service expansion. There has been a demonstration of the Sparks FlexRIDE program which RTC plans to continue and FlexRIDE is poised for further expansion in Lemmon Valley. To proceed with those plans, the cost is approximately $1 million. This leaves $1.5 million for additional services.

Commissioner Hartung said that citizens have contacted him directly to say that they were not overly impressed with the FlexRIDE service. They found that the consistency of a fixed route got them to their destination faster than with microtransit. His vision was that the service would be more like an Uber type of service. He then asked for confirmation that a ride can be reserved via computer, telephone, or smart phone app. Mark Maloney, RTC Transit and Operations Director, confirmed.

Mr. Maloney added that the old ridership on routes 25 and 26 averaged about 50 passengers per day and ridership has shot up to an average of 150 riders per weekday and 80 on weekend days, so ridership has tripled. This required adjustments to the way service was being provided which caused some delay; however, the median wait time for the month of December was 10 minutes. The prior fixed route service only arrived every 60 minutes, so this is a great improvement. The cost per passenger is about the same as fixed route. If a passenger switches to FlexRIDE from ACCESS, the agency will save $18.11 per trip. He then explained the expansion of the service area, major destinations, etc. Changes can also be made quickly when needed vs about six months to make a change to fixed route.

Vice Chair Jardon asked what is expected of the commissioners today when the six months of data is not available yet.

Mr. Maloney said a survey is being done to provide rider input to accompany statistical data.

Ms. Cummings added that when a commissioner receives a complaint or suggestion, to please notify RTC staff so that changes can be implemented to make improvements as needed and staff can reach out to those individuals as well.
Mr. Maloney said that the program is being live-monitored by dispatch who has tools available to them to prioritize rides as needed.

Commissioner Hartung asked what happens when a passenger needs wheelchair assistance?

Mr. Maloney said the current, experienced ACCESS provider’s ADA drivers and ADA vehicles are purposely being used for this service to address those exact needs.

Vice Chair Jardon asked what will happen if FlexRIDE service is expanded to other areas, such as Lemmon Valley, and the ridership is lower than anticipated. How long does the RTC give it before deciding to redirect service if needed?

Ms. Cummings said that it would be best to follow the six month model, but if there were issues early-on, the topic would be brought before the board sooner.

Mr. Maloney added that the zone area can be expanded, reduced or moved based on the needs. Ridership went up much faster than anticipated in Sparks and seems to have stabilized at this point, so it is a good model to use for expansion of the service to other areas.

Ms. Cummings said that there are also some options for enhancing existing fixed route services as follow:

- **Route 5 extension to Desert Skies MS (Sun Valley)** with an annual operating cost of $300,000.
- **Route 18 increase span of service (Sparks Industrial)** to operate continuously throughout the day at about $115,000 to operate.
- **Route 7 increase span of service (North Valleys)** and Route 3CL/CC increase span of service (West Reno). Route 3 would cost $783,000 to operate.

The following areas are often requested for new or expanded service:

- Stead/Lemmon Valley
- Spanish Springs
- Red Rock/Cold Springs
- South Reno (Damonte Ranch)
- South Reno (Galena)
- Somersett
- Mogul
- Verdi
- Washoe Valley
- Caughlin Ranch
FlexRIDE services would be about $500,000 each to implement. To implement or expand fixed route service would also expand ACCESS service so would be significantly more expensive to implement and operate.

There was then discussion about the different ridership needs based on socioeconomic factors, population density, medical needs, etc.

Commissioner Hartung said he doesn’t believe everyone understands how the FlexRIDE system works, such as many seniors, and a great deal of education may be needed.

Vice Chair Jardon asked what the difference in driver qualifications would be for the different types of service. She also gave an example to add FlexRIDE in Cold Springs and asked how many drivers would be required.

Mr. Maloney said that driver qualifications for FlexRIDE are the same as for ACCESS and fixed route would remain the same as well. For FlexRIDE in Cold Springs, two vehicles would be required and four drivers. If fixed route is installed, it would require 2 drivers and one vehicle.

Following is an example of implementation times, operating costs, number of vehicles required, etc.:

<table>
<thead>
<tr>
<th>Areas of Requested Service</th>
<th>FR Ops Cost (1)</th>
<th>ADA ACCESS Service Cost (1)</th>
<th>Min. No. Buses Req.</th>
<th>Est. Bus Stop Cost (2)</th>
<th>Total 1st Year Cost (Millions)</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stead/Lemmon Valley</td>
<td>$667,000</td>
<td>$178,000</td>
<td>2</td>
<td>$900,000</td>
<td>$2.85</td>
<td>Expansion of Existing - Route 7 (Current Frequency)</td>
</tr>
<tr>
<td>Spanish Springs</td>
<td>$431,000</td>
<td>$88,000</td>
<td>1</td>
<td>$280,000</td>
<td>$1.65</td>
<td>New Service - Headway 60-Min (x2 if 30-Min headway)</td>
</tr>
<tr>
<td>Red Rock/Cold Springs</td>
<td>$1,800,000</td>
<td>$189,000</td>
<td>2</td>
<td>$380,000</td>
<td>$4.07</td>
<td>Expansion of Existing - Route 7 (Current Frequency)</td>
</tr>
<tr>
<td>South Reno (Damonte Ranch)</td>
<td>$643,000</td>
<td>$96,000</td>
<td>2</td>
<td>$480,000</td>
<td>$2.92</td>
<td>Expansion of Existing - Route 56 (Current frequency)</td>
</tr>
<tr>
<td>South Reno (Galena)</td>
<td>$1,300,000</td>
<td>$150,000</td>
<td>2</td>
<td>$810,000</td>
<td>$3.76</td>
<td>Expansion of Existing - Route 56 (Current frequency)</td>
</tr>
<tr>
<td>Sommersett</td>
<td>$799,000</td>
<td>$127,000</td>
<td>2</td>
<td>$470,000</td>
<td>$3.10</td>
<td>Expansion of Existing - Route 4 (Current frequency)</td>
</tr>
<tr>
<td>Mogul</td>
<td>$1,258,000</td>
<td>$199,000</td>
<td>2</td>
<td>$750,000</td>
<td>$3.91</td>
<td>Expansion of Existing - Route 4 from Sommersett</td>
</tr>
<tr>
<td>Verdi</td>
<td>$933,000</td>
<td>$169,000</td>
<td>2</td>
<td>$660,000</td>
<td>$3.46</td>
<td>New Service - To Verdi from Robb Dr via Mogul (60-Min Freq)</td>
</tr>
<tr>
<td>Washoe Valley</td>
<td>$1,198,000</td>
<td>$435,000</td>
<td>2</td>
<td>$470,000</td>
<td>$3.80</td>
<td>New Service - Washoe Valley Only (x2 opposite direction; 60-Min Freq)</td>
</tr>
<tr>
<td>Caughlin Ranch</td>
<td>$373,000</td>
<td>$67,000</td>
<td>1</td>
<td>$280,000</td>
<td>$1.57</td>
<td>New Service - Caughlin Ranch Only (x2 opposite direction; 60-in Freq)</td>
</tr>
<tr>
<td>Virginia Line to Summit Sierra</td>
<td>$4,175,000</td>
<td>$127,000</td>
<td>6</td>
<td>$2,000,000</td>
<td>$11.40</td>
<td>Expansion of Existing (currently at 12-min)</td>
</tr>
</tbody>
</table>

Ms. Cummings mentioned that the installation of FlexRIDE could also provide health benefits by allowing an easy way for passengers who may be shut-in to get out and socialize without having to walk to a bus stop.

Vice Chair Jardon agreed that fixed route does not work for many of the seniors she’s spoken to because they are not on a set schedule or cannot easily walk to a bus stop.

Mr. Maloney added that those using the FlexRIDE app have the ability to see where their ride is and when it arrives, but there are also many riders who just walk up to the vehicle and request a ride or wait at Centennial Plaza for one of the vans to arrive.
Commissioner Hartung asked what kind of outreach is being done.

Ms. Cummings said that before FlexRIDE was implemented, there were public meetings held and the riders of fixed routes 25/26 were contacted and there was quite a bit of media information.

Commissioner Hartung asked how people knew about the public meetings.

Mr. Michael Moreno, RTC Public Affairs Manager, said that staff was out on the street helping passengers to use the service and the app and to provide training at Centennial Plaza.

Ms. Cummings said that if the Board would like to continue with the current FlexRIDE in Northeast Downtown Sparks and in Sun Valley, there would be an option of installing either fixed route or FlexRIDE in Spanish Springs, and FlexRIDE in the North Valleys.

Vice Chair Jardon said that the Northwest Reno, Mogul, Verdi area has been a “bus desert” forever and has a large senior population, so she would like that area to be considered for FlexRIDE as well.

Vice Chair Jardon then opened the item to public comment.

Ms. Laurie Rodriguez, local resident, suggested a slight rebranding of the name to North Valleys FlexRIDE instead of just Lemmon Valley. She also asked where the vehicle will be based because it could make a difference in wait times.

Mr. Maloney said the vehicles stay in the zone, so wait times should not be bad.

Ms. Dora Martinez, local resident, submitted a written comment read into the record by the Vice Chair:

She would like to make sure the FlexRIDE app is ADA accessible, she would like passenger policies and procedures posted explaining boarding/off-boarding of ACCESS vehicles, specifically so that passengers know all dogs must be on a leash, and she would like better announcements of RIDE stops, especially when there is a detour.

Mr. Steve Scott, local resident, said that the announcement of the addition of FlexRIDE could have been done a little better because it wasn’t clear to him that it would only be for the one 25/26 route. However, he has learned a great deal more at this meeting. He then asked what the $18.11 savings per ride meant.

Mr. Maloney said that the cost to the RTC for every ACCESS ride is $32.00, so the use of FlexRIDE saves the RTC $18.11 per ride.

Mr. Juan Martinez, local resident, said the announcements on route 21 have not been running for several months and asked if that could be fixed. Also, the ACCESS drivers are leaving the seatbelt straps latched to the floor which is dangerous for the visually impaired or anyone really.
Being no one else wishing to speak on this topic, the Vice Chair closed public comment.

Mr. Maloney then reviewed the staff recommendations to fixing route 18 between 6 and 10pm is important, the route 5 extension back up to Desert Skies Middle School is important, and implementing FlexRIDE service rather than fixed route in the expansion areas requested by the board. This would leave approximately $1.1 million left for expansion.

Direction was given to bring information to a future meeting about spending the $1.5 million dollars available for service enhancement to bring FlexRIDE to the Galleria/Spanish Springs and Somersett/Mogul/Verdi, as well as extending Route 5 to Desert Skies Middle School and closing the evening gap of service on Route 18. Continuing the Northeast Downtown Sparks and the North Valleys FlexRIDE demonstration areas. Vice Chair Jardon requested that the northwest area be up after the Spanish Springs FlexRIDE.

Commissioner Hartung requested that workshop presentations be included in the advance packets so they can be reviewed prior to the meeting.

Ms. Cummings then discussed the long-term, currently unfunded, transit vision included in the 2040 RTP which includes the following:

- Express bus (RAPID) on South Virginia to Summit
- Lincoln Line extension on W 4th Street
- Service to Truckee/Lake Tahoe
- Express transit service to the Tahoe Reno Industrial Center
- Larger maintenance facility for long-term expansion
- Express bus on Pyramid Highway
- Express bus service on US 395N
- Streetcar transit to connect the Reno-Tahoe International Airport to Virginia Street

Ms. Cummings then asked if there are any other suggestions or ideas the commissioners would like to see added to this list.

Commissioner Hartung asked what Express means.

Ms. Cummings said it is a route with limited stops and potentially a dedicated bus lane.

Vice Chair Jardon asked what funding the jurisdictions will help with service to Truckee/Lake Tahoe and to the Tahoe Regional Industrial Center (TRIC).

Ms. Cummings said that Carson City shares the cost of our Regional Connector, approximately \( \frac{1}{4} \) of the cost, so staff would be looking for something similar with these routes.

The Vice Chair said that she would not consider anything going out to TRIC until Lyon County comes to the table with some funding. She added that the My Ride to Work buses seem to be handling that commute pretty well.
Mayor Smith said the TRIC commuters have abandoned the parking lot that was built for them and have been parking on all the city streets instead, which is a problem.

Vice Chair Jardon asked where the Double Decker bus for Virginia Street is at in the unfunded vision.

Commissioner Hartung said he would rank Express bus service on US 395 N as number one on the list of priorities.

Vice Chair Jardon asked what the streetcar transit is on the list.

Ms. Cummings responded that the streetcar was included on the current RTP but will not be on the next version of the RTP because the capital costs are exorbitant as compared to our ridership numbers.

Ms. Cummings then quickly reviewed the results of the double-decker bus demonstration, stating that additional information would be brought to the next meeting. This route would run on the RAPID line from UNR to Meadowood Mall every 10-12 minutes.

After a short break, discussion took place on the disposition of RTC owned properties.

**Unknown to the board clerk, the meeting recorder had stopped working at this point, so specific minutes after the break are not available. However, copies of all presentations are available by contacting Denise Thompson at dthompson@rtcwashoe.com. Presentation copies will also be placed on the RTC website at www.rtcwashoe.com.**

### Item 4 DISCUSSION ABOUT PEDESTRIAN & SCHOOL ZONE SAFETY

Please see the note above. Copies of all presentations are available by contacting Denise Thompson at dthompson@rtcwashoe.com. Presentation copies will also be placed on the RTC website at www.rtcwashoe.com.

### Item 5 PUBLIC INPUT

Vice Chair Jardon 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. Carlos Elizando, local resident, spoke but did not include a specific topic on his request and was not recorded.

Mr. Steve Scott, local resident, spoke but did not include a specific topic on his request and was not recorded.

There being no one else wishing to speak, the Vice Chair closed public input.
Item 6  ADJOURNMENT

There being no further business to come before the Board, the meeting adjourned at 11:52 a.m.

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Neoma Jardon, Vice Chair
Regional Transportation Commission