

**REGIONAL TRANSPORTATION COMMISSION  
WASHOE COUNTY, NEVADA**

**FRIDAY**

**9:00 A.M.**

**Date February 21, 2020**

**PRESENT:**

**Bob Lucey, Washoe County Commissioner, Chairman  
Neoma Jardon, Reno City Council Member, Vice Chair  
Vaughn Hartung, Washoe County Commissioner  
Oscar Delgado, Reno City Council Member  
Ron Smith, Sparks City Council Member**

**Amy Cummings, RTC Interim Executive Director  
Dale Ferguson, Legal Counsel  
Cole Mortensen, Deputy Director of NDOT (alternate)**

**NOT PRESENT:**

**Kristina Swallow, Director of NDOT**

The regular monthly meeting, held in the Chambers of the Washoe County Commission, 1001 E. 9<sup>th</sup> Street, Reno, Nevada, was called to order by Chairman Lucey. Following the roll call and the Pledge of Allegiance to the Flag of our country, the Board conducted the following business:

**RECOGNITION OF THE SPONSORS OF THE RTC NEW YEAR'S EVE FREE SAFE RIDE**

Mr. Michael Moreno, RTC Public Affairs Manager, presented certificates to those present and spoke in recognition of the generous support of the RTC New Year's Eve Free Safe RIDE program sponsors. This was the 35<sup>th</sup> year of the program and 9,345 rides were taken. There was approximately an 8% decrease in ridership as compared to the previous year.

**Presentation on the importance of the 2020 Census for Nevada**

Mr. Michael Moreno, RTC Public Affairs Manager, stated that on March 12<sup>th</sup>, the public would begin receiving post cards as a reminder to complete the 2020 Census. Mr. Moreno was the Chair of the 2000 Census for the Washoe County Complete Count Committee and is Chair again for the 2020 Census. He then introduced Laura Thorwarth, the regional outreach coordinator for the NV Census 2020 Washoe County Complete Count Committee.

Ms. Thorwarth, thanked Mr. Moreno on behalf of Lieutenant Governor Kate Marshall and the State of Nevada. She then explained the importance of the Census and that the Federal Census is the same as the census she works on. This committee is charged with creating an outreach program to ensure that all Nevadans get their fair share of federal resources and congressional representation by encouraging full participation in the 2020 Census. She also provided information on the long and short census forms, what to watch out for pertaining to scams and how important it is to complete the census.

**Item 1            APPROVAL OF AGENDA**

At the request of Chairman Lucey, Item 5.1 was moved up to immediately precede the consent items.

On motion of Commissioner Hartung, seconded by Vice Chair Jardon, which motion unanimously carried, Chairman Lucey ordered that the agenda for this meeting be approved with the aforementioned change.

**Item 2 .1        PUBLIC INPUT**

Chairman Lucey 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. Randy Boggan and Mrs. Cyndi Boggan submitted written comments pertaining to the speed limit on the Pyramid Highway, between Erin Drive and Egyptian Drive. They stated that there had been several deadly crashes in that area and now that the Stonebrook development is moving in, and with a goal of safety in mind, they would like to see the speed limit reduced to 45 mph and the installment of speed display signs added.

Mr. Ryan McKinney, local resident, said the RTC ACCESS drivers complain that they don't have as much flexibility as they used to, such as letting a passenger off at a different location than originally requested or picking up a passenger near their location when they aren't scheduled for it. The drivers are required to call dispatch for every little decision and would prefer to have more of an open communication between the drivers.

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

**Item 2.2        ADVISORY COMMITTEES SUMMARY REPORT**

On motion of Commissioner Hartung, seconded by Commissioner Delgado, which motion unanimously carried, Chairman Lucey ordered that receipt of the monthly Summary Report for the Technical, Citizens Multimodal and Regional Road Impact Fee Advisory Committees be acknowledged.

**5.1        Approve the Transportation Leaders Against Human Trafficking Pledge and authorize RTC Interim Executive Director to sign the pledge (*For Possible Action*)**

Interim Executive Director Cummings explained that preventing human trafficking is a critical issue for our country and for Northwestern Nevada. This item is for a pledge with the US Dept. of Transportation that lets the RTC affirm its commitment as part of the regional solution. Trafficking nationwide occurs at bus stops and transit stations so the RTC wants to ensure the operators for RIDE and ACCESS are trained on what to look for and how to respond. This also includes all of RTC's staff, but particularly the RTC customer service staff. The RTC would also like to develop a community outreach campaign through the transit system to let customers know what to look for and how they can help.

Chairman Lucey then introduced Assemblywoman Jill Tolls who addressed the Board to thank them for their interest and involvement. She explained the aspects of the program, with outreach being very

important and is where the RTC can be the most helpful. She shared a story of when she was very young and was confused on the public bus so did not get off at the correct stop. Fortunately, someone noticed her and realized that she wasn't where she should be, so reached out to support her and get to where she needed to be. Because of that, she ended up back at the correct school and to safety. This is what the RTC does on a daily basis and she is very grateful for our pledge.

The Assemblywoman went on to say that human trafficking is a major issue in our area and Nevada has been number one in calls to the human trafficking hotline for the past two years. The average age that a victim is recruited into human trafficking is 14 years old. This effects every age, race and cultural aspect of the community.

Chairman Lucey added that this is so important to our region because we sit right on the I-80 corridor, which is the major thoroughfare for the northern portion of the United States. This victimization occurs every single day and the RTC is extremely happy to participate in this program.

Vice Chair Jardon asked of the task force will train all of the RTC drivers.

Interim E.D. Cummings responded that the RTC is working with the task force and other not-for-profit organizations to develop the training. She also thanked both Keolis and Ride Right for their participation, stating that they are fully on board with this project. It should take one to two months to train all of the operators. Additionally, a contract is underway to develop printed materials for the buses and in the bathrooms at the transit centers, media sources will also be utilized.

Commissioner Hartung asked if this will be mandatory training.

Interim E.D. Cummings said that it is not mandatory but this action commits the RTC to do the training.

Commissioner Hartung believes it should be mandatory training.

On motion of Hartung, seconded by Vice Chair Jardon, which motion unanimously carried, Chairman Lucey ordered that the Transportation Leaders Against Human Trafficking Pledge be accepted and the Interim Executive Director is authorized to sign the pledge.

### ***Item 3 .1 thru 3.17 CONSENT ITEMS***

#### ***Minutes***

- 3.1 Approve the minutes of the January 17, 2020, meeting (*For Possible Action*)**
- 3.2 Approve the minutes of the January 17, 2020, workshop (*For Possible Action*)**

#### ***Engineering***

- 3.3 Acknowledge receipt of the monthly Engineering Activity Report (*For Possible Action*)**

#### ***Public Transportation/Operations***

- 3.4 Acknowledge receipt of the monthly Public Transportation/Operations Report (*For Possible Action*)**

### ***Planning***

- 3.5 Acknowledge receipt of the monthly Planning Activity Report (*For Possible Action*)**
- 3.6 Acknowledge receipt of the status update of the 2050 RTP (*For Possible Action*)**

### ***Finance***

- 3.7 Acknowledge receipt of the monthly Procurement Activity Report (*For Possible Action*)**
- 3.8 Acknowledge receipt of the Asset Donation Log for the third and fourth quarters of calendar year 2019. The log lists the items that were donated as outlined in RTC Management Policy P-58 effective through December 31, 2019 (*For Possible Action*)**

### ***Procurement and Contracts***

- 3.9 Approve Change Order (CO) No. 07 in the amount of \$11,585 for AT&T requested work to replace three utility vaults within the limits of the Virginia Street Bus RAPID Transit (BRT) Extension Project; authorize the Interim Executive Director to execute CO No. 07 (*For Possible Action*)**
- 3.10 Approve Change Order (CO) No. 08, in the amount of \$150,370 for modifications to Midtown transit stations, additional left turn striping at Plumb Lane intersection, and a safety hand rail on Tahoe Street work items on the Virginia Street Bus RAPID Transit Extension Project; authorize the Interim Executive Director to execute CO No. 08 (*For Possible Action*)**
- 3.11 Approve Change Order (CO) No. 09 in the amount of \$23,960 for additional work items for foundation elements necessary to support an art structure planned by the City of Reno for the roundabout at Center Street/Mary Street and Virginia Street as part of the Virginia Street Bus RAPID Transit Extension Project; authorize the Interim Executive Director to execute CO No. 09 (*For Possible Action*)**
- 3.12 Approve Change Order (CO) No. 10 in the amount of \$16,164 for additional work items on the Virginia Street Bus RAPID Transit Extension Project additional Portland cement concrete pavement along Cheney Street at the tie-in to Center Street and installation of additional signage at the intersection of Plumb Lane and South Virginia Street; authorize the Interim Executive Director to execute CO No. 10 (*For Possible Action*)**
- 3.13 Approve a Professional Services Agreement (PSA) with Atkins North America, Inc. to provide design services and optional engineering during construction services for the ITS Phase 3 Project in an amount not to exceed \$266,700; authorize the Interim Executive Director to execute the agreement (*For Possible Action*)**
- 3.14 Approve Amendment No. 1 to the existing Professional Services Agreement (PSA) between the RTC and Poggemeyer Design Group, Inc. for engineering during construction (EDC) services, right-of-way acquisition services and final design services for the Mill Street Complete Street Project between I-580 and McCarran Boulevard, in the amount of \$522,068, for a new total not to exceed amount of \$710,350; authorize the Interim Executive Director to execute the amendment (*For Possible Action*)**
- 3.15 Approve the contract with RFI Communications & Security Systems in an amount not to exceed \$106,213, to replace, install and program closed circuit television systems (CCTV)**

**at seven RAPID transit stations; authorize the RTC Interim Executive Director to execute the agreement (*For Possible Action*)**

***Inter-Agency Agreements***

- 3.16 Approve the Interlocal Cooperative Agreement for reimbursement to RTC with the City of Sparks for work that has been incorporated into the plans and specifications for the E Prater Way Rehabilitation Project; authorize the Interim Executive Director to execute the agreement (*For Possible Action*)**
- 3.17 Approve the Interlocal Cooperative Agreement (ICA) with NDOT to provide funding to RTC for the implementation of the ED PASS Program; authorize the Interim Executive Director to execute the agreement (*For Possible Action*)**

On motion of Mayor Smith, seconded by Commissioner Hartung, which motion carried unanimously, Chairman Lucey ordered that Consent Items 3.1 through 3.17 be approved.

***Item 4 PUBLIC HEARING***

**Approve the May 2020 RTC RIDE Service Adjustment, scheduled for May 2, 2020, including implementation of the new North Valleys FlexRIDE microtransit six-month demonstration service, extension of the existing RTC FlexRIDE microtransit six-month demonstration project, changes to Route 7, 9, 13, 25, and the Virginia Rapid, and elimination of Route 17 and 25L (*For Possible Action*)**

A presentation was given by Jim Gee, RTC Service Planning and Innovation Manager, explaining that a second pilot project of the microtransit service is planned for the North Valleys area and will replace route 17, and route 7 will have some tweaks to provide efficient service. He then recapped the first microtransit pilot project which is ongoing in Sparks. Ridership has averaged about 150 passengers per weekday and on the weekend the average is 80 passengers. It replaced a fixed route that was averaging only about 50 passengers per day.

Mr. Gee described the three areas that will be covered in the North Valleys and the specific order the service will be implemented, showing a map of the planned service. There will be changes to route 25 and elimination of route 25L.

The next service change is to add coverage back to route 9 to include service around Renown Hospital.

The frequency of the Virginia Street RTC RAPID will be increased to every 10 minutes from every 12 minutes Monday through Friday.

Lastly, a service near Wooster High School will be changed to flip the orientation of the route so that the exiting from the bus will be on the same side of the road as the school. This should eliminate most of the jaywalking in the area.

Mr. Gee then explained that there is continuous process of looking at time adjustments using the data received at the RTC, adding that the feedback from the public information meetings was very positive.

Future plans will include the completion of the Virginia line (BRT), additional FlexRIDE services in Spanish Springs and the Somerset area, an extension of route 5 to Desert Skies Middle School, additional service on route 18 to address a service gap in the evening, and continued monitoring of the service to make improvements wherever possible. Those changes are scheduled for September. *(Presentations are available by contacting Denise Thompson at [dthompson@rtewashoe.com](mailto:dthompson@rtewashoe.com).)*

Vice Chair Jardon said she had been in contact with the Verdi Community Council who expressed an interest in talking with the RTC to discuss where the best FlexRIDE location would be, such as downtown Verdi.

Commissioner Hartung requested that the Spanish Springs FlexRIDE and the route 5 extension is needed now, not in September. If there is any way to accelerate the time schedule he would like to see it happen.

Chairman Lucey shares the concerns about transportation to the outlying areas and believes it is imperative to the growth of the economy.

Mr. Gee said he had just hit his two-month anniversary with the RTC and one of the reasons he wanted to come to Reno is that the city is growing and the RTC is a leader in the country for setting the trends. He is very excited to be a part of that process.

Interim E.D. Amy Cummings added that she was pleased to come out of the transportation workshop with the direction to include these improvements in the FY 2021 budget, so staff is trying to move on these items as soon as possible.

Vice Chair Jardon requested a draft of the FlexRIDE map for the Somerset/Mogul area.

This being a Public Hearing, Chairman Lucey opened the meeting to public input and called on anyone wishing to speak on this item.

Mr. Ryan McKinney, local resident, thanked Mr. Gee for the work he's been doing but asked if the survey has come back from the first demonstration FlexRIDE program in Sparks, and where are the extra vehicles going to come from. He would also like to see better education on how to use the FlexRIDE system.

Mr. Kevin Cummings from Fosdick Fulfillment said they have approximately 200 employees and surrounding businesses also have large staff levels. Most of them do not know how to use the App for transit, so if they call in, will the RTC have the ability to answer those calls.

Chairman Lucey said that Director Mark Maloney would meet with Mr. Cummings in the back to answer those questions.

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

Vice Chair Jardon commented that the FlexRIDE system was a bold step for the agency and commission to take, not knowing how well it would work, and it was so successful that there ended up

being triple the ridership that was anticipated. She thanked staff and her fellow commissioners for taking such a leap into technology.

Commissioner Hartung said that if FlexRIDE does exceed expectations, it could alleviate some of the capacity needed for roads.

Chairman Lucey said that the RTC is blocked into a very limited amount of money that can be spent on transit, so innovative ideas must take place. He added that there should be another means of revenue found legislatively to supplement transit.

On motion of Mayor Smith, seconded by Vice Chair Jardon, which motion unanimously carried, Chairman Lucey ordered that the May 2020 RTC RIDE Service Adjustment, scheduled for May 2, 2020, including implementation of the new North Valleys FlexRIDE microtransit six-month demonstration service, extension of the existing RTC FlexRIDE microtransit six-month demonstration project, changes to Route 7, 9, 13, 25, and the Virginia Rapid, and elimination of Route 17 and 25L be approved.

### ***Item 5.1 thru 5.2 METROPOLITAN PLANNING (MPO)***

5.1 Approve the Transportation Leaders Against Human Trafficking Pledge and authorize RTC Interim Executive Director to sign the pledge (*For Possible Action*) Moved up on the agenda per Item 1.

5.2 Approve the Americans with Disabilities Act (ADA) Transition Plan (*For Possible Action*)

Mr. Dan Doenges, Interim Director of Planning, addressed the Board to present the update to the ADA Transition Plan. The purpose is to improve accessibility for all citizens, specifically pertaining to RTC facilities and services. The plan sets out to develop a list of barriers, both physical and programmatic, and an outline, methodology and schedule with cost estimates to remove those barriers. The previous Plan was adopted in 2011 and focused on public rights-of-way on regional roads for sidewalks and connectivity. This update focuses on RTC facilities, RTC's six buildings and amenities, and approximately 360 of the 1,000 transit stops that RTC owns, so that any non-compliance issues could be programmed. He then provided some of the findings, such as missing signage, public restrooms with baby changing station clearance issues, etc. The greater part of the plan was looking at the bus stop compliance issues and improvements needed. (*Presentations are available by contacting Denise Thompson at [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com).*)

Vice Chair Jardon asked if the improvements will begin in April and will her stop at Sharlands be included.

Interim E.D. Cummings added that the first 11 stops planned for improvements did not require right-of-way acquisition, but the majority of the stops do require right-of-way acquisition, including the stop at Sharlands. Also, she explained that the benches are not part of the ADA improvements but there is separate funding for bus stop amenities as a separate project.

Brian Stewart, RTC Director of Engineering, addressed the Board to say that Item 3.7 under consent is to award the contract for work on the first 11 stops. The Sharlands stop is not included because it is a robust stop location and will require more funding using fuel tax, adding that the fuel tax cannot be used for bus stop amenities.

Chairman Lucey said there are bus stops in his district that are just poles and stops, so a conversation needs to occur where improvements can be made together so the stops are shut down for a shorter period of time.

On motion of Vice Chair Jardon, seconded by Commissioner Hartung, which motion unanimously carried, Chairman Lucey ordered that the Americans with Disabilities Act (ADA) Transition Plan be approved.

### ***Item 6.1 thru 6.3 DIRECTOR REPORTS***

#### **Item 6.1 RTC Executive Director Report**

Interim E.D. Cummings spoke on topics of interest to the commissioners. Upon conclusion, she offered to answer any questions.

Commissioner Hartung asked if the roadway improvements on Eagle Canyon will be between Lemmon Valley Drive at Chickadee and Pyramid Highway at La Posada .

Interim E.D. Cummings confirmed, saying that the end points of the project are yet to be determined, so staff would like to get community input on that.

Commissioner Hartung asked what happens when tribal land is crossed.

Interim E.D. Cummings said the tribe is a proponent of this project and they have and will continue to participate in the project. Staff plans to be ready to meet with their tribal council at their request.

Commissioner Hartung has concerns for safety where the high school locations are.

#### **Item 6.2 RTC Federal Report**

A written report is included in the agenda materials and Interim E.D. Cummings mentioned the Notice of Funding opportunity that has come out for the BUILD grant. The RTC would like to resubmit the Pyramid Highway widening project for the BUILD grant this year.

#### **Item 6.3 NDOT Director Report**

Mr. Cole Mortensen, Deputy Director, said that there were 24 fatalities on the roads which matches the 2019 January fatalities. There were 12 pedestrian fatalities in the state which is up by 8 fatalities from the previous year. Washoe County had one pedestrian fatality which is down by one, so a little better.

Next, he provided a quick update of the Spaghetti Bowl Xpress project, stating that the contract was approved in December to begin construction as a design/build project. There is more information needed before construction can actually begin but it should begin in summer/fall of 2020.

He then introduced Denise Inda from traffic operations at NDOT who gave a presentation on advance signal warning systems. The purpose is to alert motorists of a signal ahead using signs or flashers. Most of the time, when a driver can easily see an upcoming signal, no advance warning is warranted. However, when it is warranted, there are three types of systems:



1. Signage only – when sight distance is adequate.
2. Passive System – includes signage and a continuous flashing beacon – when sight distance is adequate, but the intersection is isolated or unexpected.
3. Active Warning System – used when sight distances are limited with heavy vehicle volumes or adverse weather conditions.

Staff discovered that NDOT had not kept up with the current national guidance on these systems and proper use of these systems improves driver safety by reducing crashes. A study was done on the existing advance signal warning locations and guidance was then developed for the placement of the signs and systems to be in line with the national guidelines for use. In Washoe County there are 16 locations which have some type of advance warning system in place. Those will be studied to determine if changes are needed to particular locations or not. A public education plan will also take place to avoid driver confusion. (*Presentations are available by contacting Denise Thompson at [dthompson@rtewashoe.com](mailto:dthompson@rtewashoe.com).*)

Additional information will be brought to a future meeting as studies take place.

This concluded the NDOT updates and Mr. Mortensen offered to answer any questions.

Commissioner Hartung commented on the public comment letter received and read into the record earlier in the meeting. He explained that there had been a young man killed on a bicycle in the area mentioned and a Gubernatorial mandate was made to slow the speed limit to 45 mph. Later, studies showing the 40<sup>th</sup> percentile was traveling at a faster speed so the limit was raised. However, the traffic speeds through there now average 65 to 70 mph, so he believes the safety of that area has been compromised and agrees the speed limit should be reduced.

He continued discussion on the advance warning systems, saying that the residents of the area these systems are located on Pyramid are not happy.

Mayor Smith commented that the City of Sparks believes that NDOT is on the right track to take out some of the warning systems where they are no longer warranted. There is some confusion by the flashers because some flash all the time and some don't.

Vice Chair Jardon would like information for use of the Governor's Bowl for homeless services, housing projects, etc.

Chairman Lucey asked why the advance warning systems on Mt. Rose Highway are being reviewed for improvements when they already seem to work well.

Ms. Inda said that the systems throughout the entire state are being reviewed and some may not require improvements if they are working well.

## ***Item 7 PUBLIC TRANSPORTATION AND OPERATIONS***

- 7.1 Receive a report on the Regional Transportation Commission's (RTC) demonstration of the double decker bus and provide direction accordingly (*For Possible Action*)

Mr. David Carr, RTC Fleet and Facilities Manager, addressed the Board to give a presentation update on the demonstration of the double decker bus. The demonstration took place for three weeks in December and there were 75 trips and 158 surveys completed. The comments received were overwhelmingly positive. The demonstration bus was used on routes 5, 12, 17, the RAPID, the Lincoln Line and the Regional Connector.

Costs provided by Keolis for their use of a double decker bus in Las Vegas show that there is a little higher cost per mile to run. Also, the conventional hybrid bus currently running costs approximately \$800,000 to purchase and the double decker is approximately \$1,500,000.

Reno's demonstration bus had some higher amenities than would be used for everyday use, so many of the comments pertained to the better seats, etc.

- Very comfortable
- I love view
- It's a very fun idea
- Good option for tourism
- Futuristic
- Lots of seating upstairs
- Love the look, the idea is awesome, not sure cost effective.
- Comfortable, luxury\*
- Love the whole thing
- Love view, big windows
- Reminds me of double decker buses in England
- Reminds me of Europe
- It's enjoyable

Contractor feedback is shown below:

- Operations
  - Positive feedback on drivability and handling
  - Have to be aware of overhead clearance (particularly wet or snow laden tree branches)
  - Cannot drive thru fueling and inspection area
  - Cannot keep upper floor under surveillance
  - Camber (tilt) would increase hazards by signs and posts
  - High profile affected by high winds
- Maintenance
  - Spills and biohazards harder to clean
  - End of shift cleanup more difficult and would take more time
  - Does not fit into bus wash / fuel bay
  - Any roof cleaning / work would require fall protection
  - Overhead collisions would be costly

Driver observations:

- Longer to load and unload – more time between stops
- Low ceiling height 5' 7"

- Long narrow row
- 49 seats
- One stair well
- Extra time required
  - Climb up and down stairs
  - Wait for passenger to be seated
- Issues with stairwell
  - Narrow – one way traffic
  - Bus must be stopped when passengers are using
  - Increases time at each stop
  - Fall hazard
  - Narrow emergency exit

Aisle is too narrow for wheelchair access:

- Similar issue on 35' first generation of Proterra E-buses
- 32 7/8" maximum aisle width
- 32 seats w/ 1 stair well
- Roomier past stairwell

Ultimately, it was decided that if RTC were to go forward with the purchase of a double decker bus, it would serve a BRT line the best. Currently, there is not high enough ridership to justify this option for now.

Mr. Carr provided some information that came out of a study done in San Francisco then gave some potential options for consideration.

Vice Chair Jardon thanked Mr. Carr for the demonstration project and believes that the double decker style bus is attractive to tourists and daily passengers. She agrees that if the RTC were to purchase one of these it should be used on the Virginia Street BRT route.

Mayor Smith pointed out that the double-decker is double the price of our usual coaches and because one is currently being built for Foothill Transit in the bay area, we should wait to see how that one performs before making any decisions. The Mayor also reminded everyone that if someone has small children or a bunch of groceries, they won't be going up top. Lastly, he believes it is too soon to consider and the price has to come down.

Chairman Lucey agrees that the double decker is eye catching and would add to the tourism experience, but also agrees that they are too expensive and provide some unique challenges for passengers and coach operators. With that said, he sees many benefits to using one on the Virginia Street corridor or on the Inter-City regional connector route, but we should wait until costs come down.

Interim E.D. Cummings added that the replacement schedule for the eight aged out coaches is in 2022 which will allow time for the electric vehicle to come online to look at as another option.

On motion of Vice Chair Jardon, seconded by Chairman Lucey, which motion unanimously carried, Chairman Lucey ordered that receipt of the report be acknowledged with the direction given.  
*(Presentations are available by contacting Denise Thompson at [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com).)*

***Item 8.1 thru 8.2      ENGINEERING***

8.1      Acknowledge receipt of the Virginia Street Bus Rapid Transit (BRT) Extension monthly progress report (*For Possible Action*)

Mr. Jeff Wilbrecht, RTC Project Manager, provided a brief presentation update on the project. He began, saying that the mild winter weather has allowed the project to move along very well with a large amount of concrete poured and work on the round-about beginning. Approximately \$18.3 million has been spent on the project to date, which includes more than half of the project scope.

Mr. Wilbrecht provided several photos of the project and said that paving will begin near the end of February between Center Street and Mt. Rose Street. He also mentioned some of the outreach events that have been held where the public can ask questions and provide feedback.

On motion of Vice Chair Jardon, seconded by Commissioner Hartung, which motion unanimously carried, Chairman Lucey ordered that receipt of the Virginia Street Bus Rapid Transit (BRT) Extension monthly progress report be acknowledged.

8.2      Acknowledge receipt of the Lemmon Valley monthly progress report (*For Possible Action*)

Mr. Dale Keller, RTC Project Manager, gave a brief update on this project. Since last fall, the team has been hard at work and staying on schedule. The first segment is to widen Lemmon Drive from four lanes to six lanes from US 395 to Military Road. The purpose of this widening is to reduce crash volumes in that area, so studies are underway to determine the “hot spots.”

Segment 2 goes along Swan Lake from Fleetwood Drive to Chickadee Drive where it is being widened from two lanes to four lanes. This portion of the project includes involvement from Washoe County and the City of Reno to find the best regional solution to provide safety and mobility around the year.

A technical advisory meeting was held to kick off this part of the project and was very well attended.

The project remains on schedule with the first segment to be ready for construction in early 2021. The second segment continues to progress and a preferred alternative still needs to be selected and brought to the Board for approval.

Commissioner Hartung, would still like the project to continue past Chickadee Drive to open up the developmental opportunities on the back side of the valley.

Interim E.D. Cummings said that an additional project for a continuation can be added to the identified needs to be looked at in the RTP.

On motion of Commissioner Hartung, seconded by Vice Chair Jardon, which motion unanimously carried, Chairman Lucey ordered that receipt of the Lemmon Valley Drive monthly progress report be acknowledged.

**9.1 Legal Issues - Report, discussion and possible action and/or direction to legal counsel and staff following receipt of information on legal issues. The RTC may, consistent with Chapter 241 of NRS, decide to interrupt the public meeting at any time to conduct a closed session to confer with legal counsel and possibly deliberate on legal issues. Any action on pending legal matters will be made when the public meeting is reconvened.**

Legal Counsel Dale Ferguson requested a legal briefing with the commissioners immediately following the April 17, 2020, Board Meeting.

**Item 10 PUBLIC INPUT**

Chairman Lucey 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.

Ms. Dora Martinez, local resident, asked to have an ADA accessible manner of filling out public comments for the Board. She also asked to have the signs at the transit centers detailing what bus is arriving/leaving moved to 60 inches off the ground and/or a bigger font. Sometimes the stops are not being announced, so she asked for staff to please remind the drivers. She also asked to have free rides for the 30<sup>th</sup> anniversary of the ADA. She would like everyone to keep their dogs on leashes, especially on the buses, and would like to have a seat at the table when ADA matters are being discussed. Lastly, she would like presenters to be more descriptive about what is on their presentations so visually impaired people can follow along better.

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

**Item 11 MEMBER ITEMS**

Chair Lucey agrees that all animals, including service animals, need to be leashed or in a carrier.

Interim E.D. Cummings introduced Michelle Kraus who is training to be the back-up for the board clerk.

**Item 12 ADJOURNMENT**

There being no further business to come before the Board, the meeting adjourned at 11:33 a.m.



BOB LUCEY, Chairman  
Regional Transportation Commission