



**REGIONAL TRANSPORTATION COMMISSION
CITIZENS MULTIMODAL ADVISORY COMMITTEE
MEETING AGENDA**

**Wednesday, October 7, 2020 at 5:30 pm
Regional Transportation Commission
1st Floor Conference Room
1105 Terminal Way, Reno NV 89502**

Meeting via teleconference only pursuant to NRS 241.023 and Emergency Directive 006

PUBLIC NOTICE

I. Pursuant to Section 1 of Governor Steve Sisolak's Declaration of Emergency Directive 006 ("Directive 006"), the requirement contained in NRS 241.023(1)(b) that there be a physical location designated for meetings of public bodies where members of the public are permitted to attend and participate has been suspended. Pursuant to Section 3 of Directive 006, the requirements contained in NRS 241.020(4)(a) that public notice agendas be posted at physical locations within the State of Nevada has likewise been suspended. Pursuant to Section 5 of Directive 006, the requirement contained in NRS 241.020(3)(c) that physical locations be available for the public to receive supporting material for public meetings has been suspended. The meeting will be streamed live via the RTC YouTube channel and can be watched by following this link: bit.ly/RTCWashoeYouTube

II. The Citizens Multimodal Advisory Committee (CMAC) has a standing item for accepting public input on topics relevant to the jurisdiction of the RTC. Because specific items may be taken out of order to accommodate the public and/or the CMAC, public input on all items will be received under Item 2. Individuals providing public input will be limited to three minutes. Members of the public may provide public comment and also comment on Agenda Items without being physically present at the meeting by submitting their comments via online Public Comment Form (<https://www.rtcwashoe.com/about/contact/contact-form/>), or by emailing their comments to: rtcpubliccomments@rtcwashoe.com. Public commenters may also leave a voicemail at (775) 335-0018. Comments received prior to 4:00 p.m. on October 7, 2020, will be entered into the record.

III. The CMAC may combine two or more agenda items for consideration and/or may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

IV. Requests for supporting documents and all other requests should be directed to RTC Metropolitan Planning at 775-348-0480. Supporting documents may also be found on the RTC website: www.rtcwashoe.com.

V. The RTC appreciates the public's patience and understanding during these difficult and challenging circumstances.

ITEM 1 Approval of Agenda (*For Possible Action*)

ITEM 2 Public Comment - *pursuant to paragraph II under Public Notice near the top of this page*

ITEM 3 Approval of the August 5, 2020 and September 2, 2020 Meeting Minutes (*For Possible Action*)

ITEM 4 Acknowledge receipt of a report regarding the update of the 2015 Coordinated Human Services Public Transportation Plan (CTP) (*For Possible Action*)

ITEM 5 Acknowledge receipt of a report on the status of projects administered by the RTC Engineering Department (*For Possible Action*)

ITEM 6 Acknowledge receipt of a report and provide direction on the 2050 Regional Transportation Plan (RTP) project evaluation (*For Possible Action*)

ITEM 7 Member Announcements/Agenda Items for Future CMAC Meetings (*For Possible Action*)

ITEM 8 RTC/RIDE/ACCESS Staff Items (*Informational Only*)

ITEM 9 Public Comment - *pursuant to paragraph II under Public Notice near the top of this page*

ITEM 10 Adjournment (*For Possible Action*)

The Committee **may** take action on any item noted for possible action

**REGIONAL TRANSPORTATION COMMISSION
CITIZENS MULTIMODAL ADVISORY COMMITTEE
Meeting Minutes
Wednesday, August 5, 2020**

Meeting via teleconference only pursuant to NRS 241.023 and Emergency Directive 006

CMAC Members Present

Jeff Bonano
Vince Harris
Sigurd Jaunarajs
Jillian Keller
Mayuko Majima

Paul Malikowski
Mike Soszynski
Dora Uchel
Suraj Verma

CMAC Members Absent

Laura Azzam
Alan Chao
Harvey Katz

Rudy Leon
Scot Munns
Mauricio Urias

RTC Staff

Amy Cummings
David Carr
Dan Doenges

Jim Gee
Jennifer Meyers
Rebecca Kapuler

CMAC Guest

Laura Brown, RLS & Associates
Pedro Rodriguez, NDOT

A.T. Stoddard, LSC
Sajid Sulahria, NDOT

The Citizens Multimodal Advisory Committee (CMAC) was conducted as a Virtual Meeting. The Chair, Vince Harris, called the meeting to order at 5:37 p.m.

ITEM 1. APPROVAL OF AGENDA

The agenda was approved as submitted.

ITEM 2. PUBLIC COMMENT

There was no public comment.

ITEM 3. APPROVAL OF THE JUNE 3, 2020 MEETING MINUTES

The June 3, 2020, meeting minutes were approved as submitted with Jeff Bonano abstaining.

ITEM 4. RECEIVE A REPORT ON THE NEVADA DEPARTMENT OF TRANSPORTATION SPAGHETTI BOWL XPRESS (SBX) PROJECT

Sajid Sulahria, NDOT Project Management Division gave a presentation on the Nevada Department of Transportation Spaghetti Bowl Xpress (SBX) project beginning with the project objectives and benefits which include expanding southbound I-580 Spaghetti Bowl to Villanova Street, enhancing safety and reducing congestion and minimizing travel delays, widening travel lanes and shoulders as well as reconfiguring interchange ramps access. The overall goal is to improve safety, efficiency and operations throughout the Spaghetti Bowl with a focus of improving eastbound to southbound flow in general. Additional details are available in the full presentation on file at the RTC Metropolitan Planning Department.

On a motion by Sigurd Jaunarajs and seconded by Jeff Bonano, the committee acknowledged receipt of the report on the Nevada Department of Transportation Spaghetti Bowl Xpress (SBX) Project. The motion carried unanimously.

ITEM 5. ACKNOWLEDGE RECEIPT OF A REPORT REGARDING THE UPDATE OF THE 2015 COORDINATED HUMAN SERVICES PUBLIC TRANSPORTATION PLAN (CTP)

Jennifer Meyers, RTC Public Transportation Transit Contracts Administrator, introduced the item and the consultant team of Laura Brown, RLS & Associates and A.T. Stoddard, LSC who gave a presentation of a report regarding the update of the 2015 Coordinated Human Services Public Transportation Plan (CTP) that is on file at the Metropolitan Planning Department. Discussion followed that included ADA bus signs, curbs and amenities at bus stops, bus seating concerns as well as incorrect or inaudible bus stop announcements on buses. Suggestions were also provided regarding public feedback information distribution. David Carr, RTC Facilities and Fleet Manager, responded that RTC is currently in the process of procuring new ADA bus stop signs that will be installed at a lower position than the previous signs.

On a motion by Jillian Keller and seconded by Suraj Verma, the committee acknowledged receipt of the report regarding the update of the 2015 Coordinated Human Services Public Transportation Plan (CTP). The motion carried unanimously.

ITEM 6. ACKNOWLEDGE RECEIPT OF A REPORT ON AN UPDATE OF THE VISION ZERO TRUCKEE MEADOWS TASK FORCE.

Rebecca Kapuler, RTC Senior Planner, presented an update on the community based regional Vision Zero Truckee Meadows Task Force. Dora Uchel asked if Vision Zero works with middle and high schools to discuss safety and outreach regarding pedestrian safety. Rebecca responded that Vision Zero works with the Washoe County School District SRTS (Safe Routes to School) program, which is K-8. The task force also offers outreach to high school students. A copy of the presentation is on file at the RTC Metropolitan Planning Department.

On a motion by Jeff Bonano and seconded by Suraj Verma, the committee acknowledged receipt of the Vision Zero report. The motion carried unanimously.

ITEM 7. MEMBER ANNOUNCEMENTS/AGENDA ITEMS FOR FUTURE CMAC MEETINGS.

No announcements or agenda items were provided.

ITEM 8. RTC/RIDE/ACCESS STAFF ITEMS

Jim Gee, RTC Service Planning and Innovation Manager, told the committee that a bid opening for the new FLEXRide software had taken place and, when implemented, will be used for future FLEXRide applications.

ITEM 9. PUBLIC COMMENT

There was no public comment.

ITEM 10. ADJOURNMENT

The meeting adjourned at approximately 6:41 p.m.

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REGIONAL TRANSPORTATION COMMISSION
CITIZENS MULTIMODAL ADVISORY COMMITTEE

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RTC CMAC MEETING
Wednesday, September 2, 2020
Reno, Nevada

24 Reported by: Brandi Ann Vianney Smith
25 Job Number: 661268

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RENO, NEVADA, WEDNESDAY, SEPTEMBER 2, 2020, 5:30 P.M.
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MR. DOENGES: Before we get started, I'm just going to, again, go over a couple quick housekeeping rules. I think you all know the drill by this point. If you could please state your name when you are commenting or if you make a motion, and I'd like to ask everyone to keep their microphones muted just to cut down on the background noise if you are not speaking.

Also, Mr. Chair, if you wouldn't mind repeating the motion made, just saying who made the motion and who seconded, that would help with recording of the minutes.

MR. CHAIR: I will do my best.

MR. DOENGES: Thank you, Vince. I appreciate that. And I am here, too, to remind -- we will probably have to remind each other.

And, again, this meeting is being recorded and it is being broadcast live on our YouTube channel. So with that, I am going to go through the roster.

Actually, Vince, do you want to call the meeting to order and just note the date and time? Then I'll do the roll call.

MR. CHAIR: Sure. Good evening, everyone. This

1 is Vince Harris. We will call the meeting to order at 5:31
2 P.M., on September 2, 2020.

3 MR. DOENGES: Excellent. Thank you. And I will
4 go pull up the roster here. Okay. Just please acknowledge
5 if you're here.

6 Sig Jaunaraajs?

7 MR. JAUNARAJS: Here.

8 MR. DOENGES: Harvey Katz? It looks like Harvey
9 is not here.

10 Alan Chao?

11 MR. CHAO: Here.

12 MR. DOENGES: Suraj Verma?

13 MR. VERMA: Here.

14 MR. DOENGES: Jillian Keller?

15 MS. VICE-CHAIR: Here.

16 MR. DOENGES: Paul Malikowski?

17 MR. MALIKOWSKI: Here. Present.

18 MR. DOENGES: Dora Uchel?

19 MS. UCHEL: I'm here. Can you hear me?

20 MR. DOENGES: Yes. Thank you, Dora.

21 Vince Harris?

22 MR. CHAIR: Hello.

23 MR. DOENGES: Okay. Rudy Leon? It looks like
24 Rudy is not here yet.

25 Mayuko Majima?

1 MS. MAJIMA: Here.

2 MR. DOENGES: Jeff Bonano? I believe Jeff said he
3 could not make it for this meeting.

4 Laura Azzam?

5 MS. AZZAM: Here.

6 MR. DOENGES: Mike Soszynski?

7 MR. SOSZYNSKI: Here.

8 MR. DOENGES: Mauricio Urias? It looks like he is
9 not here.

10 And I do want to note for the record, member Scot
11 Munns recently submitted a resignation notice, just due to
12 conflicts that he has. So he will not be joining us,
13 obviously, this evening either.

14 And I believe Harvey just joined. Harvey Katz?
15 He is there, but he's muted.

16 Mr. Chair, we do have a quorum.

17 MR. KATZ: Okay. I unmuted. It's "kates." Not
18 "cats."

19 MR. DOENGES: I'm sorry. I did not know that for
20 the last four years, so thank you for correcting me.

21 MR. KATZ: You can find out all kinds of things
22 with these Zoom deals.

23 MR. DOENGES: Definitely. Okay.

24 Before we move on, I would like to just read off
25 all of the participants as well for the record. So if I

1 miss you, please let me know at the end.

2 Jim Gee with RTC. A.T. Stoddard with LSC. Amy
3 Cummings, RTC. David Carr, RTC. Jeff Willbrick, RTC.
4 Jennifer Meyers, RTC. Michael Deloude, RTC.

5 I believe that's everyone. I will also
6 acknowledge we have Brandi Smith on the line from Sunshine
7 Reporting. She's helping us with the minutes tonight.

8 So with that, I think we are good to go.

9 Mr. Chair, if you want to take it away. Thank
10 you.

11 Are you still with us, Vince? It looks like we
12 may have lost Vince.

13 Jillian, do you mind taking over until he returns?

14 MS. VICE-CHAIR: Sure. No problem.

15 MR. DOENGES: Thank you.

16 MS. VICE-CHAIR: All right. This will be my first
17 go, so remind me at any time if I forget anything.

18 I think we'll start -- we called the meeting to
19 order already, so we're in ITEM 1, Approval of the Agenda.
20 Is there any possible action for the agenda?

21 (No response.)

22 Can we get a motion to approval of the agenda. Is
23 there a motion to approve the agenda?

24 MR. JAUNARAJ: This is Sig Jaunarajs. I will
25 move to approve the agenda as presented.

1 MS. UCHEL: This is Dora Uchel. I second.

2 MS. VICE-CHAIR: Thank you all. So we'll move on
3 to public comment.

4 MR. DOENGES: Jillian, I'm sorry. Just a quick
5 reminder: just repeat who motioned it and who seconded it.

6 UNIDENTIFIED SPEAKER: And call for the vote.

7 UNIDENTIFIED SPEAKER: Yeah, you gotta do that as
8 well.

9 MS. VICE-CHAIR: Thank you. Look at this
10 teamwork. All right. Great.

11 So names -- the pronunciation, you can interrupt
12 me as well, and then we'll have a two-hour meeting because
13 everyone wants that.

14 So, Sig Jaunaraajs --

15 MR. JAUNARAJS: Yon-er-ice.

16 MS. VICE-CHAIR: Sig Jaunaraajs, motion to approve
17 the agenda, and Dora Uchel, second.

18 And can we hear -- what is it? What do I say
19 here? All those in favor, say aye.

20 MEETING PARTICIPANTS: Aye.

21 MS. VICE-CHAIR: All those opposed?

22 (No response.)

23 MS. VICE-CHAIR: The motion carries. All right.

24 Now, moving on to public comment. Is there any
25 public comment?

1 MR. DOENGES: There is. I'm going to -- we
2 received some public comments via email. So I am going to
3 read that into the record.

4 It's a little lengthy, so bear with me. This was
5 submitted by Mr. Richard Grefrath. I am not sure if I
6 pronounced his name right, but he said:

7
8 As a retired UNR faculty member who
9 has been a bicycle commuter for 42
10 years, I would like to express my
11 strong opposition to the abandonment
12 of Ralston Street, between W. 3rd
13 Street and W. 4th Street, as proposed
14 by Jacobs Entertainment - See Reno
15 Gazette Journal, "...Sands... seeks
16 Ralston St. Abandonment," 6/9/2020:
17 [https://www.rgj.com/story/news/money/b
18 usiness/2020/06/09/reno-neon-line-sand
19 s-casino-hotel-rooms-apartments-downto
20 wn-coronavirus/5327956002/](https://www.rgj.com/story/news/money/business/2020/06/09/reno-neon-line-sand-s-casino-hotel-rooms-apartments-downto-wn-coronavirus/5327956002/)
21 The painted bicycle lanes on Ralston
22 Street, between Riverside Drive and
23 University Terrace, are a major artery
24 for bicyclists in Southwest Reno, and
25 in my observation, are well-used.

1 Additionally, these painted bicycle
2 lanes are designated as an dedicated,
3 "existing bike lane" by the Regional
4 Transportation Commission of Washoe
5 County (see RTC Reno/Sparks Bike Map -
6 attached) and are a key component in
7 Southwest Reno's bicycling
8 infrastructure, inasmuch as the south
9 end of Ralston Street connects to the
10 Riverside Drive Bicycle Boulevard,
11 which is the major bicycling gateway
12 to Southwest Reno west of Keystone
13 Avenue.

14 Accordingly, I urge the rejection of
15 Jacobs Entertainment's proposal.

16 "Reno is a bicycle friendly city,"
17 according to the City of Reno's Reno
18 Resilience: City of Reno's
19 Sustainability & Climate Action Plan:
20 [https://www.reno.gov/community/sustain](https://www.reno.gov/community/sustainability/bicycling-around-reno)
21 [ability/bicycling-around-reno](https://www.reno.gov/home/showdocument?id=82214)
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24 In my view Reno has made huge strides
25 in recent years toward establishing

1 bicycling as both a mode of
2 transportation and a recreational
3 pursuit. The Jacobs Entertainment
4 proposal would be an extremely
5 ill-advised major step backwards from
6 these achievements, and for the
7 bicycling community who bicycle in
8 this quadrant of Reno.

9 Thanks very much for your patience in
10 reading this long-winded message,
11 Richard Grefrath.

12 MS. VICE-CHAIR: Okay. Great. That's the only
13 public comment?

14 MR. DOENGES: That is the only public comment.
15 I'd also like to note, it looks like Vince Harris is back
16 with us, and Rudy Leon joined at 5:40 P.M.

17 MR. KATZ: Daniel?

18 MR. DOENGES: Yes.

19 MR. KATZ: Is there a way that you can pass those
20 comments on to the people that are actually going to
21 determine the abandonment of that part of Ralston Street, so
22 it gets to where it should be heard?

23 MR. DOENGES: Absolutely. I can forward that to
24 the City of Reno. I believe they might have received the
25 same comments, but I will verify that and make sure they get

1 them.

2 MR. KATZ: And I have a question about that, which
3 is, I understand what an abandonment is and that this fellow
4 is developing a lot of property in that area -- which is
5 kind of exciting in a way -- but does the abandonment mean
6 that pedestrian and bicycle access would be closed off there
7 to it would just become private property, period, or would
8 there be any kind of remnant of movement through that block?

9 MR. DOENGES: Honestly, Harvey, I don't believe I
10 can comment on that. I'm not really sure what the proposed
11 designs are or plans. And, also, I don't mean to be -- just
12 sticking to the focus of meeting, I don't think we can
13 really discuss public comment.

14 MR. KATZ: All right. Thanks. Sure.

15 MR. DOENGES: But, certainly, if you want to have
16 an offline conversation or shoot me an email, I'm happy to
17 talk with you about that.

18 MR. KATZ: Thank you.

19 MR. DOENGES: Thank you.

20 MR. CHAIR: Hey, Dan, this is Vince. Sorry about
21 that. My Wi-Fi is giving me a little problem this evening.

22 MR. DOENGES: No worries.

23 MR. CHAIR: What item are you on?

24 MR. DOENGES: We just finished public comment, and
25 Jillian did a great deal job standing in for you there.

1 So we just -- that was for information only. So I
2 believe we are ITEM 3 for Approval of the Meeting Minutes
3 for July 1, 2020.

4 MR. CHAIR: Okay. Approval of the minutes, can I
5 get a motion to approve -- or should I say: Are there any
6 revisions or changes that anyone would like to make to the
7 minutes?

8 Hearing none, can I get a motion to approve?

9 MR. KATZ: I'll move to approve --

10 MR. CHAIR: State your name, please.

11 MR. KATZ: Harvey Katz. I will move to approve.

12 MR. CHAIR: Approved by Harvey Katz. Could I get
13 a second?

14 MR. VERMA: This is Suraj Verma. Second.

15 MR. CHAIR: Suraj seconds. All in favor?

16 MEETING PARTICIPANTS: Aye.

17 MR. CHAIR: Any opposed?

18 (No response.)

19 MR. CHAIR: The minutes pass. Thank you so much.

20 Moving on to item number 4. ITEM 4, Acknowledge
21 receipt of report and provide input on the proposed January
22 2021 RIDE service change. This is for possible action.

23 Dan, is there a report from staff?

24 MR. DOENGES: Yes. I think I will defer to
25 Jennifer Meyers to introduce this item.

1 Unless, Jennifer, there is someone else I should
2 be --

3 MS. MEYERS: No. Actually, I'm on the next item.
4 I think Jim is going to -- remember, we're out of order.

5 MR. DOENGES: That's right. My apologies.

6 MS. MEYERS: It's okay. I don't think Jim would
7 want me to do this. So I'll stop talking.

8 MR. GEE: You can handle it, Jennifer, if you
9 want.

10 Good afternoon, everybody. Let me share my screen
11 here. If I can figure out how to share my screen. There we
12 go.

13 As Dan mentioned, my name is Jim Gee, I'm the
14 Manager of Service Planning and Innovation for the RTC. And
15 I'm joined for this presentation by Michael Deloude, who is
16 our Senior Planner and Scheduler, and Jeff Willbrick, who is
17 our Project Manager and has been our lead guy for the
18 Virginia Street project.

19 We have one essential service change planned for
20 January, and that is extending our bus service to match the
21 construction investment that we've made on the Virginia
22 Street corridor, both in the midtown section, but also, more
23 significantly, up to the UNR section.

24 For those who may not know, the Virginia Street
25 route of Virginia Street rapid is our best route at RTC.

1 One out of seven passenger trips use the Virginia Street
2 rapid.

3 By virtue of this route change, and all the
4 construction that has, of course, preceded it, we're able to
5 extend our best transit route up to what may be our best
6 audience in the community, which is the 20,000 or so
7 students, faculty, and staff at the UNR campus.

8 So given that the bus service change is really an
9 offset of the larger and more significant investment in
10 construction activity along the Virginia Street corridor,
11 I've asked our Project Manager, Jeff Willbrick, to give us
12 some details on the Virginia Street construction project.

13 And with that, I will turn it over to you, Jeff.

14 MR. WILLBRICK: Sure. Thanks, Jim. So my name is
15 Jeff Willbrick. I'm the Project Manager on the Virginia
16 Street project.

17 As Jim was saying, this project really came out of
18 a couple needs that were identified at the early planning
19 stages of the project, and that really focused on increasing
20 transit ridership and connectivity. That's where the
21 extension of the service from its current northern terminus,
22 which is at Fourth Street station up to the University comes
23 into play.

24 Then, also, a lot of the work that we've done in
25 the Midtown segment of the project -- improving the sidewalk

1 access, then accessibility to our transit services -- comes
2 from.

3 It gets into the other two bullet points there as
4 well: increasing safety and then improving accessibility of
5 the corridor itself.

6 So if you think about it, we have this highly
7 successful bus service, and buses operate when people can
8 get to the buses.

9 This project really identified a lack of
10 accessibility in the Midtown area for, not only people and
11 pedestrians and individuals to access wherever they were
12 going as a business or a vehicle parking to go somewhere,
13 but also just access to the bus service itself. So if
14 someone got on or off a bus, they wouldn't be able to get to
15 their destination safely.

16 That's really kind of the start of the project is
17 those purposes and needs.

18 Then, Jim, if you want to advance the slide.

19 It turned into to scoping the project. So we have
20 a 1.8-mile extension of the service from, again, the
21 existing rapid service goes up -- the furthest north it goes
22 is Fourth Street station, which is in Downtown Reno, and
23 we're going to be extending that up to the University of
24 Nevada, Reno.

25 So it's going to go all the way up to just past

1 15th Street, which is where the Lawlor Events Center is.

2 We're including five stations in that University
3 area, so we're going to have a station at the far north at
4 the 15th Street area. We're going to have a pair of
5 stations to service the College Drive area, and then another
6 pair of stations to service kind of the southern limit of
7 the campus, which is around Ninth Street/Eighth Street.

8 The project also includes new buses to provide
9 continued level of service of that transit line. We
10 currently operate that at about 10-minute headways. So
11 those two buses are going to be able to allow us to continue
12 that level of service.

13 Then the project also includes a lot of roadway
14 and sidewalk improvements that includes two new roundabouts.
15 One in the area of the University, which is at that northern
16 limit of our project, then another one is the Midtown area.
17 Both of those just kind of facilitate vehicular movement and
18 access in and around those areas.

19 The Midtown segment of the project includes about
20 1.2 miles of complete street construction. So it's a
21 significant investment there.

22 We, essentially, reconstructed the entire roadway
23 from the edge of right-of-way to the other edge of
24 right-of-way to totally transform this section of Midtown.

25 In the area of the University, we did a lot of the

1 roadway reconstructive preventative maintenance type of
2 activities to preserve the life of the pavement in that
3 area.

4 We have much wider sidewalks. We have immense ADA
5 connectivity within segments of the construction zone.

6 Another key element of bus rapid transit is signal
7 priority. So our buses in the limits of the area that were
8 under construction, they're going to be operating the signal
9 priority, which essentially means if the bus is behind
10 scheduled that it will be emitting a low-priority frequency
11 similar to that of a fire truck or a police car that emits a
12 signal to the traffic signal to turn the signal green or red
13 or whatnot to allow the vehicle to travel through the
14 intersection.

15 So transit priority is much -- it's not as
16 impactful as emergency vehicle priority, but essentially
17 what it does is it holds the green light a second or two
18 longer, or it will hold a red light a second or two longer
19 to help that bus get back on schedule.

20 So it's a really important component of bus rapid
21 transit in that we want the buses to be operating on
22 schedule. We want them to be consistent. We want them to
23 be dependable for the riders.

24 And the last big component of the road project is
25 exclusive bus lanes. In the portion of the Virginia

1 Street -- the south Virginia part of the project, we have
2 bus lanes from Mount Rose Street to Plum Lane.

3 Then up near the University, we have bus-only
4 lanes that are bus/bike lanes in the southbound direction
5 from about Eighth Street all the way up to 15th Street. So
6 we have a quite extensive bus-only network in that zone.

7 The other kind of interesting component of this
8 project is that it's heavily federally funded. Our project
9 received a \$40 million grant from the Federal Transit
10 Administration to pay for a significant portion of these
11 improvements. So that's a great thing for our community in
12 that we are using these Federal funds for our benefit for
13 public improvement.

14 They are a discretionary fund, so we were a
15 competitive project. We applied for them in won that money.
16 So that's a great accomplishment for our community.

17 Here's a couple of photos of the stations. The
18 ones on the -- with the green signage, those are the
19 stations that are in Midtown. They are nearly complete.
20 There are just a couple of miscellaneous items that are
21 waiting to be installed in them.

22 The one on the upper left of your screen, that's
23 the one at Regency Way. That one actually includes some
24 kind of cool and unique back glass paneling that's going to
25 be illuminated at night.

1 So if it's Halloween season, and we want to turn
2 that kind of an orange tint, it will go orange. Or, let's
3 say, during the Wolf Pack season, we want to make it blue,
4 we can make it blue for Wolf Pack season. So that's kind of
5 just a unique element of our project.

6 The one in the lower-left corner is a transit
7 station that is currently under construction near the
8 University. That station kind of includes University
9 aesthetic with the brickwork there.

10 So it's -- that's -- the stations look like they
11 have level boarding. They all are going on to have realtime
12 information on the schedule of the bus. What it's -- where
13 it's at and when it is supposed to arrive. So they are
14 really unique structures, and provide good service.

15 Next slide, Jim.

16 MS. UCHEL: Hi. This is Dora. Sorry. You know
17 the screen is not accessible, so I am listening very
18 carefully.

19 Did you say that it's going to have a screen,
20 like, you know, in the airport where you go and see what
21 time your airplane's arriving; is that what you're saying?

22 MR. WILLBRICK: That is correct. It's going to
23 mimic the, I think, it's the Token Transit, if that's still
24 correct. It's going to mimic the information that is on our
25 phone app of the schedule. And so --

1 MS. UCHEL: So what I see here on my phone will be
2 the same as what people see on this screen -- correct? --
3 it's not going to be delayed.

4 MR. WILLBRICK: Correct.

5 MS. UCHEL: Okay. I just want to make sure.

6 MR. GEE: That's correct. It'll be the same
7 information. It both generates from our Next Bus system.

8 MS. UCHEL: Who is this talking? Sorry.

9 MR. GEE: This is Jim.

10 MS. UCHEL: Okay.

11 MR. GEE: And the information comes out of Next
12 Bus, and it gets pushed to the phones and to the signs both
13 at the same time.

14 MS. UCHEL: I have one more question. This is
15 Dora. Sorry you guys. I don't want to be here for two hours,
16 but I can't see the screen.

17 So when you are on the bus, are the buses going to
18 have a screen where people who are sitting on the bus read
19 the screen, what stop is coming up?

20 MR. GEE: There is a stop announcement system that
21 is now installed on the bus that includes an LED screen that
22 scrolls and lists the upcoming bus stops.

23 MS. UCHEL: It's going to be the same thing on the
24 app phone?

25 MR. GEE: That's the same system that, basically,

1 does the announcements on the inside of the bus.

2 MS. UCHEL: Okay. Because yesterday it didn't
3 work at all.

4 MR. GEE: That piece of the system is not
5 changing.

6 MS. UCHEL: Okay. Because yesterday no bus
7 announcement was working. We almost got lost. Thank you.

8 MR. GEE: Okay.

9 MR. WILLBRICK: Sure. Thanks for your questions,
10 Dora.

11 So this is just a continuation of the
12 presentation, but it's, essentially, photos that are showing
13 the before condition of South Virginia Street in the Midtown
14 area, and the after condition of, you know, what the
15 improvements currently look like.

16 We have some street trees and wider sidewalks that
17 are accessible and just easier accessibility within the
18 South Virginia Midtown section of project.

19 Jim, do you want to advance.

20 Then, again, more photos, and one of these photos
21 is Amy Cummings' favorite photo of the immensely skinny
22 sidewalks that were very prevalent in the Midtown area being
23 only about 18 inches wide in the many places, and then
24 having a light pole in the middle of it, to now being a
25 minimum of four feet wide everywhere, in some areas it's 7

1 to 10 feet wide, and up to 20 feet wide in, actually,
2 isolated locations. So it's just a much more accessible and
3 pedestrian-friendly corridor.

4 MR. GEE: Jeff, thank you. I see on the chat that
5 Paul has a question for you.

6 MR. WILLBRICK: Sure.

7 MR. GEE: Go ahead, Paul.

8 MR. MALIKOWSKI: Hi, Jeff. Paul Malikowski,
9 long-time CMAC member. Thanks for the presentation, and
10 more importantly, the work that is going on for the Virginia
11 Street corridor. Really appreciate it.

12 I will tell you that from my perspective, I have
13 been a University Station, USPS postal customer since 1989.
14 I used to have an office building up on the south edge of
15 campus, and I have just never changed my PO box.

16 Now, the University postal station is up at about
17 17th Street. I'll say, quite a distance beyond where you
18 are planing to terminate, and, I imagine, turn around the
19 newly constructed roundabout, this Virginia Street express
20 service.

21 My observation over a long period of years is that
22 a lot of students utilize that postal facility, not just for
23 picking up mail and things that have to go snail mail, but
24 to send and receive important packages, to get certified
25 mail and other proof of delivery services, and that sort of

1 thing.

2 So not just speaking for myself, but for whatever
3 portion of the University community that uses that postal
4 facility frequently.

5 I'm wondering, how difficult it would be to run
6 the RTC Virginia Street service past Lawlor where you do
7 have the roundabout -- I recognize that there is an
8 investment that's been made on that -- and getting the
9 service up a couple of blocks. It's probably a quarter mile
10 or so. I don't have it measured.

11 It's something that if I were a student at Lawlor,
12 I would not relish walking up the hill to that in that
13 direction, at least it would be downhill, of course, on the
14 way back.

15 What engineering issues would you foresee or
16 contract issues would you foresee precluding an extension of
17 this up to 17th Street and that postal facility?

18 There seems to be parking around there where,
19 assuming you got University approval, you could turn a bus
20 around. That would be, I think, accessing a lot more of the
21 north end of campus as well.

22 So those are my questions, and I would like to
23 hear your thoughts.

24 MR. WILLBRICK: I don't have an exact response for
25 the rapid service extending up that far. We did look at

1 kind of lots of different scenarios, and I do know that the
2 University operates shuttle service during normal -- it's
3 operating now with campus active with students and whatnot.

4 So I do know that their shuttle goes up that far
5 and turns around and goes by the medical facility and down
6 south.

7 So our project has a couple of unique elements in
8 the UNR segment of the project.

9 The first one is really far south between 8th
10 Street the 9th Street. It's going to be a multimodal hub
11 where our rapid bus is going to stop, and the University
12 shuttle is going to stop, and the route 7 is going to be
13 stopping.

14 So that's going to be kind of an interim area that
15 has all those stops in the same location for a person who is
16 on one to get on other.

17 In addition, the route 7 continues further north
18 of that roundabout, and I believe it has a stop somewhere
19 near 17th Street. It might be at 16th Street -- Michael
20 Deloude is on this call and he can answer that more
21 specifically -- so that would provide access up that far.

22 As far as the rapid service providing the stop up
23 that far, I don't see that as a -- the biggest engineering
24 challenges -- the purpose of the rapid service is to be a
25 fast, reliable service that mimics more of a light rail type

1 scenario where there lots of -- the stops are further spaced
2 apart. The purpose is for people to be able to get on and
3 off quickly. The bus is more so moving rather than stopped
4 loading passengers.

5 So for all of our stops for other rapid service,
6 we always try to have these larger structures that provide
7 that level boarding, that provide that the kind of space for
8 people to quickly get on and off.

9 So in the current design, we don't have a station
10 that far. We didn't plan to have a station that far. So --
11 and that's based on a couple of different things, but
12 primarily where the hubs of people are entering and exiting.

13 I understand the post office is a popular spot to
14 go, but I think the bulk of the majority of people that are
15 going to be riding this from the University and to the
16 University are going to be going to the Knowledge Center and
17 the library there and the Student Union and Lawlor Events
18 Center.

19 So these are areas that are going to provide,
20 potentially, a bigger benefit to those areas, rather than
21 having to stop further north.

22 I don't think that's essentially a right or wrong
23 answer, but that's just an observation that I personally
24 have.

25 Michael Deloude, do you have any information on

1 the stop frequency of route 7?

2 MR. DELOUDE: Yes. Route 7 operates every half
3 hour. There is a stop at 17th Street -- this is Michael
4 Deloude, Senior Technical Transit Operations Planner for the
5 RTC. So there is a stop there at 17th for route 7.

6 The issue with taking the Virginia line rapid
7 further north is having an opportunity to turn the bus
8 around quickly to head it in the southbound direction.

9 So it would require another roundabout or other
10 type of facility built further north to be able to handle
11 that.

12 Eventually, over time, I would suspect that as the
13 Virginia Street corridor grows further north, we would be
14 extending the rapid further north as well.

15 MR. WILLBRICK: So I hope that answers your
16 question.

17 MR. MALIKOWSKI: (Zoom audio drop) my questions.
18 I appreciate the input, gentlemen. Just doing a little
19 citizen lobbying here as well.

20 I liked what was just said about as the further
21 north areas of Virginia Street develop -- and I think that's
22 inevitable for the way the University is headed -- we may
23 see some changes in the rapid RTC Virginia line that is just
24 by demand that we don't see yet.

25 So thanks a lot, anyway. That's my question and

1 it's been answered.

2 MR. CHAIR: This is Vince Harris. I see that we
3 have a question from Rudy.

4 MS. LEON: Yes. Thanks, Vince.

5 This is -- well, I'll ask the abstract question
6 because I think the concrete one is off topic. What is the
7 communication between the University and RTC regarding
8 things like this bus line? What is RTC's ability to do a
9 rapid change?

10 MR. WILLBRICK: I'm sorry. I had a kid yelling in
11 the background. What was your question?

12 MS. LEON: So the context of this is that Whitney
13 Peak is now a dorm, and the University is not responsible
14 for it. So the shuttle buses that were running from Circus
15 Circus to campus are no longer part of that agreement.

16 So we have a ton of students living on Virginia
17 Street who would, obviously, be taking a bus. And I don't
18 know what the communication is between UNR and RTC or what
19 RTC's ability is to rapid short-term changes to service to
20 accommodate something like, all of a sudden, there's an
21 entire dorm's worth of students living ten blocks south of
22 campus that were not anticipated to be living there.

23 MR. WILLBRICK: I think Jim can probably comment
24 on this as well, but I do know that back when the Artemesia
25 Hall and Nye Hall kind of had their incident, a lot of work

1 was done to provide ADA improvements between Wolf Pack Tower
2 down by Circus Circus and the University.

3 So similar -- unfortunately, RTC and this specific
4 project is not able to move that quickly.

5 I think there's other opportunities that RTC
6 implemented issued with, I think they called it the Midtown
7 direct, which is -- or Midtown UNR direct, which is,
8 essentially, a service that somewhat replaced the Sierra
9 Spirit, which kind of accomplished what you're referring to
10 on a service that's kind of a Downtown collector.

11 And, Jim, maybe you can provide a better comment.

12 MR. GEE: Yes. The other significant thing we've
13 done -- and this is really important -- is late last year,
14 we put in a U-Pass agreement where students can display or
15 use their student ID to, essentially, ride for free on any
16 RTC bus.

17 So we were on campus promoting that directly to
18 students before COVID hit, and are prepared to do so again.
19 But, essentially, as a UNR student, and also a TMCC student,
20 I can show my student ID, be able to use the bus, have
21 opportunities, thus, all around the community, and have free
22 bus service.

23 MS. LEON: Thank you.

24 MR. GEE: Let me continue on the presentation, if
25 I could.

1 Jeff, thank you.

2 And kudos to Jeff, not only for helping me out
3 tonight with the presentation, but Jeff has been the lead
4 from RTC on this project. It's amazing the number of little
5 details that have to be thought through, and Jeff's been on
6 top of all of them.

7 So kudos to you, Jeff.

8 MR. WILLBRICK: Thank you, Jim.

9 MR. GEE: Thank you.

10 So as I mentioned, what we are proposing to do is
11 take our Virginia line, which currently operates between
12 Fourth Street station and Downtown Reno and Meadowood Mall
13 on the south end, and extend that route Northwood to the UNR
14 campus to just north of the Lawlor Events Center.

15 The frequency on the route is currently every 10
16 minutes during the week, every 12 minutes on the weekends;
17 that frequency will not change.

18 The one little thing that is different about this
19 extension is, with our service as it is today, nearly every
20 route stops at Fourth Street station and it sits. It's
21 dwells there and there's a little bit of a layover time.

22 What we are proposing to do with the Virginia line
23 is actually not have that bus sit at Fourth Street, but
24 instead have it travel through Fourth Street, still pick up
25 and drop off passengers, but instead of laying over there,

1 it will layover at either end of the route.

2 What that means is for a student, for example,
3 they could catch the bus at UNR, not have to sit at a Fourth
4 Street station while they're wanting to go to Midtown or to
5 the Meadowood Mall, but instead the bus will travel directly
6 on through.

7 Associated with the extension of the Virginia line
8 is the discontinuation of that temporary route that was
9 mentioned earlier. That's the UNR Midtown direct route.

10 That was a route that was put in little over a
11 year ago to act as a mechanism for students to get from
12 campus to Downtown and to Midtown. That was a route that
13 went every 30 minutes on weekdays and evenings.

14 What we're proposing to do is remove that
15 temporary route and, essentially, replace that
16 every-30-minute route with a 10-minute route, which is the
17 Virginia line.

18 Then, finally, with every schedule change, we
19 always have miscellaneous time adjustments. We look at our
20 data collection -- our on-time performance, our average
21 dwell time, our ridership -- adjust the schedules
22 accordingly to improve that on-time performance, and there
23 will be some miscellaneous time adjustments built into the
24 schedules as we do every assignment.

25 In terms of public outreach, obviously, with

1 COVID-19, it's been an issue, but we did develop a virtual
2 presentation. We have a YouTube video that Michael Deloude
3 is the star of, also promoted us on social media, and have
4 developed a hotline specifically for route changes where
5 people can call is directly and talk specifically about
6 route changes.

7 Now, with that, that ends my presentation.

8 Thank you, Jeff. Thank you, Michael. And I would
9 be happy to field any questions that you may have about the
10 proposed changes and, additionally, about the project.

11 Thank you.

12 MR. CHAIR: This is Vince Harris. To the
13 committee, are there any additional question for the
14 presenters?

15 MS. GETZ: Hi, my name is Margaret Getz, and I am
16 not sure if this is the time for general comments; is that
17 okay?

18 MR. CHAIR: Do you have a question?

19 MS. GETZ: Yes. I have two comments. First one
20 is, I used to work at Midtown near the corner of Haskell and
21 Taylor Street, and I just want to commend the whole
22 operation.

23 I know there are various departments, but whatever
24 you guys did, it helped to fix up that whole Virginia Street
25 area, I commend you.

1 The place is gorgeous now. And, of course, it's
2 effective for all ADA access, which we must have, and it
3 really needed to take that whole Midtown area out of the
4 stone ages and bring us into the future.

5 So I commend you and thank you so much for all
6 your hard work.

7 Then, second comment would be -- or going forward,
8 as far as bike lanes go, I've been riding a lot now that I
9 obviously have some time, but what can we do to get more
10 bicycle lanes in our streets? And is it just my common
11 sense thinking that whenever a street is retrofitted or
12 redone or whatever the correct terminology is here, are we
13 always considering putting in a bike lane?

14 Thank you.

15 MS. VICE-CHAIR: Just a question of decorum, I
16 don't think we can have public questions or comments before
17 or after individual presentations, and they are only allowed
18 during the public comment section, I believe.

19 MR. CHAIR: I believe you're correct.

20 MS. GETZ: Okay. Well, I'm sorry I missed it. I
21 will listen. Thank you.

22 MR. CHAIR: Well, if there are no more questions,
23 we do thank the presenters again for all the work --

24 MS. UCHEL: Vince? Sorry. It's me, Dora. Can
25 you guys hear me? I was looking for mute button.

1 MR. CHAIR: -- that you've been doing, and we
2 appreciate your coming to our meeting this evening.

3 Can I get a motion to accept --

4 MS. VICE-CHAIR: I think Dora still has something
5 to say.

6 MR. CHAIR: Okay.

7 MS. UCHEL: I'm sorry. I -- this is Dora. Quick
8 question to Jeff: You said that a student wants to go to
9 Midtown, they don't have to stop at the Fourth Street
10 station on the new rapid route, but are they able to request
11 a stop to get off there, and, I don't know, maybe catch the
12 route 2 or 11 or Lincoln line to go to Sparks? Is that
13 still an option?

14 MR. GEE: Sure. This is Jim.

15 MS. UCHEL: Okay. Thank you.

16 MR. GEE: Yeah, let me clarify: The route will go
17 through Fourth Street station. It will stop at Fourth
18 Street station. It just won't sit there and wait while the
19 driver has a break or have a layover, which is how to other
20 routes are designed.

21 It'll -- Fourth street station will, essentially,
22 be treated like -- almost like any other bus stop. The bus
23 will stop, people get on, people get off, and then the bus
24 starts rolling again.

25 MS. UCHEL: I appreciate that, Jim. Thank you.

1 I'm sorry. I feel like, maybe, it says on the PowerPoint,
2 but like I said, I can't see it. So I appreciate that.
3 Thank you.

4 MR. GEE: No problem.

5 MR. CHAIR: Okay. I think that -- again, thank
6 you to the presenters for sharing this information with us
7 this evening.

8 I'd like to get a motion to acknowledge receipt of
9 the report. Can someone give a motion for that, please?

10 MR. VERMA: This is Suraj Verma. I will move to
11 acknowledge receipt of the report on the proposed January,
12 2021 RTC ride service change.

13 MR. CHAIR: Moved by Suraj. Can I get a second?

14 MS. UCHEL: This is Dora. I second.

15 MR. CHAIR: Dora seconds. All in favor, say aye.

16 MEETING PARTICIPANTS: Aye.

17 MR. CHAIR: Any opposed?

18 (No response.)

19 MR. CHAIR: The item carries. Thank you again.

20 MR. GEE: Thank you.

21 MR. WILLBRICK: Thank you for your time.

22 MR. CHAIR: Yes. Thank you for coming.

23 Moving on to ITEM 5, Acknowledge receipt of a
24 report regarding the update of the 2015 Coordinated Human
25 Services Public Transportation Plan. This is for possible

1 action.

2 Dan, do we have a report from staff?

3 MR. DOENGES: Yes. This time I will hand it over
4 to Jennifer Meyers.

5 MS. MEYERS: Yes. Hi. Good evening, everyone.
6 This is Jennifer Meyers, and I am the Transit Contract
7 Administrator at RTC.

8 As required by the Federal Transit Administration,
9 RTC is in the process of updating its Coordinated Human
10 Services Transportation Plan, developed to improve mobility
11 for seniors and individuals with disabilities.

12 Last month, we engaged you in that development
13 process. This evening, Mr. A.T. Stoddard is on the call --
14 or the meeting with -- he is with LSC Transportation, and he
15 is here to update you on the plan, and to provide you with
16 some preliminary survey results.

17 A.T., welcome.

18 MR. STODDARD: Good evening. Thank you, Jennifer.
19 This is A.T. Stoddard with LSC Transportation Consultants.

20 This will be a brief update, primarily (Zoom audio
21 drop) have turned in in terms of our survey effort and
22 giving you just some preliminary results of that.

23 So I do have a couple of slides and some
24 information to share with you.

25 So we did a short questionnaire. As Jennifer

1 said, we talked to you about that at your last meeting. It
2 was distributed through outreach to a number of agencies and
3 stakeholders.

4 The survey questionnaire itself, along with a
5 short video and other information, was posted on the RTC
6 website. It was available both in an online format and a
7 printable format.

8 We closed it out yesterday. We had 156 responses
9 in English; we did have Spanish version, and we had one
10 response in Spanish.

11 So as I said, we just closed the (Zoom audio drop)
12 we don't have a lot of field analysis yet, but just some of
13 things that we did see from the responses -- so I've got
14 several graphs here.

15 First one is the question about whether people had
16 regular access to a personal vehicle that they can drive.

17 When you look at this, it was about one-third that
18 said yes; 65 percent indicated they did not have regular
19 access to a vehicle. So that clearly indicates a dependence
20 on other sources of transportation.

21 The next question, we just asked for some
22 information about the individuals who were responding, and
23 we have several categories.

24 As you can see, people were allowed to respond to
25 more than one, but we had -- out of this, 59 percent

1 indicated they had some type of disability, then we had 35
2 percent who indicated they were a senior citizen, only 3
3 percent were veterans who responded, and then we had 3
4 percent who indicated in all categories.

5 So we will be breaking down of the responses by
6 those groups as well. As I said, we haven't gotten to that
7 yet, but I will be digging into this, and it will be in the
8 plan documentation.

9 The next graph, I think, is also significant.
10 This is the question of whether a person ever needs a ride
11 and does not have one. Indicating they weren't available to
12 get to something, the next question was what are they not
13 able to travel to for whatever purpose they had. Almost 50
14 percent; 48 percent said, yes, they have needed a ride and
15 not had one.

16 The other (Zoom audio drop) said, no, that was not
17 an issue. So nearly half the respondents indicated that
18 they have, at one time or more, needed transportation and
19 did not have a ride available.

20 What that means in terms of quality of life is
21 when you start to look at what are those things that people
22 are trying to go to? What are they unable to get a ride to?

23 The largest response -- just at 33 percent -- was
24 to be able to go shopping. Close behind that at 32 percent
25 was being able to go to or from a medical appointment. Then

1 we had lower responses: The going to and from work at about
2 13 percent; five percent indicated it was going to or from
3 school.

4 We had a significant portion -- 17 percent -- that
5 indicated "other." We asked them to specify what those
6 were. Again, I haven't had a chance to break those down and
7 see are there common responses among those.

8 Again, I think pretty significant. There's a
9 third (Zoom audio drop) were not able to get shopping, but
10 then almost another third are going to or from a medical
11 appointment.

12 The last slide I have -- and, again, this is not
13 everything we got, but a quick update to give you an
14 indication of who's been responding to the
15 questionnaire -- this shows household income. Again, I
16 think, pretty significant.

17 We've got low income households responding. About
18 34 percent with household incomes of less than \$15,000 a
19 year.

20 The next category, \$15 to \$25,000 at about 22
21 percent, and then 20 percent in the range of 25 to just
22 \$50,000, basically.

23 So just over three-fourths are in households with
24 incomes under \$50,000, but well over half -- 56 percent --
25 in households with incomes under \$25,000.

1 So that is the update. As I said, we are in the
2 process of completing our analysis of this. We will be
3 working on what that means in terms of needs, along with
4 some of the other sources of information we have for
5 transportation needs, analysis of the demographics in the
6 community, and working to put that together, along with
7 various strategies to address the various unmet needs.

8 So that is the presentation. That is a quick
9 update for you. Next time, we'll come and try to get on
10 your agenda and have more information and what we're looking
11 at in terms of some preliminary recommendations.

12 So thank you. I would be happy to answer any
13 questions.

14 MR. CHAIR: This is Vince Harris. To the
15 committee, do we have any questions for the presenter?

16 Okay. Well, hearing none, we want to thank you
17 for the presentation this evening and coming to talk to us.
18 We appreciate the update.

19 MR. STODDARD: All right. Thank you, Mr. Chair.
20 Good evening.

21 MR. CHAIR: You're welcome.

22 This item is for possible action, can I get a
23 motion to acknowledge receipt of this report, ITEM 5?

24 MS. VICE-CHAIR: This is Jillian Keller. I move
25 to acknowledge receipt of the report.

1 MR. CHAIR: Thank you, Jillian.

2 Can I get a second?

3 MR. JAUNARAJAJS: This is Sig Jaunarajs. I will
4 second the motion.

5 MR. CHAIR: Sig, thank you so much for the second.
6 All in favor, say aye.

7 MEETING PARTICIPANTS: Aye.

8 MR. CHAIR: Any opposed? Hearing none, the item
9 passes. Thank you.

10 Moving on to ITEM 6. These are member
11 announcements or agenda items for future CMAC meetings.

12 To the members, do we have any announcements that
13 anyone would like to make? Going around the room. Anyone?

14 (No response.)

15 MR. CHAIR: Okay. Thank you.

16 Moving to ITEM 7, RTC/RIDE/ACCESS Staff Items.
17 Any items from RTC, RIDE, or ACCESS staff this evening, Dan?

18 MR. DOENGES: I do not. I will defer to my RTC
19 colleagues if they have anything to add.

20 UNIDENTIFIED SPEAKER: I do not.

21 MR. CHAIR: All right. Thank you.

22 Is there any other public comment, Dan, for this
23 evening?

24 MR. DOENGES: I have not received any other public
25 comment. Thank you.

1 MR. CHAIR: Well, I want to thank the committee
2 once again for coming out, or at least, sharing virtually
3 with us this evening.

4 I would accept a motion to adjourn.

5 MR. JAUNARAJIS: This is Sig Jaunarajs. I move to
6 adjourn the meeting.

7 MR. CHAIR: Thank you for that. Any -- can I get
8 a second, please.

9 MS. UCHEL: I second the motion. Dora Uchel,
10 September 2nd.

11 MR. CHAIR: Thank you, Dora.

12 All in favor, say aye.

13 MEETING PARTICIPANTS: Aye.

14 MR. CHAIR: Any opposed? Hearing none, the
15 meeting is adjourned at 6:23 P.M.

16 MR. DOENGES: Thank you, everyone.

17 (Adjournment 6:23 P.M.)

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1 STATE OF NEVADA)
2 COUNTY OF WASHOE) ss.

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I, BRANDI ANN VIANNEY SMITH, court reporter, do hereby certify:

That I was present via Zoom audio visual on September 2, 2020, at the RTC CMAC Meeting, and took stenotype notes of the proceedings entitled herein, and thereafter transcribed said proceedings into typewriting as herein appears.

That the foregoing transcript is a full, true, and correct transcription of my stenotype notes of said proceedings consisting of 40 pages.

DATED: At Reno, Nevada, this 9th day of September, 2020.

/s/ Brandi Ann Vianney Smith

BRANDI ANN VIANNEY SMITH

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REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

October 7, 2020

AGENDA ITEM 4

TO: Citizens Multimodal Advisory Committee

FROM: Jennifer Meyers
Transit Contract Administrator

SUBJECT: Coordinated Human Services Public Transportation Plan (CTP) update

RECOMMENDATION

Acknowledge receipt of a report regarding the update of the 2015 Coordinated Human Services Public Transportation Plan (CTP).

SUMMARY

The purpose of the CTP is to improve transportation coordination in the region for persons with disabilities and older adults, and to establish funding priorities for specialized transportation services. Developed with input from local representatives of public, private and nonprofit transportation and human services providers, as well the public, the CTP will include specific projects eligible for funding under Section 5310.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

October 7, 2020

AGENDA ITEM 5

TO: Citizens Multimodal Advisory Committee

FROM: Doug Maloy, P.E.
Engineering Manager

SUBJECT: RTC Engineering Projects Status

RECOMMENDATION

Acknowledge receipt of a report on the status of projects administered by the RTC Engineering Department.

SUMMARY

Staff will provide an update on the status of several Engineering projects currently under development. Some projects currently in design or construction include: Lemmon Drive Capacity Improvements, Arlington Avenue Bridge Replacement, Oddie/Wells Corridor Multimodal Improvements, Sun Valley Boulevard Multimodal Improvements, Center Street Multimodal Improvements, Sparks Boulevard Capacity Improvements, and Pyramid Highway/US 395 Connector Phase 1.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

October 7, 2020

AGENDA ITEM 6

TO: Citizens Multimodal Advisory Committee

FROM: Daniel Doenges, PTP, RSP
Planning Manager

SUBJECT: 2050 Regional Transportation Plan Project Evaluation

RECOMMENDATION

Acknowledge receipt of a report and provide direction on the 2050 Regional Transportation Plan (RTP) project evaluation.

SUMMARY

The RTC is underway on the development of the 2050 Regional Transportation Plan. The purpose of the plan is to identify the long-term guiding principles and goals for the regional transportation system and to identify the projects, programs, and services that will be implemented through 2050. This plan will be based on a robust community engagement process and conducted in collaboration with partner agencies. The plan will address the safety, mobility, connectivity, and traffic operations issues that are resulting from strong population and employment growth in the region. Federal regulations require that the long range planning document be updated every four years. The current RTP approval extends through May 2021.

The RTC is currently evaluating projects that have been suggested for inclusion in the 2050 RTP. Projects in the current (2040) RTP which have not been completed or initiated are also being evaluated to determine if they still appropriately meet regional transportation needs. Project suggestions were received through outreach opportunities such as an online survey and agency and stakeholder coordination meetings. In addition, project recommendations were compiled from recently completed planning studies such as the South Meadows Area Multimodal Transportation Study and the University Area Multimodal Transportation Study.

RTC staff have scored each of the projects through an evaluation framework, which takes into account safety, congestion, multimodal connectivity, equity, land use, pavement condition, flood mitigation, project readiness, and funding criteria. The RTC will seek public input on the proposed projects as well as direction from the RTP Agency Working Group and provide a score based on the feedback received for the final scoring criteria.