

**REGIONAL TRANSPORTATION COMMISSION
WASHOE COUNTY, NEVADA**

FRIDAY

9:01 A.M.

August 20, 2021

PRESENT:

**Neoma Jardon, Reno City Council Member, Chair
Ed Lawson, Mayor of Sparks, Vice Chair
Vaughn Hartung, Washoe County Commissioner
Oscar Delgado, Reno City Council Member
Bob Lucey, Washoe County Commissioner – Via telephone @ 9:33 a.m.**

**Bill Thomas, RTC Executive Director
Adam Spear, Legal Counsel
Kristina Swallow, Director of NDOT**

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

Item 2 PUBLIC INPUT

Chair Jardon opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda.

Mr. Chris Fuqua, representing Teamsters Local 533, would like the RTC to bring the RIDE coach operators and related staff in-house. He believes Keolis has been disingenuous and they do not negotiate in good faith.

Ms. Debbie Calkins, representing Teamsters Local 533, wants RTC to hold their contractor accountable and says that Keolis has been lying about negotiating in good faith.

Ms. Janice Robbison, local resident, believes that Keolis does not care about passengers who ride the bus because buses do not show up as scheduled and leave people stranded without a ride, especially seniors and disabled passengers.

Mr. John Gerhauser, local resident, says that Keolis creates a hostile work environment and wants to wear everyone down. They also provide insufficient training for new drivers.

Pastor Lavon Reid, local resident, would like RTC to hold Keolis accountable for their actions when drivers are on strike and buses do not show up. She said she passed out while waiting for bus 2, which did not show up, and had to be taken to the hospital.

Ms. Amanda Nelson, local resident, would like RTC to hold Keolis accountable for their actions. They run drivers into the ground and do not provide break times, etc. The drivers get stressed and quit.

Mr. John Locke, local resident, said that Keolis parks more buses than previous contractors ever did and it causes missed trips and a poor work environment. He wants the Board to hold them accountable.

Mr. Carlos Elizondo, local resident, said that all the buses say, “out of service” and it is costing him \$50 per day to get to and from work because of the strike. This is very difficult with the current cost of living.

Mr. Ky Plaskon, representing Truckee Meadows Bicycle Alliance, commented that a shared vision for bringing people into the downtown corridor via safer bicycle access on Center Street has been agreed upon and studied for years. Now, the ROW wants the bike lanes to go in front of their casinos, but what happens when Virginia street is shut down for events? Where do the bicyclists go then? He would like the RTC to lift the pause on the Center Street project.

Mr. Gary Watson, representing Teamsters Local 533, said that the meeting minutes for July reflected that the drivers who spoke at that time were not talking about a strike as the record reflects because the strike had not yet occurred. Rather, they were speaking about the incompetence of Keolis’ management practices.

Mr. Watson would also like RTC management to be held accountable for the poor management of Keolis.

Written comments were submitted by the 4:00 p.m. Aug. 19th deadline as follow (verbatim):

Mr. Michael Gawthrop, local resident: Hello, I'm reaching out to the board as a regular transit user to implore you to either revise or cancel your contract with Keolis. Keolis has been operating without any form of accountability for far too long now. From what I've heard from drivers, there are no consequences to Keolis if they have late or canceled bus service. Now it has been announced that we are facing even more service cuts due to Keolis mismanagement. This on top of their attempts to remove healthcare coverage for the drivers (among so many other valid driver complaints) resulting in a nearly two week strike.

It is long past time to stop giving this private corporation what appears to be no strings attached taxpayer funds for what can be charitably described as subpar service. It is time to do what is right for the taxpayers and transit users in the region and either negotiate a better contract with Keolis to hold them accountable or to find a different contractor that can be held accountable.

Mr. Colin Loretz, local resident: Hello, my name is Colin Loretz and I represent myself as a Reno resident living in Midtown along Center Street and an owner of Reno Collective, a coworking space that has been in Reno for over 10 years.

This is regarding Item 4.8 on the agenda. We support studying downtown mobility and the Center Street Cycletrack is already a critical component of a safe and vibrant vision of downtown. It will bring economic development, eliminate parking problems, and combat climate change. The RTC should not be putting months or year-long delays on a flagship mobility project. We already know through studies that Virginia street is not a viable alternative to Center Street. When you close Virginia Street for special events, bicyclists and other users will be forced onto unsafe side streets, putting lives in danger. RTC should immediately lift the pause on the Center Street Cycletrack because it is a critical piece of our downtown vision that has been thoroughly studied and is already in motion.

Mr. Tim Bardsley, local resident: Hello, my name is Tim Bardsley. I live in West University, and I prefer getting around town by bike to car. I think more would also like to do this, but do not feel safe on Reno's roads and I don't blame them.

This is regarding Item 4.8 on the agenda. We support studying downtown mobility and the Center Street Cycletrack is already a critical component of a safe and vibrant vision of downtown. It will bring economic development, eliminate parking problems, and combat climate change. The RTC should not be putting months or year-long delays on a flagship mobility project. We already know through studies that Virginia street is not a viable alternative to Center Street. When you close Virginia Street for special events, bicyclists and other users will be forced onto unsafe side streets, putting lives in danger. RTC should immediately lift the pause on the Center Street Cycletrack because it is a critical piece of our downtown vision that has been thoroughly studied and is already in motion.

Mr. Samuel Spivey, local resident: Hello, my name is Sam Spivey. This is regarding Item 4.8 on the agenda. We support studying downtown mobility and the Center Street Cycletrack is already a critical component of a safe and vibrant vision of downtown. It will bring economic development, eliminate parking problems, and combat climate change. The RTC should not be putting months or year-long delays on a flagship mobility project. We already know through studies that Virginia street is not a viable alternative to Center Street. When you close Virginia Street for special events, bicyclists and other users will be forced onto unsafe side streets, putting lives in danger. RTC should immediately lift the pause on the Center Street Cycletrack because it is a critical piece of our downtown vision that has been thoroughly studied and is already in motion.

Mr. Brian Pass, local resident: Hello, my name is Brian Passalacqua. I represent the Truckee Meadows Bicycle Alliance and UNR Family Medicine Department. This is regarding Item 4.8 on the agenda. We support studying downtown mobility and the Center Street Cycletrack is already a critical component of a safe and vibrant vision of downtown. It will bring economic development, eliminate parking problems, and combat climate change. The RTC should not be putting months or year-long delays on a flagship mobility project. We already know through studies that Virginia street is not a viable alternative to Center Street. When you close Virginia Street for special events, bicyclists and other users will be forced onto unsafe side streets, putting lives in danger. RTC should immediately lift the pause on the Center Street Cycletrack because it is a critical piece of our downtown vision that has been thoroughly studied and is already in motion.

Ms. Ruth Ebens, local resident: I am writing in regard to item 4.8 on the agenda. I strongly support studying downtown mobility and the Center Street Cycletrack is already a critical component of a safe and vibrant vision of downtown. It will bring economic development, eliminate parking problems, and combat climate change. The RTC should NOT be putting months or year-long delays on a flagship mobility project. We already know through studies that Virginia street is not a viable alternative to Center Street. When you close Virginia Street for special events, bicyclists and other users will be forced onto unsafe side streets, putting lives in danger. RTC should immediately lift the pause on the Center Street Cycletrack because it is a critical piece of our downtown vision that has been thoroughly studied and is already in motion.

Nico Aguilera, local resident: Hello, my name is Nico Aguilera, I have lived in Reno for 19 years.

This is regarding Item 4.8 on the agenda. We support studying downtown mobility and the Center Street Cycletrack is already a critical component of a safe and vibrant vision of downtown. It will bring economic development, eliminate parking problems, and combat climate change.

The RTC should not be putting months or year-long delays on a flagship mobility project. We already know through studies that Virginia street is not a viable alternative to Center Street. When you close Virginia Street for special events, bicyclists and other users will be forced onto unsafe side streets, putting lives in danger.

RTC should immediately lift the pause on the Center Street Cycletrack because it is a critical piece of our downtown vision that has been thoroughly studied and is already in motion.

Ms. Rebecca Morman, local resident: Hello, my name is Rebecca Morman. I represent myself as a cyclist and member of our community. This is regarding Item 4.8 on the agenda. We support studying downtown mobility and the Center Street Cycletrack is already a critical component of a safe and vibrant vision of downtown. It will bring economic development, eliminate parking problems, and combat climate change. The RTC should not be putting months or year-long delays on a flagship mobility project. We already know through studies that Virginia street is not a viable alternative to Center Street. When you close Virginia Street for special events, bicyclists and other users will be forced onto unsafe side streets, putting lives in danger. RTC should immediately lift the pause on the Center Street Cycletrack because it is a critical piece of our downtown vision that has been thoroughly studied and is already in motion.

Mr. Thomas Pniewski, local resident: Hello, my name is Thomas Pniewski. I am a recreational and commuter cyclist, here in Midtown. This is regarding Item 4.8 on the agenda. I support studying downtown mobility and the Center Street Cycletrack is already a critical component of a safe and vibrant vision of downtown. It will bring economic development, eliminate parking problems, and combat climate change.

The RTC should not be putting months or year-long delays on a flagship mobility project. We already know through studies that Virginia street is not a viable alternative to Center Street.

When you close Virginia Street for special events, bicyclists and other users will be forced onto unsafe side streets, putting lives in danger.

RTC should immediately lift the pause on the Center Street Cycletrack because it is a critical piece of our downtown vision that has been thoroughly studied and is already in motion.

Ms. Jessica Brown, local resident: My name is Jessica Brown, and I am a resident of Washoe County within the influence of the city of Reno. This is regarding Item 4.8 on the agenda for the 20 August 2021 meeting.

Although I fully support studying downtown mobility, the Center Street Cycletrack is already a well-studied and critical component of a safe and vibrant vision of downtown. It will bring economic development, eliminate parking problems, and combat climate change. On a deeply personal level, I now only rarely commute by bike from my home in the old SW to my office next to UNR because it is dangerous and impractical to cycle across the freeway on either Sierra, Virginia, or Center streets. I really miss biking to work, but I cannot risk having the very real possibility of not being around for my 5 and 3 year-old children just because it is so unsafe to bike through that region.

The RTC should not be putting months or year-long delays on a flagship mobility project. We already know through studies that Virginia Street is not a viable cycling alternative to Center Street. When you close Virginia Street for special events, bicyclists and other users will be forced onto unsafe side streets, putting lives in danger. RTC should immediately lift the pause on the Center Street Cycletrack because it is a critical piece of our downtown vision that has been thoroughly studied and is already in motion.

Mr. Dan Lazzareschi, local resident: I oppose delaying construction of the Center Street cycle track for further study. The project has been studied, debated and approved. It needs to be built. As a parent, resident, university alum and sometimes bicycle commuter it is clear that safe connectivity for bicycle traffic is the main hurdle to increase use of this safe and healthy form of transportation. RTC needs to speed up installing protected cycle connectivity, not slow it down. The Center Street track will provide critical connectivity between the university, downtown and the river bike corridor. Please build it ASAP.

Mr. Thomas Albright, local resident: I am writing to support the expedited completion of the Center Street Cycle Track. I am a Geography professor at UNR and have long involved in transportation and sustainability issues. Plus, my family and I ride our bikes in Reno many times per week for transportation and recreation. Reno has great potential for cycling, as recognized by the League of American Bicyclists, but the downtown area is a glaring weak point for cyclists. This is particularly true for less experienced and less confident riders. I believe the Center Street Cycle Track is the most important single option for improving the downtown access problem. I do not think Virginia street would be as successful, so I urge you to expedite the implementation of the Center Street option as soon as possible (ie. lift any pauses and resume work).

Ms. Mishelle Bradford, local resident: My name is Mishelle Bradford. I am an avid cyclist and I commute at times by bicycle. This is regarding Item 4.8 on the agenda. I support studying downtown mobility and the Center Street Cycletrack is already a critical component of a safe and vibrant vision of downtown. It will bring economic development, eliminate parking problems, and combat climate change. The RTC should not be putting months- or year-long delays on a flagship

mobility project. We already know through studies that Virginia Street is not a viable alternative to Center Street. When you close Virginia Street for special events, bicyclists and other users will be forced onto unsafe side streets, putting lives in danger. RTC should immediately lift the pause on the Center Street Cycletrack because it is a critical piece of our downtown vision that has been thoroughly studied and is already in motion.

Ms. Valerie Leggett, local resident: Hi, I want to support fast tracking the Center Street Cycletrack project. This is the kind of project that should be prioritized for Reno: transportation infrastructure that makes Reno a more bicycle friendly city. Making it easy to use a bike for transportation to downtown encourages less driving, is more equitable, is better for the climate and makes the city more fun and enjoyable. It would be a shame to delay a project that has already been studied and planned. I really hope that Cycletracks could be added throughout the city. I live in South Reno and would love a protected cycle track to get downtown.

Mr. Patrick Smith, local resident: Dear Commission members, I'm writing to express my concern in regard to the proposed study described by item 4.8 on the August 20th, 2021 agenda [linked here](#). Specifically with the conflict it poses to completion of the Center Street Cycletrack. While the Cycletrack project has been a grassroots effort going on for many years in order to address immediate needs in the downtown area, this study appears to be no more than a veiled effort by certain downtown property holders to delay non-car mobility improvements that are likely to result in those property owners' clients being more able to patronize businesses other than theirs.

To vote in support of this 'study' tells the multitude of residents, who have taken the time to sheppard the Cycletrack through a system unfriendly to grassroots efforts, that the only numbers that matter are the size of your downtown footprint and your wallet.

Please dispense with the delays and misdirections. Make the Center Street Cycletrack a priority.

Ms. Genevieve Parker, local resident: My name is Genevieve Parker. I'm a Reno cycling advocate, and I was a Reno Bike Project staff & Truckee Meadows Bicycle Alliance committee member from 2014-19 in addition to sitting on the RTC Citizens Multimodal Advisory Committee (formerly Bicycle/Pedestrian Advisory Committee) from 2016-19.

This is regarding Item 4.8 on the agenda. I am adding my voice in support of the Center Street Cycletrack, which is a critical component of a safe and vibrant vision of downtown. It will bring economic development, eliminate parking problems, and combat climate change. The RTC should not be putting months or years-long delays on a flagship mobility project. We already know through studies that Virginia street is not a viable alternative to Center Street. When you close Virginia Street for special events, bicyclists and other users will be forced onto unsafe side streets, putting lives in danger. RTC should immediately lift the pause on the Center Street Cycletrack because it is a critical piece of our downtown vision that has been thoroughly studied and is already in motion.

Mr. Michael Marcum, local resident: Hello, my name is Mike Marcum. I represent myself and my family along with 3000 OHV users here as President of the Reno Area Dirt Riders, A 501c7.

www.RenoAreaDirtRiders.com While we are about OHV use, many us of eMTB and ride as well. I moved here to race MTB and We have a lot of great cycling in the area we should promote more.

This is regarding Item 4.8 on the agenda. I am in support of making Reno Cycle Friendly and promoting it to locals and tourists as well. Adventure Tourism is something we can use to keep the downtown vibrant despite changes in gaming tourism. Cycling is not just for the young and fit, it is for everyone and we can use this project to our mutual benefit.

We support studying downtown mobility and the Center Street Cycle track is already a critical component of a safe and vibrant vision of downtown. It will bring economic development, eliminate parking problems, and combat climate change. The RTC should not be putting months or year-long delays on a flagship mobility project. We already know through studies that Virginia street is not a viable alternative to Center Street. When you close Virginia Street for special events, bicyclists and other users will be forced onto unsafe side streets, putting lives in danger. RTC should immediately lift the pause on the Center Street Cycle track because it is a critical piece of our downtown vision that has been thoroughly studied and is already in motion.

Mr. Galen Carrico, local resident: Hello, my name is Galen Carrico and I represent the voices of bicycle commuters as a lifetime resident who was born and raised in Reno. Reno is becoming a much better area for those seeking to explore downtown Reno and/or commute on the bicycle paths. Bicycle travel allows one to explore the city in an intimate way that does not cost \$4/gallon for gas.

This is regarding Item 4.8 on the agenda. We support studying downtown mobility and the Center Street Cycletrack is already a critical component of a safe and vibrant vision of downtown. It will bring economic development, eliminate parking problems, and combat climate change, which we have seen the effects of most recently with drought, hot temperatures and the wildfires and smoke that have blanketed the area more frequently each summer (and fall).

The RTC should not be putting months or year-long delays on a flagship mobility project. We already know through studies that Virginia street is not a viable alternative to Center Street. When you close Virginia Street for special events, bicyclists and other users will be forced onto unsafe side streets, putting lives in danger. RTC should immediately lift the pause on the Center Street Cycletrack because it is a critical piece of our downtown vision that has been thoroughly studied and is already in motion. Put the people and our safety before the interests of the casinos.

Ms. Kelsey McCutcheon Fitzgerald, local resident: Dear RTC Board Members, I am writing to voice my support for moving ahead immediately with the Center Street Cycletrack Project, item 4.8 on this evening's meeting agenda.

I am a Reno resident, mother of 2, and bicyclist who rarely bikes downtown because of safety concerns in traffic. I am also extremely concerned about the mounting climate crisis, determined to bike more places more often, and see bike-friendly infrastructure in cities as an absolutely essential step in reducing our reliance on fossil fuels.

Although it would be great to have a bike path on Virginia Street in addition to Center Street, Virginia Street is often closed for special events so not a good substitute for the Center Street Cycletrack. Please move forward on the Center Street Cycletrack without delay and put in place this critical piece of infrastructure to support safe bikeways in Reno.

Ms. Nicole Palatinus, local resident: Hello, my name is Nicole Palatinus. This is regarding Item 4.8 on the agenda. I support studying downtown mobility and the Center Street Cycletrack is already a critical component of a safe and vibrant vision of downtown. It will bring economic development, eliminate parking problems, and combat climate change. The RTC should not be putting months or year-long delays on a flagship mobility project. We already know through studies that Virginia street is not a viable alternative to Center Street. When you close Virginia Street for special events, bicyclists and other users will be forced onto unsafe side streets, putting lives in danger. RTC should immediately lift the pause on the Center Street Cycletrack because it is a critical piece of our downtown vision that has been thoroughly studied and is already in motion.

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

Item 3 APPROVAL OF AGENDA

Executive Director Thomas stated for the record that two staff reports (4.8 and 4.11) in the packet reflected the incorrect meeting date but nothing of substance was affected and the agenda was posted correctly.

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

Item 4.1 thru 4.16 CONSENT ITEMS

Chair Jardon opened the meeting to public input and called on Ms. Jessica Adams.

Ms. Jessica Adams, representing Washoe County COVID-19 Green Recovery, is in full support of the Center Street Cycle Track project but not in support of further studies which will delay their objectives.

There being no one else wishing to speak under consent, public input was closed.

Chair Jardon requested to pull Item 4.8 for a brief discussion.

Minutes

4.1 Approve Minutes of the July 16, 2021, meeting (*For Possible Action*)

Reports

4.2 Acknowledge receipt of the monthly Planning Activity Report (*For Possible Action*)

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

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

- 4.5 Acknowledge receipt of the monthly Procurement Activity Report (*For Possible Action*)
- 4.6 Acknowledge receipt of the monthly Summary Report for the Technical, Citizens Multimodal, and Regional Road Impact Fee Advisory Committees (*For Possible Action*)

Planning Department

- 4.7 Authorize a Request for Proposals for the Verdi Area Multimodal Transportation Study (*For Possible Action*)
- 4.8 Approve an Interlocal Cooperative Agreement with the City of Reno to fund and complete a study to analyze and provide recommendations on placemaking strategies, urban design, mobility, and other items related to the Virginia Street corridor between 9th Street and Liberty Street (*For Possible Action*) *****Item Pulled for discussion*****

Engineering Department

- 4.9 Approve Amendment No. 2 to the agreement with Stantec Consulting Services, Inc., for final design and engineering services during construction related to the Oddie/Wells Multimodal Improvements project, in the amount of \$410,242, for a new not-to-exceed amount of \$1,743,492 (*For Possible Action*)
- 4.10 Approve a contract with Kimley-Horn and Associates, Inc., to provide design services and optional engineering services during construction for the Peppermill Bus Rapid Transit (BRT) Station Project in an amount not-to-exceed \$174,116 (*For Possible Action*)
- 4.11 Approve an Interlocal Cooperative Agreement with the City of Reno reimbursing RTC the amount of \$136,136 for costs associated with a sewer main replacement project at Sky Vista Parkway and Lemmon Drive (*For Possible Action*)

Public Transportation/Operations Department

- 4.12 Authorize staff to seek approval from the Federal Transit Administration (FTA) for the early retirement of four Proterra BE-35 vehicles (*For Possible Action*)

Executive, Administrative and Finance Departments

- 4.13 Approve a contract with Woodman International LLC for specialized legal services (*For Possible Action*)
- 4.14 Approve a contract with Taft Stettinius & Hollister, LLP, for specialized legal services (*For Possible Action*)
- 4.15 Approve a funding agreement with the Tahoe Transportation District to contribute \$160,000 towards the purchase of the former elementary school in Incline Village as a potential site for a future mobility hub (*For Possible Action*)
- 4.16 Receive Investment Committee report for the quarter ended March 31, 2021 (*For Possible Action*)

On motion of Vice Chair Lawson, seconded by Commissioner Hartung, which motion carried unanimously, Chair Jardon ordered that Consent Items 4.1 through 4.16 be approved, with the exception of Item 4.8 which was pulled for discussion.

4.8 Approve an Interlocal Cooperative Agreement with the City of Reno to fund and complete a study to analyze and provide recommendations on placemaking strategies, urban design, mobility, and other items related to the Virginia Street corridor between 9th Street and Liberty Street (*For Possible Action*) (*Under discussion*)

Chair Jardon asked for an explanation of what Item 4.8 is about and what it will do.

Deputy Exec. Director Amy Cummings addressed the Board to explain that this was a concept that came out of the Regional Transportation Plan. The Downtown Circulation Study was done and some of the comments coming out of that study expressed a desire to have a more focused look at Virginia Street, and downtown itself, to see how they may compliment some of the other investments made in the downtown region. This is an effort to get at the challenging issues with placemaking and the use of public spaces and how to activate that downtown space.

The City of Reno is taking the lead on this project and the RTC is providing some funding for the study.

The Chair asked when the study will begin and how long will it take.

Ms. Cummings said that it should begin this fall, with completion in approximately six months.

On motion of Vice Chair Jardon, seconded by Commissioner Hartung, which motion carried unanimously, Chair Jardon ordered that Consent Item 4.8 be approved.

Item 5.1 thru 5.3 PUBLIC HEARING ITEMS

5.1 Conduct a public hearing on the resolution adopting Amendment No. 1 to the FFY 2021-2025 Regional Transportation Improvement Program (RTIP) and the Self Certification for the metropolitan transportation planning process; approve the resolution adopting Amendment No. 1 to the FFY 2021-2025 Regional Transportation Improvement Program (RTIP) and the Self Certification (*For Possible Action*)

- a. Staff presentation**
- b. Public hearing**
- c. Action**

Chair Jardon opened the public hearing and asked if proper notice was given and was public comment received.

The clerk responded that proper notice was given and there was no public comment received.

Mr. Dan Doenges, RTC Planning Manager, addressed the Board to explain the purpose for this first amendment, which is to incorporate the recent award of 5310 funding to local providers through RTC's programs that offer transportation services for people with disabilities or senior services needs. Staff generally reaches out to NDOT to see if they have any projects to be included in the amendment and, in this case, there is a traffic signal at Pyramid and Egyptian Way. There are also some administrative adjustments to be made.

Mr. Doenges added that the Oddie Wells project came in higher than projected, so funding was taken from the Vassar Street project and by depleting the funds for the FY 2023 Bicycle and ADA Improvement program to accommodate the overages.

Commissioner Hartung said a third lane was discussed that would take the acceleration from what was originally created from the haul road that terminates at Calle de la Plata, for addition to that existing Pyramid Highway acceleration lane to improve capacity and safety.

Mr. Doenges said that portion of the project is already included in the plan.

E.D. Thomas added that this is included in also the agency goals, which are scheduled for the September meeting.

On motion of Vice Chair Jardon, seconded by Commissioner Hartung, which motion carried unanimously, Chair Jardon ordered that the resolution adopting Amendment No. 1 to the FFY 2021-2025 Regional Transportation Improvement Program (RTIP) and the Self Certification be approved.

Item 6.1 DISCUSSION ITEMS AND PRESENTATIONS

6.1 Acknowledge receipt of a report regarding the Center Street Cycle Track Project (*For Possible Action*)

Ms. Maria Paz-Fernandez, RTC Project Manager, addressed the Board to provide a presentation update on what has transpired on the Center Street Cycle Track project to date. This project has been in the works for several years and the goals of the project are to increase safety, connectivity and accessibility. The purpose is to solve the problem of the gap in the core cycling network in downtown Reno. There is currently a project approved by the RTC and the City of Reno which involves a 2-way Cycletrack on Center Street that is currently at 30% of design. There were some areas of concern that came out of the current design plans.

A Downtown Circulation Study was included in the 2050 RTP, which included improved bike connectivity in downtown. Public comments received also requested additional transportation improvements on Virginia Street.

Earlier in the meeting, an interlocal agreement was approved between RTC and the City of Reno for the Downtown Virginia Street Placemaking Study, which will guide future steps of both Center Street and Virginia Street.

E.D. Thomas clarified for the record that the Virginia Street Study is not meant to replace the Center Street Cycletrack project.

Chair Jardon added that the study is to look at what impacts to public events, traffic and businesses that a bicycle lane or track might have before ultimately deciding which route would create the most benefit with the least impact.

On motion of Commissioner Hartung, seconded by Vice Chair Lawson, which motion carried unanimously, Chair Jardon ordered that receipt of the report be acknowledged.

Item 7.1 thru 7.3 REPORTS

Item 7.1 RTC Executive Director Report

E.D. Thomas spoke on the following topics:

1. He introduced two new employees: Lolita Davis, Administrative Associate, and Amy Pickens, Procurement and Compliance Analyst.
2. Regular fixed route service began this past Wednesday.

As we all know, the Teamster's strike ended late last week. During the strike Keolis lost some drivers and mechanics who chose to seek employment elsewhere. Loss of employees, particularly given the labor shortages being experienced within our local economy, further impacts both Keolis and MTM workforces and their ability to operate our fixed-route and para-transit services. Keolis is aggressively recruiting new drivers and mechanics to replace those lost thru attrition and as a result of the strike.

We are aware that the federal mediator has offered several dates to the Teamsters and Keolis to meet and restart negotiations on the expired Collective Bargaining Agreement. We are hopeful that both parties will use this opportunity to bargain in good faith to complete a new CBA and get quickly to a place where we can provide some certainty to the passengers who count on our service.

During the strike, E.D. Thomas and Michael Moreno had almost daily conversations with each of the board members to provide updates. Each of them expressed the concerns they had for impacts on our passengers and the drivers.

Unfortunately, as has been explained many times, the RTC is strictly limited in its role when a situation like this occurs. I know this was challenging for each of you as you felt the strong desire to step in to assist but were constrained in what you could say or do. I think it is important for the public to know the truth about the Board's concern, compassion and desire to respond to the strike and the misinformation and outright lies that were being promulgated. He thanked them for their patience and understanding in what was a very troubling situation.

Next, he thanked Mayor Schieve and Doug Thornley again, who worked diligently behind the scenes to bring the parties together to accelerate an end to the work stoppage. He also thanked Reno Sparks Cab Company, Whittlesea Taxi, Yellow Cab, Uber, and MTM Transit for providing critical emergency transportation to our customers.

Last but definitely not least, he thanked our customers for their patience and understanding during this disruption of service.

3. On Tuesday, the Transportation Security Administration (TSA) extended a federal mask mandate for airline, bus and train passengers into next year, extending the requirement for face coverings until Jan. 18, 2022. While a CDC order imposing the transportation requirement has no end date, TSA enforcement rules had been set to expire Sept. 13. We will maintain the notices on our buses and facilities to wear a face masks while riding transit.
4. Pedestrian safety is a top priority for all of us. At the July meeting the Board received a presentation on the Locked Eyes Save Lives campaign. Commissioner Hartung offered a suggestion to use LIDAR technology to enhance safety for pedestrians and drivers. Information was presented to the Vision Zero Task Force. We also consulted with one of our engineers who provided more insight to using LIDAR. LIDAR would be a significant safety tool but the technology is still years away from getting to the point where LIDAR technologies can communicate directly to mobile devices to alert users of any potential conflicts with other modes of transportation.

RTC's LIDAR program with UNR is working with the company Important Technologies and currently testing our deployment with their app on RTC buses. This test is being conducted with the University community on the RAPID Virginia Line, specifically from 4TH STREET STATION to Lawlor Events Center. The testing period is approximately six months. We will provide an update to the Board at the conclusion of the testing to share the results.

5. Don't Drive Arrive! with free transit service to the Best in the West Rib Cook Off, September 1st through the 6th. RTC in partnership with The Nugget is offering free rides on the RAPID Lincoln Line and Route 11 during the Rib Cook Off. This is not a special route created for the event. It is RTC's regular fixed-route service, available to everyone in an effort to attract new riders. This is a great opportunity to try transit with your friends and family to one of the region's favorite event. With limited parking, everyone can ride these routes FREE and avoid parking hassles in downtown Sparks.

Plan your trip and view route and schedule information at rtcwashoe.com. For the Rib Cook Off event schedule go to NuggetRibCookOff.com.

Vice Chair Lawson added that additional information is also available on the Sparks website.

The Don't Drive Arrive! program is a joint partnership with the City of Reno, City of Sparks and the RTC.

Executive Director Thomas then concluded his report and offered to answer any questions.

Item 7.2 RTC Federal Report

E.D. Thomas said that a written report was included in the agenda packet for this meeting, adding that the bi-partisan infrastructure bill had passed the Senate and has since been forwarded to the House.

Item 7.3 NDOT Director Report

NDOT Director Kristina Swallow addressed the Board to provide her monthly update presentation.

She began with safety numbers and said that they are not looking good at all. Statewide, fatalities are up 30% from this time last year, but have not increased in Washoe County.

Dir. Swallow then discussed some of the legislative actions that impact NDOT; her continuing pride in the NDOT crews responding to emergencies in both Nevada and California; the Sustainable Funding Study; an update on the Spaghetti Bowl Express (SBX) project; and various planning and prioritizations for her agency going forward.

She then concluded her presentation and offered to answer any questions.

Item 8 *COMMISSIONER ANNOUNCEMENTS AND UPDATES*

Commissioner Hartung mentioned that a celebration of life will be held for Ron Smith at the Veterans Memorial Plaza in Sparks September 10th at 2:00 p.m.

Item 9 *PUBLIC INPUT*

Chair Jardon opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda.

Ms. Laurie Rodriguez, local resident, discussed the draft One Nevada Transportation Plan mentioned in Director Swallow's update. She commented that once again, Clark County is receiving the majority of the funds (60%) due to their population size; however, Reno is rapidly growing and more miles per person are driven in Reno because people are driving in from California on a continuous basis for shopping, work, etc. Ms. Rodriguez would like NDOT to reconsider the allocation and increase the Washoe County allocation by 5%, even if not this year, then sometime in the future.

Mr. Ross Kinsing, representing Teamsters, Local 533, expressed his frustration at the board members physical reactions when anyone speaks about Keolis and/or the drivers. He also believes Keolis has been a "bad actor," the drivers feel neglected and it's the passengers who are suffering. The Teamsters currently have 45 pending arbitrations with Keolis, over 40 National Labor Relations cases and three federal lawsuits against Keolis.

Pastor Lavon Reid, local resident, spoke again about the RTC's need to hold Keolis accountable and said that according to the Mayor, RTC can step in and get rid of Keolis. Pastor Reid went on to say that the drivers are not even given bathroom breaks and that disgruntled passengers harass the bus drivers.

Mr. Carlos Elizondo, local resident, said that the electric buses have too many problems because they run out of charge and there are not enough chargers. He also wants the RTC to make safety a priority.

Ms. Debbie Calkins, representing Teamsters, Local 533, said that even though Mr. Thomas keeps saying that the RTC must legally stay out of the negotiation process, he isn't. He's had MTM drivers leave their passengers to help Keolis and offered Uber vouchers and taxi rides. Ms. Calkins believes the RTC has been derelict in their responsibilities and that Mr. Thomas comments are inaccurate and disingenuous.

Mr. Arnold Viera, local resident, said he has been in transportation for 40 years and believes Keolis has gone backwards and abused transportation and does not provide the service the public deserves. Mr. Viera would like the RTC to not renew the Keolis contract.

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

Item 10 *ADJOURNMENT*

On motion of Vice Chair Lawson, seconded by Commissioner Hartung, which motion carried unanimously, Chair Jardon ordered that the meeting be adjourned.

There being no further business to come before the Board, the meeting adjourned at 10:46 a.m.

NEOMA JARDON, Chair
Regional Transportation Commission

(Copies of all presentations may be obtained by contacting Denise Thompson at dthompson@rtcwashoe.com.)