

**REGIONAL TRANSPORTATION COMMISSION  
WASHOE COUNTY, NEVADA**

**FRIDAY**

**9:00 A.M.**

**January 21, 2022**

**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**

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

The regular monthly meeting, held via Zoom meeting and in the RTC Administrative Building, 1<sup>st</sup> Floor, 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:

The clerk mentioned Erica Olson would be moderating the workshop portion of the meeting on behalf of RTC.

***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.

Ms. Dora Martinez, representing the Disability Peer Action Coalition, addressed the Board to say she would like the RTC to provide a Zoom link for public comment during the pandemic. Some of her coalition members wanted to attend but were not able to schedule a ride because the trip wasn't essential. Ms. Martinez is also concerned about losing paratransit vehicles to the FlexRIDE system and they will no longer be available to those who truly need them. Lastly, she asked that all stops be announced on the buses because that is not being done at this time.

Mr. Tim Hanifan, local resident, addressed the Board about how Reno would better benefit from a presence that encourages an innovative green system, such as the RTC transit system, and to show how the city is monitoring emissions to better understand and control greenhouse standards.

Mr. Dan Gallian, local resident and retiree of the RTC, addressed the Board to say he got a certified letter from the RTC regarding agenda item 4.3 and the letter indicated that all retirees must enroll in Medicare in order to keep the current county insurance. So his concern is that the exemption for that mandate with certain retirees will go away, in which case he would have absolutely no insurance.

Mr. Chris Fuqua, VP of Teamsters Local 533, addressed the Board and asked how it is a safe environment for him to attend at the RTC Administrative Building and would rather be at the County Chambers where there is more room to spread out. He then reminded the Board that the CBA for the paratransit service is expiring and mentioned some of the items the Teamsters would be looking for in a new CBA.

Mr. Noah Rotroff, representing the local chapter of the Sierra Club, addressed the Board to say that the RTC needs to have better policies to enhance transit ridership and take traffic off of the roads, which will put less of a stress on the environment. He believes RTC's current path is not sustainable.

The last "public comment" was a video put together by the RTC wishing Chair Jardon a happy birthday.

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

### ***Item 3 APPROVAL OF AGENDA***

A request was made by Vice Chair Lawson to pull Item 4.3 for discussion. On motion of Commissioner Hartung, seconded by Commissioner Delgado, which motion unanimously carried, Chair Jardon ordered that the agenda for this meeting be approved with Item 4.3 pulled for discussion.

### ***Items 4.1 thru 4.3 CONSENT ITEMS***

#### ***Engineering Department***

**4.1 Approve an Interlocal Cooperative Agreement (ICA) with Washoe County for RTC to fund the design and installation of culvert grates at all of the equalization culverts along Veteran's Parkway north of Pembroke Drive within Washoe County limits, in an amount not-to-exceed \$350,000 (For Possible Action)**

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

**4.2 Approve the RTC Safety Management System Plan (Safety Management Plan) as required by FTA 49 C.F.R. Part 673 (For Possible Action)**

On motion of Commissioner Hartung, seconded by Commissioner Lucey, which motion carried unanimously, Chair Jardon ordered that Consent Items 4.1 through 4.2 be approved.

#### ***Executive, Administrative and Finance Departments***

**4.3 Acknowledge and accept that retired RTC employees that are eligible to participate in RTC's group health insurance plans (PPO/HMO), currently offered and administered by Washoe County on behalf of RTC, must enroll in Medicare (Part A and Part B) upon becoming eligible and maintain enrollment in order to participate in the plans, effective immediately, with the exception of 10 current retirees that did not enroll in Medicare during their initial eligibility periods (For Possible Action)**

Ms. Stephanie Haddock, Director of Finance gave some history of why this agenda item was brought forward now. The primary reason was to make sure RTC is giving sufficient notice to every retiree who may be turning 65 this year. There are some very tight deadlines around enrollment in Medicare. So RTC wants to make sure that everybody was aware and had plenty of ample time to get ready for the enrollment and to make sure that people were aware that there is an actual benefit to enrolling in Medicare where you do not lose your Washoe County coverage at all. It just becomes secondary insurance and you end up having dual coverage. So, Medicare becomes primary and then Washoe County insurance becomes secondary. It actually has the added benefit of lowering some of your out-of-pocket costs.

To assure Dan Gallian, yes, RTC has grandfathered 10 employees in that for some reason may not have been able to enroll in Medicare or have already passed age 65. We recognize that, and there is no intent to not cover them. We also wanted to make sure that everybody had time to understand that this is bringing RTC into consistency with how Washoe County handles their retirees. The county manages RTC's healthcare for us and for our retirees and this requirement is also on their retirees.

Ms. Haddock also wanted to thank Washoe County staff, especially Christie and Ashley, who were so tremendous in their help and assistance in getting this item put together, and helping us understand the rules of Medicare and all the related requirements.

Vice Chair Lawson asked why there's been no money been paid into Medicare on behalf the public commenter.

Ms. Haddock responded that for anyone hired or working as a government employee before 1986, there was no legal requirement for government employees to pay into Medicare. That didn't change until 1986 and as Dan pointed out, he was hired in 1977, so that's why no money was paid into Medicare on his behalf.

On motion of Vice Chair Lawson, seconded by Commissioner Hartung, which motion carried unanimously, Chair Jardon ordered that Consent Item 4.3 be approved.

***Item 5. COMMISSIONER ANNOUNCEMENTS AND UPDATES***

E.D. Bill Thomas highlighted that this week RTC had received a grant for \$300,000 from the federal government to do the TOD Planning Study along South Virginia Street to look at the potential to expand our BRT down to Summit Sierra.

Chair Jardon thanked E.D. Thomas and added that she got notifications that additional bus routes and stops have been added back into the system as well. It's slow going, but we're building back the system.

E.D. Thomas asked Mark Maloney if he has anything specific he wants to share. As new drivers come on and the number of drivers grow, we are strategically adding in service.

Mr. Mark Maloney, Director of Public Transportation and Operations, said we added service to the 54, the 56, and expanded frequency on the Lincoln line and the Virginia line; also two RAPID services. Keolis is doing a wonderful job, bucking the trend and being able to hire and have 12 right now in class, 13 behind the wheel and training. We're looking at our ridership demands will probably have full complimented drivers by the end of February. Staff is working on a March service change where we'll probably try to put some more frequency in to a lot of the routes that are been missing, based on the ridership demand.

The TOPS Program, our five-year plan of where we're going to go and what kind of mix of services and adjustments that comes out of those recommendations, that we'll be bringing back as and go through our service change process. Right now, we are running very reliable service, as was pointed out in the public comment.

Chair Jardon asked if he could talk briefly about the on-time issue; what it was vs what it is?

Mr. Maloney said missed trips is a huge portion of the problem because people confuse on-time performance with missed-trips, because when you're waiting for a bus and this doesn't show, then people think it's a major on-time issue where it's actually that the trip just didn't run. RTC was in the area of 30 or so missed trips in a day and are now down to approx. one or two per day. On-time performance is also ticking up. We were in the 80% range and now we're now up around 88%, and want to get back to 90% or more.

#### ***Item 6 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, Vice President of Teamsters, Local 533, addressed the Board to comment on the distractions of the room he was in. He also said the RTC needs to do a lot more for the reliability of the buses than what's being said publicly.

Ms. Dora Martinez, representing the Disability Peer Action Coalition, addressed the Board to say she agrees with Mr. Fuqua regarding the safety aspects of the room she is in when there is a pandemic, as well as the comment about RTC providing frequent and adequate transit to increase ridership.

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

#### ***Item 11 ADJOURNMENT***

There being no further business to come before the Board, the meeting adjourned at 9:40 a.m.

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NEOMA JARDON, Chair  
Regional Transportation Commission

**Minutes for the Board Workshop begin on the next page.**

**REGIONAL TRANSPORTATION COMMISSION  
WASHOE COUNTY, NEVADA  
BOARD WORKSHOP**

**FRIDAY**

**9:45 A.M.**

**January 21, 2022**

**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**

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

**Brian Stewart, Director of Engineering  
Mark Maloney, Director of Public Transportation/Operations  
Stephanie Haddock, Director of Finance/CFO  
Dan Doenges, Director of Planning  
Angela Reich, Director of Administrative Services**

The workshop was called to order by Chair Jardon. Following the roll call, which included RTC Directors, the Board conducted the following business:

The clerk again mentioned Erica Olson would be moderating the workshop on behalf of RTC.

**NO ACTION WAS TAKEN AT THIS WORKSHOP  
EXCEPT TO APPROVE THE AGENDA AND TO ADJOURN**

**1. PUBLIC COMMENT**

There was no public comment made.

**2. APPROVAL OF AGENDA** *(For Possible Action)*

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

**4. WORKSHOP**

The purpose of the workshop was to discuss and possibly give general direction regarding policy and strategic objectives of the Regional Transportation Commission of Washoe County for the current Fiscal Year 2022 and Fiscal Year 2023, which may include, but not be limited to presentations, review, discussion, and possible direction to the Executive Director and staff.

#### **4.1 KICK-OFF AND PROCESS OVERVIEW - *Verbatim***

E.D. Thomas prefaced the next phase of the workshop with an introduction of Erica Olson, who was retained to be the facilitator for this workshop. The desire and goal in this workshop was to provide an opportunity for as deep as of a discussion as possible about some key topics.

Ms. Olsen, said she was really looking forward to thoughtfully crafted direction that we're seeking from the Board in partnership with the directors. Clear direction, but not necessarily purposefully; not hard decisions. She then gave some instruction on how the meeting would flow electronically.

Chair Jardon thanked Ms. Olsen and reminded everyone that the meeting goes until 1:00 p.m.

#### **4.2 CURRENT STATE OF RTC AND LOOKING FORWARD**

Ms. Olsen said that from her conversations with everyone, including the directors, there is definitely a need to crystallize where RTC is going and why, in more concrete terms.

E.D. Thomas said that criticism needs to be seen in the right light, which is that it's a tool for perfecting and getting better. So a lot of what is going to be discussed may be considered in the negative sense, but he didn't think it was.

He went on to say that this is really about looking forward to ensure we're all in sync with where we are and how we should be spending our energy, our efforts and our resources. He began with the organization because he thinks that's probably the most important thing. Not only is RTC unique in our community, but it's also unique on a national scale and perspective. We have combined a three most important transportation functions in our county into a single entity. He's learned it's rare to find that arrangement across the country. RTC has the MPO function, which is the system-wide planning for our county, combined with the designing, building and maintaining of regional roadways. On top of that, we have the public transportation system. We've got all the critical pieces of managing and directing our transportation network, of course, in partnership with the state and the local governments.

Our mission statement is to build a better community through quality transportation. More than just words, this statement is our lighthouse, our benchmark, our compass to make sure we're true to our purpose and have the right reasons for the decisions we make. RTC and its staff are agents of Board policy direction. Staff has the expertise and can provide the Commissioners with advice, but at the end of the day, the five commissioners own the representation of the public while these critical decisions are made for our transportation network.

#### **4.3 ENVISIONING THE COMMUNITY'S NETWORK EXPERIENCE (REGIONAL ROADS AND TRANSPORTATION)**

The first topic for discussion was about the future of the transportation network. The FHWA issued a memo stating "FHWA will implement policies and undertake actions to encourage, and where permitted by law, require recipients of highway funding to select projects that improve the condition of existing infrastructure before advancing projects that add new general purpose travel lanes to single occupancy vehicles." On the surface, it might cause pause or some thought about how RTC moves forward with the bigger capacity projects that are already in play with the RTP, for example, Pyramid highway and the 395 North Widening, based on the definition provided, would probably fall on the side of not having any federal funding.

E.D. Thomas then spoke about how people are driving more, but there is a decrease per revenue mile with regards to fuel tax. Those specific taxes pay for the regional roads in our area and on average, it costs approximately \$10 million per mile to build a regional road. The RTC's annual fuel tax budget is approximately \$30 million, which doesn't cover much. At the same time, there is an increased expectation that RTC will provide more ancillary or tangentially related improvements, such as more expensive trees, multimodal paths, sound walls, lighting, etc. All of which increase the per mile cost of a roadway.

He added that lastly, there seems to be an increasing desire to shift more maintenance to the RTC as an increasing number of roads are being classified as regional.

With this comes making choices on how the funds coming in are divided between maintaining existing facilities vs meeting the needs for new facilities.

Sales tax, on the other hand, funds roughly 40 million of the 50 million spent to operate the public transportation system. Without the sales tax, it would be extremely difficult to fulfill many of the passenger needs mentioned earlier. Also, sales tax is a fixed rate that's volatile and swings with the economy, so RTC is forced to provide service based on a revenue income that is not tied directly to the desires and wants of the community. There are federal grants and formula money set aside for capital projects and maintaining assets, but it is not for use on the operating side of the system.

He wrapped up by saying that that RTC's purpose is best fulfilled by focusing on the role of being a service agency to the three local governments, as well as having that kind of perspective with the state. In other words, we're here to serve the local governments and the state, working as a team to make sure that we provide the best transportation network in our community. This will be achieved by focusing on and acknowledging agreements before projects are developed to the point of unresolvable conflict. So in other words, a little more time spent up front, making sure we're all in alignment and not waiting till the very end where we find out there's a conflict that may be too late to resolve.

Transit focused comments and questions from the commissioners are as follow:

Commissioner Lucey: We often speak that we have a driver market, we have a gaming and tourism based economy that drives much of our workforce. So there's so many different things that we rely upon when we say we go out and utilize outside perspective from

analysts and different individuals across the country. It's very difficult to analyze our type of transit, both in Las Vegas and in Reno, because we are so unique, in our way we're developed, the way we're situated.

We have continued to fight to provide fixed route service throughout our community, by expanding routes and discussions about moving Villanova and trying to build a new bus center so that we can continue to expand, because buses are changing. Our fixed routes and our rapid transit throughout the community are some of our best utilized, yet our ridership is around 10% and that, to me, is a broken system.

Commissioner Lucey would like to see the RTC move toward a more individualistic model instead of being a typical transit system.

Chair Jardon: I do think this is the opportunity where we evaluate the high ridership efficient fixed routes, make them better, make them more reliable, that fill the buses and augment the other locations in our community with the most appropriate transport platforms that we have, and we have a myriad of them. In addition, we need to educate passengers and have discussion about alternative transportation options that may fit better with their needs.

We don't talk about this very often but the school buses, they're certainly struggling as well. I imagine if we had a conversation, could there be a win-win somehow within that system that marries up maybe some school needs with public transit needs

Commissioner Hartung: We talked about passengers per day. In the digital community, we look at unique views and I'd like to know at some point, what those are. Are they unique passengers? So we had 19,000 and some passengers, how many times are they riding? And what's the actual number of passengers that we're trying to carry? Is that number really cut in half or is it maybe even a third of that? And that's where micro transit I think can step in. He would like to narrow the fixed routes to only those with high ridership and find alternatives for the other areas needing some sort of transit.

Commissioner Hartung also said he only sees empty coaches near the county building, except during peak morning and afternoon hours, so what do we do with it midday?

Mr. Maloney said it's very difficult to see actual ridership based on one stop four stops back at the station they could have put 15 people on the bus and ten people could get off before 9<sup>th</sup> street. The way RTC looks at that is by our productivity.

Commissioner Hartung said what he is hearing is that the system is fine the way it is and doesn't need improvement.

Mr. Maloney responded that it's not intended that way and this is exactly what the five-year plan is for. Previously, new services were added in, we changed how service was provided, we cut service, we added frequency, we adjusted routes, and we added two VRTs since that last five-year plan. So we are never stagnant and never think we've done good enough. We always want to push that envelope.

Director Swallow: I think it is very much a balance between all of the tools that we have, being cognizant of the resources that we have, the fleet management that we must do, and then thinking about the ways that we make sure on the other side, outside in our other roles, that we're making sure that the systems we're building work for the transit system we're trying to grow and develop. She supports the use of micro transit as a support system to the fixed route. For example, micro transit in a specific area could transport passengers to the stop that may be a mile away. That is a mile that many may not want to walk or are unable to walk, but by complimenting the fixed route system, it could help to increase ridership.

Chair Jardon: I think too that it is back to data. I think we have so many different options as it relates to transit that, let's say, the fixed route system, which ultimately at the end of the day, we're trying to do things better. So how are we getting our on-time status increased and getting our missed trips decreased, but also being efficient? So let's say Director Swallow missed the time of day for high usage fixed route options; from a user standpoint, it should be as simple as putting in that she is at X location and she needs to go to X location and RTC provides her the option of what is available and most efficient for her in that moment.

It directs her to the nearest fixed route if there is one, or is it the van pool that technology and data-wise shows you happens to be coming by that could grab her, or the FlexRIDE? Is it a taxi buck? Is it a senior ride? I think technology is going to be the answer to all of these. I don't think we should layer in more fixed routes during the off hours. We should think of what options can meet that user's needs, while always keeping those most in need at the front of the mind to meet those off peak usage routes with other transit opportunities on a digital platform that is in real-time door to door. I do think we can get there to meet those sorts of needs.

Commissioner Lucey: I think that we plan as a society, we plan our days and try to do everything we can to be succinct in what we do. We make sure that we're to our jobs on time, our appointments on time, meetings on time; however, we've got to work backwards and utilize the fact that transit is a foundational point in which we do everything. He is also in favor of combining services to make the most efficient service possible. Many of our citizens don't use transit because they don't have quick access to it. It's not efficient or necessarily accessible to them.

Commissioner Delgado: Without being the horse to death, I think there are definitely opportunities for us to run more efficient routes for many of our families and kids and seniors. I think there's also a big, huge communication gap between what we do and how we're trying to communicate that to our general public. I, for one, quite often get confused with the differences between ACCESS, RIDE, flex, and fixed routes. You end up getting a menu of options, and sometimes you just kind of throw your hands up and say, I don't know what to do so I'm just going to take the cab or ask somebody for a ride. And then because at times, from what I hear from the public, is we have all these options and then half of them are not available. He is also in favor of combining services for efficiency and better service to the passengers.

Vice Chair Lawson: This is a very complicated issue and I think we need to blow the thing up and start over from the brick one and build a better system. At Sparks we are taking those steps to condense our housing, and public transportation is a huge part of it. But we're looking at a system that we put \$45 million into each year for 25,000 passengers. That's around \$1,800

dollars a year at 1900 passengers. It's \$20, almost \$2,400 a year at, and if there's a two and a fro and those numbers are the same person twice a day, we're in essence supplementing \$3,600 to an individual that rides the bus each year.

Maybe we run the long buses in shorter routes and short buses in the other routes. I mean, if it takes you an hour to go around one route, maybe we cut it in half. To me there's so much to talk about here that I don't think we're even going to scratch the surface. And quite frankly, this needs to be a very robust conversation in a workshop by itself. I'd like to bring in some of the public, and the riding public, to know what would it take for them to decide that they want to ride the bus again. Or for the first time in many cases.

Chair Jardon: I agree with Mayor Lawson. This is a much larger discussion of which we need input from those that use the system or might use the system, and what are the reasons why they're not. And I would guess many of those that have never ridden the system have no idea of the options and opportunities available to them and the conveniences therein.

General conversation took place with regard to on-board surveys, better communications and education, and re-thinking how transit is offered in our community.

E.D. Thomas said that he heard a lot of ideas, concerns and suggestions from board members that will be helpful in the future design of the transit system. He added that RTC has a consultant onboard who can help to redirect this. There will also be more conversations coming forward before any decision point are made.

Commissioner Lucey: This is a five year plan and we're all going to be evolving. It's getting the future figured out as best as we can, but it's going to be constant shifting. On the good news note, by the end of February RTC is going to be 100% alternative fuels, either full electric or electric diesel hybrid, and the diesel electric hybrids run 35% of their time on full electric. So we are doing very good things in the way of the emissions for our fixed route system.

He then reminded everyone that RTC is out of storage space for the big coaches and NDOT will be reclaiming that property during the construction of the Spaghetti Bowl, Phase 4. We need to think about where another facility will be housed, and do we want to continue utilizing such large buses that take up significant space. He's talking about once we get 30 years out, when none of these board members in exist anymore, and we have to build another facility somewhere in the south to mirror the one in the north, to facilitate the buses to continue to suffice the capacity. We've got to have a long term strategy because if we're going to keep buying buses, let's keep buying buses, but let's have a discussion about the facilities and where those assets are.

Chair Jardon: I think it should likely operate more on a REMSA style dispersed throughout the community, so that you get to almost the AVL automatic vehicle locator style, Uber style. What's the closest, most appropriate transit opportunity, they move from an ecosystem of flexibility and where you aren't required to have so much real estate to house them every day.

RTC has a lot of remnant parcels which are strangely shaped and scattered throughout the community. So how are we marrying all of those with park and rides? I think there's opportunities here, but to Commissioner Lucey's point, we're looking way beyond five years

from now, 15 years from now. We're looking at a system that is just dramatically different and we have to click our minds off. Staff has done a tremendous job. We have the best staff around and they are going to be our partners in this systematic change and in the visioning of it. It is our job as the board to lay out the vision. It is the staff's job to execute on it.

Mr. Maloney: Our vanpool program that's 285 vehicles which Enterprise leases directly to a driver. Those go home to every night, out, around our area. They're not in one spot, they're not on a facility. So that's a perfect point.

(15-minute break)

#### **4.4 REGIONAL ROLE, PROCESSES AND ENGAGING JURISDICTIONS ON RTC ROAD PROJECTS**

Mayor Lawson: So I've heard from different elected officials, not ones that are on our board, that there's a perception, and to be honest, I kind of had it myself before I came into RTC, that RTC is rich, has plenty of money to do everything, that somehow we as an agency are the resource to do everything everybody wants that they can't get done in their own local world. And so that was a bit troubling to me because it's not a nefarious thing. It's just that people aren't understanding how much RTC has on our plate to get done to satisfy the community. The second thing is that I think there's such a major role for us to play in working together, because I don't believe any of the local government staffs have, or even probably NDOT have the resources to cover all the issues that each of you deal with in your local government role, and probably never will.

The idea that we're all tackling the same problem at the same level, just seems like a very inefficient way in the regional world. And what we need is that help starting from you as what I think is the best regional board. I'm not trying to be negative on anybody, but I think this is a good regional board. How do we make it even better in the context of getting things done that doesn't cause resentment, doesn't cause frustration, but moves the regional transportation network the way forward, the way it needs to go.

Commissioner Lucey: I think that RTC is misunderstood as a bank. We're not a bank. We provide a service and we have a lot of priorities in which we have to maintain, to continue to provide the services that we do for the community. However, I think that there is a way that we need to better organize our organization so that we can do [inaudible 02:43:55] these of the community and our sister municipalities. Not our sister government agencies, because RTC is the RTC of Washoe County, which is a, through a local agreement through Washoe County, Sparks and Reno, to facilitate transportation. We're not a bank and we're not a fourth government.

We, as a resource, can continue to compile building our roads and providing those transit sources. What we've had over years of planning that have, whether that's misunderstanding of growth or not being able to adapt quick enough to the growth that we've experienced, is that we've got this kind of convoluted understanding of a transit system. We've got roads that are state owned. We've got roads that are county owned. We've got roads that are city owned. We've got roads that are RTC maintained.

We need a really focused understanding of how do we clean-up, who owns what and how, and where the priorities lie and how, and who should be maintaining what? Cities should maintain

their roads. County should maintain their roads. RTC should maintain the arterials and the state should maintain the major, major roads, which are the freeways, right? I-80 and 395, plain and simple. The state should not be maintaining Holcomb Ranch Road or Huffaker. That's not in their Bailiwick. It takes resources away from them.

Chair Jardon: I tend to agree, and I'm looking at it from a user's standpoint. The end user that has a question or a concern about a road maintenance issue, or a capacity issue, or what have you. I think they get frustrated with a response of, well, that's not in the city, that's in the county, or that's not a county road, that's an NDOT road, and it's kind of this ping pong. And at the end of the day, they don't care. They just want to ensure that the issue with their road, a safety issue, pothole issue, expansion issue, whatever it is, that someone is getting back to them with communication and something's getting addressed.

Commissioner Hartung: We have all of these subdivisions adding capacity and I've got one guy now who wants to add 140 houses. Then I've got another one who wants to add 300 houses. Then you go down into Sparks and there's Five Ridges which is 1700 or 1800 houses, all adding ADTs on the Pyramid Highway. And nobody's keeping track of what the capacity is. Because they'll do an engineering study, they'll do a traffic study and they'll say there's plenty of capacity, but it's done in a 24 hour time period because that road's ability to carry capacity at two o'clock in the morning is zero. Maybe we need to change user fees. Maybe we need to update how we charge developers.

Director Swallow: Those roads that are the state highways, the extent of input that we have in terms of the development that occurs along those is minimized. If that development has an access point on the corridor, we are permitting role, but not if they put their access point on an adjacent corridor, or maybe they're half a mile off, but all of those cars still come on to the corridor.

NDOT has no input into the decisions that are being made. Further, there and I guess the one place that there is it's through the step. And we look at how we harmonize and then feed into the step. And we look at what the availability of funding is, and we all know that there's not enough funding. So yes, the system is broken. I did bring up an example about when I ride transit in Vegas and I think everybody forgot that. I also spent quite a bit of time up here and ride the transit system up here. I have to drive to get the bus when I ride transit up here. Because even though I have a short walk to what would be a hub, or maybe a corridor for a transit. there isn't a transit route on that corridor. And I don't know that it would be a very productive route even if there was.

I think there's lots of opportunity to figure out how we could work better together to make those decisions about land use and about growth, because that's what the core underlying challenge is. There just simply aren't enough resources, whether it's RTC resources, whether it's city or county resources, or whether it's state resources, there's just not enough money. Nor do I really think we want to build the roads that might be built if there was enough money because that has other challenges associated with it.

I'm at the table, willing to have the conversations about how we might be able to fix the system to make it work better, and to make sure that the transportation system as a whole works for everybody and how it might be better to address some of those challenges regarding affordable

fees, not just housing affordability, but housing and transportation, you really have to look at the combination of the two. I'm happy to have conversations.

Commissioner Lucey: I think there needs to be a more regional understanding and let NDOT have a process in reviewing all of development within all of our municipalities. There has to be, because right now, as to Commissioner Hartung's point, we feel that it's going to some central bank, right? Reno thinks it's going to some central bank that NDOT's paying attention to and Washoe County thinks that Reno's paying attention when the county isn't, and no one's paying attention. And the impact fee, the RRIF credits that Commissioner Hartung has been talking about for years has been a way for developers to say look, I paid them my RRIF credits. I got my RRIF credits, that's how they're tracking me. And we all go on our merry way.

Director Swallow: What I suggested is that perhaps NDOT should have a role in reviewing development and making comments if not requirements. We don't want to look at everything but there should be a threshold at some point, if it's over 100 daily trips, if it's over 500 daily trips, some sort of a threshold wherein, whether it has a driveway on Pyramid or it's a mile and a half away from Pyramid, ultimately those cars find their way to Pyramid or McCarren. And then we could say, "Look, we don't think those roads are going to hit the network. We're good." Or we could say, "Those trips are going to hit the network and this is what it's going to take to accommodate us and to be aware of."

Commissioner Hartung agrees that a process should be implemented somehow, but he also believes the existing RRIF system has created this flat currency and it needs to be overhauled.

Mayor Lawson: Vegas has done a very good job of that, they put it back on the development and they actually assign it to the homeowners to build that infrastructure, take out a bond. There's some \$9 billion worth of bonds issued in Vegas for just for infrastructure. It's something we have not really done very much of up here. It's a new strategy that we've really got to think about, especially if we're talking about the Northeast Connector with the road from La Posada over to USA Parkway. If we get a lands bill and we have infrastructure to go in for industrial east of Sparks, how do we pay for all those roads? It's got to go back on the landowners eventually.

Chair Jardon: I do think we have to work more towards how the jurisdictions are working together with all the universe needs. I think this board actually does a pretty good job of understanding the regional needs and not being so jurisdictionally stingy and saying, "I got to get mine over here in Reno and it's going to be at the deficit of what the county may need." I think this board is actually been pretty fair in looking at the global infrastructure needs from the RTC standpoint. But the NDOT portion of it and their inclusion in some of the discussions does need to be augmented and looked at differently.

Commissioner Lucey commented that strategic sessions, such as this, are to have discussion and come up with potential solutions for consideration, not to simply voice complaints.

Chair Jardon: I do think we do have at our disposal a number of things working for us. I do think strategic planning sessions are the time to talk about the difficult things and try to work through some of those difficulties to find a path forward. So that staff and director Thomas can then run with it and come back to us with some potential solutions as well. If we sat here this entire four hour session and patted ourselves on the back, that would be a complete disservice. Although we've had many great accomplishments over the last year, us having the difficult discussions and recognizing the warts and trying to address how we can fix them, is the point of this.

I think what director Thomas has, what he brings to the table, is fantastically suited for the position he's in, in that he sat in the management role at the city of Reno, possibly with the impression that RTC had at its disposal, or may have had opportunities that didn't exist, or weren't being used to the city's benefit the most, etc. Bill now sits in the other seat and understands that when we walk in somebody else's shoes, you see what someone may perceive may not be reality at all. What this board and this community has going for is, with some rare exceptions, we have great relationships jurisdictionally.

E.D. Thomas: Let me just start with an observation about, in my guess in Christina's world, where she reports to the governor and the governor has the whole state. So her structure is designed to look at the big picture of the whole state. My guess is out in the rural areas, Christina and her crew are transportation. There's probably no one else even thinking about it or even understanding it. So it's a different world from coming to the two urban areas where clearly Clark County's much bigger than us, but we're probably much more similar to them. And that's where you have these issues of state roads going into urban areas and the confusion.

In our world, the RTC is a partner with NDOT on many projects because even if it's a state road, the RTC may be in a better place and have the capacity to work on a particular project.

General discussion then took place on the project review processes within the RTC, with the Director of Planning, Dan Doenges, explaining the steps taken and their specific purposes, and the role of RTC as the Metropolitan Planning Organization (MPO). He also briefly described the manner in which TMRPA assists the RTC under a paid agreement.

Additionally, Ms. Olsen reviewed the topics, direction and discussion which took place during this workshop.

A suggestion was made, more than once, that going forward, roadways and transit should potentially be broken out into separate workshops as they are both "big" topics that require lengthy discussion and ideas.

#### **4.5 FUNDING STRATEGIES – this item was skipped due to time constraints.**

### **5. PUBLIC COMMENT**

There was no public comment made.

**6. ADJOURNMENT** (*For Possible Action*)

There being no further business to come before the Board, the meeting adjourned at 1:04 p.m.



NEOMA JARDON, Chair  
Regional Transportation Commission

*Presentations copies are available upon request. Contact [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com).*