

**REGIONAL TRANSPORTATION COMMISSION
WASHOE COUNTY, NEVADA**

FRIDAY

9:00 A.M.

December 16, 2022

PRESENT:

**Ed Lawson, Mayor of Sparks, Chair
Vaughn Hartung, Washoe County Commissioner, Vice Chair
Alexis Hill, Washoe County Commissioner (Arrived @ 9:18 a.m.)
Hillary Schieve, Mayor of Reno
Devon Reese, Reno City Vice Mayor

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

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 Lawson. The Board conducted the following business:

Item 1 CALL TO ORDER

- 1.1 Roll Call
- 1.2 Pledge of Allegiance
- 1.3 Special Recognitions
 - 1.3.1 Proclamation – Recognizing Bob Lucey for his efforts as former RTC Vice Chair and RTC Chair.
 - 1.3.2 Recognition of Security Officer Joseph McGuire for his efforts on December 11, 2022 at Centennial Plaza.
 - 1.3.3 Congratulations to Keolis Driver of the Month - Ms. Bertha “Renee” Dunlap
 - 1.3.4 Congratulations to MTM Employee of the Month – Mr. Burl Carl

Item 2 PUBLIC INPUT

Chair Lawson 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. Donna Clontz, local resident with the Senior Coalition, Age Friendly Communities provided public comment on the Resource Fairs that they are running. They received a \$13,000 Grant from the Robert Wood Johnson Foundation to help with Resource Fairs during the year. Resource Fairs are a really good way to reach seniors who don’t use smartphones or computers and they need to get their information from written documents, flyers, word of mouth from other seniors, television/radio, and those kinds of thing. I wanted you to take a look at the Senior Spectrum magazine I brought for you and suggest to the RTC that some of your communication dollars could go to Senior Spectrum. I would love your team to contact Connie McMullen at Senior Spectrum and do something monthly. We are trying to reach seniors in the areas that typically don’t have senior centers or places they can go to meet each other and get information about what’s going on. We’re using this grant to do these Resource Fairs and we’ll be doing some more activities with it until June.

Two email comments were submitted by the 4:00 p.m. deadline on Thursday, December 15, 2022, as follows:

Jessica Fedin, Local Resident would like to see an expansion of Route 56 in the South Meadows/Damonte Ranch area, as Route 56 does not go through any major residential communities that exist in South Reno. I would suggest an expansion of Route 56 to the corner of Veterans and Steamboat, close to the Safeway. That way it is accessible to major residential communities such as Harvest, Terreno, Casa Bella, the Village at Damonte Ranch, Dorado at Damonte Ranch, and many more. An extra 8-10 minutes roundtrip for the bus would open up to so many more riders and possibilities to connect all of Damonte ranch and not just the business areas.

Jason McClain, Local Resident. Why are drivers so rude? Every day I get an attitude from every bus driver today was the driver on bus 314. I got off work and tried to get on and she just wants to sit in there on her cell phone and be super rude to me.

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

Item 3 APPROVAL OF AGENDA

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

Items 4.1 thru 4.5 CONSENT ITEMS

4.1 Minutes

4.1.1 Approve 11/17/2022 Draft Meeting Minutes. (For Possible Action)

4.2 Reports

4.2.1 Acknowledge receipt of the monthly Procurement Activity report. (For Possible Action)

4.2.2 Acknowledge receipt of the monthly Engineering Activity Report. (For Possible Action)

4.2.3 Acknowledge receipt of the monthly Activity Report for the Technical, Citizens Multimodal, and Regional Road Impact Fee Advisory Committees. (For Possible Action)

4.2.4 Acknowledge receipt of the monthly Planning Activity Report. (For Possible Action)

4.2.5 Acknowledge receipt of the monthly Public Transportation and Operations Activity Report. (For Possible Action)

4.3 Planning Department

4.3.1 Approve a contract with Wood Rodgers, Inc., for planning and engineering consulting services on the South Virginia Street Transit Oriented Development Study, in an amount not-to-exceed \$373,880.00. (For Possible Action)

4.4 Engineering Department

4.4.1 Approve contract with JUB Engineers, Inc., for design services and engineering during construction for the 2023 Corrective Maintenance project, in an amount not-to-exceed \$297,800.00. (For Possible Action)

4.4.2 Authorize a request for proposals for environmental services, final design, and engineering services for the Lemmon Drive Segment 2 Traffic Improvements and Resiliency Project. (For Possible Action)

4.4.3 Approve a contract with HDR, Inc., for right-of-way services for the Mill Street Capacity and Safety Project, in an amount not-to-exceed \$1,164,878. (For Possible Action)

4.5 Public Transportation/Operations Department

- 4.5.1 Approve the purchase of services from Vontas for migrating RTC's OnTransit CAD/AVL application to the cloud-based version, in an amount not-to-exceed \$175,000. (For Possible Action)

On motion of Commissioner Mayor Schieve, seconded by Commissioner Hartung, which motion carried unanimously, Chair Lawson ordered that Consent Items 4.1 through 4.5 be approved.

Item 5 PUBLIC HEARING

- 5.1 Conduct a public hearing regarding approval of Amendment No. 4 to the FFY 2021-2025 Regional Transportation Improvement Program (RTIP); adopt a resolution approving Amendment No. 4 to the RTIP. (For Possible Action)
- a. Staff Presentation
 - b. Public Hearing
 - c. Action

Graham Dollarhide, Senior Planner with RTC made the following presentation on Amendment No. 4 to the FFY 2021-2025 Regional Transportation Improvement Program, which was originally adopted in March of 2021.

I'll give a brief overview of the document itself and the requirements associated with it. It is a five-year Program of Projects, which is federally required, and is required to be updated at least every four-years. It advances projects from our long-range document the Regional Transportation Plan (RTP) and is a necessary step in the project development process, but certainly not the final one. Complete project details are not typically available until after full design and public participation activities have taken place. For new projects, they are typically in the early stages of their development and don't typically have the full slate of details available upon incorporation into this document.

We anticipate a new fully updated document in the spring of 2023, which would be called the FFY 2023-2027 RTIP. Currently, this is the fourth amendment to the FFY 2021-2025 RTIP and none of the projects incorporated into this amendment required a transportation conformity analysis, which is essentially an air quality analysis.

We opened up our public comment period for this Amendment 4 on December 9, 2022 and closed December 15, 2022. We advertised this through our usual media outlets in the newspapers, including a Spanish language newspaper, and on our website. We also took it to our advisory committees. Our advisory committees both recommended approvals, however with a couple of caveats. TAC invited NDOT to attend the January meeting and speak a little more on the project details, as well as their general process for incorporating projects into our RTIP. The CMAC recommended approval on the condition that additional details regarding these projects were presented to the Board here today.

We did receive a public comment from Councilwoman Brekhus, which will be incorporated into the minutes as part of the public record.

There have been a couple of changes since the Agenda materials went out. The US 395 North Valleys Phase 1B project will be removed from this proposed amendment. NDOT received some updates recently and they would like to incorporate these into our next Amendment 5, which we have already scheduled for the January Board meeting. We had some other projects that required incorporation into amendment, but those also won't be ready until next month.

Changes to existing projects within the RTIP, caused increased construction funding. Highland Avenue Railroad Crossing project recently advanced to 100% design, which altered costs, Lemmon Drive Segment 2 project added a Right-of-Way Phase, and then those construction costs increased as a result of an Alternative Analysis Report conducted internally. The Pyramid Way 3R and ADA project advanced further along in the design process, so that altered cost. The I-580 South Reno Preservation project, which incorporated a change in payment strategy, including more advanced improvements to a structure within the project limits. The I-580 Peckham to Mill Street Preservation project added to the Scope of Work, which includes Plumb Lane Viaduct work and preservation treatment to three northbound bridges near the Spaghetti Bowl.

The Spaghetti Bowl Phase 2 Nugget Viaduct project had increased funding for the new phase, which is slightly different than shown in the Agenda materials. Funds were mistakenly added to the design phase that were intended for the Right of Way Phase. So, the Design will remain at \$5.1 million and the Right-of-Way will be \$72 million. We will incorporate that adjustment before we submit this Amendment to the Electronic State-Wide Transportation Improvement Program System.

For projects existing within the RTIP, we modified the schedule for the Washoe County School District Safe Routes to School Program, moving it to FY23.

New projects added to the RTIP include the Mt. Rose Corridor Study Recommendations, Phase 1 project. This will be for construction to implement the first phase of improvements based upon a planning study that was recently completed. The initial project limits will be Callahan Road to Fawn Lane and will include intersection safety and pavement improvements. As scoping progresses, this project is subject to future amendments.

There are a few bridge projects that will be for the construction phase, the I-80 Bridge Replacement at Mae Anne Avenue, the I-80 Bridge Replacement project at West Fourth Street, the I-80 Bridge Replacement at Mogul Road, and the Truckee River in Lockwood on Canyon Lane Bridge Replacement, that is in the design phase.

Commissioner Reese said it was his understanding that NDOT confirmed that the Boomtown/Garson bridge replacement is in the State's Transportation Plan with funding to be obligated by June of 2024. Is that project also in the 2021-2015 RTIP? He would like to address the concerns of the Verdi Mogul community on their transportation infrastructure needs not being met. I understand that the number of bridges and age of them requires replacement at a particular time. What can you say about that specific bridge?

Mr. Dollarhide said the Boomtown/Garson bridge is not in the RTIP. There is a requirement that this document include all federally funded projects and projects of regional significance regardless of funding source. At the moment, this project does not have any federal funds tied to it. I have spoken with NDOT and they will be incorporating this project into our RTIP shortly. Those details will be based upon a study that RTC is leading right now, The Verdi Area Transportation Study. Once we have the recommendations from that study, NDOT will work with RTC closely on developing more details and at that time it will be incorporated into the RTIP.

Commissioner Reese asked when do you anticipate sharing the Verdi Area Transportation Study with this Board?

Dan Doenges, Director of Planning addressed the Board to follow up on Commissioner Reese's question. We are currently finalizing some of those project recommendations for that study. We had a very productive Technical Advisory Committee meeting yesterday with a lot of our stakeholders. I

don't have a pin-pointed date yet, but I would say that study should be wrapping up in the next 2-3 months, at which time we will present it to this Board.

Commissioner Reese extended his thanks to the TAC Group and the work that is being done there. I think there has been incredible commitment from NDOT over these last many years on a number of these projects. We worked together for the Spaghetti Bowl Express Grand Unveiling earlier in the week and I thought that was a tremendous moment in progress for that particular section of roadway. I appreciate the good work that you're doing and I really think NDOT and Director Swallow are very much leading this charge, so thank you RTC and NDOT for working so collaboratively.

Mayor Schieve asked if there are timelines on these projects, so we can get information out to the public?

Mr. Dollarhide said the Agenda materials show the years that funding will go into and that the Boomtown project is slated for FY25.

Mr. Doenges followed up that these projects really negate the program before they can progress to that next phase. A lot of times this is the starting point, and once those projects get through design, then project level outreach happens. Certainly, with RTC, but NDOT does a really good job as well on notifying those that would be most impacted by some of these improvements and get the word out.

Commissioner Hill asked where the Safe Routes to School Plan with the Yield to Pedestrian Signs will be? Also, does the RTC work with Washoe County School District to develop what they want for these projects?

Mr. Dollarhide said he didn't know if those details are available for Safe Routes, but he would find out and get back to her on that. The process is that those funds come through RTC as we do a call for projects and review applications and award. From there they go to NDOT for execution of agreement, and depending on what type of project it is, if it's an infrastructure project, it has to go through their LPA process. I believe that is where that project stands now. The agreement is executed, but it's going through the LPA process. We hope to bring an update to the funding source next month. The timeline may be annual or periodically, but I will follow up with you on that.

Bill Thomas, RTC Executive Director, wanted to point out for the Board and the public, that this is a process that is prescribed to us, and one of the things we've noticed is when we do these public hearings, normally people want details and information. The process as it works, is we can't get to those levels of details until we have this initial approval of the funding before it actually starts. It's very obvious to me the frustration of having a public hearing and all of us struggling to understanding what this thing is you're being asked to approved. In short, I would describe it as without this first step, we can't move to the next level to figure out the details.

This item being a public hearing, Chair Lawson opened the meeting to public comment and asked if anyone wished to speak at this time.

Public comment Received via Email December 15, 2022 from Councilwoman Brekhuis:

Thank you for providing me with the opportunity to comment upon Amendment No. 4. Please see below my comments related to the Lemmon Drive Segment 2 Traffic Improvements and Resiliency Project, WA20200070.

It appears that this project is also subject to Amendment No. 3 that is pending. It is unclear from the materials how Amendment No. 3 impacted the project. Amendment No. 3 does not appear to be archived on the RTC Washoe website to aid in that understanding. Shouldn't Amendment No. 3 be ratified prior to a subsequent amendment? It is also unclear if Amendment No. 4 as described is inclusive or not, of the Amendment No. 3 changes.

As the project title denotes, this project is being segmented. Segmentation does not allow for cumulative impacts to be understood and the result of this Amendment and others since the RTP initial adoption require this project and its entirety to be reevaluated for all impacts. These impacts include among others: air quality, fiscal constraint, and social equity and justice (please see maps on RTP pages 163-164 for information on population demographics along the roadway vicinity).

The project that extends Lemmon Valley Drive to Red Rock Road that is in the corridor path after Segment 2 (terminating at Ramsey Way, See RTP Table C-7, for listing of both projects) is currently shown in the 2040 timeframe. The project is effectively, Segment 3. This project is induced by the Segment 2 investment and should be reevaluated for a sooner time.

Reasons for this are:

- 1) Amendment No. 4 represents an increased and significant regional investment in a short 3 miles road section. The section is well under capacity and should be construed as a stranded investment if it does not complete the Lemmon Drive roadway in its entirety.
- 2) The City of Reno has several approved developments that require the extension of both segments. These are: Evans Ranch (planned for 5,679 residential units) and Silver Star Ranch (planned for 1,600 residential units). With the City's expansion of the Reno Stead Reclamation Plant (a doubling of capacity) underway, critical sanitary sewer infrastructure will soon be available to these lands enabling their development.
- 3) Another development planned to utilize the combined Lemmon Valley segments is an industrial one planned at the Reno-Stead Airport. This development that involves approximately 3,000 acres (the majority served by large logistical truck traffic) requires Lemmon Drive connections to Red Rock Road. A copy of the development agreement can be found at this link: <https://www.renoairport.com/wp-content/uploads/2022/08/2016-Master-Development-Agreement.pdf> but more information on the progression of the agreement according to timelines outlined at execution are available from the Airport.

This project, together with Lemmon Drive Segments 2 & 3, also induces a shorter timeframe for the Silver Knolls Blvd. new road. It is presently shown in the 2050 period. This project should also be reanalyzed for impacts at this time.

In summary, the Lemmon Drive Segment 2 investment induces additional roadway demand in periods that are more proximate than those shown on the RTP. Additional impact analysis is required considering the increased regional investment in Segment 2, planned land developments and other public infrastructure investment. The RTP must undergo a more involved analysis of these projects, timeliness, and impacts.

On Motion of Commissioner Hartung, seconded by Commissioner Reese, which motion carried unanimously, Chair Lawson ordered that Amendment No. 4 to the FFY 2021-2025 Regional Transportation Improvement Program (RTIP) be approved.

Item 6 DISCUSSION ITEMS AND PRESENTATIONS

- 6.1. Receive a report on the FY 2022 Annual Comprehensive Financial Report (ACFR) for the Regional Transportation Commission of Washoe County and authorize staff to submit the document to the Nevada Department of Taxation. (For Possible Action)

Christian Schonlau, Director of Finance and CFO for RTC addressed the Board with Scott Nickerson, our Partner with our audit firm Crowe, LLP, and we are presenting today on behalf of our Executive Director, Bill Thomas to present our Annual Comprehensive Financial Report or ACFR, which is included in the board packet today.

The ACFR does more than just display the accounting for the previous year. It recaps the accomplishments of the RTC over the prior year, our plans for the future, an analysis of economic conditions effecting those outcomes. The audit process insures that RTC has regimented and implemented internal controls, that the agency follows all applicable laws and federal guidance and that we present our financial statements in a generally accepted method.

Included in this years ACFR is an award for Excellence in the Financial Reporting from the Government Finance Officers Association for FY21. This award recognizes the work of our accounting and finance team dedicated these documents above our industry standards and RTC has earned this year for 35 years. I am confident that my team will continue this tradition in the years to come.

Mr. Nickerson and I are happy to answer any questions you may have.

Bill Thomas, RTC Executive Director speaking on behalf of the Board and as Executive Director, I would like to thank the Finance Department team. We have a lot of financial resources that pass through RTC, and having an audit that reaches this conclusion should give all of us comfort.

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

- 6.2 Approve the RTC federal priorities and provide direction accordingly. (For Possible Action)

Paul Nelson, Government Affairs Officer for RTC presented the Federal Priorities for 2023, which is something we do on an annual basis this time of the year, to zero in on the projects that we are really wanting to prioritize, especially on a federal level where we can look forward to some potential funding sources. It also helps us with working with our Federal Delegation so they know what main projects we are focusing on. A presentation is included in the agenda packet for this meeting.

There are 19 different projects and policies within this report and we are going to focus on the six top priorities that we have, which are:

- Bus Maintenance Facility Replacement, which is the relocation of the Villanova Bus Maintenance facility because of the Spaghetti Bowl project.
- Keystone Avenue Bridge Replacement, which is aging, structurally deficient and rated very poorly.

- Lemmon Drive Improvements and Resiliency Project, which is the second phase of Lemmon Drive and they would widen it from two lanes to four lanes from Fleetwood Drive to Ramsey Way. It would also include improvements to mitigate flood issues.
- Sierra Street Bridge Replacement, which is another downtown bridge that is structurally deficient. It doesn't perform well during flood events and it also has a high risk during seismic events.
- Sparks Boulevard Project. Phase 1 is wrapping up early right now. Phase 2 will run from just north of I-80 to Baring Boulevard. This is to increase safety and roadway capacity and widen the roadway to make it better for pedestrian and cyclists.
- Highland Ranch Parkway/Pyramid Highway Intersection. This is one of the fastest growing areas in our region. This will include an overpass, ramps and widening Pyramid Highway to six lanes.

There are also four additional priorities that we added this year:

- Mt. Rose Highway Improvements. The roadway exceeds the state-wide average for fatal crashes, so safety is the top priority.
- Sun Valley Boulevard Corridor Improvements are also new to the list. This is from Scottsdale Road to 7th Avenue, it has a lot of pedestrian traffic and it's one of the highest transit ridership's that is not located on a BRT route.
- Vision Zero Truckee Meadows Improvements. This is a collection of multi-modal transportation improvement in Reno, Sparks and Washoe County.
- The Pavement Preservation Priorities, which we will work with local governments to identify Federal Funding opportunities for pavement preservation. This could have many benefits for not only extending the roads life, but also for things like improving transportation safety and reducing carbon emissions.

Commissioner Hill said constituents reach out to her quite often asking if the Keystone Avenue bridge is safe, and I wanted to for the record clarify with the team that yes, it is safe to drive on. It looks bad, but the State does annual inspections and it does pass, we're just waiting on funding, is that correct?

Mr. Nelson said that inspections are done on the bridge regularly and we are just planning ahead for funding for this project.

Commissioner Hill said the County has a study called the Scenic Corridor Study of Investments. Have you seen that study and are you looking at that as part of this planning, because it is an older study, but there are a lot of great suggestions in that study?

Mr. Nelson hasn't seen the Study, but he would appreciate a copy being sent to him.

Bill Thomas stated that the NDOT study that the RTC helped with considered and included that Scenic Corridor Study document, but we will confirm that.

Commissioner Hartung thanked RTC for putting in the Highland Ranch Parkway and Pyramid Highway intersection. The improvement of that intersection is essential and I'm hoping we're looking a grade separated interchange. Sun Valley Boulevard is going to need improvements, especially at the top from Highland Ranch Parkway to 7th Street to make that four lanes. With five ridges, it's going to

push more traffic onto Highland Ranch Parkway and Sun Valley Boulevard. So, I'm hopeful we will look at Highland Ranch as a connector.

One other area is the O'Brien Pass, which is 7th Street to the back side of Golden Valley. I don't know if we've looked at the crash data on it, but I know there is a good volume of traffic and there are developments that are going on. We really need to look at that connection between Golden Valley and Sun Valley.

Mayor Schieve said she assumes that these projects have all been voted by the Board, how does that work?

Bill Thomas said this is a process that is figurative, so every year we look at it and refine it. For example, on the O'Brien Pass, to put that in the queue, we would have to do an evaluation on whether we want to use federal money or not. With federal money comes a process that may or may not accelerate our ability to meet it. We also look for significant things that we think we are going to get community support on. From the standpoint of moving this forward, we are asking you to approve these as priorities, but knowing full well, when we get to this point next year, there may be other things that come up.

Mayor Schieve discussed micro-mobility and having a strategic plan. She feels the RTC has been in a box that is not very exciting, and feels we can take RTC in a very different direction by adding elements that are people-centric and can really resonate. How do you make transportation cool, how do you make people want to take transportation? I think there are ways to do that, so I'd really like to dive in to talk about what our new priorities will be and what that looks like going forward?

Bill Thomas said that when we have our Board Retreat in February, that is our opportunity, as a Board, to move away from the day to day things that we have to do to keep the operation running to the ones that are more strategic. That will be the focus for our Board Retreat.

We turned in an application with the Federal Government for \$50 million to address micro-mobility and mobility in general. It doesn't say that specifically here, but the term is covered in one of our priorities.

Commissioner Reese agreed with the Mayor about thinking about innovation and how our constituents are often times bringing us their ideas. From a Government Affairs perspective, is this report my opportunity to tell you how I would like us to have some higher-level conversations with the Federal Highway Administration about what I'm seeing other communities do? Is this a government to government contact thing where you will go lobby the Highway Administration to allow us to do some innovation? How do I slide my interest and priority levels into this existing framework?

Mr. Nelson said he would say with these federal priorities, a lot of them are still a work in progress. There is planning that is still happening and it's a way for us to talk to the Feds. Especially to our federal delegation to let them know these are the specific priorities that we are looking at. Also, we didn't put them in any order, so it's more about if a grant opportunity comes up that fits one of those projects, but maybe not the others, then we'll go ahead and apply for that project. So, some of these are kind of fluid and flexible and when it comes to the specifics in each of these projects, I think that there are still a lot of moving parts.

Commissioner Reese discussed how other communities in other states are able to create crosswalks that look like piano keys, 3D art, etc. and when we go to our City folks, we're told we can't do that. They say no, we're professional engineers, we have to stamp it and the Federal Highway Administration out here is telling us to not do anything that doesn't look exactly like this, what we've done for the last 100 years. Mayor Schieve is here saying we want innovation, creativity, place making, all these things. I'm trying to identify the priorities that I value as our ability to communicate effectively on a government affairs basis to the federal government and whomever we have to connect with there, to make sure we are able to do those things. I like your style Mr. Nelson, in terms of how you connect with people, and I believe that long term we are going to be able to use your skillset to connect with our federal partners to make things that do matter to us.

Chair Lawson commented that from his meeting yesterday, we chose those projects because they hit different pots of money too, so that is the other side of this. I do agree with an innovative process and how do we do that and that is a perfect topic for the retreat in February to see how we address that and set forth a plan to move forward.

Mr. Thomas stated that this particular item is done annually. When you vote on this today, what does it mean? The ideal would be that we take this forward and get all of the items done, so going forward you just hear progression reports of the design. We can certainly do quarterly reports on the priorities. The goal would be to have constant communication, because so many of these things are fluid. What has been referenced here is the biggest challenge for us and the State. Also, we have a Federal partner that asks for our input, but it is at a different level of discussion. That is our challenge, how do we feed up from the bottom what people are experiencing into a process that is very massive and can easily get lost. It doesn't mean we can't change or go different directions, but that's really the goal of this.

Commissioner Hartung suggested that quarterly updates be provided in the Director's Report to keep us updated.

Commissioner Hill asked if micromobility is included as part of the Vision Zero Truckee Meadows Improvements, or if micromobility is separately within each of these new priorities?

Mr. Nelson said that Vision Zero is where we look specifically to make things safer for the pedestrians and the cyclists in the high crash areas. Mt. Rose Highway has trails they are looking at and also along Sun Valley Boulevard, where they can make things safer for pedestrians.

Commissioner Hill, thank you for clarifying that. I would also like to see discussion on how we can have better shuttle service from Reno to the Tahoe Basin and reduce vehicle miles traveled. Hopefully that can also be part of the improvement discussion.

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

Items 7.1 thru 7.3 REPORTS

7.1 RTC Executive Director Report

1. I would like to start off by congratulating Denise Thompson. January 2nd marks Denise's 15th anniversary at the RTC. She spent most of that time as the Executive Office Administrator and Clerk of the Board. She recently started a new position as our Procurement and Contracts Analyst. We know she will continue to do a great job in this role.
2. The RTC has completed the amendment for both our RIDE and ACCESS/FlexRIDE service contracts. The board authorized me to adjust the hourly rates back at our August meeting for services provided by Keolis and MTM. The amendments allowed our providers to respond to unprecedented economic pressures including inflation, labor, supply chain issues and matters related to the pandemic. The changes were necessary to allow us to continue to meet the transportation needs of our community.
3. We hope these updates will help the efforts of MTM and Keolis to hire and retain employees. Keolis had recently been operating with approximately 88 percent of its drivers and trainees. It has filled those positions and is training its new employees. MTM has been operating at about the same percent. It has seven openings for drivers. We encourage you to check out the public transportation report in your packet to see our enhanced recruiting efforts and staffing plan for both RIDE and ACCESS. It includes a number of items, including job postings, hiring events, and communications.
4. Last week, the RTC held a Stuff-A-Bus event for food items for those in need. We accepted nonperishable food donations on Thursday, then dropped them off at the 2 News Share Your Christmas Food Drive. That event raised nearly 155-thousand pounds of food and more than 338-thousand dollars for the Food Bank of Northern Nevada. This is a very worthwhile community event and we are very happy that our participation will help feed some of our most vulnerable residents.
5. The RTC is expanding its ED-Pass Program to the Desert Research Institute. All D-R-I faculty, staff, and students who work on D-R-I's Reno campus have the opportunity to ride any of the RTC's fixed route or FlexRIDE transit services for free with a D-R-I ID card. This service is already in place for students, faculty, and staff at the University of Nevada, Reno and Truckee Meadows Community College, using a student ID. This program has been in place for more than three years, helping to reduce emissions and traffic congestion around our campuses. We always encourage people to use public transit.
6. Phase 1 of the Sparks Boulevard Project has reached substantial completion, three months ahead of schedule. The project added roadway capacity, increased safety and accessibility, and improved bicycle and pedestrian facilities between Greg Street and Lincoln Way. Granite Construction crews expected to finish the job in the spring, but finished well-ahead of schedule. The RTC still has some final striping and punch list items to finish, so the community can still expect some minor lane closures over the next month. We plan on breaking ground on Phase 2 in 2025.
7. The RTC is asking the community to ring in the New Year, responsibly. Once again, we are providing free transit from 6 p.m. on New Year's Eve to 2 a.m. on New Year's Day. We know alcohol will be a part of many people's holiday plans. We encourage them to designate a sober driver, use a taxi, take a bus, call a designated driver service, or use a rideshare service. Riding a bus is a safe alternative to driving or walking home while impaired.

7.2 RTC Federal Report

Mr. Paul Nelson, RTC Government Affairs Manager, addressed the Board and stated that House Republicans voted to keep earmarks in place and that is something that the democrats typically support. That is good news for RTC, because we do have some projects coming down the line that we think this could help with. We're in the process of deciding which projects we want to submit for earmarks for FY24. In the FY22 budget, there were nearly \$10 billion in earmarks and more than 4,400 projects. Last night, Congress passed a week-long stop gap spending bill. The continuing resolution was set to expire today, so this gives them until next Friday to pass the Omnibus Bill. The two parties reached a compromise on overall spending levels, so the plan is to take care of it before Christmas. The US Census Bureau is publishing its new urban boundaries this month. The new data will affect FTA Formula Funding Programs across the country. The Department of Transportation updated the 2023 Raised NOFO this week. The RTC is applying for this funding for the Lemmon Drive Phase 2 project. The application deadline is February 28, 2023.

7.3 NDOT Director Report

NDOT Director Kristina Swallow spoke about discussions that came up throughout the meeting before giving the NDOT presentation.

To the new and existing Board members, things have been changing over the last four years with NDOT, so I would like to offer briefings. If you would like us to meet with you to go over anything, please do not hesitate to reach out.

On the RTIP, I wanted to highlight the three full bridge replacements and I believe there is a fourth one, that is in large part due to the additional bridge funding an IJA, so we're excited to be able to put that to work. That additional \$45 million annually from IJA is going to help us work on these bridges to make sure that our bridges stay the best, but also to make sure that they are safe. We always are working to invest in bridge safety.

The Mt. Rose Corridor Study Project Phase 1 is going to be reflective of the work we did and that Commissioner Lucey was so closely involved. While we don't know specifically what those intersections will look like today, they will be in alignment with the corridor study that we worked on with Commissioner Lucey. It does include the Scenic Highway recommendations. There isn't overlap over the whole corridor, but where there was they made sure to incorporate those.

The priorities are so important, because when there is alignment, we can offer letters of support and as 40% of the IJA Bill is discretionary funding, which is the largest amount ever. The team at RTC knows this, but we work together, and they ask for letters of support. We don't have any role in FTA, but we understand how critically important transit is, so if a letter of support helps, please ask us. In doing that and working together, we have brought back significant funding across the State, but there have been a couple of grants that this region has received in the last three to four years. The Arlington bridges received a grant, 395 and Virginia received a grant and Pyramid Highway, which was accomplished through our working together and sharing those priorities. It's important that we have these conversations.

Crosswalks, that is the Manual and Uniform Traffic Control Devices, the good news on that is there is a committee that is working on updating it. You're right, some local agencies across the nation, I think would say this is just a guideline, so we are willing to take the risk. In some places they found it can actually improve safety. It's being willing to have the study and doing the engineering judgement.

Since the document is currently in update, so there may be opportunity to weigh in on the updating of that document.

Multimodal, it's not something I talk about a lot, but one of the things that we've been doing at NDOT is really leaning in and saying who might we expect to use this corridor? Even if they aren't there today, is it a corridor that you'd expect to be pedestrian, or expect a cyclist, is it transit and how to we make it as safe as we possibly can?

NDOT Director Kristina Swallow then gave a presentation and spoke on the following topics:

Traffic Safety – which included:

- Washoe County Traffic Safety
- Unrestrained Drivers and Passengers
- Bicycle and Pedestrian fatalities are Down

Project updates include the Spaghetti Bowl Express. On Wednesday, December 14th, we were able to celebrate the substantial completion of the SPX project, the first phase of our overall Spaghetti Bowl project. I'm glad that some of you were able to join us on Wednesday to be part of that. I'm glad we've been able to work together. The RTC contributed \$30 million to the project to ensure that it got done and it was done ahead of schedule. We still have some striping, aesthetic treatments and tribal sculptures that are coming in the coming months. Thank you for everyone that has been driving through and being patient with us as we've delivered this project.

Looking ahead to next year, we have about five items. In 2023 we are launching the next phase of the US 395 improvements between North McCarran and Golden Valley Road, which will include adding one lane to southbound 395, additional auxiliary or merge lanes between the exits. We will also be constructing a braided freeway ramp along northbound 395 between Panther Valley on and Golden Valley off.

We are also working on Pyramid Highway to Spanish Springs, and RTC has led the environmental process for the project. We got a Federal grant to deliver this project and for those who aren't as familiar, this project will widen approximately 1 ½ miles of Pyramid from Queen to Los Altos Parkway from four to six lanes. It will reconstruct one mile of existing four lanes from Los Altos to Golden View Drive, and it will provide a 10-foot protected shared use path and five-foot bike paths from Queen to Golden View Drive.

Further south we are going to be overlaying the aging and cracking surface of I-580 south of the current Spaghetti Bowl project between Villanova and Peckham. On Mt. Rose Highway, we are adding median concrete turn islands and an eastbound right turn lane at Callahan. The median islands will also be reconfigured to provide additional protection for turns between the highway and Edmonton Drive. There will be a protective 10-foot wide paved shared use path constructed between Thomas Creek and Edmonton on the highways south side to provide additional safety and access for the folks that are biking and walking along that corridor.

In West Reno in the Verdi area, we are going to improve roadside drainage and barrier rail, as well as beautify both directions of I-80 from Keystone Avenue to the State Line. We will be installing landscaping to portray native wildlife and plants of the Truckee Meadows consistent with the existing I-80 landscaping through downtown.

Next year will be the final year in improving the Incline Village area highways. We are two years into this project and next year will be the final year of that project.

Mr. Thomas said thank you and normally doesn't comment on these, but just an observation as I have worked in this position for the last couple years, I would say the norm is that on these big federal projects that have federal money involved, that they are over budget. This is a thank you to Director Swallow and her team, I would like to highlight for our community and for everyone up here, that when we say on budget, that's not the norm. That isn't what frequently happens. If anything, when I deal with some of these regional agencies, they are used to projects going way over budget. So, being on budget is significantly important.

Item 8 COMMISSIONER ANNOUNCEMENTS AND UPDATES

Commissioner Hartung would like the Spanish Springs Valley looked at for expanding boundaries for bus services.

Commissioner Hill would also like Washoe Valley included in that.

Item 9 PUBLIC INPUT

Chair Lawson 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. Donna Clontz, local resident with the Senior Coalition, Age Friendly Communities asked if there is a way to put solar heaters in the bus stop spaces that have shelters? AB10 is pending for next year's session and Vegas is wanting to create Transportation and Housing Reinvestment Zones. Would Sparks and RTC be interested in taking a look at this to see if it makes sense for Washoe County? The senior community would love to participate in any innovation coming up for the area. Expanding FlexRIDE is one of the biggest things the Senior Coalition works on, because it's working and it's wonderful for folks to call and have that van show up and take them where they need to go. Also, can it be looked into if the school buses and drivers can be used during the day for RTC transportation when the drivers are not running kids. They have vehicles and trained folks, maybe there is a way to have them do part time work for RTC if that is allowed.

Item 10 ADJOURNMENT

There being no further business to come before the Board, the meeting adjourned at 10:43 a.m.



ED LAWSON, Chair
Regional Transportation Commission

****Copies of all presentations are available by contacting Michelle Kraus at mkraus@rtcwashoe.com.**