

**REGIONAL TRANSPORTATION COMMISSION  
WASHOE COUNTY, NEVADA**

**FRIDAY**

**9:02 A.M.**

**January 20, 2023**

**PRESENT:**

**Ed Lawson, Mayor of Sparks, Chair  
Devon Reese, Reno City Vice Mayor  
Mariluz Garcia, Washoe County (Alternate)  
Naomi Duerr, City of Reno (Alternate)**

**Bill Thomas, RTC Executive Director  
Adam Spear, Legal Counsel  
Darin Tedford, Deputy Director of NDOT (Alternate)**

**ABSENT:**

**Vaughn Hartung, Washoe County Commissioner, Vice Chair  
Hillary Schieve, Mayor of Reno  
Alexis Hill, Washoe County Commissioner**

The regular monthly meeting, held in the Chambers of the Washoe County Commission, 1001 E. 9<sup>th</sup> Street, Reno, Nevada, was called to order by 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 Congratulations to Keolis Driver of the Month – Mr. Malik Mettef
  - 1.3.2 Congratulations to MTM Employee of the Month – Mr. Wayne Ming

***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.

Mr. Ryan McKinney, local resident spoke about the need for braille and large print signs at the bus stops. The bus stop at Washington and 5<sup>th</sup> Streets, for example, doesn't have a sign that is easy to read. The 4<sup>th</sup> Street Station needs up to date signs in braille/large print of where the buses are located. He also asked about the future of FlexRIDE and would like to see more routes.

Mr. Ross Kinson, Business Agent at Teamsters 533, will be taking over the position of President of the Northern Nevada Central Labor Council in February. I hope to get to know each and every one of you very well. With regard to our policy changes that we recently put forth to NRS 277, what are you guys looking to do on changing the policy? What are you doing on your end? What are you moving your staff to do, as far as making policy changes to make transit better in northern Nevada? We have had a litany of issues, whether it's issues regarding restroom/pumping rooms for lactating mothers, the three strikes we had, the continued Board charges against Keolis, and the continued arbitrations. We

continue to speak about serious issues going on that we feel are not being addressed wholly and completely. We've put together requests for changes on NRS 277, and I'm here today to ask you guys to get behind the changes that we've put together and to move your staff in a direction that will make some positive changes for transit moving into the future. It has been a herculean effort on our part to get these changes through, so again, as we sit down and have further conversations, I'm asking from this body to look at the changes seriously and to move your staff to help push those changes through.

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

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

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

### ***Items 4.1 thru 4.5    CONSENT ITEMS***

Chair Lawson asked if anyone would like to pull a consent item?

Commissioner Reese would like to pull Item 4.4.4 for discussion. Commissioner Duerr would also like to pull Item 4.4.3. for discussion.

#### **4.1    Minutes**

4.1.1    Approve 12/16/2022 Draft Meeting Minutes. (For Possible Action)

#### **4.2    Reports**

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

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

4.2.3    Acknowledge receipt of the monthly Procurement Activity Report. (For Possible Action)

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

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

#### **4.3    Planning Department**

4.3.1    Approve a contract with Alta Planning + Design, Inc., for planning services for development of the RTC Active Transportation Plan, in an amount not-to-exceed \$185,060. (For Possible Action)

#### **4.4    Engineering Department**

4.4.1    Approve Amendment No. 1 to the professional services agreement with Nichols Consulting Engineers for Construction Management Services and Engineering Services During Construction on the Oddie/Wells Boulevard Project, for a new total not-to-exceed amount of \$4,802,931.40. (For Possible Action)

4.4.2    Authorize a request for proposals (RFP) for the selection of Preliminary Design, Environmental Analysis, Final Design, and Construction Management Services for the Meadowood Mall Transit Station Relocation project. (For Possible Action)

4.4.3    Approve a contract with Eastern Sierra Engineering, P.C., for design services and optional engineering during construction for the Las Brisas and Los Altos Resurfacing

Project, in an amount not-to-exceed \$397,530. (For Possible Action) – *Item pulled for discussion*

- 4.4.4 Approve Amendment 1 to the contract with Lumos and Associates, Inc., for design services and engineering during construction of the 2023 Preventive Maintenance project, for a new total not-to-exceed amount of \$1,374,695. (For Possible Action) – *Item pulled for discussion*
- 4.4.5 Acknowledge receipt of information regarding an automatic annual increase of 4.1% to the Regional Road Impact Fees as allowed by NRS 278B.225 and required by ordinances adopted by Washoe County, the City of Reno, and the City of Sparks. (For Possible Action)
- 4.4.6 Approve the proposed sale of APN 025-263-14, 025-263-15, 025-263-16, 025-263-17, 025-263-20 acquired in connection with the Moana Lane Extension Project (Airway Drive) to an adjoining owner and adopt a resolution required by NRS 277A.255(1). (For Possible Action)

#### **4.5 Executive, Administrative and Finance Department**

- 4.5.1 Approve modifications to RTC Management Policy P-13, Procurement, Contracting and Contract Administration. (For Possible Action)
- 4.5.2 Approve modifications to RTC Management Policy P-21, Travel. (For Possible Action)

Chair Lawson asked for a motion to approve consent items 4.1 through 4.5, with the exception of Items 4.4.3 and 4.4.4, which were pulled for discussion. Commissioner Reese moved to approve the items, which was seconded by Commissioner Duerr, which motion unanimously carried for approval. Consent Items 4.1 through 4.5, with the exception of Items 4.4.3 and 4.4.4, which were pulled for discussion.

- 4.4.3 Approve a contract with Eastern Sierra Engineering, P.C., for design services and optional engineering during construction for the Las Brisas and Los Altos Resurfacing Project, in an amount not-to-exceed \$397,530. (For Possible Action) – Under discussion

Commissioner Duerr said this item is very welcome. I would like to ask if the RTC coordinates the Washoe County Safe Routes to Schools with City Staff to evaluate if pedestrian safety items, such as striping changes, and pedestrian flashers on sidewalks would be included in the project?

Dale Keller, RTC Engineering Director, responded that for this project, it is part of our Pavement Preservation Program, and is one of the projects we're looking to implement in 2023 construction year. Part of the process is that we work closely with all of the City Staff, Reno, Sparks and County, to make sure we're implementing overall the correct lane striping, including pedestrian safety as we go through this access. One thing included in this Las Brisas and Los Altos project is making sure we're looking at pedestrian ramps and making sure we're accommodating our ADA requirements.

Commissioner Duerr said it seemed that the staff report only included replacing pavement and pedestrian ramps, but our question is about regional roads and safety changes that should be included. The City has no funding for these types of capital, so we're hoping those could be incorporated.

Mr. Keller: As we look through the projects and finalize design, we will work closely with City Staff and the Public Works Department making sure that we do have that finished project. If there are things that are in addition on the outside, we will continue to coordinate and communicate and identify different funding sources.

Commissioner Duerr restated our commitment to pedestrian safety and other safety improvements. RTC is the place where those can happen and where you have a sufficient budget to address it. We just want that on the record and want to work with you on those improvements. Thank you.

Commissioner Duerr made a motion to approved Item 4.4.3, which was seconded by Commissioner Garcia, which motion unanimously carried for approval of Consent Item 4.4.3.

- 4.4.4 Approve Amendment 1 to the contract with Lumos and Associates, Inc., for design services and engineering during construction of the 2023 Preventive Maintenance project, for a new total not-to-exceed amount of \$1,374,695. (For Possible Action) – Under discussion

Commissioner Reese stated his question is two-fold. I think the work that you are all doing to keep us informed about the changes and the nature of this particular item is important. The reason why I pull it is it is important to communicate with the public about the improvements that are being made here. As I understand, although there is an increase in the total overall project goal total, it really represents an increase of \$5 Million on a larger \$12.5 Million commitment, which ultimately results in something near \$10 million in improvements. We've just had a series of storms that have gripped the region and we are now dealing with potholes. I think it is important to highlight for the public what this particular agenda item is about.

Dale Keller, RTC Engineering Director stated that we are in our 2023 program and we are looking to increase our deferred maintenance of our roads, which part of that is the additional resources. The timing is really good as this is a foresight to Agenda Item 6.1. We discussed the overall 2024 Street and Highway Projects, and I'll talk briefly about what we're looking to do in 2023 to help accelerate and attack that deferred maintenance.

Commissioner Reese said his follow up question is how do we prioritize the various roads? I wanted to make certain that our communities that have the "worst" roads are the ones that are prioritized, and that we have some internal policies of how we choose which roads we slurry. I want to make sure they are not all concentrated in one particular area or in one social economic group, but that we have a routine policy that removes the politization of those. I take it that is what this item speaks to?

Mr. Keller said yes, we have the Pavement Preservation Group which incorporates all of our City, Public Works and County Staff to talk about what performance measures are we trying to reach? We look at the roadway network and make sure we are addressing the top priorities that we need first, and then we get collective input from each of the local agencies in making sure that we're hitting what is needed from a local perspective, and regionally how this all fits together.

Commissioner Duerr, as a follow up, I know in addition to the potholes, that we have been experiencing delamination. You have that opportunity to not just do the overlay, but do more of a patch. I wonder if that is an opportunity for Ward 2, south of Moana, which includes places like Virginia Street, Veterans Parkway, and Steamboat to Geiger Grade, as that section is a very heavily traveled. I know we have helped and prioritized the list, but I wonder what is your expectation there?

Mr. Keller, good questions, first of all when we talk about routine maintenance, which falls within the local jurisdictions, there is a great system in place where we can help address issues. We're creating a list and log to understand what is most important. Each month we meet as a Pavement Preservation Group to make sure we can adjust as needed.

Commissioner Duerr would like the group to take it to the next level where you would actually do a grind and an overlay versus a seal, which would be very appreciated. Some of the roads have so much traffic and heavy use, that it's probably accelerating past your typical useful life for the interim repair, so I would love it if you could explore that with our staff.

Bill Thomas, RTC Executive Director stated that we work very closely with the three staffs. Our system is designed to be prudent and wise on how we spend the money. So, we really focus collectively on what is the best for the network in terms of investments? We look and ask, is the money better spent perhaps preventing several roads from accelerating the potholes by doing a seal and we optimize every one of the roads to get the most for the community. I bring this up because that is the counter balance to the crisis mode we find ourselves in right now, where everyone needs a fix, and we unfortunately cannot hit everything. There is a real structured formalized way we work with staff to pick these roads based long term results.

Mr. Keller said this is a great Agenda topic if the Board pleases, for our Retreat in March. We can get into details and talk about how we develop our performance measures and our pavement condition index of an 80, and how do we achieve to hit that goal. We just created a fresh round of data for the 3-year for the whole region, so we're happy to walk through that and talk through what our needs are now and also in the future.

Chair Lawson noted that the Pavement Condition Index is used in Sparks, and there is a point where it's better to slurry seal and then wait until the degradation to completely replace. It works for us and I'm glad to see we are talking the same language.

Commissioner Reese made a motion to approved Item 4.4.4, which was seconded by Commissioner Garcia, which motion unanimously carried for approval of Consent Item 4.4.4.

### ***Item 5 PUBLIC HEARING***

- 5.1 Conduct a public hearing regarding approval of Amendment No. 1 to the 2050 Regional Transportation Plan (RTP); adopt a resolution approving Amendment No. 1 to the RTP. (For Possible Action)
- a. Staff Presentation
  - b. Public Hearing
  - c. Action

Xuan Wang, RTC Senior Technical Planner presented Amendment No. 1 to the 2050 Regional Transportation Plan (RTP). The Amendment is to reflect a schedule change to the NDOT project to add an auxiliary lane eastbound I-80 from McCarran Boulevard to Keystone Avenue. This project was originally scheduled for 2040 in the RTP. Due to funding availability it was moved forward for construction in 2023. Since this is a capacity project, according to Federal Regulations, any changes in capacity projects in the RTP, require a formal RTP Amendment process, and an Air Quality Transportation Conformity Analysis.

The project change was modeled in the Regional Travel Demand Model, and the Air Quality Analysis was conducted using the EPA model. The results demonstrated that all criteria pollutants are within the Motor Vehicles Emissions budget and confirmed the determination can be made. The Interagency Air Quality Consultation Group met on December 20, 2022, reviewed the analysis and recommended approval.

Following RTC's Public Participation Plan, a 21-day public comment period started December 30, 2022 and ended January 19, 2023. The draft RTP was posted on the RTC website and a public notice was published within local newspapers. So far, no public comments were received regarding this item.

The Technical Advisory Committee met on January 5, 2023, received a presentation and recommended approval of the Amendment.

Typically, we also bring this to the Citizens Multimodal Advisory Committee, but the January meeting was cancelled due to lack of quorum. We plan to bring this back in February as an information item.

This item being a public hearing, Chair Lawson opened the meeting to public comment and asked if anyone wished to speak at this time. Seeing none I will bring it back to the dais.

On Motion of Commissioner Duerr, seconded by Commissioner Reese, which motion carried unanimously, Chair Lawson ordered that Amendment No. 1 to the 2050 Regional Transportation Plan (RTP) be approved.

- 5.2 Conduct a public hearing regarding approval of Amendment No. 5 to the FFY 2021-2025 Regional Transportation Improvement Program (RTIP); adopt a resolution approving Amendment No. 5 to the RTIP. (For Possible Action)
  - a. Staff Presentation
  - b. Public Hearing
  - c. Action

Graham Dollarhide, RTC Senior Technical Planner presented Amendment No. 5 to the FFY 2021-2025 Regional Transportation Improvement Program (RTIP), which is being conducted in conjunction with the RTP Amendment No. 1 that was just presented.

The RTIP was originally adopted in March 2021, again, this represents the fifth amendment to that document. This particular amendment adds new projects, consolidates two projects into one, and updates the project funding schedule and scope for various other projects.

One project, as explained during the RTP Amendment item, required a Transportation Conformity Analysis, and that project was found to be in conformity with Federal Air Quality Regulations. A notice for the public comment period was opened December 30, 2022 and closed January 19, 2023. This 21-day public comment period was longer than what we've experience with the last few amendments to this document, which were all 7-day periods, and that is on account of the requirement for the Transportation Conformity Analysis, consistent with the public participation plan.

We received one comment during the comment period, in regards to a project on Center Street, and as to why it was not being included in the Amendment? The project is currently in both the RTP and RTIP, but no new information or changes are available at this time, which is why it was not included in the current amendment.

We received recommendation for approval by the TAC. Unfortunately, the CMAC meeting was cancelled on account of lack of quorum. We will be taking it back to CMAC as informational during next month's meeting.

Details of the projects included within this amendment are:

- I-80/Keystone Package 2, Phase 2B project is new. This is the one that required the Air Quality Analysis.

- West McCarran Boulevard to Vine Street is another new project that is closely associated with the West Fourth Street project within the RTIP. The original project limits were Stoker Avenue to Evans Avenue. That project will be administratively modified to change the limits from Vine Street to Evans Avenue to eliminate the overlap.
- Sierra Street Bridge Replacement project was two projects within the RTIP, it is being consolidated into one project. It combines the design and construction phases and adds funding for the right of way phase. We also updated the Federal and Local funding sources.

Changes to existing projects involved increases to construction funding. One of those being the Sparks Corridor Phase 2 project. Additionally, the US 395 North Valleys Phase 1B project was pulled from the December Agenda and thus excluded from Amendment No. 4, due to ongoing updates and project costs and funding sources. Those have now been corrected and updated and are therefore being included in this Amendment No. 5.

Additionally, the US 395 North Valleys Phase 2 project is updated to include a Federal Discretionary Grant that was recently awarded. It is the Info Grant that RTC worked jointly on with NDOT.

Commissioner Duerr commented that the project we've really pushed is Virginia Street itself, parallel to US 395. Where does that fit into the planning, as the North Valleys are experiencing tremendous challenges with traffic. I am very happy to see the North Valleys and Sierra Street Bridge projects coming up much sooner than expected.

Mr. Dollarhide said we will get details on that to follow up.

Commissioner Reese commented that these are all exceptionally exciting projects, because they tell you that the Region is growing and that we've made some critical investments both from NDOT and the Federal Government from RTC's perspective.

I understand that a number of bridge replacements are coming down the pike and a number of them are on an accelerated path for replacement. I want to make sure, because NDOT has now confirmed the Boomtown Garson Bridge replacement is in the NDOT STP funding, I want to make sure this project is also in our 2021-2025 RTIP?

Mr. Dollarhide, I believe NDOT is planning to include that project into the RTIP in a future amendment, probably with our next update.

Commissioner Duerr noted for future talks on the Boomtown/Garson overpass, we need to look at how we will connect this community that will be split by I-80.

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

On Motion of Commissioner Reese, seconded by Commissioner Duerr, which motion carried unanimously, Chair Lawson ordered that Amendment No. 5 to the FFY 2021-2025 Regional Transportation Improvement Program (RTIP) be approved.

***Item 6           DISCUSSION ITEMS AND PRESENTATIONS***

- 6.1. Acknowledge receipt of a report regarding potential new Fiscal Year 2024 Street & Highway Projects for the RTC Street & Highway Program. (For Possible Action)

Dale Keller, RTC Director of Engineering presented information on the Fiscal Year 2024 Street & Highway Projects for the RTC Street & Highway Program. There is no approval action being sought today, so at a future RTC Board meeting, staff will compile the final list of projects, as well as the relative interlocal agreements for possible board action. Today is just to receive the report for your input and consideration.

There are two maps within the presentation depicting new potential projects for FY2024 for the City of Reno and City of Sparks. Each project is highlighted on the maps. These specific projects are selected by a group of Public Works professionals from each of the Cities, as well as the County. The Traffic Operations & Management (TOMS) Group has also been involved in the project selections.

Commissioner Duerr asked about the roundabout on the Geiger Grade and how to get it reconfigured. We've talked about implementing some things ourselves in the interim, such as restriping and signage, etc., because it is a very confusing place to navigate. We are working desperately to get horses fenced out of all of roads, and NDOT has been amazing in terms of looking at an overpass or underpass on Geiger Grade for wildlife. I wanted to confirm on this project, does it include a reconfiguration or redo of the roundabout?

Mr. Keller said there are two separate projects. One of the active projects that we are currently working on is the roundabout modification. That is coming out of the TOMS Group, so we're looking to make some implementations if not in 2023 in construction, then in 2024. The long-term solution to help relieve traffic will be to bypass the roundabout and get straight to the I-580.

Commissioner Duerr also asked about the Mt. Rose Highway and the removal of the yellow flashing lights, which is a statewide initiative. Anecdotally, I've heard since the yellow lights came out there has been some accidents. The removal of the flashing yellow lights has been fairly criticized at my Neighborhood Advisory Board. Are we reconsidering putting the flashing yellow lights back, or are we still moving forward with their removal?

Mr. Keller, I can speak specifically to what we are looking to move forward with on the Mt. Rose Study. The purpose of that project is to improve safety. So, as we continue the work with our partners at NDOT, we ask what are those things that need to be implemented to help improve safety? Those are things we have to consider during final design on what makes sense contextually, and working with NDOT, City of Reno and Washoe County staff, to collectively find what is the right solution for the area.

Commissioner Duerr asked about the Downtown Reno area and the Safe Streets and Roads 4 All. It didn't seem like we had enough north-south continuous pathway, do you have any information on that?

Mr. Keller said we'll continue conversations with City staff about the north-south connection. Part of the good thing about the Safe Streets 4 All, is we are looking at how it looks as an overall network for multimodal connections as well as pedestrian connections.

Commissioner Reese discussed the North Valleys. This is an area where we have some significant planning needs, both on the City of Reno Planning side, but also on the Transportation Infrastructure side, and I want to understand how the RTC intends to coordinate some comprehensive planning that goes into coordinating phases between NDOT projects and RTC projects.



Mr. Keller stated these are great comments and you've identified the challenges of so many different types of Public Works projects that are happening all at once. We do have a somewhat centralized website which is [www.northvalleysimprovements.com](http://www.northvalleysimprovements.com) and we've been working closely with City of Reno, County and the School District staff to show all of those projects on one map.

Commissioner Reese asked about timelines on several projects.

Mr. Keller, stated he thinks we're making strides to reach resolution and conclusion on several projects. The City of Reno is leading the Virginia Street Placemaking Study. My understanding is that one will be wrapping up in the spring time. We also worked with UNR to understand the Micromodal Pilot Study, and we're going to receive that information/data at the end of February or early March.

Commissioner Reese wanted to also thank Mr. Keller and your staff for the way in which you have been able to work with our staff. I hear routinely that the meetings are productive, people are gracious and thoughtful. Obviously when we come to this Board we're sitting as a regional body with each of the each of us representing various entities on it, but I am constantly informed that there is excellent working relationships and the work is getting done.

E.D. Bill Thomas noted that Commissioner Hartung made it very clear in conversations with him that he is very supportive of the Pyramid Highway Operational Improvement, which would extend the southbound lane between Egyptian Drive and Ingenuity, and I wanted to put it on the record.

In general, without things like the RTC Street & Highway Program, these steps and these projects can't happen. I think you would all want us to refine these projects and make sure the money is well spent, because we don't have unlimited resources. I'm going to go out on a limb and say that I believe from my conversations with the City of Reno, that within the next quarter of this year, the next 3-4 months, that we'll have the answers you're looking for, which is what is going to happen north-south and generally Downtown. Honestly, if we get the Safe Streets 4 All Grant for \$50 million, it is going to force the issue. When you get Federal money there is a timeline, and if you don't use it you lose it. That will probably be the key pressure point of making something happen in Downtown. We want to assure people that it's moving forward and it's moving to a point of eventually being in place.

We did a pretty exhaustive working study with NDOT and what the community thinks of McCarran Boulevard. Not surprisingly to those of us that drive it, we would call this our freeway system too. In other words, people perceive and use McCarran much differently from a local road, yet we live in a world where the three local governments own the network. The view I would encourage the Board and the community to have is that this is a true regional road. What happens locally, or in a given area, does have impact on many more people. There is a balance between the local desire in a particular area of the Boulevard, against the purpose of what the road is. I wanted to lay that out knowing that sometimes on these regional roads everyone doesn't get everything they want, because there is a greater good that we're trying to get to.

Commissioner Duerr said for Geiger Grade, it's out in 2026. Like you said it's like a future promise, but if I was to prioritize these things down south, I would put Geiger Grade up above the Mt. Rose improvements. The reason is that this is where all the growth in Reno has been focused for the last two decades. The Veterans Parkway area really only has two ways out, you have to go Steamboat or to the Veterans roundabout. I would like to see Geiger pushed up on the schedule if possible, because

this is a planning document, so I would love to plan to push it up because so many people are commuting and affected.

On motion of Commissioner Duerr, seconded by Commissioner Reese, 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. Please join me in welcoming our newest employee, Alex Cruz. Alex started in the public transportation department this week, as an assistant transit planner. He comes to the RTC from Carson City where he served as their transit coordinator.
2. Construction on a new rapid station, is set to begin Monday. The new station will be on south Virginia street, across the street from the peppermill. This bus stop is in the top 10 for passenger usage in our network. The upgrades will provide a comfortable, convenient way for passengers to use the RTC's rapid Virginia line transit service. We expect the project to be completed, this summer.
3. The RTC is a sponsor of the clean energy and transportation conference. Registration is open for the event, happening on February 2<sup>nd</sup> and 3<sup>rd</sup> at the peppermill. Various panels will discuss things like electric vehicles including buses, hydrogen fuel cell buses, battery technologies and alternate sources of revenue for infrastructure. Stakeholders from around the west – and even some from Washington, dc will be in town. The event is just days before the start of the 82<sup>nd</sup> legislative session. That will give Nevada's lawmakers a chance to hear about some of our transportation needs and issues.
4. As you know, January has brought one storm after another. I want to thank our facilities maintenance team for their efforts to clear snow from our parking lots to keep our properties safe.
5. This will be our last RTC board meeting in these chambers. Thank you to Washoe county for letting us use this room over the last seven years. Our next meeting is February 24<sup>th</sup> at our new board room at the RTC administrative offices, located at 1105 terminal way.

Commissioner Duerr heard from the public that RTC staff were out hand shoveling the bus stops up at Tahoe and this is above and beyond, as we all know what backbreaking work that is. That was remarkable and noted.

The people in south Reno could not be more excited about this upcoming Steamboat Reconstruction project, and I wondered if you could tell us when are you thinking for the start of that project? I heard it might be March or April, but now you're saying end of summer?

Mr. Keller stated we are still working with NV Energy on some relocations to get the utilities out of the way first. We can provide you more with in-depth information and talk about where we are with our status, and where we fall with the other utilities that need to get out of the way.

Commissioner Duerr said you did an amazing job on the South Reno or South Meadows Road Study. There were maybe 65 projects in there? What is the plan for moving forward with that? I'm happy to

meet offline and separately, but I just wondered generally are we still working on implementing that plan?

Mr. Thomas said short answer is yes, and Dale can certainly talk about the different pieces. What you point out is probably the biggest challenge of these projects. There are multiple elements involved, and people get frustrated because the right of way for example may take much longer than we thought, or a utility may not be moved fast enough. We hear you and we understand it, both the elected officials as well as the community and we're going to keep pushing forward.

Dale said we are going to be activating a signal on Wilbur May and South Meadows Parkway. We'll be doing a Flip the Switch Event, so stay tuned and we're looking forward to those who can participate.

## **7.2 RTC Federal Report**

Mr. Paul Nelson, RTC Government Affairs Officer, addressed the Board regarding the Federal report included within the Agenda packet.

## **7.3 NDOT Director Report**

NDOT Deputy Director Darin Tedford first wanted to formally announce a transition in leadership at NDOT. After serving the State of Nevada for four years, Kristina Swallow has moved on from NDOT. During her tenure, NDOT accomplished a number of things for the betterment of the citizens of Nevada. A couple included updating our Strategic Highway Safety Plan to include equity and focus on speed, and developing processes to prioritize critical safety improvements such as wrong way driver alert systems and passing and climbing lanes.

Director Swallow also wanted to extend her thanks to this Board and all of the RTC Washoe staff for being supportive partners over the past years.

As we say goodbye to Director Swallow, we are excited to welcome back a familiar face, Tracy Larkin Thomason. The appointment of NDOT's new Director was approved unanimously by the Transportation Board of Directors on Monday, January 9, 2023, and became effective this past Tuesday, January 17, 2023. As many of you know, Tracy worked for NDOT for 34 years in Planning, Engineering and other areas before spending nine years as Deputy Director and retiring in 2021. Tracy brings extensive knowledge of NDOT's operation through Administration Management and technical roles throughout the department. She also brings a national perspective, and has a deep understanding of the Federal Funding process, as well as proven leadership capability. For the past couple of years, Tracy has been working for the Intelligent Transportation Society of America, developing a national non-profit organization program department and initiating and growing statewide smart and connected infrastructure applications. As the newly appointed NDOT Director, we welcome Tracy back to the NDOT team.

Next, Mr. Tedford gave a presentation and spoke on the following topics:

Traffic Safety – which included:

- Washoe County Traffic Safety
- Keeping Road Users Safe During Winter Storms
- Name a Snowplow Contest Winners

Mr. Tedford then did a follow up on topics brought up during the meeting that included:

- Yellow Flashing Lights System
- Bridge Maintenance and Replacement
- Speed of Government

**Item 8            COMMISSIONER ANNOUNCEMENTS AND UPDATES**

Commissioner Reese wanted to thank Mr. Thomas for his presence in Washington DC in early January. I think this is an important part of our strategic focus on making sure that this region receives infrastructure dollars that are desperately needed. That speaks volumes to the intellectual analysis that is being done by your office. Thank you for that. I also wanted to give my thanks to Director Swallow. I appreciate the presentation given today by Mr. Tedford. I think it will help us understand our regions infrastructure needs going forward.

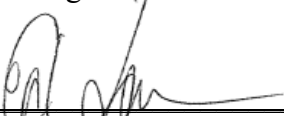
Commissioner Reese wanted to note that Mr. Kinson requested support this morning for changes to NRS 277. While I'm not sure what those might be or the extent of them, I do think it's important that we connect with our labor groups to understand what might be coming. I understand that one of our local assembly members is interested in bringing a bill on these topics. So, I would behoove Mr. Thomas and Mr. Nelson to make sure we know what those areas are and also to work with our labor groups to understand what their needs are. I think that is an important part of my interest in this body is making sure we're not only handling the infrastructure, but I want to understand a bit more about the public transit aspect. Secondly, I understand there are ways to measure performance metrics on the public transit side. I would like see that going forward and understand how we are evaluating our public transit system. I think what we do not measure we cannot properly evaluate, so I'd like to see what kind of matrix we're using.

**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.

**Item 10          ADJOURNMENT**

There being no further business to come before the Board, the meeting adjourned at 10:48 a.m.



ED LAWSON, Chair  
Regional Transportation Commission

**\*\*Copies of all presentations are available by contacting Michelle Kraus at [mkraus@rtcwashoe.com](mailto:mkraus@rtcwashoe.com).**