

**REGIONAL TRANSPORTATION COMMISSION
WASHOE COUNTY, NEVADA**

FRIDAY

9:00 A.M.

February 17, 2023

PRESENT:

**Ed Lawson, Mayor of Sparks, Chair
Alexis Hill, Washoe County Commissioner (Via Zoom/In Person 9:21 a.m.)
Hillary Schieve, Mayor of Reno (Via Zoom)
Devon Reese, City of Reno Vice Mayor**

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

ABSENT:

Vaughn Hartung, Washoe County Commissioner, Vice Chair

The regular monthly meeting, held in the 1st Floor Great Room at Regional Transportation Commission of Washoe County, 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 Receive a presentation and plaque from the APWA for the 2022 Spring Conference POTY Award to the Sun Valley Boulevard Project team.
 - 1.3.2 Congratulations to Keolis Driver of the Month - Ms. Georgena Martin
 - 1.3.3 Congratulations to MTM Employee of the Month – Mr. Austin Hill

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 thanked Susi Trinidad and Jim Gee for presenting changes to routes, Item 5.1, to Senior Services on Taxi Bucks. The seniors will all now be able to use this service. On Item 6.3, the McCarran Loop Study, I'm glad to see the areas around Keystone are going to receive attention. The McCarran Loop Plan doesn't consider that there is no public transportation on the northeast loop of McCarran. There are so many people in the Plumas and Lakeside area that are in a transportation desert right now. I'm hoping there would be some kind of recommendation to deal with that area. Maybe FlexRIDE could be made available in that area.

Mr. Mac Rossi, local resident came to discuss a change in the move of the bus stop on 7th and McCarran over to the other side of the driveway going into the shopping center. I have addressed this before, and I've been addressing several of the departments for the RTC, as you can see in the attachment provided to you. We are asking to have this bus stop placed about 60 yards on the other side of the driveway, directly across from the retirement center, for safety issues for traffic and pedestrians. I addressed this issue last September, and I've sent two emails and have not heard any response back.

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

Chair Lawson stated that we will be moving up Items 6.1 and 6.2 to now.

Starting with Item 6.1, Election of the Commissioner representing the City of Sparks to serve as RTC Chair for years 2023 and 2024, and elect Commission to serve RTC Vice Chair to calendar years 2023 and 2024. Do any Commissioners have any comments?

Commissioner Hill would like to nominate Ed Lawson to be our Chair and Vaughn Hartung to be our Vice Chair. Commissioner Reese seconded with a short discussion.

Commissioner Reese said he is really excited about the two people that Commissioner Hill has nominated, because I think both of you are outstanding representatives for our community. I wanted to ask a question about what I believe is sort of a deficiency in the bylaws. When the City of Reno was Chair last, and Councilmember Jardon resigned her position, there was an election to fill that role and I don't believe the bylaws spoke to how that would be done. I believe there is a deficiency in the bylaws that I would like addressed. At the time, I think the City of Reno would have appreciated having a representative selected to be Chair, but there was also a lot of transition going on in our body, so it's no fault of this body, that the City of Reno didn't move fast enough.

Chair Lawson noted for clarification that Mayor Schieve asked if Mayor Lawson would serve out the final part of that term, because the City of Reno didn't have people at that time to fill in. We should have a more formalized process for that going forward.

Chair Lawson stated we have a motion and a second, is there any further discussion? Those in favor signify by saying Aye. Motion carries unanimously.

Chair Lawson moved onto Item 6.2, Update, discussion, and potential direction to staff regarding legislative measures and issues being considered during the 82nd (2023) Session of the Nevada Legislature.

Mr. Mike Hillerby, on behalf of Kaempfer Crowell spoke on this item. To start I would like to thank you for the opportunity to represent this organization. It is a great privilege and has been for many years, and I appreciate the opportunity to work with your staff on a regular basis. They did an excellent job of reviewing bills, quickly responding to questions, particularly as the session moved along.

Yesterday, both us and RTC Southern Nevada presented to the assembly Growth and Infrastructure Committee. I wanted to acknowledge Paul Nelson and all of the staff that helped to prepare the presentation. Dale Keller really did a great job, both with the presentation and answering questions.

We are tracking quite a number of bills that either have Board impact on local governments and in our operations. Generally, those are not typically things we get involved with on a first-hand basis, but we do watch those for impacts. I'll talk about just a handful of bills that we have been involved with and some that you may want to give us some direction upon.

Bill AB56 is being brought forward by NDOT. It will create a program that will allow on certain controlled access highways, where the shoulders of highways can be used exclusively for emergency vehicles and transit buses. They described a number of things they would set up to have signage, if there was a traffic jam or emergency of other sorts, that shoulder would be available to emergency responders and transit buses.

SB81, which is sponsored by Senator Daly from this area, would extend a regional planning process that currently is set to expire this year and would extend it to 2026. The current law requires the Counties of Carson, Douglas, Lyon, Storey and Washoe to engage in a regional planning process. Washoe County is sort of taking the lead for this area in talking with Senator Daly and some of the issues with the bill. Adding legislators as sitting members to something like this creates some interesting potential legal challenges and questions about how that works. We are in regular communication with Washoe County staff as they work on that, and we will keep you apprised.

AB184, sponsored by Assemblyman Howard Watts from Las Vegas, who Chairs the Assembly Growth and Infrastructure Committee, would create a clean truck and bus incentive program. It is identified by a certain federal pot of money, and our staff here, as well as our federal staff, will look into that and see how much money there is and more about the rules. We would use that federal money to create a sliding scale by weight of the vehicles on how much would be available as an incentive to a variety of a different organizations including transit agencies. The bill has specific amounts based upon each of those targeted weight increments. It would provide an increase in those for certain groups and agencies, i.e. minority owned businesses, small businesses and includes a 10% bump in allocation for transit agencies. We would be eligible for up to five incentives per year under the provisions of that bill. One thing it requires is a final assembly of those vehicles all to happen within the United States. That would be something we would want to keep an eye on, particular in construction.

A couple of bills that a lot of people are working on and we're keeping an eye on involve homelessness. SB142 from Senator Harris and SB155 from Senator Ohrenschall.

Senator Harris's bill SB142, her objective is to make sure that people that are homeless enjoy the same rights as the rest of us. The bill takes sort of a different approach in that it enumerates those rights in a way that, at least from my review, includes freely using and moving through public spaces. Her design is to try to give some comfort that if we do have local ordinances, say on camping or feeding the homeless, etc., that those would not be impacted by this bill. In the minds of local governments, Chambers of Commerce, variety of industries that have weighed in on the bill, the way it's written right now is problematic, so we all continue to work with the Senator to see how we can help her accomplish her goals. We don't want to see people whether they are housed or unhoused, treated differently or discriminated against or treated inappropriately, but we also need to think about our obligations to the tax payers and how do we balance all of the rights and interest of all the citizens we serve.

SB155 is from Senator Ohrenschall and that would ban the passage or enforcement of any local ordinance dealing with issues like resting, camping, giving food to the homeless, and that is a much more substantial issue. The bills and the sponsors at this point have not coordinated on what those would mean. Obviously, if both bills passed, there would be a challenge because the language in SB142 gives some recognition of the local ordinances, and that those ordinances would now be banned and could not be enforced.

Mayor Lawson previously pointed out that the State has had very little if any role in homelessness, and that has been something you have tackled as elected public officials at the local level. You've done that in a way that reflects the needs of your residents that tries to reflect the realities of the homeless situation here, which is different than that in Las Vegas and Carson City for a host of reasons and we've tried to point that out.

We will continue to keep an eye on both of those bills and if there is specific direction from you, obviously we would welcome it.

Lastly, bill AB214 was just introduced and is sponsored by Assemblywoman Natha Anderson and Senator Skip Daly. That is one that the Teamsters and outlying Unions have been working on with Assemblywoman Anderson and Senator Daly. The bill does a handful of things, which I'll briefly go through those.

In existing law, RTCs within a County of a population over 700,000, i.e. Clark County, are required to have a Bus Stop Bench and Transit Center Advisory Committee. Interestingly, RTC Southern Nevada also has a piece of legislation in SB17 that would seek to eliminate that provision and statute because they think that is handled in other places for them. AB214 would not only keep that, it would add a specific membership requirement for members of Unions representing bargaining units within RTCs, so they had a specific seat on that committee.

The bill has some new language that if an RTC provides security cameras in its facilities or buses, the new rules would include among other things, a 90-day retention requirement for the video and it makes that video a public record that can be requested by incident. It requires a 72 hour of surrender or a request from a bargaining unit representative, from a Board meeting unit within the RTC and has some requirements for discipline for any destruction or alteration of that video. The staff is looking at that, and it has some potential significant cost. Staff is looking at whether current systems can maintain those records for 90 days and how does that work? One of the issues is the privacy of other people who might be on that video. How things are redacted from the video and other costs involved with that. The bill does not address that, but that is something I know the staff is looking at. That would impact all RTC's, Southern Nevada and ourselves.

Existing law also provides for counties over 700,000, again Clark County, for a Turnkey Procurement Process for High Capacity Transit projects. The bill makes a variety of changes to that process. That remains only set up to impact Clark County at this point. It would require one of those turnkey projects for the prevailing bidder to pay the applicable prevailing wage, provide insurance that was equal to that in similar prevailing wage jobs and those job classifications that require the contractor in the agency maintain and participate in a Union Apprenticeship Program. There is a two-page list of requirements, including review the contractor's ability to perform any prior issues, on how long they would be precluded if they lost a similar contract. It also requires a public review and comparison of these turnkey projects versus using employees and that report would go to NDOT. We just received that bill and our staff is reviewing it, and Southern Nevada

RTC is doing the same thing to determine the impacts, how it might be done, and the costs involved.

Chair Lawson asked if there were any questions from the Commission.

Commissioner Reese thanked Mr. Hillerby for serving this body and it is always a joy to work with you. Being new to this Board, I want to understand when we utilize Mr. Hillerby's services, and when we support or oppose bills. I want to make sure that direction is coming from this body. What extent we would have input into the direction that we seek? Can someone help me understand that from a starting point?

E.D. Bill Thomas said he thinks the observation is that we need to strengthen the process of when the Board gets involved. Chair Lawson has mentioned to me that we might need a nimble process whereby a subcommittee or a subset of the Board gives us authorization. As you're all aware, the legislature moves pretty quick, and we meet once a month, so we would be very much behind the curve if we had to bring positions to the Board every time. Historically, and Mr. Hillerby can tell me if it's different, we haven't had a lot of direct engagement. This is the first bill I'm aware of that is really aimed directly at us. Obviously, I think we're going to want to be involved in that. We definitely want the Board to rule if we should oppose or be mutual.

Commissioner Reese said he would like to talk about AB214. I want to make sure that I'm clear that I know that you have done what I've asked at the last meeting, which was meeting with the Teamsters. My understanding is that meeting is occurring March 3rd. Before we go off with our charge, I want to make sure that this body has weighed in on what our charge is, because we may have different opinions on that bill.

Mr. Hillerby stated that we watch, coordinate and talk to our local government partners, City of Reno, City of Sparks, Washoe County and others on issues. For example, the homeless bill is one we have not taken any public position. I met with Senator Harris and wanted to understand better what she wanted to do. Explained there might be some challenges with what we were reviewing and we wanted to make sure for example to not generate unnecessary lawsuits that then involve tax dollars and impact our ability to serve people.

A lot of what we do is going in and meeting with legislators and try to understand what they are wanting to do and explain what impacts that might have on our operation. In many cases, we simply ask questions, for example what is it you're trying to accomplish? We talk about what we do and how we do it, and see if something is missing in a way we can clarify, and protect our ability to continue to serve the public consistently with our law and the direction of the Board.

E.D. Thomas said we don't do anything unilaterally, so our conversations start with local guidance from each of the local governments and their own legislative staff. The history of this organization is generally to focus on our areas. For example, on the homeless bill, the thing that we were focused on is the specific mention of public transportation where we don't take a position on the class, we take a position on the consequences of behavior. Behavior on the buses has a great impact on ridership and our driver's ability to perform. We would provide that kind of advice or information to the legislature to let them know, if a particular action is taken, it could have an adverse effect.

Commissioner Hill, thank you for representing us Mr. Hillerby. I concur with Commissioner Reese and one of the thoughts I had, which I think works really well for the County Commission, is we have a subcommittee, it's two people, they meet weekly and it's typically about 30 minutes long. The committee helps with direction and if that committee wants to bring back to the Board as pro or against a certain bill, then that comes back to the Board. That's how we ensure that we are not wasting the Boards time, but that we can work through bill language and the Board doesn't have to do that at the dais. There are many ways we could look at doing that and I concur on AB214. I bet there are ways, especially after you meet with the Teamsters, that we can find pieces in this legislation that we can agree to. I'm hoping we can have that discussion as well.

Chair Lawson said it's obvious we are all on the same page. I didn't realize until a couple of days ago that the RTC doesn't have a Legislative Committee, so that will be something we will establish immediately. Every other Board I serve on has a Legislative Committee for the City of Sparks, so it just makes sense we have one here. I have a lot of questions on Senator Harris's bill. Does that mean that somebody could go into a bus stop and establish that as their domicile and we have to start eviction processes? These questions need to be answered. I agree we can find solutions, but we need to establish what the issues are too. Watching these bills and asking these questions I think is very important for all of the local governments but especially for RTC.

Item 3 APPROVAL OF AGENDA

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

Items 4 CONSENT ITEMS

4.1 Minutes

4.1.1 Approve 1/20/2023 Draft Meeting Minutes. (For Possible Action)

4.2. Reports

4.2.1 Acknowledge receipt of the Summary Report for the Technical, Citizens Multimodal, and Regional Road Impact Fee Advisory Committees. (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 Public Transportation and Operations Report. (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 Procurement Activity Report. (For Possible Action)

4.3 Planning Department

4.3.1 Approve the Transportation Alternatives Set-Aside Program Guidance and Application. (For Possible Action)

4.4 Engineering Department

4.4.1 Approve a contract with Wood Rodgers, Inc., for preliminary design, environmental analysis, and final design services for the West Fourth Street Safety Project from

West McCarran Boulevard to Vine Street, in an amount not-to-exceed \$1,057,830. (For Possible Action) – ***Pulled for Discussion***

- 4.4.2 Approve Amendment No. 2 to the contract with C.A. Group, Inc., for additional design services related to the Steamboat Parkway Improvements Project, in the amount of \$262,338, for a new total not-to-exceed amount of \$1,381,628. (For Possible Action)
- 4.4.3 Approve a contract with Nichols Consulting Engineers, CHTD (NCE) for design and engineering during construction services related to the Pembroke Drive Capacity and Safety Project, in an amount not-to-exceed \$1,747,265.00. (For Possible Action)
- 4.4.4 Approve the proposed new Fiscal Year 2024 Street & Highway Projects for the RTC Street & Highway Program; approve an Interlocal Cooperative Agreement with the City of Reno and Washoe County specifying responsibilities for delivering certain projects; approve an Interlocal Cooperative Agreement with the City of Reno and Washoe County specifying responsibilities for delivering certain projects. (For Possible Action)
- 4.4.5 Approve the proposed sale of two remnant parcels acquired in connection with the Moana Lane Widening Project (APN 020-055-30 and APN 020-255-31) to an adjoining property owner and adopt a resolution required by NRS 277A.255(1). (For Possible Action)

4.5 Public Transportation/Operations Department

- 4.5.1 Approve a contract with Marathon Finishing Systems, Inc., to modify an existing maintenance structure at 1301 East Sixth Street to design and install a Hydrogen Fueled Service Bay in support of the Hydrogen Fuel Cell Electric Bus and Infrastructure Deployment project, in an amount not-to-exceed \$268,099.58. (For Possible Action)
- 4.5.2 Approve an update to the RTC 2023 Title VI Report. (For Possible Action)
- 4.5.3 Approve the purchase of four (4) forty (40) foot ZX5 Max Battery electric bus vehicles utilizing the State of Georgia’s Contract No. 99999-001-SPD0000138-0007, for an estimated amount not-to-exceed \$3,970,176.00. (For Possible Action)
- 4.5.4 Approve Amendment No. 3 to the contract with Dynamic Nevada Construction, in the amount of \$150,000.00, for a new total not-to-exceed amount of \$234,420.00. (For Possible Action)

4.6 Executive, Administrative and Finance Departments

- 4.6.1 Acknowledge receipt of the Asset Donation Log for the second quarter of calendar year 2022 through the first quarter of calendar year 2023. (For Possible Action)

On motion of Commissioner Hill to approve the Consent calendar, minus Item 4.4.1, seconded by Mayor Schieve, which motion carried unanimously, Chair Lawson ordered that Consent Items 4.1 through 4.6 be approved, minus Item 4.4.1.

Item 4.4.1 Approve a contract with Wood Rodgers, Inc., for preliminary design, environmental analysis, and final design services for the West Fourth Street Safety Project from West McCarran Boulevard to Vine Street, in an amount not-to-exceed \$1,057,830.

Commissioner Reese had two general comments and concerns I would like to see included in staff reports as we move forward. One is you might not always have the timelines, so I want to make sure I understand as to Item 4.4.1, what is the timeline?

Dale Keller, RTC Engineering Director said in the contract itself, we do identify a schedule and anticipate timeframes for completing design. Our Notice to Proceed will go out after our potential Board approval today. This is a federally funded project, and we secured over \$13 million in safety funds to improve West Fourth Street from West McCarran Boulevard to West Keystone Avenue. We are excited about this project. So, that kicks off the environmental process this summer, and then we will finalize the final set of plans here in summer of 2024 and hopefully start construction in 2025.

The second question I have on 4.4.1, is undergrounding of the powerlines or overhead lines being included? It mentions in the scope of work street lighting, but I'm not seeing something specifically about the overhead lines and is that something we normally do, or do not do?

Mr. Keller said at this time we do not anticipate undergrounding the overhead powerlines. As we look into the final design, if there are conflicts with NV Energy for overhead powerlines or for street lighting, this is something we consider and ensure we comply with City ordinances of underground utility lines and see if that is a benefit. Right now, we are not anticipating undergrounding powerlines.

On motion of Commissioner Reese, seconded by Commissioner Hill, which motion carried unanimously, Chair Lawson ordered that Consent Items 4.1.1 be approved.

Item 5 PUBLIC HEARING

- 5.1. Conduct a public hearing on potential service and fare changes as recommended by the FY 2023-2027 Transit Optimization Plan Strategies document for RTC RIDE, RTC REGIONAL CONNECTOR, FlexRIDE, and other transportation programs; approve the recommended service and fare changes. (For Possible Action)
 - a. Staff Presentation
 - b. Public Hearing
 - c. Action

Mr. Jim Gee, Service Planner and Innovation Manager for RTC made the following presentation and discussed the changes in our public transit service beginning this spring.

As a reminder to this body, these series of changes are Phase 2 of a multi-year process that we completed last year, called Transit Optimization Plan Strategies (TOPS). TOPS was a comprehensive holistic ambitious 5-year plan of our transit services. Holistic and comprehensive because it was a deep dive into everything we do on the public transit side, including our services, technology, policies, and standards. Ambitious, because the recommendations in TOPS resulted in changes to 80% of our fixed routes, extensive expansion to our FlexRIDE, changes to internal goals and standards, and additionally, changes to our technology and how we present information to our customers.

Last year was Phase 1 of changes under TOPS and those were accomplished last September, and I'm here today to talk about Phase 2 of the changes. I would like to also say as a part of TOPS, we made it a 5-year plan because changing routes and impacting everyone's daily lives is a very complex process. We want to be very careful in how we present these changes to our customers and make sure we're able to continue to serve them. At the same time in this post COVID world, we have capacity constraints in terms of drivers, constraints in the number of vehicles due to supply chain issues, and so we have to be very strategic in how we roll these services out to make sure we're not setting ourselves up for failure. Most importantly, not setting our customers up for disappointment.

Mr. Gee presented slides and discussed the series of changes that significantly redesign all of the transit services in Northwest Reno. He also discussed the redesign of services in Sparks.

Starting in May, we have a very significant expansion of our FlexRIDE services. First is the Somersett Verdi service. The darker region in blue on the map is our existing services, with the light blue being the expanded area. This has added a significant number of people and jobs and provides additional destinations for FlexRIDE users, also for Fixed Route users.

We are continuing the expansion of the Sparks-Spanish Springs FlexRIDE. The two areas in red on the map are the planned expansions. First, there is an expansion on the Los Altos area and secondly, we are filling in the gap between Winco in Spanish Springs and the Spanish Springs Library.

Ultimately, what this results in, for FlexRIDE specifically, is an increase of about 30,000 people and about 3,000 jobs that will now have FlexRIDE service. We are very excited about that, because FlexRIDE provides that on-demand opportunity for passengers to get to where they need to go, without having to work around a transit schedule.

Additionally, for May, as we do every time that we change schedules, we have a process internally where we look at all of the data we receive and use that data to refine our schedules to provide better information to our customers. We have daily information on on-time performance, dwell time at bus stops, running time for routes and we use that to build our schedules from the ground up three times per year. Ultimately what that does is to improve the on-time performance for customers, which allows them to have a more reliable service. Additionally, we are proposing a change in our fare policy, which would eliminate an extra fee that passengers pay when they transfer from Jump Around Carson. This is the service in Carson City for our Regional Connector to come to Reno. Right now, if they travel from Reno to Carson they don't pay an extra fee, but from Carson to Reno they pay an extra \$3.50, and we are proposing to remove that fee.

We are also proposing significant changes to the Washoe Senior Rides programs. Our Taxi Bucks and Uber Rides programs are increasing the subsidy from \$45 per month to \$60 per month. Specifically, for Taxi Bucks, which is a card-based system, we will auto load that card with \$60 automatically every month, which is a huge improvement for our customers.

For technology, first off, this spring we will be debuting a partnership with an app called Transit. That will replace our current app, which is through a company called Umo. Transit is sort of a national leader in transit apps and they will integrate with our Token Transit for fare payment.

They will integrate with our FlexRIDE system for scheduling and what that will provide for customers is tracking of the vehicle, planning of the trip, and payment for the trip all on one app. Internally, Transit app gives us the ability to start having better analytics of our customers, being able to push out surveys to customers and also have a Rate-My-Ride system, so we can get more prompt feedback on how we are doing. This app is also ADA compatible, which has been the national leader in this market and one of their points of emphasis has been ADA accessibility.

In order to make that app work, we've had to do a lot of changes to all of our underlying technology, which are listed on the slide. This will get all of the technology to work together and improving all of them has been an ongoing process.

As part of the public hearing process, we did seek and receive a lot of feedback on these proposed changes. Nearly all of the changes were contained in TOPS and as part of the TOPS process. We had 1,800 survey responses back, with a disapproval rating of only 12%. Ultimately, these changes that we propose today will have a net increase of about 1,600 jobs and 22,000 people that will have brand new transit service that don't have it right now. We are very excited about being able to expand our program and also make sure that we are expanding it in a way that is sustainable in ride sizing for the community.

Commissioner Hill said she thought the outreach was spectacular and thank you for working with our seniors and our working public, which is who we want to serve here. I'm so excited that we are adopting the Transit App. I've used it in other communities and it has been seamless.

Commissioner Reese said the presentation was outstanding and very exciting with the improvements that you're bringing to the region. One of the things I'm always thinking about is the equity involved in transportation. I want us to make sure that in every phase of a project from the initial planning to implementation, that we are thinking of ways the project affects people across all ages, disability status, races, cultural, background, and economic classes. Deciding where transportation goes has a huge impact on a neighborhood. It can increase the property values, it can make one apartment more attractive than another, so I want to make sure the lens through which we consider all of these things is one based on equity. It sounds like you did a good job in outreach as far as addressing the needs of our senior community, but I'm not sure how equity overlays all of the things you do in your department, and I'd like you to be able to speak to that.

Mr. Gee said first in terms of outreach, yes, we do outreach significantly to the senior community, but we do outreach to other communities as well. The old fashion model used to be to have a public hearing or a stand-alone transit presentation and folks would have to work around their own schedule to come specifically to that meeting. Now, with the ability to have these presentations and information online, pushing through social media, pushing through YouTube, so we can receive comments from the public on their time, so they don't have to make time to come to our meeting, but we are basically creating a mechanism where we can get to them and they can view us when they need to, really has improved our outreach response. In terms of equity, one of the reasons it takes a while to create service changes, is because we have a Title VI process that we have to go through. As part of that process, we take all of the demographic data that we have, the servicing we have and we overlay those with each other to look at the impact that we're having on our passengers, and specifically to measure whether or not we're having a disproportionate impact

on those on who are low income, minorities and so on. We measure that with every service change. We want to make sure that we are putting our services where it makes the most sense for ridership, but at the same time, we have a responsibility to make sure that the services we put out are accessible to everyone.

Commissioner Reese followed up asking if Mr. Gee is at the tip of the spear to make sure that equity is fore fronted in the transportation services that we provide? Or are there other people in the organization for which it is their job duty or description to do that?

Mr. Gee said it falls on our Transit Planning team, of which I am the manager.

Mayor Schieve asked when are we going to launch this?

Mr. Gee said that portions of the app are being launched as early as the beginning of March. There are still some “under the hood” changes that we’re making in terms of the data source that will stretch into April, but those will be incremental improvements. The service changes themselves will be launched the first Saturday in May.

Commissioner Reese moved to approve staff recommendation, which was seconded by Commissioner Hill, which motion carried unanimously.

Item 6 DISCUSSION ITEMS AND PRESENTATIONS

- 6.1. Elect the Commissioner representing the City of Sparks to serve as RTC Chair for calendar years 2023 and 2024, and elect a Commissioner to serve as RTC Vice Chair for calendar years 2023 and 2024. (For Possible Action) – ***Moved to beginning of meeting***
- 6.2. Update, discussion, and potential direction to staff regarding legislative measures and issues being considered during the 82nd (2023) Session of the Nevada Legislature. (For Possible Action) – ***Moved to beginning of meeting***
- 6.3. Approve the McCarran Boulevard Corridor Study final report. (For Possible Action)

Mr. Dan Doenges, RTC Planning Director presented the final report of the McCarran Boulevard Corridor Study. This has been several months in the making, so we are pleased to be presenting this today. We brought back in October our preliminary recommendations that came out of the study, those were also vetted out through the public. We worked closely with professional and leadership staff from each of the jurisdictions, as well as the NDOT leadership team to get the green light to proceed with those recommendations. We did not have any significant changes to those recommendations. We received about 16 comments during our public comment period for the month of November. We addressed bicycle, congestion, lighting and safety and maintenance topics and worked closely with all of our stakeholders to finalize the report.

The next steps are going to be to work with NDOT, assuming approval today, to prioritize, identify funding and prioritize some of these projects. We will also be working with the local jurisdictions when it comes to project implementation and again, just looking for approval of that final report.

Chad Anson, Project Manager with CA Group, the consulting firm on this report, is also in the audience today and we would be happy to answer any questions.

Commissioner Hill said thank you to the leadership of RTC for tackling this project with NDOT and I'm really excited that we are investing in this corridor, because it's so important to our community. On the pedestrian, sidewalk and bike lane and buffered bike lane recommendations, does this fully connect the infrastructure so you could safely ride all the way around McCarran?

Mr. Doenges said that is the general concept. Obviously, we have to work within the context of that surrounding land use. Where possible, we're trying to identify those areas where we can create at least a little bit of buffer space to provide a more comfortable ride for users of the facilities. The recommendations in this report call out different solutions to improve and fill those gaps in connectivity, and to encourage more use and to make it a safer facility. The same thing with the sidewalks as well.

Commissioner Hill said on the recommendations on adding additional lanes, could you explain a little bit on the thought of that? Is that because these corridors are the more heavy industrial and retail corridor, so there is higher congestion, so we're trying to accommodate that.

Mr. Doenges said essentially there are a few areas where we are looking for recommendations for lane additions. These are really looking at where the majority of congestion is occurring, so we did run a traffic analysis forecast through our Travel Demand Model with the horizon year of 2050. If there is not a problem in terms of congestion today, it is expected that there likely will be in the future. Some of these areas where we are recommending expansion are where there are already more lanes, so it would eliminate some of those bottlenecks and you'd have a smoother transition. We looked at a lot of intersection level of service as well, and there is a table that goes through all of the ways to improve the geometry to improve the intersections with turn pockets, and extra through lights. On the flip side, there is a section where we are looking at possibly reducing the number of lanes. This is in an area where there is a lot of high pedestrian activity and cycling activity. It's in a fairly dense area where there is a lot of retail, and the lanes there now are kind of used almost as an auxiliary or frontage for access management for those retail centers. The thought was they are lacking any kind of comfortable or safe means for pedestrians. We thought we'd reduce the lane in that section and improve bicycle and pedestrian infrastructure.

Mayor Schieve asked if placing trees in various locations around McCarran Boulevard was discussed?

Mr. Doenges said we really focused on the transportation infrastructure. I do hear what you're saying, and I believe when we get into some of these specific project improvements, we'll be looking at those sort of issues on a project by project basis. In terms of long-term maintenance, we don't want to be in a facility with a known root problems that will destroy it in a few years. So, we'll be looking at solutions as we go forward.

On motion of Mayor Schieve to accept the report, seconded by Commissioner Reese, which motion carried unanimously, Chair Lawson ordered that receipt of the report be accepted.

Item 7 *REPORTS (Informational Only)*

7.1 RTC Executive Director Report

1. I would like to start by congratulating Angela Reich on her well-deserved retirement. Angela is our Director of the Administrative Services Department. That includes Human Resources, Information Technology, and Security and Safety. She has been with the RTC for more than 15 years. Her last day is March 10th. Angela, thank you for all you have done and good luck in your next venture. We have a video to show our gratitude.
2. We have hired Angela's replacement as Director and plan to introduce her at the Board's next meeting. That meeting will be on March 17th and will also be the Board's Annual Strategic Retreat.
3. I am also pleased to welcome three new employees to our staff. Soledad Alvarez is our new Customer Service Associate in Public Transportation. She started January 23rd. Ian Chamberlain started January 30th as our Facilities Engineer in Public Transportation. And Marquis Williams is our new Senior Technical Planner in the Planning Department. He started February 6. We are very happy to have these great additions to our team.
4. The RTC is expecting to receive funding from the Economic Recovery Transportation Electrification Plan (ERTEP) Grant. NV Energy is awarding the state funds to provide transportation electrification in our state. We applied for a total of 2.3 million dollars. 30-thousand would fund UNR's feasibility study to examine the usage of second life batteries from RTC's existing bus fleet. We think this could provide additional fast charging opportunities. We also applied to add charging at our 4th Street Station or the future Meadowood Mall station. NV Energy says there is available funding for every application for this round.
5. St. Patrick's Day is just a few weeks away, on March 17th. To help everyone celebrate safely, the RTC will provide free transit service from 4 o'clock in the afternoon to 2 o'clock in the morning. Using public transit can help keep our roads and crosswalks safe for everyone. Thanks to RTC Commissioner Devon Reese, the RTC is also sponsoring free St. Patrick's Day rides on Pineapple Pedicabs. Pedicabs are bikes that have an attached cab for two or three people to ride along. This will give people another option to get around the downtown and midtown areas on St. Paddy's Day.

Starting in April, the locations for the Board's regular monthly meetings will be here in our new Great Room. We are still working out some bugs, but are very glad to now put this room to use!

7.2 RTC Federal Report

A written report is included in the agenda packet for this meeting.

Mr. Paul Nelson, RTC Government Affairs Manager, addressed the Board and said unfortunately we were not successful in the grant application for Safe Streets 4 All (SS4A). We did hear from NDOT that we will be getting a debrief on our application, and that will give us some valuable information on some of the things we can do to improve our application during the next cycle. The Race Grant application is due on Tuesday, but we plan on submitting our application this afternoon. We're asking for \$25 million to help fund the Lemmon Drive project, which will help reconstruct 3.7 miles of Lemmon Drive and raise it above the 100-year floodplain of Swan Lake, which will provide some improved multimodal connectivity.

The house majority is making its rules on its congressionally directed spending for FY24. We don't expect that to have any kind of impact on the projects that we would be applying for. The earmark process is delayed a little bit, but the ball is about to start rolling. We have a meeting with Senator Rosen's office this morning to discuss some of the projects that we would be applying for. We are also getting \$7 million from this same process from one year ago.

7.3 NDOT Director Report

NDOT Deputy Director Tedford gave a presentation and spoke on the following topics:

- Traffic Safety
- Washoe County Traffic Safety
- Recent Storm Updates
- Northern Nevada January Storm Impacts
- Upcoming Public Meetings
- US 395 North Valleys/Pyramid Highway Widening Public Meetings.

Upon conclusion of Deputy Director Tedford's report, Chair Lawson asked if the Commissioners had any questions.

Item 8 COMMISSIONER ANNOUNCEMENTS AND UPDATES

Chair Lawson asked Legal Counsel Adam Spear how we get a legislative committee set up in the fastest amount of item?

Adam Spear, RTC Legal Counsel, said we'd look into some of the other examples of different entities and how they've done it, and there would be open meeting laws to consider. It would just be a matter of committing to it, doing the work as quickly as possible, and holding a special meeting.

Chair Lawson said we could work off the actions of Washoe County in holding their special meetings. This is something we need to get done in a hurry, so we can have that input for Mike Hillerby and then anything that we will actually take a public stance.

Commissioner Hill said she went to the MACO conference in Washington DC and learned about many of these transportation grant opportunities that local governments can apply for instead of going straight to the State, which traditionally has been how we receive transportation opportunities. There are Planning Grants for corridors that are unsafe, because the transportation mindset is zero fatalities, which we're already doing at RTC, which is great. Then once you do the planning, you can get federal dollars for execution. RTC is so good at applying for these federal grants that I was hoping at our Retreat if we could talk about how the RTC can help our local agencies on prioritizing corridors that we know are unsafe and applying for these dollars. We just don't have the staff and I'm wondering if there are collaborations like what RTC is doing with NDOT that perhaps we could look at doing on the local side.

Also, on March 9, 2023 in Incline Village at the Parasol Building, we are having a transportation roundtable and this is for the Incline Village and Crystal Bay community in Placer County. RTC,

TTD and Washoe County are all participating. I wanted to say thank you to the RTC for your commitment in continuing to reach out to Incline Village and Crystal Bay.

I was wondering if we could look at perhaps starting our meetings at 9:30am or 10:00am? I don't have childcare until 9:00, that's why I come late, and I wanted that on the record, it's not because I just woke up. Also, is there a way that we can ensure our public commenters are addressed if they haven't been? I want to make sure staff is talking to them. I commend RTC on this gorgeous room. It's the most beautiful room in the region and I'm very excited to have meetings here.

Mayor Schieve would like to know what subcommittees we have at the RTC or perhaps putting in some advisory boards in place. The other thing I would request from a Director's update, as we move to the future, something on micromobility and bicycling projects.

Item 9 PUBLIC INPUT

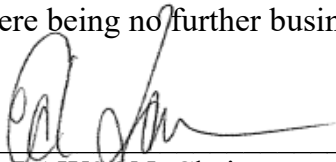
Chair Lawson opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda.

Mr. Mac Rossi, local resident, commented on Leadership and Keystone Avenue coming into McCarran. He would like to see improvements to this area where people can make right and left turns, with the expansion of numerous apartment complexes in that area.

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

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.**