

**REGIONAL TRANSPORTATION COMMISSION  
WASHOE COUNTY, NEVADA**

**FRIDAY**

**10:01 A.M.**

**June 16, 2023**

**PRESENT:**

**Ed Lawson, Mayor of Sparks, Chair  
Alexis Hill, Vice Chair, Washoe County Commissioner  
Hillary Schieve, Mayor of Reno  
Devon Reese, Reno City Vice Mayor  
Mariluz Garcia, Washoe County Commissioner**

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

The regular monthly meeting, held in the 1<sup>st</sup> 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

***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. Damien Cole, local resident in Ward 1, discussed a connectivity plan for micromobility that he's been working on over the last year. He brought color handouts for all Commissioners showing various streets downtown, which have been marked/highlighted showing areas of concern.

Ms. Dee Ann Radcliffe, life long Reno resident and 50+ year Verdi resident. I was on the Verdi Citizen Advisory Board back when it first started with the Circulation Plan. When the properties were annexed there were a lot of promises that were made. Unfortunately, as the development came through, the City of Reno did not hold to the standards and promises that were made. I would like to see positive changes, specifically regarding South Verdi Road, which is very narrow and mostly unlined. There was a frontage road that was promised in the Circulation Plan and I would like to see safer conditions for biking and cars.

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

Chair Lawson called on Bill Thomas, RTC Executive Director, to call up Mark Schlador, RTC Facilities and Fleet Maintenance Manager for a special acknowledgement on behalf of the employees of Keolis that work to keep our ride system operational.

Mark Schlador, RTC Facilities and Fleet Maintenance Manager, as part of our periodic maintenance on our fleets, we call in a third part inspector to come inspect a percentage of the buses to see where we are and how maintenance is being performed. Last weekend, RIDE, which is operated by Keolis, had

30 buses inspected and all 30 buses passed with no out of service violations. This has not happened in at least the last six years. This kind of audit is not by accident. This is the entire team coming together and buying into a quality control project and everyone doing their jobs efficiently.

I want to introduce Phil Pumphrey, General Manager of Keolis, Mike Bradshaw, Maintenance Manager, Shad Breckel, Assistant Maintenance Manager and the entire Keolis Team at Villanova from the mechanics to the bus washers to the parts people, to the people cleaning the floors. They all came together to make this happen. I wanted to extend my thanks and RTC's thanks for a job very well done.

Phil Pumphrey, Keolis General Manager, I have the highest respect for both Mike Bradshaw and Shad Breckel, both professionally and personally with their abilities in the shop. We had 60 dedicated technicians in the parts court that helped make this happen. Shad has been with us 3.5 years and Mike has been working with the RTC for 29 years this year and he's been head of management for 23 years. We are recognizing this accomplishment by giving everyone in the shop a \$500 bonus check. We are very excited for this great audit finding and thank you again for your faith in us.

The Board Commissioners took a photo with the staff.

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

Bill Thomas, RTC Executive Director stated he would like to pull Item 6.2, the Verdi Multimodal Plan, and move it to the July meeting. We have some additional information we want to include in the document and we needed time to do that.

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

### ***Items 4            CONSENT ITEMS***

Commissioner Reese would like to pull Item 4.4.4, Arlington Avenue Bridges Project.

#### **4.1    Minutes**

4.1.1    Approve minutes from 5/19/2023 Board meeting. (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 Planning 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 Procurement Activity Report. (For Possible Action)

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

4.2.6    Acknowledge receipt of the monthly Outreach Report from the Communications staff. (For Possible Action)

### 4.3 Planning Department – (For Possible Action)

4.3.1 Approve the RTC staff recommended appointments/reappointments to the Citizens Multimodal Advisory Committee (CMAC) with terms through June 2026:

- David Giacomini (reappointment)
- Paul Hewen (reappointment)
- Kelly Orr
- Eric Ammerman
- Juan Manuel Martinez
- Judy Kathleen Stanfield (partial term)

Approve the RTC staff recommended appointments as alternate members to the CMAC:

- Ryan Bernadett
- Michael Gawthrop-Hutchins
- Moses Mckeague
- Panah Stauffer

### 4.4 Engineering Department

4.4.1 Approve an Interlocal Cooperative Agreement with the University of Nevada, Reno (UNR) for the Signal Timing 7 project, in the reimbursement amount not-to-exceed \$960,000. (For Possible Action)

4.4.2 Approve an Interlocal Cooperative Agreement with the City of Reno for the Signal Timing 7 project, in a reimbursement amount not-to-exceed \$150,000. (For Possible Action)

4.4.3 Approve an Interlocal Cooperative Agreement with the City of Sparks for the Signal Timing 7 project, in a reimbursement amount not-to-exceed \$150,000. (For Possible Action)

4.4.4 Authorize staff to pursue efforts to deliver the Arlington Avenue Bridges Project using the Construction Manager at Risk (CMAR) project delivery method, on a parallel path with planned and ongoing efforts to use the Design-Bid-Build project delivery method. (For Possible Action) – *Pulled from Agenda for discussion*

4.4.5 Approve a Professional Services Agreement (PSA) with Atkins North America, Inc., (Atkins) for design and optional engineering during construction services for the Vista Boulevard and Prater Way Intelligent Transportation System (ITS) Project, in an amount not-to-exceed \$421,800. (For Possible Action)

### 4.5 Executive, Administrative and Finance Departments

4.5.1 Approve a contract with KOLO-TV for the continued production of The Road Ahead with RTC television segments for the next four years, in an amount not-to-exceed \$192,000. (For Possible Action)

4.5.2 Authorize the Executive Director to bind annual insurance coverage effective July 1, 2023, for automobile liability, general liability, public officials' errors and omissions (E&O), property, earthquake/flood, crime, cyber, pollution liability, social engineering, fiduciary liability, employment practices liability, and workers' compensation; and approve the RTC's continued membership in in the Nevada Public Agency Insurance Pool (POOL) and Public Agency Compensation Trust (PACT). (For Possible Action)

On motion of Commissioner Reese, seconded by Vice Chair Hill, which motion carried unanimously, Chair Lawson ordered that Consent Items 4.1 through 4.5 be approved with the exception of Item 4.4.4 to be discussed.

Item 4.4.4 Arlington Avenue Bridges Project, Dale Keller, RTC Engineering Director came up to answer any questions.

Commissioner Reese, as I understand it, this is the authorization for the delivery method, which is the use of a construction manager at risk (CMAR). I want to understand two things. One, is who is going to be included in the selection process for the CMAR, and two, who are the persons or entities and what input will you gain from other regional bodies and staff?

Dale Keller, the CMAR process is part of the Arlington Avenue Bridge projects to look at exploring alternative delivery methods. We anticipate this to be a two year construction season project. We find a qualified contractor that we select based on qualifications, who will help us deliver this project and get it done in one construction season. This will minimize impacts to Wingfield Park, the Downtown Special Events that occur, and overall to the community. This is the reason we'd like to go with the approach of a CMAR.

On the selection committee, we are going to be following the Nevada Department of Transportations process, and what they call the Pioneer Program Guidelines. It's not new, but it is unique, and we have used this at RTC on a few of our jobs, i.e. the Southeast Connector being one of those jobs, and on both of our BRT projects that we did on Midtown and Virginia Street. This is unique when we have complicated projects that have multiple different risks, and it's a great way to manage those. As for the selection committee, we'll be looking for partnerships with our State and Federal partners, as well as with the City of Reno.

Commissioner Reese, the CMAR delivery method does seem to be the best one currently. I want to make sure you understand, from the City of Reno's point of view, that the Arlington Bridges are an incredibly important stretch of bridge way section. The impact will be felt undoubtably by Reno residents who are going to be without a better part of Wingfield Park, Art Town uses the park every summer, which means for that year, we're going to have to find new homes for those folks. So, the fact that you are identifying the delivery method that will deliver it in one construction season, that really matters to us.

Dale Keller said we see this as a value to complete in one construction season from RTC staff and City of Reno staff. I cannot promise we can get this done in one construction season, but this will give us the ability to explore this to find a way to get it done.

On motion of Commissioner Reese, who moved to approve Item 4.4.4 as presented by staff, seconded by Vice Chair Hill, which motion carried unanimously, Chair Lawson ordered that Item 4.4.4 be approved.

***Item 5 PUBLIC HEARING***

- 5.1. Conduct a public hearing on proposed service changes to RTC RIDE and RTC REGIONAL CONNECTOR, beginning on or after September 9, 2023, as recommended by the FY 2023-2027 Transit Optimization Plan Strategies document; approve the service changes. (For Possible Action)
  - a. Staff Presentation
  - b. Public Hearing
  - c. Action

Jim Gee, Service Planning and Innovation Manager for RTC, presented a short presentation on the proposed route changes for this coming September. First and foremost, we're not changing any line routes, this is a change purely in frequency and we're increasing service. Under our Board Policy, any changes in hours or frequency over 25% must go to the Board and must go through a Title VI Analysis. Both of these changes are over 25%. We are able to increase this service because of Keolis and their hard work and the increase in the number of drivers we have. These changes are proposed to be effective September 9<sup>th</sup>.

Route 16 is our Idlewild Park route and we are changing the frequency from every 60 minutes to every 45 minutes. For the customer point of view, that would be a 34% increase in service. I would note when we talked to our customers and asked them what they want in terms of transit service, the No. 1 answer is always increased frequency, so we're happy to be able to deliver that.

Route 56 is the service that connects Meadowood Mall to the Walmart on Damonte Ranch and S. Virginia Street. This route will change during mid-day from every 60 minutes to every 30 minutes, which will be a 26% increase in frequency. This has been an item requested by passengers for quite some time, especially due to the DMV location and job growth in the area. I would note that this same area is also slated for our next FlexRIDE expansion, so when I come back next year and talk about route changes and FlexRIDE, we're also going to look at straightening this route so we can gain some better economies on the fixed route side, to help support the FlexRIDE side.

Route 11 and 12 have really been impacted this last summer due to ridership and construction. So, we are dedicating extra buses to those two routes, especially to resolve some of the issues that we've had.

Vice Chair Hill thanked Jim for his and the teams work. I think this is what our community is asking of us. They want to see more frequent service and hopefully we can get more ridership due to having a more reliable bus system. I really appreciate you doing this and I'm looking forward seeing the FlexRIDE in South Reno, that will be amazing.

Commissioner Schieve asked where exactly do we get that data, and are you pulling it from the App? I think that could help us to focus or not focus on where we don't need to focus so much.

Jim Gee, the App data comes specifically from the App developer. They share with us all of the data in terms of usages, what routes are being requested and the times. We also have a number of different data sources from different Apps. We receive data from Token Transit in terms of where people activate their passes. We have data from on-time performance from the CAD/AVL system. Basically, we have a lot of different data sources that we mesh together in order to develop our schedules.

Commissioner Schieve would like to see an update on the progress and usage of the App.

Jim Gee said the App usage has doubled over the last year. As we start pushing out the information at the bus stop level, which we're in the process of doing now, that will continue to build that App usage.

Chair Lawson asked if anyone from the public wished to speak on this item? Seeing none, we'll bring it back to the dais and I'm looking for a motion.

On motion of Commissioner Schieve to approve, seconded by Vice Chair Hill, which motion carried unanimously.

**Item 6            DISCUSSION ITEMS AND PRESENTATIONS**

6.1.    Approve RTC Management Policy P-64, Street and Highway Program. (For Possible Action)

Dale Keller, RTC Director of Engineering, presented a slide show and spoke on the management policy. This management policy represents how the RTC staff administers the Street and Highway Program to the local jurisdictions that we serve. The original Street and Highway Policy was established in 2001 and last adopted in 2005. The Commissioners past and present have fostered this regional approach to how we administer the program, which allows the equitable distribution in funding to various entities of our governments, in a manner which benefits all residents of Washoe County.

The purpose of the policy update is to document our current standard practices between RTC and the local jurisdictions, to ensure fair and equitable spending of our limited funding sources, which is our fuel tax, as well as any of the State or Federal dollars that we do receive.

As you'll see more detail in Item 6.3, the Street and Highway policy update does align and supports the agencies Strategic Roadmap and Strategic Goals. In particular, Goal No. 2, where we talk about enhancing RTC's roles and anticipating and meeting future transportation needs, this approach directly aligns with what we are looking to accomplish in this policy update.

Projects within the Street and Highway Policy fall in three different types of categories, which are roadway projects, traffic operations projects and pavement preservation projects. RTC coordinates with local jurisdiction staff on every major phase of projects, including planning, programming and project delivery.

This has been an ongoing effort with our partners for over two years to make this happen, and Doug Maloy, RTC Engineering Manager, has played a key role in the development of the policy.

Commissioner Reese, asked how does this policy address how we move roads into or out of being regionalized.

Dale Keller, this policy is more of our capital improvement delivery system. If it is a regional road, or there is an opportunity for us to say this is the direction of the RTC Board, we are happy to go do it and follow this policy with it.

Bill Thomas, RTC Executive Director, the real meat of the conversation of what is and isn't regional, comes up through the RTP when we update it. That is where we have to make the tough decisions with the resources, and where do we collectively want to put the money, and what issues do you want to address. There will be a forum coming up in the next year to focus on that.

On motion of Commissioner Reese to approve, seconded by Vice Chair Hill, the motion carried unanimously.

6.2.    Approve Verdi Area Multimodal Transportation Study. (For Possible Action) – *Pulled from meeting and moved to July Board*

6.3. Acknowledge receipt of the RTC Strategic Roadmap for FY 2024 and provide input and direction regarding next steps. (For Possible Action)

Bill Thomas, RTC Executive Director, introduced Erica Olsen with OnStrategy, who will be discussing this item, which is a formalization of the Board Retreat. We want this document to become a tool that is valuable to us and the Commissioners, and is something we can share with the community, so they understand why we are doing what we do. This is a work in process and there will always be opportunity to add and adjust.

Erica Olsen, gave a presentation and brief walk through of the updated roadmap. This is the second year of this plan and the update that we're looking at today is based on the March Board Retreat feedback.

We created a vision board from the work we did at the retreat. We're calling it a vision board to give a bit of direction around what you all value in the network experience. This plan is great and it has fantastic icons and pictures in it, but it only matters if we use it for decision making. This is intended to be the quick sheet for decision making and for those big conversations that will be forthcoming. This is also intended to be a touchstone on a monthly basis as we are moving through the decision making.

The four goals and outcomes that we are proposing based upon your feedback are:

1. Public Transportation expanding access and reach for all transit riders.
2. Enhancing RTC's role in anticipating and meeting future transportation needs by successfully continuing delivering high-impact projects.
3. Improve our community's network experience.
4. Finance and organizational stewardship.

We are looking for an adoption of the Road Map. We have an Active Management Process to use this plan to manage the specific details and projects that are supporting all of these outcomes. Our quarterly score card will be coming to you in August, which will be the reflection of last year's performance.

Vice Chair Hill, I do think the Board has roles in some of these and we're not called out as being responsible. Any time that you think the Board should be engaged in supporting the work, especially in our jurisdictions, we should be working together on ways that we can support each other through our jurisdictional work.

Commissioner Reese, there were a number of concerns raised about the maintenance related issues. How do we figure out the outcomes and meet the goals of Goals 2 and 3. How do we measure safety and micro-mobility? On Goal 2, how do we measure goals or outcomes that are related specifically to maintenance concerns. How do we maintain the roads we have and who is paying for them? On Goal 3, how do we measure commute times and public interaction times? We have not yet found ways to measure specific outcomes, therefore, how do we as a Board hold ourselves accountable if those goals are not reached?

Bill Thomas, RTC Executive Director, just to elaborate on that particular issue, what you are going to find, and we're not there yet, is the next item is the actual list of goals for next year. As we get to that I'll talk about the maintenance issue, but what you're describing is exactly what we're trying to achieve to get ourselves to the best place possible, so we're all on the same page.

Commissioner Schieve said the one thing I don't see is the Truckee River and the connectivity to the River. I look at that as something that could be a great way for people to embrace transportation and interact with the River.

Commissioner Garcia asked what do you envision the score card to be? Will it be something presented quarterly?

Bill Thomas, stated at a minimum we would plan to do a presentation to the Board. This is a new tool and it's evolving, so one of the anchors to this is trying to take what we started and adjust it to what your desires are. We would probably do it as a report verbally the first few times, then it may become more of a consent item, so you can look at it and see if we're tracking.

Commissioner Garcia, what would you say in retrospect to the first iteration to now, what do you think this Board brought to the envisioning session earlier this year that was maybe an evolution or a theme or trend? Something that has changed from last year to this year? I just like to have the context.

Erica Olsen, last year we did not coalesce around a vision. So that in and of itself is new, nor did we ask that question either to be fair. The last retreat and the last cycle of this process we picked very specific strategic issues. It is feeling more coalesced right now and the process is super multilayered. In this organization, it's even a bit more complicated because there are existing important plans of records that this strategic roadmap intends to sort of harmonize. The danger of that is that we're over-simplifying. Yes, things need to be simple, but sometimes this is over-simplifying. This process isn't as nice and neat as some of the other jurisdictional processes because of those existing plans and records like the RTP, the TOPS Plan, and the way the Capital Plan is structured. What I think is really cool about this is that we do have a set of agreed upon "priorities" that also start to reflect the Board's direction and acknowledge the connection to the very important work in those central plans for the organization.

Bill Thomas said we will be giving each of you of laminated version of the vision board and summary of goals, so as we go forward, we can ask if this is aligning with what we said we want to get done. Sustainable maintenance wasn't there before this Board had the retreat. The bike network has a little more clarification of what we're trying to achieve, which is not necessarily individual things, but to create a bike network as a goal. I'd also say the Truckee River and Downtown connection is new. Those weren't there before this Board weighed in on its desires. I think the other ones are kind of refinements of what was already in motion.

Commissioner Garcia made a motion of acknowledgement of the RTC's Strategic Roadmap, which was seconded by Commissioner Schieve, the motion carried unanimously.

6.4. Approve the RTC Goals for Fiscal Year (FY) 2024 (July 1, 2023 to June 30, 2024). (For Possible Action)

Laura Freed, RTC Administrative Director, as Ms. Olsen and the Executive Director were just discussing, Item 6.4 flows nicely from Item 6.3. Item 6.3 is your strategic roadmap and Item 6.4 is the actual 26 items the agency will achieve in the next fiscal year, upon which we will be rated.

I am happy to answer any questions on the 26 items, and the requested action is to approve the RTC list of goals for FY2024.

Bill Thomas, I'd like to highlight a couple of these items and remind you that this is a learning process for all of us on how all of these pieces fit together. Just because something is not here as a goal,



doesn't mean we aren't working on it. As Laura said, these are the ones we are laying on the table and asking you to agree with, or concur, or add to, so when we come back in a year we can ask did we achieve these 26 items? These items aren't all we're going to do, but these are the ones we feel at the best set out for the valuing the effectiveness of the organization.

I'd like to highlight a couple on this list. One of them is to start the design of the Sun Valley Boulevard Improvements, which is a project that we started years ago and was partially done and then put on hold for the balance. We are planning to move that one forward to get to the place where we can then move towards implementing the project. The other one in terms of completion next year, is to complete the Oddie Wells Corridor Multimodal Improvement. If we can complete that I think we will be ahead of schedule, perhaps by a year. In addition, Sky Vista Parkway Widening and Rehabilitation in the North Valleys is a goal to get done next year. We have the design of the Reno Downtown Micromobility project as a goal. That is first and foremost up front. It's hard to make that one solely on us, because it involves partnerships with our regional partners. We also will have a new item, the Regional Freight Plan, which is looking at moving freight within our community. NDOT just completed a study that looked more at moving it through, but this will be within our community. It brings it down to more of a local level of moving freight, which we hope will help us make better decisions and help our regional partners understand the importance of different routes for our economy. We also have completion of the Active Transportation Plan, which is one you've heard a lot about and does have to do with micromobility, but also bicycle, pedestrians and all things not cars. Our goal is to have that complete next year.

As far as the Public Transportation PTO Operations, I wanted to highlight expanding the South Transit Improvements which were talked about today in terms of FlexRIDE as an objective we want to complete. Also, a real focus on the Spanish First Campaign highlighted in the plan. We have consciously made the decision, with the Boards direction, to focus on the TOPS Marketing Plan and that sub-element of what the recommendation was, so that will be a top priority for us.

As far as the Executive Department and the things I'm specifically going to help our team lead is analyzing local and regional maintenance needs. We're looking at doing a study with our regional partners to focus and hone in on coming back with a report to you to say here is what we discovered. Here's the world of transportation, here's the maintenance success, here's the maintenance failures, and what are some options in dealing with gaps or desires to do things differently.

We'll also be completing a climate study of the Agency, which came from my performance evaluation. The proposals are due on the 23<sup>rd</sup> of June and the plan is to move very quickly on that, because we know it's important to the morale of the organization.

Lastly, this is kind of a new and different program that I'm hoping you will agree with and consent to, where we really want to strategically have a conversation with regional partners about a coordinated effort to look for Federal earmarks. Federal Funds that are guaranteed because they can come to a very specific project and really focus on local needs. In other words, the local needs that are often frustrating because when you come to RTC and say, "can you go do these local things?", often we can't, because our funding doesn't allow it or we're just not set up to do it. The idea here would be to make a strategic change in how we do business and find money from other sources that can address the gaps at the local level for maintaining roads.

Those are the ones I wanted to highlight, but certainly this will be a great time if you see something that you question or if there is something that is missing, we can explain whether it should be on there or whether it can't be and hopefully answer your questions on this list.

Commissioner Garcia, I have the Vision Board side by side with this document and one category on the Vision Board that I don't see represented on the second document is safety. Can you help me identify the pedestrian safety or the ones that link up to that particularly?

Bill Thomas, I want to assure you that every project we do, safety is the top priority. The safety focus, for example, on Sun Valley Boulevard is a project that really isn't related to road capacity or necessarily just rehabilitation. That one is going to be very heavily focused on pedestrian and bicycle safety. Laced within these projects, Oddie Wells would be one that we could similarly say was really a safety drive project, as opposed to capacity.

Vice Chair Hill, I don't know if the Board would be on board with this, but since RTC has been playing such a role in the convenings we've been having with regional partners at connecting transportation solutions for Tahoe, and really trying to meet the needs for that destination and reduce vehicle miles traveled, if that could somehow be reflected in your Executive and possibly eventually the RTP, we can have more specific discussions about what studies would look like under that and how we can partner. I know you're already doing it, but I think it would be good if we highlighted and discussed our role in that, if the Board would be comfortable with that.

Bill Thomas, I guess we would be looking for consent and we can come back for further definition. We'll need to have some conversations, so that expectations can be lined out. Certainly, part of this conversation is to get the sentiment of you collectively on where we should be spending our time and energy.

Commissioner Reese, I am inclined to support Vice Chair Hill's request. It's an important component of our regional transportation system that has been, quite frankly until Ms. Hill has taken it up, it really has been overlooked for a long time. For my part, yes, I see that as being something that can be added to this list.

I want to ask a very specific question about No. 15. It says "Identifying implement methods to enhance contractor and employee morale". This is something very important and was at the top of mind as we sat through our retreat. I think we want to be more engaged with our employees and contractor employees and there is an artificial gap or barrier between us. I want some of that to be lessened. For example, we had this great conversation about the work that went into ensuring our buses were operational, but we didn't have any of the maintenance people here. It's hard to celebrate their accomplishment, when they weren't here, and that tells me there is a little bit of a disconnect. It would have been great if a few of them could have been here and quite frankly sometimes they don't want the public recognition, but when we're going to take a picture up front, it should be with the people doing the work too.

Commissioner Schieve, a nice touch would be for us to go visit them in their workplace. I don't know if you have a Director of Awesomeness or Culture, but it would be really nice to see one. I think COVID changed us and people sometimes need flexibility to work from home. We want people to love what they do, but it needs to be something where it's a work/life balance instead of work/work. Thank you and good job.

Chair Lawson, the only thing I would suggest is for No. 25, is that we should look at a Grant Writer to work with the different entities. I know you meet with Sparks quite often, I assume you also do with Washoe County and City of Reno. Maybe we could direct you to specific projects that we need, where there might be Federal funding earmarked out there. We've had some pretty good success with our Grant Writer just recently. She's more than paid for herself.

The only other think I'd add is for us to come back quarterly and look at these and see where we are in the process. This is a one-year plan. I don't know if you can accomplish every bit of it, but at least we'll know where we are and where we need to put more emphasis. A quarterly report, similarly to what we are doing with Keolis, where everyone knows we're on the same page would be beneficial.

On motion of Commissioner Schieve to approve the RTC Goals for FY24, seconded by Vice Chair Hill, which motion carried unanimously.

## **Item 7        *REPORTS (Informational Only)***

### **7.1     RTC Executive Director Report**

1. One of our longest-tenured employees, Doug Maloy is retiring next month after serving our community for nearly 25 years. On behalf of everyone at the RTC, thank you Doug. A video was played at this time for Doug Maloy.  
Doug has led numerous road improvements since he joined the RTC in 1999. The Moana Lane Widening Project, the design of the Virginia Street BRT Extension Project, and his oversight of the annual Pavement Preservation Program are just a few. Doug's strength, leadership, knowledge and wisdom will be missed by all. His last day is July 13<sup>th</sup>. We wish him all the best in retirement.
2. I would also like thank Lauren Ball. Lauren's last day at the RTC was last Friday. She recently accepted a job with MJT Consulting. They do a lot of work with the RTC, so we'll see her around. Lauren served as our Public Information Officer for more than five years. As most of you know, she gave birth to a baby girl in March and her new role allows her to spend more time at home with her two kids. We wish her the best of luck.
3. I would like to welcome two new employees to the team. Jessica Dover started her new job as a project manager in the Engineering Department on May 22<sup>nd</sup>. She had been a Senior Project Manager with the City of Fernley where she worked on roadway capital projects and the Pavement Preservation Program. Garrett Rodgers started June 5<sup>th</sup> – also as a Project Manager. He comes from NDOT where he oversaw construction of several projects in Northern Nevada as an Assistant Resident Engineer.
4. Last month, some of our staff worked with Vontas to upgrade the software for the Transit App. The software and data is used for tracking RIDE vehicles to provide more reliable information to our customers. The Transit App is free to customers to plan, track and pay for their trip on RIDE and FlexRIDE. Since we launched the app, passenger usage has increased by 94 percent – with more than 13-hundred active users.
5. Starting next month, we'll make some improvements to the way people can submit written public comments. In order to streamline the process, we will ask that people email their comments to [rtcpubliccomments@rtcwashoe.com](mailto:rtcpubliccomments@rtcwashoe.com) We think this will be very helpful for people who live in our community and for the RTC staff who organize these meetings. People can also call 775-335-0018 to leave public comment through voicemail.
6. We have four public surveys happening until June 30<sup>th</sup>. Walk and Roll Truckee Meadows is our Active Transportation Plan – The Transit-Oriented Study of South Virginia Street looks at ways to develop that corridor from Meadowood Mall to the Summit Mall – the Downtown Reno Micromobility Project looks at improving downtown for cyclists, pedestrians, and scooter riders – and we're looking for feedback on the upcoming Arlington Avenue Bridges Project. We're looking forward to the results of those surveys.
7. In just a few weeks, we will celebrate Independence Day. On the Fourth of July, the RTC will provide free transportation on the Lincoln Line and Route 11 for "Star Spangled Sparks", starting at 4 pm.

8. On July 6, we will provide free transportation on the Virginia Line in conjunction with the Midtown “Dancing in the Streets” event from 3:30 pm to midnight. Free rides are also available for ACCESS passengers for anyone requesting service to both of these events.
9. John Moss is the Keolis Driver of the month. John has worked as a bus operator for RTC Ride since January of 2006. John is very down-to-earth and approachable guy. His co-workers are very fond of him and say it’s a pleasure to work with him. John’s professional mannerism and relaxed temperament translate into his customer service skills. John has been married for 30 years and has 6 children...and he’s quite the musician. He plays the guitar, bass, mandolin, and fiddle. He also plays in a church band at Crosswinds in Sparks.
10. Andy Briswalter is the MTM Transit Employee of the Month. Although Andy started driving trucks and farm machinery at the age of 10 on the ranch in Texas, he has been driving safely for us for the last 13 years. He has a passion for helping people, loves to drive, and his passengers frequently compliment him. Outside of work, Andy enjoys hiking and martial arts, and he’s a freelance surveyor.

## **7.2 RTC Federal Report**

Bill Thomas, RTC Executive Director, there is one item I’d like to touch on. You’re probably all aware of the Debt Limit Bill being resolved and moving forward for the next two years, and it does have an affect on terms of funding moving forward. It does not call back transit or local government funding. It will call back the Surface Transportation Block grant, which is also known as the Highway Improvement Program Funds allocated by the Corona Virus Response and Relief Supplemental Appropriation Act. This agreement will mean less funding for FY24 appropriation bills and cuts between 1% and flat line are expected. We don’t see any immediate effects right now for our programs, but going forward we do know that the results of this act are probably going to adjust in some ways the availability of funding and what funding is out there. As far as I know, it hasn’t affected the IIJA, which is a key bill that influences transportation projects. If you would like more information, we can look into it, or we can have our Federal Consultants, who are very up to speed, talk to you if you feel like there is more in-depth information that you would like.

## **7.3 NDOT Director Report**

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

Traffic Safety – which included:

- Washoe County Traffic Safety
- Vulnerable Road User Requirements
- Mt. Rose Highway Turn Lane/Shared Use Path
- I-580 Reno Reconstruction
- I-580 South Reno Resurfacing
- Improving Incline Village Highways

The NDOT website shows detailed information on road closures, lane closures and delays for reconstruction and resurfacing.

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

Vice Chair Hill said she wanted to say Thank You on behalf of the Incline and Crystal Bay constituents and they are very excited to have those roads repaired.

**Item 8            COMMISSIONER ANNOUNCEMENTS AND UPDATES**

There were no commissioner announcements.

**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. Damien Cole, local resident in Ward 1, discussed the challenges that we face toward making a micromobility network now compared to the 19<sup>th</sup> Century. I have so many ideas and I would love to stay in contact with everyone and talk individually. I have an entire connectivity map that I have put together that I can walk people through.

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 11:41 a.m.



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ED LAWSON, Chair  
Regional Transportation Commission

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