

**REGIONAL TRANSPORTATION COMMISSION
CITIZENS MULTIMODAL ADVISORY COMMITTEE
MEETING MINUTES
WEDNESDAY MAY 6, 2026**

CMAC MEMBERS PRESENT

Ryan Bernadett, Chair
Kathie Stanfield
Juan Martinez

Panah Stauffer, Vice Chair
Kelly Orr
Damien Cole

CMAC MEMBERS ABSENT

Sue-Ting Chen
Michael Lansborough

Sierra Henderson

RTC STAFF

Marquis Williams
Graham Dollarhide
Lolita Davis

Jim Gee
Shay League
Alex Cruz

CMAC GUESTS

Jeremy Buchman

Member of the Public

1. ROLL CALL/CALL TO ORDER

The Citizens Multimodal Advisory Committee (CMAC) meeting was conducted as a Zoom Meeting. The meeting was called to order at 5:30 p.m. by Marquis Williams.

2. VERBAL INSTRUCTIONS REQUIRED BY ASSEMBLY BILL 219 (2023)

RTC staff read the instructions required for participating via Zoom and participating via telephone.

3. PUBLIC COMMENT

Jeremy Buchmann shared concerns about the Pembroke Drive Capacity and Safety Project public meeting. He highlighted several issues with the design:

- Lack of multimodal facility or continuation of sidewalk past McCarran Boulevard turn lane on the south side, making it unsafe for anyone walking, cycling or using a wheelchair.

- Dangerous slip lanes going to and from McCarran Boulevard and Veterans Parkway will remain forcing unnecessary contact points with vehicle traffic.
- Signal island on McCarran Boulevard will have the same narrow angled path cutouts as other intersections that do nothing for safety but make it difficult or impossible to maneuver longer bikes through the intersection.
- The multi-use path will have physical separation but no protection. No infrastructure or landscaping is slated to be used to prevent a driver from swerving into the path and injuring people.
- The new design will allow large truck traffic, currently banned on Pembroke Drive. When combined with induced demand, this will negate the benefit of more lanes and make the road less safe.

Mr. Buchmann also expressed disappointment with the meeting process. This was the first time the public was able to give feedback on the project, but the RTC representative stated the design was essentially done and there's nothing anyone can say to change it. By not presenting the design in an earlier stage and soliciting public feedback, RTC gives the impression it is uncaring. He is asking CMAC to encourage RTC to adopt modern planning approaches with future projects.

4. APPROVE THE March 4, 2026, and April 1, 2026, MEETING MINUTES (*For Possible Action*)

The CMAC March 4, 2026, meeting minutes were approved with corrections. The April 1, 2026, meeting minutes were approved as submitted.

5. INFORMATION AND DISCUSSION ITEMS.

ITEM 5.1: PROVIDE INFORMATION, ADVICE, AND RECOMMENDATIONS REGARDING THE PROPOSED AMENDMENT NO. 3 TO THE FFY 2025-2029 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP).

Graham Dollarhide, RTC Planning Manager, gave a presentation on the proposed amendment No. 3 to the FFY 2025-2029 Regional Transportation Improvement Program (RTIP).

Damien Cole asked about the funds from the Patrick Waltham project, which previously had about \$5 million programmed. Graham Dollarhide explained that these funds will return to NDOT to support other important projects.

Ryan Bernadett inquired about the decision to use a private company for the project, noting that it is uncommon. Graham responded that the project had changed hands multiple times, initially being with NDOT and later considered as part of the I-80 East widening project, leading to its removal from the RTIP. He mentioned he did not have full details on the decision process or funding responsibility.

ITEM 5.2: PROVIDE INFORMATION, ADVICE, AND RECOMMENDATIONS REGARDING THE TAHOE-RENO INDUSTRIAL CENTER (TRIC) WORKFORCE COMMUTER RAIL FEASIBILITY STUDY, AS PREPARED BY WSP USA, INC.

Jim Gee, RTC Public Transportation and Operations Director, gave a presentation on the Tahoe-Reno Industrial Center (TRIC) Workforce Commuter Rail Feasibility Study as prepared by WSP USA, Inc.

Panah Stauffer inquired if the study or any related study has estimated the cost of implementing Bus Rapid Transit (BRT) to the Tri-Center. Jim Gee explained that the current study focuses solely on the feasibility of the existing rail line and does not include alternatives like BRT. He noted that some analysis was done by Nevada Department of Transportation (NDOT) concerning the I-80 expansion, but RTC did not conduct similar studies.

Panah recommended evaluating the implementation of BRT while I-80 is being expanded, as it represents a significant investment. She believes that dedicating a lane to buses could provide benefits, especially since highway widening often leads to increased traffic congestion and pollution. She requested information on how BRT's costs and timelines compare to rail options to complement the rail study. Jim replied that such work would need to be undertaken by NDOT.

Panah also suggested discussing potential community benefits from data centers to make them more acceptable to local residents. She emphasized the importance of community investment in public transit, environmental sustainability, and improving quality of life. She encouraged further conversation about how data centers could contribute positively to the community.

Kelly Orr asked about other states that have successfully implemented similar rail systems. Jim Gee responded that Colorado is currently launching a rail system funded partly by state car rental fees, aimed at minimizing impact on local voters. They also looked at California for its existing commuter rail and examples from the Pacific Northwest. Kelly mentioned seeing a railroad project by Redwood Materials in South Carolina and sought insight into its relevance to their current discussion.

Damien Cole discussed how his supervisor ignores lateness due to everyone being late because of ongoing data center construction. He expressed concern that current traffic issues have been worse than ever during his time at Tesla since 2018. He questioned why a free shuttle service, which the company already offers, isn't being utilized more effectively, especially as it could help alleviate some traffic. Jim Gee responded that taking the train would guarantee a reliable commute to work, regardless of road conditions. Damien noted that if workers are late on the shuttle, it doesn't affect their attendance record, unlike driving. He raised concerns about parking options near the Vista/Gregg area, to which Jim responded that details like site selection and parking spaces are still pending, as the necessary environmental processes and approvals are not yet complete.

Ryan Bernadett believes that public transit funding is usually invested by community members to benefit the community, especially when developing transit corridors, which can lead to

commercial and residential growth. However, he noted that the planned rail section may not encourage new development and would primarily serve existing commercial operators. He suggested that private corporations, being the main beneficiaries, should share the funding costs. Jim Gee agreed, pointing out that public companies have participated in funding successfully in other areas. He highlighted that transit-oriented development, such as supportive housing around train stations, can positively impact the community and enhance local development.

ITEM 5.3: PROVIDE INFORMATION, ADVICE, AND RECOMMENDATIONS REGARDING THE STATUS AND DRAFT RECOMMENDATIONS OF THE MOVE MORE WITH RTC TRANSIT PLAN.

Alex Cruz, Sr. Transit Planner, gave a presentation on the status and draft recommendations of the Move More with RTC Transit Plan.

Juan Martinez asked three questions regarding RTC ACCESS riders. The first question was about how many active ACCESS riders there are currently. The second question was about how many of those riders have Taxi Bucks. The third question inquired who took Susie Trinidad's spot after her retirement. Alex Cruz responded that Julia Tohlen took over Susie's spot and is currently learning the processes. He did not have the exact number of ACCESS riders or those using voucher programs but promised to find out and provide the information the next day. Jim Gee mentioned that there are about 210 ACCESS riders based on daily trips.

Damien Cole made comments regarding the removal of cash payments for public transportation. This change could negatively impact marginalized groups, such as the economically disadvantaged, homeless, disabled, and senior citizens. It could also affect tourists and those in need of spontaneous travel. Requiring a smartphone and an app could reduce demand for services, making them less convenient for passengers. Additionally, the ability to pay in cash allows users to maintain privacy and avoid electronic tracking, which is seen as a right that should be preserved. Overall, eliminating cash payments may undermine both convenience and personal freedoms.

6. RTC STAFF ANNOUNCEMENTS

There were no RTC staff announcements.

7. PUBLIC COMMENT

Damien Cole discussed the long-term technical feasibility of a rail system leading to a factory site, specifically Gigafactory Nevada and its associated buildings, including a new semi-factory and the Milan site. A proposed "green line" route is suggested to improve access to the factory and minimize potential accidents by reducing collision points between commuter trains and vehicles. Current plans for a "blue line" contain flaws, as they would introduce multiple collision areas, creating safety concerns given the heavy traffic of people around the site.

Additionally, if a train station is built on the property, it should require controlled access with badge scanning to enhance security and efficiency. The suggested location for the station would allow transportation to both the Gigafactory and the semi-factory while also accommodating Milan. Skyways are proposed to connect the train station to the factory's second floor, improving access without interfering with freight and vehicle traffic. A reference image of the future Gigafactory layout was shared to illustrate the significance of these considerations for planning.

8. ADJOURNMENT

The meeting adjourned at 7:01 p.m.