REGIONAL TRANSPORTATION COMMISSION
WASHOE COUNTY, NEVADA

FRIDAY	**9:00 A.M.**	**August 21, 2026**

PRESENT:

Alexis Hill, Chair, Washoe County Commissioner
Ed Lawson, Mayor of Sparks
Mariluz Garcia, Washoe County Commissioner (Via Phone; Arrive In Person at 9:06 a.m.)
Hillary Schieve, Mayor of Reno (Via Phone)
Bill Thomas, RTC Executive Director
Adam Spear, Legal Counsel
Sajid Sulahria, NDOT Deputy Director

ABSENT:

Devon Reese, Vice Chair, Reno City Council
Tracy Larkin Thomason, Director of NDOT

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 Hill. The Board conducted the following business:

Item 1 CALL TO ORDER

1.1 Roll Call
1.2 Pledge of Allegiance

Item 2 PUBLIC COMMENT

Steve Malone addressed the Board regarding roadway and safety concerns in Sun Valley. He questioned proposed improvements to Sun Valley Drive, including plans to enclose existing drainage facilities, and expressed concern regarding the ability of proposed culverts to accommodate significant stormwater flows. He believes that roadway safety concerns are more significant between Sun Valley Drive and Golden Valley with vehicle crashes, truck traffic, speeding, school bus stops, and mail delivery. Mr. Malone also raised concerns regarding code enforcement and food trucks operating along Sun Valley Drive and their potential impact on established businesses.

Item 3 APPROVAL OF AGENDA

On motion of Mayor Lawson to approve the agenda, seconded by Mayor Schieve, which motion unanimously carried, Chair Hill ordered the item be approved.

Items 4 CONSENT ITEMS

Executive Director Bill Thomas highlighted Item 4.5.2, the annual RTC Agency Goals and Strategic Roadmap, and reported that RTC achieved 88% completion of its established milestones, the highest level achieved since implementation of the process approximately five years ago. He credited the Board's annual retreat and direction for establishing measurable goals and recognized RTC staff for their commitment to achieving those objectives. Chair Hill and Mayor Schieve commended RTC staff and leadership for their accomplishments and service to the community.

4.1 Minutes

4.1.1 Approve the meeting minutes for the 7/17/2026 RTC Board meeting. (For Possible Action)

4.2. Reports

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

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

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

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

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

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

4.3 Engineering Department

4.3.1 Approve a Letter of Understanding with the Reno-Sparks Indian Colony for the construction and ongoing maintenance of the improved bus stop on 2nd Street near Walmart as part of the Bus Stop Improvement 26-01 Project. (For Possible Action)

4.3.2 Approve a reimbursement agreement with Truckee Meadows Water Authority (TMWA) for RTC to reimburse the cost of fiber optic conduit for traffic signal communications as part of TMWA's Advanced Purified Water Facility Project, in the amount of $537,600. (For Possible Action)

4.3.3 Approve an Interlocal Cooperative Agreement with the City of Reno for the Signal Timing 8 project, in a reimbursement amount not-to-exceed $50,000. (For Possible Action)

4.3.4 Approve a contract with Horrocks LLC for design services and engineering during construction for the South Verdi Road Safety Project in an amount not-to-exceed $414,775. (For Possible Action)

4.3.5 Approve a contract with DOWL, LLC for preliminary design services for the Keystone Avenue Safety and Traffic Improvements Project, in an amount not-to-exceed $590,434.10. (For Possible Action)

4.3.6 Approve Change Order No. 01 to the contract with Granite Construction Company for the Sparks Boulevard Capacity Improvement Project - North Phase for additional pavement reconstruction necessary to achieve the intended roadway profile through the Baring Boulevard intersection, in the amount of $977,865. (For Possible Action)

4.3.7 Approve Amendment No. 2 to the Interlocal Cooperative Agreement (ICA) with the Nevada Department of Transportation (NDOT) for the North Virginia Street Multimodal Improvements Project to reflect changes in federal fund sources. (For Possible Action)

4.3.8 Approve a contract with Atkins North America, Inc., for right of way acquisition support services for the Sun Valley Blvd Capacity and Safety Project, in an amount not-to-exceed $749,275. (For Possible Action)

4.3.9 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire property and/or property interests on APN 006-183-54 from 935 5th Street, LLC which are needed to construct the Biggest Little Bike Network Project. (For Possible Action)

4.3.10 Approve an Interlocal Cooperative Agreement with the University of Nevada, Reno (UNR) for the Signal Timing 8 Project, in the reimbursement amount not-to-exceed $960,000. (For Possible Action)

4.4 Public Transportation/Operations Department

4.4.1 Acknowledge receipt of this quarterly Construction/Maintenance update on Transit Stops as presented to the Citizens Multimodal Advisory Committee on August 5, 2026. (For Possible Action)

4.4.2 Approve this Amendment to Renewal #2 of the Remix Services Agreement dated April 1, 2026, to add the integration of its Scheduling product with RTC's Vontas CAD/AVL system to enable the exchange of scheduling and operational data in the amount of $153,950 through the end of the Renewal #2 term of March 31, 2029. (For Possible Action)

4.5 Executive, Administrative and Finance Departments

4.5.1 Approve the revised RTC Personnel Rules and Procedures applicable to all RTC employees; approve Management Policy 101, Equal Employment Opportunity and Anti-Harassment/Anti-Discrimination; approve Management Policy 102, Anti-Bullying. (For Possible Action)

4.5.2 Acknowledge receipt of a report regarding quarterly progress on the RTC Agency Goals and Strategic Roadmap - FY 2026 (Q4). (For Possible Action)

On motion of Mayor Lawson to approve, seconded by Mayor Schieve, which motion unanimously carried, Chair Hill ordered that these items be approved.

Item 5 PUBLIC HEARING

5.1 Conduct a public hearing on three service modifications to RTC ACCESS, beginning on or after October 1, 2026; approve the service modifications. (For Possible Action)

a. Staff Presentation
b. Public Hearing
c. Action

Jim Gee, Director of Public Transportation, presented three proposed RTC ACCESS service modifications developed from recommendations contained in the Move More with RTC five-year transit plan. The proposed changes included modifying the ACCESS scheduling window from the current zero minutes before and up to 20 minutes after the scheduled time to 10 minutes before and up to 20 minutes after, while increasing the on-time performance standard from 85% to 90%. Mr.

Gee explained that the revised window would provide greater scheduling flexibility and improve the ability of vehicles to remain on schedule throughout the service day.

The second modification would improve the call hold-time standard to approximately two-and-one-half minutes, with a five-minute maximum. Mr. Gee reported that approximately 50% to 60% of customer service calls are currently handled through artificial intelligence, allowing live representatives additional time to assist customers requiring greater attention and reducing overall call wait times.

The third modification would allow qualified ACCESS customers to ride RTC RIDE and the regional connector to Carson City at no charge. Mr. Gee explained that ACCESS has an incremental cost of more than $40 per passenger trip, while placing an ACCESS-eligible rider on an existing fixed-route service creates essentially no incremental cost. Encouraging riders who are able to use fixed-route service would therefore reduce ACCESS costs and preserve capacity for customers who require paratransit service. He also advised that the previously discussed ACCESS fare increase has been tabled and would not return to the Board unless considered as part of a broader fare package. No ACCESS fare increase is currently planned for at least the next year.

Mayor Lawson asked whether ACCESS customers can track the location of their vehicle and emphasized the benefit of knowing when a vehicle is approaching, particularly for customers who require additional time to reach the vehicle. Mr. Gee stated that vehicle tracking is available through RTC technology, while telephone assistance remains available for customers who do not use the application.

Commissioner Garcia stated that the proposed changes appear mutually beneficial to RTC and ACCESS customers and expressed appreciation for staff's recommendations.

Mayor Schieve commended staff for raising service standards and continuing the Board's goal of improving the quality of transit services.

Chair Hill expressed support for reconsidering the proposed ACCESS fare increase as part of a broader review of RTC fares and supported allowing ACCESS customers to use fixed-route service at no charge. She also emphasized the importance of maintaining telephone customer service for customers who may not have access to or be comfortable using technology.

Chair Hill opened the public hearing. There was no public comment.

On motion of Commissioner Garcia to approve the RTC ACCESS service modifications, seconded by Mayor Lawson, which motion unanimously carried, Chair Hill ordered the item be approved.

Item 6 DISCUSSION ITEMS AND PRESENTATIONS

6.1 Approve a Construction Manager-at-Risk (CMAR) contract with Q&D Construction, LLC for the construction of the Sierra Street Bridge Replacement Project for a Guaranteed Maximum Price of $31,689,145. (For Possible Action)

Bryan Byrne, RTC Project Manager, and Amanda Callegari, RTC Engineering Manager, presented an update on the Sierra Street Bridge Replacement Project and requested approval of the

Construction Manager at Risk (CMAR) contract with Q&D Construction, LLC. Mr. Byrne explained that the existing bridge is structurally deficient and nearing the end of its useful life. The replacement will provide a safe, structurally sound facility meeting current design standards, widen sidewalks from approximately eight feet to ten-and-one-half feet, eliminate parking along the west side to improve sight distance and safety, incorporate Art Deco aesthetics, and reduce the number of bridge piers within the Truckee River from two to one.

Project funding includes approximately $4.7 million in federal Surface Transportation Block Grant funds, $22.1 million through NDOT's Bridge Formula Program, and approximately $6.8 million in local fuel tax funding. Mr. Byrne explained that the CMAR delivery method allows the contractor, designer, RTC, and an independent cost estimator to collaborate during design to identify cost savings, improve constructability, shorten the construction schedule, and mitigate risk.

Project innovations include shifting the north abutment approximately ten feet north to allow construction to begin before the July 1 In-River work season, using precast walls, utilizing precast tub girders, and modifying girder spacing to accommodate utilities. These changes are expected to reduce project costs and shorten the construction schedule, including approximately $1.3 million and ten weeks of savings associated with the abutment and precast wall changes.

Mr. Byrne reviewed project risks associated primarily with work in the Truckee River, including high river flows, unknown utility conflicts, and existing infrastructure and floodwalls. Approximately $2.97 million has been established as a risk reserve and would only be authorized if specifically identified risk conditions occur during construction.

Amanda Callegari, RTC Engineering Manager, reported that utility relocation work is anticipated to begin in early 2027, with the bridge expected to close following Easter in late March or early April. In-River construction is scheduled to begin July 1, weather permitting, with project completion anticipated in spring 2028. She also outlined extensive public and business outreach planned throughout construction, including individual business meetings, roundtable discussions, coordination with the Riverwalk District and City of Reno, community events, social media, and efforts to maintain access and activity around West Street Plaza.

Ms. Callegari compared the proposed CMAR approach with the Arlington Avenue Bridge project, noting that approximately $1.8 million of the Arlington project's risk reserve remained unused despite utility impacts, additional shoring, and a significant river-flow event. She explained that the CMAR process allows RTC to retain unused risk funding rather than paying for contingencies incorporated into a traditional contractor bid.

Commissioner Garcia asked who would be responsible if the Guaranteed Maximum Price and risk reserve were exceeded. Ms. Callegari explained that identified risks and quantity overruns generally remain the contractor's responsibility, while specifically defined compensable events outside the contractor's control, such as force majeure or discovery of an artifact, could result in a change order.

Commissioner Garcia also supported eliminating parking on the west side of Sierra Street and asked about the size and location of river diversion structures. Mr. Byrne explained that the diversion walls would generally be six to eight feet tall and extend approximately 100 feet upstream, while maintaining access to West Street Plaza and avoiding impacts to the Wingfield Park kayak area.

Mayor Schieve emphasized the importance of strong public communications throughout construction and asked whether sufficient resources had been dedicated to outreach. Mr. Byrne confirmed that the construction management team will include dedicated public outreach support and will provide information regarding vehicle and pedestrian detours, signage, social media, and other construction impacts.

Mayor Lawson emphasized the importance of maintaining adequate Truckee River flow capacity, particularly given past flooding impacts downstream in Sparks.

On motion of Commissioner Garcia to approve the CMAR contract with Q&D Construction, LLC, seconded by Mayor Lawson, which motion unanimously carried, Chair Hill ordered the item be approved.

6.2 Acknowledge receipt of a report regarding the RTC Bus Stop Improvement & Connectivity Program. (Informational Only)

Sai Sun, RTC Senior Transit Planner and Ashley Hurlbut, RTC Project Manager, presented an update on the Bus Stop Improvement & Connectivity Program. Ms. Sun explained that improvements completed during the previous 12 months included installation of five benches, eight shelters, one permanent pole, one trash can, and relocation of two bus stops. RTC currently maintains approximately 800 bus stops, approximately 71% of which have benches, 15% have shelters, and 47% have trash cans. Bus stop improvements are prioritized based on ridership, site conditions, safety, accessibility, equity and community needs, and maintenance costs, with flexibility provided for locations serving older adults, students, individuals with disabilities, and communities with limited transportation options.

Ms. Hurlbut provided an update on the 2026 Bus Stop Improvement Project, which addresses stops requiring more substantial infrastructure improvements, including concrete pads, sidewalks, retaining curbs, pedestrian rails, and other accessibility improvements. The project includes ten bus stop locations throughout the region and installation of a Rectangular Rapid Flashing Beacon (RRFB) at Kietzke Lane and Montello Street due to pedestrian activity, limited lighting, and identified safety concerns. The project was open for bidding, with bids scheduled to open September 1, construction anticipated to begin in October, and completion planned for November 2026.

Ms. Hurlbut reported that locations for the following year's program are still being evaluated based on available funding and public and driver feedback. Potential improvements include relocating stops with safety concerns, improving waiting areas at high-ridership stops, addressing lighting and visibility, improving accessibility at stops currently located on dirt or grass, and responding to requests for shelters and benches.

Commissioner Garcia commended the improvements planned along Kietzke Lane and discussed the significant pedestrian activity and limited lighting in the area. She asked how improvements are handled when bus stop infrastructure extends onto private property. Ms. Hurlbut explained that RTC obtains easements through the right-of-way process for construction and future maintenance and that no property owners associated with the current project have declined to participate.

Executive Director Thomas noted that property acquisition issues have occurred on previous projects and may require RTC to determine whether to pursue condemnation or select another location.

Chair Hill confirmed that property owners are generally compensated for required easements.

Mayor Schieve expressed strong support for the program.

Chair Hill requested that staff consider recommendations contained in the Washoe Tahoe Transportation Plan when developing future bus stop improvements, particularly improvements in Incline Village intended to increase transit use by residents and visitors.

No Action was taken.

6.3 Receive an update on the RTC Pavement Management Program and the findings and recommendations of the 2026 Pavement Management Program Report. (Informational Only)

Jeff Wilbrecht, RTC Engineering Manager, and Jessica Dover, RTC Project Manager, presented an update on RTC's Pavement Management Program. Mr. Wilbrecht explained that RTC's pavement preservation strategy focuses on applying the appropriate treatment at the appropriate time to maximize pavement life on regional arterials and collectors. RTC uses the Pavement Condition Index (PCI) to evaluate roadway conditions and Street Saver software to manage pavement data and forecast maintenance needs. He reported that the regional network PCI is approximately 81, with nearly 88% of RTC roadways classified in very good condition.

Ms. Dover reviewed six funding scenarios used to evaluate the long-term effects of pavement preservation investment. Under a no-investment scenario, the regional PCI would decline to approximately 65 and deferred maintenance would increase to approximately $547 million over ten years. Maintaining the current annual funding level of approximately $22.5 million is projected to maintain a network PCI between approximately 80.4 and 82, with approximately $112 million in deferred maintenance. She recommended maintaining the current $22.5 million annual funding level.

Mr. Wilbrecht emphasized that consistent annual investment is critical to maintaining roadway conditions and that preventative treatments such as slurry seals and micro-surfacing are substantially more cost-effective than major rehabilitation or reconstruction. RTC updates pavement data annually and conducts a comprehensive network review every three years.

Commissioner Garcia asked how Board members can easily explain which roadways fall under RTC's maintenance responsibilities. Mr. Wilbrecht explained that RTC generally maintains regional arterials and major collectors carrying higher traffic volumes, while local residential streets remain the responsibility of local jurisdictions.

Mayor Lawson noted that determining roadway responsibility can be confusing to the public because roads may be maintained by RTC, local jurisdictions, or NDOT.

Executive Director Thomas emphasized that pavement funding requires balancing preservation needs against other regional transportation investments. He explained that significantly increasing pavement preservation funding could produce only a relatively small improvement in the overall PCI while reducing funding available for major projects such as the Sierra Street Bridge and Sparks Boulevard improvements.

Chair Hill emphasized the importance of balancing roadway preservation with investment in new infrastructure and noted the need to communicate to the public how RTC prioritizes and manages transportation funding.

No action was taken.

Item 7 REPORTS (Informational Only)

7.1 RTC Executive Director Report

Bill Thomas, RTC Executive Director, reported that RTC intends to submit a bill draft request by September 1 related to potential electric vehicle fees. He explained that the submission is necessary to preserve RTC's ability to participate in the upcoming legislative process should voters approve the advisory ballot question in November and does not predetermine the outcome of the election. He stated that additional details would be presented to the Board before November.

Chair Hill requested that RTC coordinate its legislative efforts with other agencies and stakeholders to demonstrate a regional approach rather than seeking funding solely for RTC. Mr. Thomas confirmed that RTC would continue coordinating with other efforts and return to the Board with additional information.

Mr. Thomas reported that RTC provided transportation assistance during the recent regional fires, including fixed-route buses requested by emergency officials and ACCESS vehicles to assist individuals with disabilities or mobility limitations who required relocation. He recognized RTC staff, Keolis, and MTM for their responsiveness during the emergencies.

Mr. Thomas also reported that RTC joined 11 other metropolitan planning organizations from seven Intermountain West states in a letter regarding the Build America 250 Act and surface transportation reauthorization. Priorities identified in the letter included predictable federal funding mechanisms, greater efficiency in federal review processes, and updates to federal funding formulas to better recognize rapidly growing metropolitan areas.

Mr. Thomas announced RTC's first Stuff-A-Bus diaper drive in partnership with Babies Bounty and encouraged community participation.

Mr. Thomas announced organizational changes intended to improve internal processes, including creation of an Organizational Effectiveness Manager position and promotion of Amber Bowsmith to the position. He explained that the new function will assist RTC directors with identifying and implementing process improvements while operational departments remain focused on transportation programs and project delivery. Chair Hill supported the organizational change and recognized Ms. Bowsmith's professional abilities.

Mr. Thomas recognized Lolita Davis for five years of service to RTC and her additional role assisting the Board Clerk. He also recognized Jennie Murray for completing her first year as RTC's Accounting and Payroll Specialist and for implementing process improvements.

Mr. Thomas advised the Board that the September 18, 2026 regular meeting would be primarily dedicated to interviewing the three finalists for the Executive Director position, after which the Board is expected to select the next Executive Director. He also reminded the Board of the September 29, 2026 special joint meeting with the Storey County Commission at the Washoe County Commission Chambers to review the final Northeast Connector report. Chair Hill suggested inviting members of Nevada's congressional delegation or providing them with a summary of the meeting's outcome.

7.2 RTC Federal Report

Paul Nelson, RTC Government Affairs Officer, provided an update on federal transportation matters. He reported that both chambers of Congress passed continuing resolutions before the August recess. The House version provides a clean extension of the Fiscal Year 2026 budget, while the Senate version also includes an extension of the Infrastructure Investment and Jobs Act (IIJA), which would continue gas tax collections and Federal Highway Administration and Federal Transit Administration formula programs.

Mr. Nelson stated that passage of a new surface transportation authorization bill is not expected in the near term and may occur the following spring. He also reported that a federal court ruled that the federal government cannot revoke grants solely because of changing agency priorities. Although the ruling did not automatically restore grants, it provides a mechanism for affected states to pursue claims and protects current and future grants in states participating in the litigation, including Nevada.

Mr. Nelson also reported on the bipartisan PATH Act, which would consider population growth and future transit-oriented development when evaluating Capital Investment Grant funding rather than relying solely on existing density surrounding a proposed transit route.

7.3 NDOT Director Report

Sajid Sulahria, NDOT Deputy Director, reported that major roadway work on the I-80 Keystone/McCarran project is substantially complete, with no significant lane restrictions anticipated while crews complete landscaping, bridge painting, and other remaining work.

Mr. Sulahria reported that NDOT is replacing seven aging bridges along I-80 near Robb Drive and Garson Road over the next several construction seasons, beginning with the Garson Road Bridge, with traffic shifts anticipated in the fall. He also reported continued progress on the North Valleys projects, including Phase 2 construction and associated nighttime closures, and stated that NDOT will continue providing advance notice to stakeholders, emergency responders, partner agencies, and the public.

Mr. Sulahria reported that the Pyramid Highway project from York Way to Nugget Avenue is progressing ahead of schedule and may potentially be completed in 2026 rather than carrying paving work into the following year.

He also announced NDOT's Safe Routes to School art contest for Nevada students in kindergarten through 12th grade, designed to promote awareness of roadway safety and the health and safety benefits of walking, bicycling, and other forms of active transportation. He concluded by recognizing NDOT District 2 staff and regional partners for assisting emergency responders during the recent fires.

Item 8 COMMISSIONER ANNOUNCEMENTS AND UPDATES

Chair Hill reported on her attendance at the Tahoe Summit and discussed recognition received by Congressman Mark Amodei, noting his support of RTC. She requested that RTC consider recognizing his service at a future Board meeting and inviting him to attend. The Board expressed support for arranging the recognition.

Item 9 PUBLIC COMMENT

Chair Hill opened the public comment period. There was no public comment.

Item 10 ADJOURNMENT

The meeting was adjourned at 10:23 a.m.

ALEXIS HILL, Chair
Regional Transportation Commission

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