CALL TO ORDER
Mr. Larry Brown, Chair, called the meeting to order at 9:00 a.m. in the Commission Chambers of the Clark County Government Center.

MEMBERS PRESENT:
Larry Brown, Chair, Clark County
Isaac Barron, City of North Las Vegas
George Gault, City of Mesquite
Carolyn Goodman, City of Las Vegas
Kiernan McManus, City of Boulder City
Kristina Swallow, Nevada Department of Transportation (ex-officio)

MEMBERS ABSENT:
Debra March, Vice-Chair, City of Henderson
Stavros Anthony, City of Las Vegas
Jim Gibson, Clark County

RTC STAFF:
Tina Quigley, Chief Executive Officer
M.J. Maynard, Deputy Chief Executive Officer
Greg Gilbert, Outside Legal Counsel
John Peñuelas, Jr., Senior Director of Engineering
Aileen Pastor, Advertising and Creative Supervisor
Marin DuBois, Management Analyst
Tyler Horne, Data Analyst
Melissa Muscari, Accounting Clerk

INTERESTED PARTIES:
Patricia Anderson
Fred Brooks
Randy Botzet, Teamsters Local 631
Tom Egan, MV Transportation
Katrina Heineking, Transdev
Cyrus Hojjaty
Robin Kincaid
Catenna Manuel
Nate Peterson, MV Transportation
Norsina Pierce
Herman Ross
Kenneth Taycher
INTERESTED PARTIES (CONTINUED):
Joann Thompson
Stephanie Vrsnick

**Item:**
1. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

**Comments:**
No comments were made.

**Motion:**
No motion was necessary.

**Vote/Summary:**
No vote was taken.

**Item:**
2. APPROVE THE AGENDA (FOR POSSIBLE ACTION)

**Comments:**
No comments were made.

**Motion:**
Mayor Carolyn Goodman made a motion to approve the agenda.

**Vote/Summary:**
5 Ayes. 0 Nays. The motion carried.
Ayes: Larry Brown, Isaac Barron, George Gault, Carolyn Goodman, Kiernan McManus
Nays: None
Absent: Stavros Anthony, Jim Gibson, Debra March

**Item:**
**3. RECEIVE THE CHIEF EXECUTIVE OFFICER’S REPORT**

**Comments:**
Following a detailed PowerPoint presentation [attached], Ms. Tina Quigley, Chief Executive Officer for the Regional Transportation Commission of Southern Nevada (RTC), provided the Chief Executive Officer’s Report.

**Recognitions**
Ms. Quigley began by recognizing two RTC employee Superstars of the Quarter. Ms. Melissa Muscari from the Finance Department was recognized for her rapid response to a fare-collecting software failure and her dedication to improving customer service processes. Mr. Tyler Horne from the Information Technology Department was recognized for his contributions during the RTC’s change of point-of-sale software project.

Continuing, Ms. Quigley announced the operator recognitions. Mr. Fred Brooks from MV Transportation was recognized for his excellent on-the-job performance and focus on passenger safety. Ms. Catenna Manuel from Keolis was recognized for assistance with a lost child on the bus.

**Clean Energy Summit**
Next, Ms. Quigley provided a report on the RTC’s Clean Energy Summit, which convened industry experts in order to learn how to plan for a more sustainable future in Nevada. The technology expo showcased eight vendors, seven clean energy vehicles, and had an electric bus pilot demonstration. She noted the strong interest in the event, which exceeded the RTC’s expectations, and showed a video with highlights from the event.
**Departure Announcement**

Ms. Quigley announced her impending departure from the RTC. She thanked the RTC Board of Commissioners (Board) members for the opportunity to work with them. She also spoke briefly about the RTC’s internal succession plans, which she noted would need to be approved by the Board, and voiced her support of Ms. M.J. Maynard, Deputy Chief Executive Officer for the RTC, as a potential candidate to replace her.

Mayor Carolyn Goodman thanked Ms. Quigley for her service and wished her luck in her future endeavors. She also commented on Ms. Maynard as a capable potential successor. Councilman George Gault concurred with Mayor Goodman. Mayor Kiernan McManus commended Ms. Quigley on the agency’s work and the advancements she spearheaded. Councilman Isaac Barron highlighted the RTC’s public outreach efforts during the Hispanic Heritage Month. He complimented Ms. Quigley on her leadership, her impact on the RTC as an agency, and her team.

Chair Larry Brown gave a quick overview of the proposed process for Ms. Quigley’s resignation, saying that the formal selection process would be discussed as an agenda item at the October 10, 2019 Board meeting.

**Motion:**

No motion was necessary.

**Vote/Summary:**

No vote was taken.

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**Item:**

**4. RECEIVE THE NEVADA DEPARTMENT OF TRANSPORTATION DIRECTOR’S REPORT**

**Comments:**

Following a detailed PowerPoint presentation [attached], Ms. Kristina Swallow, Director for the Nevada Department of Transportation (NDOT), provided the NDOT Director’s report. Ms. Swallow began by noting that transportation safety will be included in her report from this point on as it is an important topic. She then touched on some data from the state fatalities report. The number of fatalities to date (172) in 2019 decreased by 29 percent compared to the same period in 2018. Unrestrained fatalities in Clark County decreased by 57 percent. Pedestrian fatalities decreased statewide by 4 percent and in Clark County by 14 percent.

Next, Ms. Swallow broke down fuel tax revenue and expenditures by county. She explained that fluctuation on expenditures between counties varied according to scheduled projects. More recently, due to projects such as Project Neon, expenditures were high in Clark County as compared to other counties, but the agency’s goal is to spend equally throughout the state.

Continuing, Ms. Swallow informed the Regional Transportation Commission of Southern Nevada (RTC) Board of Commissioners (Board) that NDOT’s 2020 Annual Work Program (Program) was approved at the NDOT August Board of Directors meeting. She highlighted the following Clark County projects approved as part of the Program: US-95 Northwest Phase 3D/E – final phase, right-of-way acquisition for Interstate-15 (I-15)/Tropicana Avenue, the National Environmental Policy Act (NEPA) process for Interstate-11 (I-11), and mill and surface preservation projects at Nellis Boulevard. She also presented drafts of the 2021, 2022, and 2023 Program. For the 2021 Program, she noted that a shift in expenditures between the counties was due to delayed projects in Washoe County that would begin in 2021. She also discussed proposed amendments to the 2022 and 2023 Programs that would increase the number of projects in Clark County.
To date, Ms. Swallow reported that NDOT has received $14.5 million in FRI funds. In 2019, $9 million of FRI funds were committed to the I-11 Tier 1 NEPA project, and in 2020, $60 million is committed for the US-95 Northwest Phase 3D/E, and $9 million for the Tropicana Avenue right-of-way acquisition project.

Next, Ms. Swallow announced that NDOT hired a consultant to help identify and create the processes to gather the data needed for the implementation of One Nevada Transportation Plan.

In conclusion, Ms. Swallow reminded the Board of the Starr Interchange ribbon cutting scheduled for September 18, 2019.

Mayor Carolyn Goodman congratulated Ms. Swallow on the Starr Interchange project and expressed regret that a previously scheduled City of Las Vegas City Council meeting would preclude city officials from attending the ribbon cutting.

Chair Larry Brown thanked Ms. Swallow for providing information regarding the NDOT expenditures and revenue. He asked for continued communication, discussion, and real-time exchange of information between the agencies and Washoe County in order to ensure that funds are distributed fairly and address regional and state transportation needs.

**Motion:**
No motion was necessary.

**Vote/Summary:**
No vote was taken.

CONSENT AGENDA (ITEMS 5 THROUGH 52)

All items marked with asterisks (**) are considered by the Regional Transportation Commission to be routine and may be acted upon in one motion. However, the Regional Transportation Commission may discuss any consent item individually if requested by a Commission member or a citizen when the consent agenda is considered for approval.

**5. APPROVAL OF MINUTES: Meeting of August 8, 2019 (FOR POSSIBLE ACTION)**

**6. APPROVE NEW UNIFORM STANDARD DRAWING 244.12 “LANE DELINEATION ON 100-FOOT RURAL ROADWAYS IN UNINCORPORATED CLARK COUNTY” (FOR POSSIBLE ACTION)**

**7. ADOPT AMENDMENTS TO THE CAPITAL IMPROVEMENTS PROGRAM (FOR POSSIBLE ACTION)**

**8. RECEIVE A REPORT ON THE SUMMARY OF FISCAL ACTIONS RELATED TO THE CAPITAL IMPROVEMENTS PROGRAM (FOR POSSIBLE ACTION)**

**9. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL NO. 2 TO THE INTERLOCAL CONTRACT THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR CONSTRUCTION FROM QUESTION 10 FUNDS FOR PROJECT 158E-Q10; OFF-STREET SHARED USE PATH (TRAIL) MAINTENANCE (FOR POSSIBLE ACTION)**

**10. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR ENGINEERING AND RIGHT-OF-WAY FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 033S-FT12; JONES BOULEVARD, BLUE DIAMOND ROAD TO WINDMILL LANE (FOR POSSIBLE ACTION)**
**11.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 099D-FT12; HOLLYWOOD BOULEVARD, LAKE MEAD BOULEVARD TO CHEYENNE AVENUE (FOR POSSIBLE ACTION)

**12.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 130C-FT12; HUALAPAI WAY, RUSSELL ROAD TO FLAMINGO ROAD (FOR POSSIBLE ACTION)

**13.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 188C-FT12; TROPICAL PARKWAY, DURANGO DRIVE TO CC-215 (FOR POSSIBLE ACTION)

**14.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 230A-FT12; ELKHORN ROAD, TENAYA WAY TO JONES BOULEVARD (FOR POSSIBLE ACTION)

**15.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 231A-FT12; LINDELL ROAD, ROY HORN WAY TO BADURA AVENUE (FOR POSSIBLE ACTION)

**16.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO INCREASE FUNDING THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR CONSTRUCTION, ENGINEERING AND RIGHT-OF-WAY FROM FUEL REVENUE INDEXING FUNDS FOR CLARK COUNTY PROJECT 006J-FT1; TROPICANA AVENUE, HUALAPAI WAY TO FORT APACHE ROAD (FOR POSSIBLE ACTION)

**17.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 2 TO INCREASE FUNDING THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR ENGINEERING, RIGHT-OF-WAY AND CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 113C-FT12; FORT APACHE ROAD, ALEXANDER ROAD TO CC-215 (FOR POSSIBLE ACTION)

**18.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 2 TO INCREASE FUNDING THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR ENGINEERING AND CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 114D-FT12; SILVERADO RANCH BOULEVARD, JONES BOULEVARD TO DEAN MARTIN DRIVE (FOR POSSIBLE ACTION)

**19.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR ENGINEERING FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CLARK COUNTY PROJECT 024N-MVFT; PECOS ROAD, OWENS AVENUE TO ALEXANDER ROAD (FOR POSSIBLE ACTION)

**20.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL...
**21.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 4 TO EXTEND THE PROJECT COMPLETION DATE FOR CLARK COUNTY PROJECT 070J-Q10; DURANGO DRIVE, BLUE DIAMOND ROAD TO WINDMILL LANE (FOR POSSIBLE ACTION)

**22.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF LAS VEGAS PROJECT 144AC- FTI2; GOMED PROJECT (FOR POSSIBLE ACTION)

**23.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT THAT INCLUDES AN AUTHORIZATION TO PROCEED FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR ENGINEERING FOR CITY OF LAS VEGAS PROJECT 144AD-FTI2; CITY OF LAS VEGAS FIBER OPTIC MASTER PLAN – PHASE 2 (FOR POSSIBLE ACTION)

**24.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT THAT INCLUDES AN AUTHORIZATION TO PROCEED FROM MOTOR VEHICLE FUEL TAX FUNDS FOR ENGINEERING FOR CITY OF LAS VEGAS PROJECT 146R-MVFT; CITY OF LAS VEGAS CITYWIDE BUS TURNOUTS (FOR POSSIBLE ACTION)

**25.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO INCREASE FUNDING THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR ENGINEERING AND CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CITY OF LAS VEGAS PROJECT 009P-MVFT; CHARLESTON BOULEVARD AND DURANGO DRIVE INTERSECTION IMPROVEMENTS (FOR POSSIBLE ACTION)

**26.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 5 TO EXTEND THE PROJECT COMPLETION DATE FOR CITY OF NORTH LAS VEGAS PROJECT 173C-FTI; SAWTOOTH ROADWAYS IMPROVEMENT PROJECT (FOR POSSIBLE ACTION)

**27.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO EXTEND THE PROJECT COMPLETION DATE AND REALLOCATE TOTAL PROJECT FUNDING THAT INCLUDES A REVISED AUTHORIZATION TO PROCEED FOR ENGINEERING FROM COMPLETE STREETS FUNDS FOR CITY OF NORTH LAS VEGAS PROJECT 191E-CSF; COMPLETE STREETS PROGRAM – CITY OF NORTH LAS VEGAS FISCAL YEAR 2018 (FOR POSSIBLE ACTION)

**28.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT THAT INCLUDES AN AUTHORIZATION TO PROCEED FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CONSTRUCTION FOR CITY OF HENDERSON PROJECT 171C-FTI2; WATER STREET NORTH, STURM STREET TO CADENCE VISTA DRIVE (FOR POSSIBLE ACTION)

**29.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CITY OF HENDERSON PROJECT 135AD-MVFT ARTERIAL RECONSTRUCTION: 2019 CITY OF
HENDERSON MAINTENANCE CONSTRUCTION (FOR POSSIBLE ACTION)

**30. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CITY OF HENDERSON PROJECT 178S-MVFT; PEDESTRIAN SAFETY UPGRADES PROGRAM FISCAL YEAR 2020 (FOR POSSIBLE ACTION)**

**31. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 THAT INCLUDES AN AUTHORIZATION TO PROCEED TO INCREASE PROJECT FUNDS FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF HENDERSON PROJECT 209A-FTI2; HEATHER DRIVE, GREENWAY ROAD TO COLLEGE DRIVE (FOR POSSIBLE ACTION)**

**32. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 THAT INCLUDES AN AUTHORIZATION TO PROCEED TO INCREASE PROJECT FUNDS FOR ENGINEERING FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CITY OF HENDERSON PROJECT 199B-MVFT; VIA NOBILA, VIA INSPIRADA TO LAS VEGAS BOULEVARD (FOR POSSIBLE ACTION)**

**33. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENT NO. 1 TO THE INTERLOCAL CONTRACT TO EXTEND THE PROJECT COMPLETION DATE FOR CITY OF BOULDER CITY PROJECT 135AA6-MVFT; ARTERIAL RECONSTRUCTION: 2018 CITY OF BOULDER CITY MAINTENANCE (FOR POSSIBLE ACTION)**

**34. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENT NO. 1 TO THE INTERLOCAL CONTRACT TO EXTEND THE PROJECT COMPLETION DATE FOR CITY OF BOULDER CITY PROJECT 175N6-MVFT; NEIGHBORHOOD REHABILITATION: 2018 CITY OF BOULDER CITY (FOR POSSIBLE ACTION)**

**35. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENT NO. 2 TO THE INTERLOCAL CONTRACT TO EXTEND THE PROJECT COMPLETION DATE FOR CITY OF BOULDER CITY PROJECT 175Q1-MVFT; NEIGHBORHOOD REHABILITATION: 2019 CITY OF BOULDER CITY MAINTENANCE (FOR POSSIBLE ACTION)**

**36. APPROVE THE FINAL REPORT FOR CITY OF HENDERSON PROJECT 002AC-FTI; EASTERN AVENUE, PECOS RIDGE PARKWAY TO BECKLER DRIVE (FOR POSSIBLE ACTION)**

**37. APPROVE THE FINAL REPORT FOR CLARK COUNTY PROJECT 089E-FTI; LAS VEGAS BOULEVARD, ST. ROSE PARKWAY TO SILVERADO RANCH BOULEVARD (FOR POSSIBLE ACTION)**

**38. APPROVE THE FINAL REPORT FOR CITY OF LAS VEGAS PROJECT 124J-FTI; I-15 FRONTAGE ROAD STUDY, WASHINGTON AVENUE TO LAKE MEAD BOULEVARD (FOR POSSIBLE ACTION)**

**39. APPROVE THE FINAL REPORT FOR CITY OF LAS VEGAS PROJECT 135W-FTI2; CITY OF LAS VEGAS ARTERIAL RECONSTRUCTION PROGRAM PACKAGE 4 (FOR POSSIBLE ACTION)**

**40. APPROVE THE FINAL REPORT FOR CITY OF LAS VEGAS PROJECT 135W-FTI2; CITY OF LAS VEGAS ARTERIAL RECONSTRUCTION PROGRAM PACKAGE 4 (FOR POSSIBLE ACTION)**

**41. APPROVE THE FINAL REPORT FOR CITY OF LAS VEGAS PROJECT 086C-MVFT; ARVILLE STREET, CHARLESTON BOULEVARD TO SAHARA AVENUE (FOR POSSIBLE ACTION)**

**42. APPROVE THE FINAL REPORT FOR CITY OF HENDERSON PROJECT 015N-Q10;**
**43.** RECEIVE NOTIFICATION THAT THE MONTHLY CAPITAL PROJECT TRACKING REPORT AND THE UNIFIED PLANNING WORK PROGRAM PROJECT ACTIVITY STATUS REPORT HAVE BEEN POSTED TO THE RTC’S WEBSITE (FOR POSSIBLE ACTION)

**44.** APPROVE THE OZONE DETERMINATION FOR 2017-2040 REGIONAL TRANSPORTATION PLAN AMENDMENT CLARK 19-12 (FOR POSSIBLE ACTION)

**45.** APPROVE THE STAFF RECOMMENDATION TO EXERCISE THE FISCAL YEAR 2020 PROCUREMENT OPTION UNDER CONTRACT NO. 15-001, CNG FLEET PROCUREMENT – 40/60, BETWEEN THE RTC AND NEW FLYER OF AMERICA, INC. IN THE AMOUNT NOT-TO-EXCEED $26,261,019.40 FOR AN ORDER OF 20 40-FOOT COMPRESSED NATURAL GAS (CNG) BUSES AND 15 60-FOOT CNG BUSES, AND AUTHORIZE STAFF TO ISSUE A REVISED PURCHASE ORDER (FOR POSSIBLE ACTION)

**46.** APPROVE AMENDMENT NO. 3 TO CONTRACT 15-069DS, DESIGN SERVICES FOR THE COMPRESSED NATURAL GAS (CNG) FUELING INFRASTRUCTURE UPGRADES PROJECT, WITH FUEL SOLUTIONS, INC. FOR ADDITIONAL DESIGN SERVICES IN PHASE B, AND INCREASE THE NOT-TO-EXCEED CONTRACT AMOUNT FROM $1,238,126.00 TO $1,466,608.00, AND AUTHORIZE THE CHAIRMAN TO SIGN THE AMENDMENT (FOR POSSIBLE ACTION)

**47.** APPROVE THE STAFF RECOMMENDATION TO EXERCISE THE FISCAL YEAR 2020 PROCUREMENT OPTION UNDER CONTRACT NO. 17-044, COMPRESSED NATURAL GAS (CNG) CUTAWAY PARATRANSIT VEHICLES – 26/31, BETWEEN THE RTC AND RO BUS SALES IN THE AMOUNT NOT-TO-EXCEED $8,912,526.00 FOR AN ORDER OF 72 26-FOOT COMPRESSED NATURAL GAS (CNG) CUTAWAY PARATRANSIT VEHICLES, AND AUTHORIZE STAFF TO ISSUE A PURCHASE ORDER (FOR POSSIBLE ACTION)

**48.** APPROVE AMENDMENT NO. 03 TO CONTRACT 17-050DS, DESIGN SERVICES FOR THE IBMF BUS WASH UPGRADES PROJECT, WITH HDR ENGINEERING, INC. TO ADD ADDITIONAL WORK TO THE SCOPE OF SERVICES, INCREASE FUNDING BY $49,087.10, EXTEND THE TERM OF THE CONTRACT TO JUNE 30, 2020, AND AUTHORIZE THE CHAIRMAN TO SIGN THE AMENDMENT OR TAKE OTHER ACTION AS DEEMED APPROPRIATE (FOR POSSIBLE ACTION)

**49.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN COOPERATIVE AGREEMENT NO. 18-039CA (PR322-19-063) FOR A TERM OF ONE YEAR FROM OCTOBER 1, 2019 THROUGH SEPTEMBER 30, 2020 FOR THE NOT-TO-EXCEED AMOUNT OF $1,371,148.00 BETWEEN THE RTC AND THE STATE OF NEVADA, ACTING BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION, FOR IMPLEMENTATION OF A COMPREHENSIVE EMPLOYEE TRIP REDUCTION/REGIONAL RIDESHARE PROGRAM (FOR POSSIBLE ACTION)

**50.** APPROVE THE AWARD OF BID NO. 19-064, BUS STOP SHELTER LIGHTING EFFICIENCY MAINTENANCE PROJECT, TO THE LOWEST RESPONSIVE AND RESPONSIBLE BIDDER, L.L.O. INC., DBA ACME ELECTRIC, IN THE AMOUNT NOT-TO-EXCEED $4,396,867.00, INCLUSIVE OF A $600,343.00 OWNER-CONTROLLED ALLOWANCE AND A $165,000.00 PERMIT ALLOWANCE, AND AUTHORIZE THE CHAIRMAN TO SIGN THE CONTRACT (FOR POSSIBLE ACTION)

**51.** APPROVE THE AWARD OF BID NO. 20-011, ON-CALL BUS SHELTER REMOVAL AND REPAIR SERVICE, TO THE LOWEST RESPONSIVE AND RESPONSIBLE BIDDER, RJP
STRUCTURE, LLC., FROM NOTICE TO PROCEED THROUGH SEPTEMBER 30, 2020, WITH FIVE ONE-YEAR OPTION PERIODS, IN THE AMOUNT NOT-TO-EXCEED $175,000.00, AND AUTHORIZE THE CHAIRMAN TO SIGN THE CONTRACT (FOR POSSIBLE ACTION)

**52. APPROVE A PURCHASE ORDER FOR PROJECT NO. 20-017, FAST ON-CALL REPLACEMENT & REPAIR SERVICES, TO SIERRA TRANSPORTATION & TECHNOLOGIES, LLC IN THE AMOUNT NOT-TO-EXCEED $200,000.00, PURSUANT TO NEVADA REVISED STATUTE (NRS) 332.115.1 (A), AND AUTHORIZE STAFF TO ISSUE A PURCHASE ORDER (FOR POSSIBLE ACTION)

Comments:
No comments were made.

Motion:
Mayor Carolyn Goodman made a motion to approve the Consent Agenda.

Vote/Summary:
5 Ayes. 0 Nays. The motion carried.
Ayes: Larry Brown, Isaac Barron, George Gault, Carolyn Goodman, Kiernan McManus
Nays: None
Absent: Stavros Anthony, Jim Gibson, Debra March

Item:
53. RECEIVE A RECOMMENDATION FROM THE EVALUATION COMMITTEE TO SELECT AND AWARD CONTRACT NO. 19-019, ADA PARATRANSIT AND SENIOR TRANSPORTATION SERVICES, TO MV CONTRACT TRANSPORTATION, INC. FROM THE DATE OF NOTICE-TO-PROCEED THROUGH DECEMBER 29, 2024, IN THE NOT-TO-EXCEED AMOUNT OF $265,353,309.00 FOR THE BASE TERM AND $1,290,514.00 FOR START UP COSTS FOR A CONTRACT TOTAL NOT-TO-EXCEED OF $266,643,823.00, WITH TWO ONE-YEAR OPTIONS, AND AUTHORIZE THE CHAIRMAN TO SIGN THE CONTRACT; OR TAKE OTHER ACTION AS DEEMED APPROPRIATE (FOR POSSIBLE ACTION)

Comments:
Following a detailed PowerPoint presentation [attached], Ms. M.J. Maynard, Deputy Chief Executive Officer for the Regional Transportation Commission of Southern Nevada (RTC), announced the recommendation from the evaluation committee to select and award a contract for Americans with Disabilities Act (ADA) paratransit and senior transportation services to MV Contract Transportation (MV). She then provided details of the process.

Selection Process
Ms. Maynard began with an overview of the selection process, outlining the request for proposal (RFP) and two-step scoring process. The RFP included the following technical qualification requirements:
- Management structure and key personnel
- Transition and startup plan and operational innovation
- Staffing and personnel and operations management plan employee training
- Vehicle and equipment maintenance
- Safety, security, and emergency management

The RTC received five responses to the RFP. Two of the respondents did not meet the technical qualification requirements to continue with the process. The three successful proposals were submitted by Keolis, MV, and Transdev. The technical score comprised 60 percent of the overall score and evaluated innovative solutions and each contractor’s community partner approach and interviews.
Meanwhile, the remaining 40 percent of the score was based on the price proposal. The evaluation panel consisted of six internal RTC staff members and one external subject matter expert, who only provided feedback.

Scope of Service
Next, Ms. Maynard reviewed the scope of service models, explaining that Model 1 requested solicitors to provide ADA paratransit service, senior transportation services, and non-dedicated services. Model 2 included all of the services in Model 1 plus same-day on-demand services. She reminded the RTC Board of Commissioners (Board) that the RTC is piloting same-day on-demand services through partnerships with Lyft and Tango Car. The successful proposer will have the ability to collaborate with the private sector to continue this service. Ms. Maynard noted the financial savings with the pilot as well as its popularity. Model 3 was developed for proposers to offer an alternate service model containing any proven service enhancements and innovations.

Scoring
Continuing, Ms. Maynard reported the breakdown of the scores, noting that the highest score attainable was a 3.00. Keolis scored a 2.02 (Technical = 0.85; Price = 1.18). Transdev scored 2.51 (Technical = 1.45; Price = 1.06). MV scored 2.52 (Technical = 1.32; Price = 1.20).

Recommendation
After reviewing the selection process, Ms. Maynard presented the evaluation committee’s recommendation to award the contract to MV.

Chair Larry Brown opened the floor for public commenting on the item. He first called on Mr. Tom Egan, who made the following comment:

Thank you. I figured I’d just come on down. Mr. Chairman Brown and members of the board, my name is Tom Egan. I’m the CEO of MV Transportation, and I really appreciate the RTC’s recommendation for MV for the paratransit contract, and I really appreciate the opportunity to serve the people of Southern Nevada in a better way, in an additional way. We already do the fixed route contract from the north yard. Paratransit services is something that our company was founded upon 44 years ago, and it’s the fabric of our company. It’s the largest thing that we do, and it’s serving the most vulnerable people in communities. We know we will do an excellent job as we do in the north yard for the fixed route side. We’ve brought an excellent team to bear. We have a gentleman, Nate Peterson, who is in the audience. He is going to be the GM for the contract. He has 25 years large paratransit experience and has been very successful in other contracts for MV. Also, I think what’s important to note is that we are a people company. We care deeply about our people and about the passengers that we transport. It’s the foundation of our company. It’s in our culture, and we will work closely with the union. There is a CBA that is currently in place. We intend to honor that CBA. We intend to honor all the terms of the contract structure that we agreed upon including the amount of trips that we plan on, that are in the contract that we can send off to an alternative provider. We also take an approach as a company to be very union friendly. We’re a company that collaborates with unions. We all have the same objective. Our operators and our personnel, we want to care for them as employees, and the union wants to care for them as members, and so our intention is collaboration, and to make sure that we do that. Our people that deliver the service everyday for you have the hardest job in our company. They do an incredible job. They put up with so many things, so many challenges and so many variables that are outside of their control, and we have an enormous respect and we plan on taking care of them, and new employees that we’ll bring on as a result of this contract. With that, I want to thank you for the recommendation, and we plan on doing an excellent job and we look forward to continuing to serve the RTC and Southern Nevada.
Next, Chair Brown called on Mr. Nate Peterson, who made the following comment:

Good morning Chairman and members of the board. My name is Nate Peterson and I’m MV’s proposed general manager for the contract you’re talking about today. I just want to say a little bit about myself. This is the only job I’ve ever had that anybody’s ever paid me to do is in the delivery of paratransit services. I started out as a volunteer driver, and it’s hard to believe it’s been this many years ago, but I’ll just paint the picture. I started out, I remember taking a group of kids from Courage Center in Minneapolis, MN, a spinal cord rehabilitation center. I got to go to this movie too. We all went collectively to see the very first Star Wars. That’s how long I’ve been doing this, and I’ve been with MV Transportation for 19 years now. In those 19 years, I’ve worked with MV in both Phoenix and Orange County Transportation. Orange County is one of the largest stand-alone operations in the United States for providing paratransit services. We provide up to 5,000 trips a day there. Lastly, just a little about why this job is important to me, not so much important, but why it’s a passion for me and the people I work with. Very few people have the opportunity, or are given the opportunity to, for a job where you can make a difference in people’s lives, and that’s what we have. All of us, collectively. It’s wonderful to see a room full of people here that are interested in paratransit services. As somebody who’s done that forever, usually you come to rooms and there is a few people, and after our part of the agenda, people leave. It’s great to see a room full of people who are concerned about this. I’m very much forward to working with the staff here and the Board and the passengers, and again, it’s not only the passengers who we get to make a difference, it’s their family members and it’s our employees. I’m very excited to be here and welcome to MV. Thank you.

Next, Chair Brown called on Ms. Katrina Heineking, who made the following comment:

Good morning. Hi, I’m Katrina Heineking, and I serve as the Regional Vice-President for TransDev. I’m overseeing the TransDev paratransit contract here. I have to tell you that I’m so very disappointed that we’re losing this contract. Not in a sour grapes sort of way like you may think but, we were doing some pretty terrific things here and I hope that you’ll agree. For example, in the last three years of this contract TransDev has performed like 4.4 million trips. An average 94 percent on-time performance so every single month we have met the goal that you have established for on-time performance except one in October of ’18, so we’re pretty proud of that. Doing that we traveled 45 million miles in your community to transport passengers with care, and you know, I think we were making some great technological and innovative strides by automating the booking, sending text messages to let loved ones know or passengers know when the vehicles are arriving. We’re about to launch a user app this month. We’ve had service in Las Vegas, give or take a gap here and there, for yourself for about 27 years so don’t count us out. We’re going to be back, and we are ready and willing to serve at the very next opportunity that you have. We really appreciate being here in your community. I understand your bidding process and I respect it, but we’ll be back. Our hope is, it’s really good to hear from MV, our hope is that the new contractor will carry on the great service that I think we’ve been able to provide, very much evidenced in the customer satisfaction surveys that you’ve commissioned where have consistently ranked very high. And a large part of that success, I think, is very much due to the training, the very specific training, that TransDev offers. Not just driving and maneuvering skills, but customer service and caregiver skills to make sure that the drivers are well prepared and the employees. And, frankly, that couldn’t happen without the strong partnership that we have with the teamsters. We were very careful in our proposal to make sure that we honored and recognized current union work, so, again, it’s good to hear that MV will honor all of the union positions. There are 753 employees right now on the TransDev payroll, both union and non-union, and those are career jobs for those folks that have good benefits and time-off and, again, a solid training program. We’ve had employees that have been working in paratransit for well over 20 years at that location. I know this is a long-winded way of saying thank you, but thank you. Oh, that was long-winded. I value the partnership. Unbelievable team. Tina. M.J. You as a board. Thank you so much. Thanks for your attention.
Ms. Tina Quigley, Chief Executive Officer for the RTC, thanked Ms. Heineking for Transdev’s work over the years.

Then, Chair Brown called on Mr. Randy Botzet, who made the following comment:
Good morning. Chair. Good morning, board. I’m Randy Botzet, Vice-President, Business Safety, Teamsters Local 631. I’m just here today to say, through the board, I appreciate Tom, the CEO of MV, stating the fact that he is going to be working with the union. Did appreciate working with TransDev as well, and Tom, we’re going to hold you to your word.

Next, Chair Brown called on Ms. Norsina Pierce, who made the following comment:
Hi, my name is Norsina Pierce. I’ve been in transportation for 20 years. I’ve been with paratransit for the last 11 years. First of all, I was honored to meet you and be in your presence. What I wanted to say was, it’s like losing a family. Losing you guys. I’ve been working with them. I guess I’ve got a new family coming in, and like Randy said, we’re thankful that you’re going to honor our contract that we’ve worked the last six months on. It’s real hard, just like losing you. You know what I’m saying. It’s very hard, but we understand how things go on. People move on. I would just like to thank you guys, ok.

Finally, Chair Brown called on Ms. Joann Thompson, who made the following:
Hello, my name is Joann Thompson. I’ve been with paratransit ever since I came to Vegas, 15 years ago, and I went from a driver, 12 years, to working in the office and I just want to say, even though they looked out for the employees. We had benefits. Everything was swell, but the part-time workers, I went from full-time to part-time, so I’m not considered at all. I don’t receive any benefits. Nothing. I just think that a contract should have been looked at more for the part-time, and I’m still working part-time. Some of the people who have been there 20 years are part-time workers, but they’re not recognized.”

**Motion:**
Chair Larry Brown made a motion to follow staff recommendation to select and award MV Contract Transportation, Inc. Contract No. 19-019, ADA Paratransit and Senior Transportation Services.

**Vote/Summary:**
5 Ayes. 0 Nays. The motion carried.
Ayes: Larry Brown, Isaac Barron, George Gault, Carolyn Goodman, Kiernan McManus
Nays: None
Absent: Stavros Anthony, Jim Gibson, Debra March

**Item:**
54. RECEIVE AN UPDATE ON THE RTC’S AMERICANS WITH DISABILITIES PARATRANSIT SERVICE AREA

**Comments:**
Following a detailed PowerPoint presentation [attached], Ms. M.J. Maynard, Deputy Chief Executive Officer for the Regional Transportation Commission of Southern Nevada (RTC), provided an update on the Americans with Disabilities Act (ADA) paratransit service area (Service Area).

**Overview**
Ms. Maynard began by providing a brief history of the Service Area for the RTC Board of Commissioners (Board). She provided an overview of the pre-recession service area, which totaled 386 square miles. She explained that the boundary extended 1.5 miles from the fixed route service, exceeding the ADA-mandated ¼ of a mile boundary. Paratransit operations within this boundary cost approximately $29 million. However, the Board decided to retract the boundary from 1.5 miles to the current ¼-mile boundary in 2011. It reduced the area to 313 square miles and impacted approximately 650 clients. She noted that during this time, fixed route service was also reduced, which further impacted paratransit service.
Post-Recession Improvements
Continuing, Ms. Maynard discussed some of the improvements made since the recession to restore services to previous levels. She said that more than 250,000 fixed route service hours were added back. Additionally, the RTC extended routes, added frequency, and added new routes that indirectly expanded the Service Area.

Paratransit Peer Review
The RTC also commissioned a study to explore if and how other transit agencies pay for paratransit service that extends beyond the ADA-mandated boundary. The results of the peer review were presented to the Board at its October 11, 2018 meeting, and included the following:
- Of those surveyed, 56 percent (41 total respondents) do not provide paratransit service outside of the mandated 3/4 of a mile boundary.
- The RTC spends 25 percent of its transit budget on paratransit service, while the average is 16 percent.
- The RTC’s sales tax allocation is below the average sales tax collected by other agencies that provide similar service.
- Funding sources used by other transit agencies.

Transit Planning
Ms. Maynard then discussed the Service Performance and Capacity Standards (SPECS) criteria used to determine fixed route extensions, new routes, and whether to retract or eliminate routes. SPECS criteria include analyzing and quantifying population density, employment density, and route connectivity. Additionally, input from the Transportation Access Advisory Committee (TAAC) was used to make the decision on whether to retract the Service Area boundary. She explained that TAAC consists of community members who represent the elderly and disabled members of the community. TAAC gives the RTC input on the community’s special transportation concerns and needs. She noted that TAAC meetings are bi-monthly and are open to the public.

Chair Larry Brown opened the floor for public comment on the agenda item. Mr. Cyrus Hojjaty made the following comment:
Can you do a presentation predicting the future if ride-share is going to explode and considering the costs are projected to fall and the advent of automated self-driving cars? Cause I think we should, we should definitely do something about that. Cyrus Hojjaty.

Councilman Isaac Barron commented on some of the challenges regarding balancing decreases in funding with the continued expansion of rideshare and the needs of the community. He added that hopefully new technologies will provide new avenues for expansion of the Service Area.

Next, Chair Brown called on Ms. Robin Kincaid, who made the following comment:
Good morning commissioners. My name is Robin Kincaid and this is the 14th time that I’ve come before the commission regarding paratransit services that are not meeting the needs of persons with disabilities. I appreciate the fact that this is on the agenda, and that there is another look at the situation, and I want to thank you for the report that you have prepared, but we still feel like the conversation has got to continue. You know, unfortunately, adults with disabilities are twice as likely without disability to have inadequate transportation. The ratio is like 31 percent versus 13 percent. Across the country, nearly 2 million people with disabilities who never leave their homes, 560,000 do not leave because of transportation difficulties. This is playing out in our state, in our city, in our county. Leaving people out has a real cost to the nation. It actually has a real financial impact. It keeps them away from shopping. It keeps them out of jobs, community life and prevents them from making
valuable contributions to our society as individuals, workers, as consumers and taxpayers. So, I’m a parent of a young adult that has disabilities, my daughter Kayla. I’ve talked about her before. Some of you have been here. We live in the service area and we use paratransit services probably five days a week. She can’t attend services, again, at the church on Sunday, using paratransit services, because it’s still not in the service area. A church that we’ve been a part of for over 22 years, so I think the concern is that we’re still not helping young adults with disabilities or individuals with disabilities in general be able to access essential services. So, what’s really missing out of this is the fact we are forgetting that the access to the essential services needs to be part of this equation up there. It needs to be that we look at that, we look at growth as well, but we have to be able to get to things that people use on a regular basis like all of you do, people without disabilities use. I also, just a couple of other notes and then I’d like to put in maybe some requests. So, in the past 10 days, 10 days, she has already had two letters from paratransit and the excessive trip lengths. So, for example one evening she was on a bus for over three hours. I mean this is outrageous, and I appreciate the fact that I get the letter, which you give me the little card. I am going to appreciate the fact that you acknowledge that, but that still isn’t solving the problem. I’ve been talking for like 18 months here and that is unusual, so I just want to point out that we are still experiencing some excessive trip lengths. I’m out of time. Let me go back to the requesting. So, I still want to clearly define the process in which fixed-route service area is altered or changed, and how do the access to essential services, and we can come up with a list of what essential services are. I mean I’m fine with that and how is that part of the consideration. I’m back to the point that RTC administrators and staff have to recognize that RTC is not a profit-making business. It is a service. Public services can’t be run like businesses and of course the primary aim of public service is to provide a service. I still would like to see an exclusive task force that really addresses the need and the ability for individuals to access essential services, and to be able to work in the community. And, then I’d appreciate if you’d put it back on the agenda for October. I’m requesting that as well. And one last note, I understand that we make changes in vendors. I still have concerns. One of the things that my daughter does in her daily commute is access bus stops at the UNLV campus. She goes to college five days a week which is a wonderful thing for an individual with an intellectual disability. We’re very thrilled that she has this opportunity, but the training for drivers in locating those 11 bus stops on that campus is significant. And so, I get concerned as we make this change, and again, not privy to all the details of how those changes, is it going to be the same drivers or there’s more training or whatever, but I still wanted to express that concern. Thank you for your time.

Mayor Carolyn Goodman thanked Ms. Kincaid and asked about the possibility of a fellow church member helping with transportation to church service.

Then, Chair Brown called on Ms. Kincaid, who gave the following response:
And I appreciate that, Mayor Goodman. I really do. I guess I will share too. I just had another birthday. I’m getting older, and the goal as parents of children with young adults, is that we’re trying to promote independence. That we don’t want to be in a situation where she has to try to locate someone to try to do that, and we feel that paratransit is the key to her being a young adult with independence, but you’re right, on an interim basis it is possible.

Mayor Goodman commended Ms. Kincaid as a parent and spoke about the general uncertainty of public transit. Ms. Kincaid gave the following response:
It’s a great suggestion and I appreciate it, I think it doesn’t solve the problem, like for example and I didn’t mention it before, but she can’t get access to the post office. I really doubt that there is anybody who is at the post office who is going to help us out on that situation, but it could be another friend or family member. I understand that, but again the goal is to achieve a level of independence we want for all of our adult children. Is that not the case?
Then, Chair Brown called on Ms. Stephanie Vrsnick, who made the following comment:

Good morning, before I start my testimony, I do want to make a comment on this. It’s a little difficult to get up here and talk about this when I just looked at it, so I don’t have that much time to ask questions that I’d probably would want to ask if I had more time. One of the questions that I have is prior to the recession when were doing 386 miles, and now we’re doing 339 miles, I just wanted to know what would be the cost to increase it back to the prior recession. I just want to know how much money are we talking about here. I’m sorry it’s Stephanie Vrsnick, and as far as the participation, how do, are you guys sending out surveys? Because I never get surveys, so what kind of surveys are you sending out.

Ms. Maynard responded that an external company surveys a sample of active clients twice a year. She added that she would ensure Ms. Vrsnick receives the next survey.

Ms. Vrsnick responded by saying:

Yeah, because how do those 11,000 get picked? I’ve never gotten any surveys, so those are the two questions that come to my mind immediately after looking at this. I might have additional questions to add to my testimony next month, but I’ll begin my testimony. And, I’m speaking before you for the 19th time. I’m gonna start my 19th testimony before this group with a fact about our nation’s history. In light of recent events, it’s been 18 years since the tragedies that occurred on September 11, 2001. Did you know that many of those first brave first responders now have disabilities caused by their heroism? That they may need help with transportation. I’m sure that right here in Las Vegas we have some first responders who are not receiving transportation because they live outside the service area. My husband proudly served in the Air Force for 25 years. In fact, on 9/11 he was in Saudi serving our country. It was a very scary time for our family and for our country. Near the anniversary of so many lives lost, it’s hard to believe that we are still fighting for basic rights for those who keep our military bases running so that our nation’s heroes can serve our country. As I previously stated, in my previous testimonies, my son Christian is a federal employee and has been for 16 years working at Nellis Air Force base commissary. He loves his job and he is proudly serving our military families. This is a young man who was diagnosed with autism at the age of 15 months and I was told to put him in an institution, and to get on with my life because he would never be able to do anything on his own. Look how far he has come. He is completely independent except for his transportation. Let me just remind you, disabilities are not just limited to children and young adults. It can happen to anyone at any time. Anyone of us can experience a disability and no longer be able to drive ourselves to where we need to go. What would you do if that happened to you? What would you do if you lived outside the service area and had no transportation? What would you do if lost your job because you had no access to transportation? That’s the situation my son is in. I can’t begin to tell you how frustrating it is to speak before you each month. I’m only asking for basic rights, access to transportation for people with disabilities so they can be independent members in our community. Let me just remind you again.

Paratransit is supposed to provide transportation to the most vulnerable members in our community. It’s not intended to be a for profit entity. Paratransit service is an unfunded mandate. This commission needs to shift their focus back on the members of our community. People with disabilities still need transportation in this community. I’m just a mom speaking on behalf of my son, and I will continue to testify with the hope that some day my testimony will not only help my son, but make a difference for everyone who can’t access basic needs because of not having access to transportation. In closing, I would just like to say participating in public comment for the 19th time, maybe this will be the time that this commission will take into consideration all my testimonies and hear my message. Do the right thing, commissioners. Expand the service area to the way it was in 2011.

Continuing, Chair Brown called on Mr. Kenneth Taycher, who made the following comment:

Good morning, Commissioners. Good morning, Board. Thank you so much for giving me. Thank you so much for hearing my close, dear friends. My name is Kenneth Taycher for the record. I have some sad
news because my friends can’t get to the places they need to, to be productive. They need to drive. They need to go to the grocery store. They need basic what we do, basic, in a basic day that other people take for granted is transportation. The service area is restricted. These people can’t get to the doctor’s appointment or the places that they need to help support their growing family, the growing populations. Disability is a natural form of life. We’re denying them the right to good effective transportation and with that goes past opportunities missed, go past they can’t take care of their friends and families. They can’t get to social events by themselves. We as of going to 2020, we need to strive for excellence. We need to promote everybody with a disabilities should be independent as they could. We need to increase, we need to increase the service area to the where it was in 2011 because it’s just the right thing to do. We are not asking for a lot. We are just asking for equal opportunities for everybody and growing population. And I would like to end by saying that thank you for the time to hear my testimony. It’s a very important testimony. You will find if you increase the service area to the where it was in 2011 you will give these proud people with disabilities a hope and a view for the future. And thank you.

Mayor Goodman thanked Ms. Vrsnick and discussed the issues regarding funding, the uncertainty of public transportation and the growing community. She spoke about the need for the RTC be proactive in informing current community members as well as those who moving into Southern Nevada about the services available in their area. She felt it would help people make informed decisions about where to move in the Las Vegas Valley to have access to the services they need.

Chair Brown thanked everyone for commenting and encouraged them to continue engaging with the Board and participate in TAAC meetings. He closed by saying that staff does not make decisions lightly when it comes to transit. He said that it often comes down to funding and the lack thereof. He underscored the limitations of the available funding and the various needs of the community.

**Motion:**
No motion was necessary.

**Vote/Summary:**
No vote was taken.

**Item:**
55. RECEIVE INFORMATION FROM LEGAL COUNSEL REGARDING POTENTIAL AND EXISTING LITIGATION INVOLVING A MATTER OVER WHICH THE RTC HAS SUPERVISION, CONTROL, JURISDICTION, OR ADVISORY POWER AND TO DELIBERATE TOWARD A DECISION ON THE MATTER (Note: This item may be closed to the public pursuant to Nevada Revised Statute 241.015(3)(b)(2) in order to discuss legal matters.) (FOR POSSIBLE ACTION)

**Comments:**
Ms. Tina Quigley, Chief Executive Officer for the Regional Transportation Commission of Southern Nevada, remarked that there were not any issues to discuss under this item.

**Motion:**
No motion was necessary.

**Item:**
56. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION: No action can be taken on any matter discussed under this item, although the Commission can direct that it be placed on a future agenda.

**Comments:**
Chair Larry Brown called on Mr. Cyrus Hojjaty, who made the following comment:
*Cyrus Hojjaty. First of all, I would like to point out that I’m happy about the Starr Interchange, just a*
few days before my birthday, so it’ll be a nice gift, and another thing I want to talk about is about these scooters that I’ve seen pop out all in a lot of major cities: Atlanta, San Diego, Nashville. We need to start talking about this. I think this is a really exciting tool. It’s exciting to run. It’s a good alternative to using a car. Somebody can get on the scooter a few blocks away. Just use it. Pay like a $1.25 and certainly, I think it would incite more people to live in the inner areas. Another comment I want to make is, I believe that the state just passed a law to track mileage, and I believe that this is going to be the replacement for the gas tax. I certainly think the county should do that because I think that right now, for some reason we’re paying 25 cents more for gasoline than Pahrump. Why is that? So, I think that we have to find better ways of earning revenue. Another thing I also wanted to point out is we still have a lot of intersections that need traffic lights. When I go on Fort Apache and I believe, Hacienda, that intersection needs a traffic light. I think this is probably why car accidents and pedestrian deaths are much higher. And by the way, speaking of pedestrian deaths, I think what we should start doing is start paving the crosswalks probably in that color stone over there, rather than just painting it white, because the heat like absorbs it. And so, the crosswalk, it’s painted, is just gone, and then people just cross whenever they want. They dress up in black, and it’s usually at night, and then they get hit. So, this is probably the reason why, and I know that’s it’s not cheap, but it certainly can save a lot of lives. And then, going back to the whole scooter thing, I think it would be a wonderful opportunity and not just in downtown, Maryland Parkway, I’m talking about all over the valley. We have to encourage. I’d like to get your response about that please because, certainly it will save a lot of money. It will obviously reduce the need of having a car, and certainly parking and cars not only have a lot cost, but require a lot space too. I just came here. I had to like literally park my car several thousand feet away because all these parking lots were full, so let’s have a discussion about this. Now, there may be some disagreement. I do respect that, but maybe we can have zones where we can find places to park them and maybe we can use bike paths or something like, by the way, how is this gonna be used on the strip too? Because how are people going to get from one hotel to another, so let’s talk about that. Thank you so much.

Next, Chair Brown called on Ms. Patricia Anderson, who made the following comment:
I’m sorry, I didn’t get the time to put the slip in this morning. Patricia Anderson. We have a lot of, a lot of things are going on and I just observe. I don’t cause any trouble on the bus. One thing we need is, open, these open cups these people come on, open cups, and with the lid on it, and they disrespect the bus drivers. And, like you say again, it’s supposed to be a lid, a sealed lid. So, quite naturally, they just walk on. They come on with, they don’t show they reduced card. They don’t swipe their card. They don’t do any of these things that they supposed to do. They come in, they say I don’t have the money, and they walk with the fare. They, their cell phones and their music. This is my phone. I bought my phone, and it’s just not fair to these drivers because these drivers are really doing a fantastic job. North town is a, I’ve been over there a couple of times. The bus stops are pretty bad and the bus stops, we need to take care of the bus stops, so forth and so on, dirt and everything. Decatur, I was wondering. I called a couple of times. We need, we need the white lines across. I know on Decatur and Penwood, but we need the bus stops that are kind of caddy corner, so we need to have lines where people can, I know that they’re not, they’re still going to jaywalk, but at least we can try to get across because when a bus is coming south, they see a bus and they run across, and we’ve had a couple of people get hurt and one person lost their life. We need, you know, like you said, they need to, what they need to do is pay their fare. If they don’t pay their fare, you know, what is it, if they don’t pay their fare. I pay my fare. I’m not disrespectful to the bus driver, but these other people, there is so much going on. Anybody that can, one of you can. I know you’re busy with that, can just ride these buses, and see if what’s going on. Craig and Martin Luther King, and what happens concerned with. And, like you said, what we need to do on the speaker, is for them to show the ID. I mean this is not a, these are not free buses. Look around. This is not a free thing, and like I said, I just observe, what have you, but it’s a lot
of disrespectful to these drivers. And, they bring a cup of ice and they just throw it on the ground. So, it’s not right. Thank you so very much. Have a good day.

Continuing, Chair Brown called on Mr. Herman Ross, who made the following comment:
My name is Herman Ross and I’m with National Insurance, 2300 Valley. I’m sorry, West Sahara. First of all, I want to thank you for your service, for recognizing us as long as you have. I want to thank you for your recommendation. I concur and agree with that. You guys know I’ve been the broker for paratransit since you started. The insurance broker since 1994. We’ve come a long way. We’ve got a long ways to go. One thing I want to say about this particular council is, some of the things that the Mayor has said. We need to participate. People need to get involved from the public side. If we don’t participate, then how can we even come to these council meetings and say anything relative to what is going on in paratransit. Having cutbacks, is not just here. I insure 18 major transit systems around the country. This is national, so those people that make those ideas and come up with concrete solutions are the ones who participate. I want to congratulate TransDev on the years that they gave and have been here. I want to congratulate Keolis also MV for being successful. I participate with them around the country. I’m a vendor for them around the country, and they participate and do what they’re supposed to do in the communities. Someone said this is a non-profit. Well, they’re companies. For them, they bid. They try to make a profit. Here in our community, I’ve been here 40 years. Mr. Brown, I’ve been involved with him for many, many years. I’ve known the mayor for many years. We do they right thing, so for anyone to say that we don’t, you’re wrong. And being involved in this community is something you need to make sure you do on a daily basis or don’t come up here and talk. So, I want to thank you all and again good luck, and I’ll be in touch. Take care.

**Motion:**
No motion was necessary.

**Vote/Summary:**
No vote was taken.

**ADJOURNMENT**

The meeting adjourned at 10:43 a.m.

Respectfully submitted,

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Marin DuBois, Recording Secretary

Marek Biernacinski, Transcription Secretary
REGIONAL TRANSPORTATION COMMISSION

CEO REPORT
September 12, 2019

SUPERSTAR OF THE QUARTER

Melissa Muscari
SUPERSTAR OF THE QUARTER

Tyler Home

OPERATOR RECOGNITION

Fred Brooks
OPERATOR RECOGNITION

Catenna Manuel

CLEAN ENERGY SUMMIT
Regional Transportation Commission of Southern Nevada
September 12, 2019
Kristina Swallow, P.E.
NDOT Director

State Fatalities Report

Fatalities by County

172
Pedestrian fatalities are down
Unrestrained occupant fatalities are down
4%
44%

Fatalities occurred on Nevada’s roadways so far in 2019 down from 226 in 2018
Historical Revenue and Expenditures

2018 Gas & Diesel State + Federal Taxes

Expenditures ($ in Millions)

Percentage of Expenditures

Historical Revenue and Expenditures

2018 Gas & Diesel State + Federal Taxes

2020 Approved AWP - Distribution of Funds

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<td>$554,217,678</td>
<td>57%</td>
<td>$449,263,249</td>
<td>55%</td>
</tr>
<tr>
<td>Statewide</td>
<td>$90,780,422</td>
<td>9%</td>
<td>$90,753,622</td>
<td>11%</td>
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<tr>
<td>WASHOE</td>
<td>$136,297,404</td>
<td>14%</td>
<td>$88,985,907</td>
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<tr>
<td>Other Counties</td>
<td>$189,531,988</td>
<td>20%</td>
<td>$185,882,985</td>
<td>22.8%</td>
</tr>
<tr>
<td>2020 TOTALS</td>
<td>$970,827,492</td>
<td>100%</td>
<td>$814,885,763</td>
<td>100%</td>
</tr>
</tbody>
</table>

2020 Totals
### FRI Update

**Revenue Received to Date:** $14.5 Million

#### Committed/Programmed: 2019

- I-11 Tier 1 NEPA $9 M FY 2019

#### Committed/Programmed: 2020

- US 95 NW Phase 3D/E - Grand Montecito to Tenaya Way $60 M (FRI Bond towards total construction cost of $160 M)
- I-15 Tropicana - PE/ROW $9 M

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### One Nevada Transportation Plan Process

- Enhance Safety
- Preserve Infrastructure
- Optimize Mobility
- Transform Economies
- Foster Sustainability
- Connect Communities

---

- **One Nevada Plan Prioritization and Funding**
- **STP Prioritization and Funding**
- **Annual Work Program**

**Implementation**
Starr Interchange Grand Opening

Thank you!!

kswallow@dot.nv.gov  |  (775)888-7440
Step 1 – Technical Qualifications

- Management Structure & Key Personnel
- Transition & Startup Plan and Operational Innovation
- Staffing & Personnel and Operations Management Plan
  - Employee Training
- Vehicle and Equipment Maintenance
- Safety, Security and Emergency Management
Step 2 – Evaluation Criteria

**60%**

**TECHNICAL**
- Innovative Solutions
- Community Partner Approach
- Interviews

**40%**

**PRICE**

Proposal Models

**Model 1**
- ADA Paratransit Service
- Senior Transportation Services
- Non-dedicated Services

**Model 2**
- ADA Paratransit Service
- Senior Transportation Services
- Non-dedicated Services
- Same-day on-demand services

**Model 3**
- Alternate proposal containing proven service enhancements and innovations
<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Weight</th>
<th>Keolis</th>
<th>MV</th>
<th>Transdev</th>
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</thead>
<tbody>
<tr>
<td>Innovative Solutions and Community Partner Proposal</td>
<td>25%</td>
<td>0.67</td>
<td>0.50</td>
<td>0.46</td>
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<tr>
<td>Interview and Situational Tabletop Exercises</td>
<td>35%</td>
<td>0.18</td>
<td>0.82</td>
<td>0.99</td>
</tr>
<tr>
<td>Price Proposal Forms for Service Model II</td>
<td>40%</td>
<td>1.18</td>
<td>1.20</td>
<td>1.06</td>
</tr>
<tr>
<td>PRICE (7-Year Total)</td>
<td></td>
<td>$400,668,024</td>
<td>$393,734,698</td>
<td>$446,937,529</td>
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<tr>
<td>Weighted Score Total</td>
<td>100%</td>
<td>2.02</td>
<td>2.52</td>
<td>2.51</td>
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<tr>
<td>RANK</td>
<td></td>
<td>3</td>
<td>1</td>
<td>2</td>
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</table>
Paratransit Service Area Overview
September 12, 2019

OVERVIEW

Pre-recession paratransit service area
Existing paratransit service area
Transit planning and public involvement

REGIONAL TRANSPORTATION COMMISSION

RTC Item #54
September 12, 2019 Presentation
PARATRANsit Service Area – Prior To Recession

- 386 square miles
- 8,571 active paratransit clients
- $29.14 million for PT services

PARATRANsit Service Area – June 2011

- 313 square miles
- 8,571 active clients (650 grandfathered PT clients outside of the service area)
IMPROVEMENTS MADE SINCE THE RECESSION

Added back 250,202 fixed route service hours

Extended routes, added frequency, created new routes

Expanded the paratransit service area

CURRENT PARATRANST SERVICE AREA

339 square miles (47 sq. miles less than pre-recession)
10,937 active clients
$46.96 million for PT service
PARATRANSIT PEER REVIEW

56% of respondents do not provide service outside of the service area.

RTC spends 25% of its transit budget on paratransit service, while the average is 16% of other transit agencies.

Our sales tax funding levels for transit is below the average.

PEER AGENCY REVIEW AND TRANSIT FUNDING SOURCES

- Federal Funds: 15.5%
- Sales Tax: 15.5%
- Fares: 13.5%
- State Funds: 13.5%
- City General Fund: 9.1%
- Local Funds: 7.4%
- S10: 5.4%
- S907: 4.1%
- TIF: 2.7%
- Advertising: 2.0%
- Gas Tax: 2.0%
- FAFAGRAC: 0.7%
- Transportation Fund: 0.0%
- Interest: 0.0%
- Local Partners: 0.0%
- Lottery Tax: 0.0%
- Mortgage Tax: 0.0%
- Property Tax: 0.0%
- TNC: 0.0%
- Tax Collector: 0.0%
- Vehicle Registration: 0.0%
TRANSIT PLANNING

Population density  Employment density  Route connectivity

BE INVOLVED

Public Participation Plan  Transportation Access Advisory Committee