MINUTES
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
DECEMBER 12, 2019

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THIS MEETING WAS PROPERLY NOTICED AND POSTED IN THE FOLLOWING LOCATIONS ON DECEMBER 5, 2019

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<td>500 S. Grand Central Pkwy.</td>
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<td>City of Henderson</td>
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<td>Henderson, NV 89015</td>
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CALL TO ORDER
Mr. Larry Brown, Chair, called the meeting to order at 8:58 a.m. in the Commission Chambers of the Clark County Government Center.

MEMBERS PRESENT:
Larry Brown, Chair, Clark County
Stavros Anthony, City of Las Vegas
Isaac Barron, City of North Las Vegas
George Gault, City of Mesquite
Jim Gibson, Clark County
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

RTC STAFF:
M.J. Maynard, Chief Executive Officer
David Swallow, Deputy Chief Executive Officer
Francis Julien, Deputy Chief Executive Officer
Greg Gilbert, Outside Legal Counsel
Marc Traasdhall, Chief Financial Officer
John Peñuelas, Jr., Senior Director of Engineering
Aileen Pastor, Advertising and Creative Supervisor
Marin DuBois, Management Analyst
Jesse Diaz, Marketing and Communications Coordinator
Karen Marin, Administrative Specialist

INTERESTED PARTIES:
Pat Comella
Aleta Dupree
Raymond Fletcher
Larry Fosgate
Joyce Hattab
Donna Henderson
Shelley Jones
Kayla Kincaid
Robin Kincaid

RTC Item #5
January 9, 2020
Consent
INTERESTED PARTIES CONTINUED:
David Navarre
Rita Varney
Stephanie Vrsnick

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<th>Item:</th>
<th>CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION</th>
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| Comments: | Chair Larry Brown first called on Mr. Larry Fosgate, who made the following comments:  
*Good morning. My name’s Larry Fosgate. I’m a local citizen, and a concerned citizen, and a frequent patron of the RTC. I have two little items I’d like to bring to your attention. The first is it’s time for the board to consider service to our satellite communities. Mesquite, Laughlin, and Pahrump all have sufficient populations to warrant regular scheduled service. It would be a huge service to the people in those communities and to the people in Las Vegas because many of them would be able to travel on public transportation for less than their own cost of transportation, which would somewhat limit the amount of traffic on the roads to and from those places. And it would also afford them an alternative for those who cannot provide their own transportation to make medical appointments, airport connections, and to do shopping or just visit friends. And for people here to be able to visit those communities without having to drive there on their own. But that could also be done with buses that are either fully electric or hybrid electric. There are hybrid electric buses now that are available. Fully electric buses, it’s time you put that on the front burner. Studies have shown that a fully electric bus on a city route can save as much as eleven cents per mile. If you think of the miles the RTC runs on its buses and you divide that by nine, that’s exactly how much you would be saving. Now, if you make your own electricity by putting panels over your parking lots and keeping your buses a little bit cooler and putting them over your maintenance facilities and things like that, the cost would be even less because you’d be making some of your own electricity. Now, I understand that the study has started, and you’re getting a couple of buses soon, but if you put it on the front burner, by 2025 Southern Nevada could be a model of how a public transportation system can serve its entire community green and economically.* |

Next, Chair Brown called on Ms. Joyce Hattab, who made the following comments:  
*I’m 95 years old. Giovanni, the supervisor who picked me up today, called me and said he was at my door. When I went outside, there was no Giovanni, there was no bus. I said, “Bus, Car 54, where are you?” and he came from behind from Lorilou Lane, not the alleyway that I am in. He said he had no manifest, just my address. And I’ll show you where he picked me up. [Ms. Hattab shared a photo.] The house on the left is where he picked me up, but then there’s the space and I live in the alley. He picked me up in front of this house that says 3449. So, he apologized, but that’s what happened to me yesterday. They went to 3449. They didn’t go to the alley and pick me up there. And here’s the space we have for the buses to come in. [Ms. Hattab shared another photo.] This is the space for the buses to come in. Plenty of space. Where I live, everyone’s fending for a living. So, there’s no parking where I live. And then here’s another picture of how they have to come, and the bus is supposed to be where the man is standing [Ms. Hattab shared photo], and the space inside is where I live. Okay, let’s go further [Ms. Hattab shared photo.] This is where I live. That’s my door. 3449 Lorilou Lane, Unit D. It’s like a horseshoe. Then here are the garages to show the space [Ms. Hattab shared photo]. The garages are here [Ms. Hattab shared photo]. Here’s more that shows you the space that the buses have to come in. And there’s no parking. You’re parked, and you live there, and you get penalized. And there’s the end of my alley. Right there [Ms. Hattab shared photo]. This is such an honor, thank you. And that’s where the bus driver parked this morning and parked yesterday, and I was a no-show. And it’s so aggravating to wait for the bus, and you know you’re waiting, and they say you’re not there. Where did I go? I live at the same place? Where did I go? These are the streets where I live. We have four streets. I love...* |
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**Item:**
2. **APPROVE THE AGENDA (FOR POSSIBLE ACTION)**

**Comments:**
No comments were made.

**Motion:**
Commissioner Jim Gibson made a motion to approve the agenda.

**Vote/Summary:**
7 Ayes. 0 Nays. The motion carried.

Ayes: Stavros Anthony, Larry Brown, Isaac Barron, George Gault, Jim Gibson, Carolyn Goodman, Kiernan McManus
Nays: None
Absent: Debra March

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

**Comments:**
Ms. M.J. Maynard, Chief Executive Officer for the Regional Transportation Commission of Southern Nevada (RTC), introduced the agenda item by recognizing this quarter’s RTC Superstars of the Quarter. First, she recognized Ms. Karen Marin for her attention to detail of contract cost and requisition management. Next, she acknowledged Mr. Jesse Diaz for his efforts on the development of a new website for the RTC and the cost savings he was able to secure in the process.

Continuing, Ms. Maynard proceeded to recognize Mr. David Navarre, an operator for MV Transportation, for his excellent on-time performance and customer service records. Then, Ms. Maynard acknowledged Ms. Donna Henderson, an operator with Keolis North America, for assisting a child who had been trying to get home for several hours.

**Motion:**
No motion was necessary.

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

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

**Comments:**
Ms. Kristina Swallow, Director for the Nevada Department of Transportation (NDOT), provided the NDOT Director’s Report. She prefaced by saying there would be no slides to present, instead she would briefly address safety. Ms. Swallow noted that as of November 2019, NDOT was tracking far below the annual fatality rate – 243 people compared to 308 the same time the previous year. She said that 243 fatalities are still far too many. She shared that both pedestrian and unrestrained occupant fatalities remain below the previous year’s numbers as well. Additionally, law enforcement partners are continuing to crack down on impaired and distracted driving as well as speeding, all of which
contribute to roadway safety concerns. She mentioned the “Give a Click” campaign from the Zero Fatalities program. The campaign’s television commercial will run through December 2019.

Ms. Swallow segued into wrong-way driving, citing recent incidents. She said this is not the norm, but they represent roughly two percent of fatal crashes. Many of these are due to impaired drivers, and Ms. Swallow stated that it is imperative to continue to discourage impaired driving. This concluded her report.

Councilman Isaac Barron followed Ms. Swallow’s remarks by commenting on the cooperation his jurisdiction was receiving pertaining to implementation of safety devices along Lake Mead Boulevard and the Civic Center Drive area. He expressed his gratitude for safety improvements in the area.

Next, Mayor Carolyn Goodman suggested using the driving spikes, or “teeth” as she called them, that flatten driver’s tires if driven over the wrong direction. She supports using these devices. She said she would rather save lives than worry over slight congestion caused by the use of such safety devices. Ms. Swallow responded, saying she would be in touch with Mayor Goodman regarding what the research showed. In the meantime, NDOT staff will work on signage and alert systems.

Continuing discussion, Councilman Stavros Anthony requested an informational item regarding high-occupancy vehicle (HOV) lanes at the January 9, 2020 Regional Transportation Commission of Southern Nevada (RTC) Board of Commissioners meeting. He expressed his distaste for HOV lanes in Southern Nevada. He noted the City of Las Vegas City Council recently passed a resolution to limit HOV lane times. It was sent to the State of Nevada, but nothing came of it. What did surface were many questions. Councilman Anthony said he receives correspondence and sees negative media coverage about people not being able to use lanes they paid for. He shared how constituents are not happy that HOV lanes are enforced 24/7, with fines when used inappropriately.

Councilman Anthony said he had five simple questions he would like addressed. He declared that these questions were not his personally, but rather, shared concerns of the public. These questions include the following:

1. Who and/or under what authority created the HOV lanes?
2. Are they required under federal law regulation, state law regulation, or in a lawsuit that’s been filed? Specifically, are they required under the federal grant to build highways in Southern Nevada.
3. Who and/or under what authority were they made 24/7 instead of restricted to afternoon use?
4. A study of HOV lanes is being conducted. Who is conducting this study? What is the methodology? What are they studying? How long will it take? Can the study result in the elimination of HOV lanes?
5. Does the regional transportation commission have any authority over HOV lanes?

Councilman Anthony said an unofficial sixth question/complaint would be regarding the design process. Drivers are sometimes concerned when they have entered an HOV lane and do not know where they can legally exit. They have to cross the double line to reach their exit. This could be addressed. He concluded his remarks by saying his personal experience showed not many drivers outside of those already prone to using them are actually utilizing the HOV lanes. This is the intended purpose – to increase paired ridership/carpooling – but it is not being realized. Councilman Anthony does not see it being realized anytime in the future. He would like to see this addressed, and he invited the public to attend the next meeting.
Chair Larry Brown commented on the involvement and discussion had by the Southern Nevada Regional Planning Coalition. He was unsure if the coalition had disbanded, and if continued interaction with the RTC was underway. He asked that Councilman Anthony’s concerns officially be added as a discussion/information item to the next RTC meeting.

**Motion:**
No motion was necessary.

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

CONSENT AGENDA (ITEMS 5 THROUGH 34)
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 November 14, 2019 (FOR POSSIBLE ACTION)

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

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

**8.** APPROVE THE ADDITION OF THE UNIFORM STANDARD DRAWINGS 244.10 AND 244.11 FOR TYPICAL LANE DELINEATION ON 60-FOOT AND 80-FOOT RURAL ROADWAYS IN UNINCORPORATED CLARK COUNTY (FOR POSSIBLE ACTION)

**9.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA PROJECT 144AE-FTI2; INTELLIGENT TRANSPORTATION SYSTEMS: ASSET INVENTORY PILOT PROJECT (FOR POSSIBLE ACTION)

**10.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 010N-FTI2; RAINBOW BOULEVARD, ERIE AVENUE TO BLUE DIAMOND ROAD (FOR POSSIBLE ACTION)

**11.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO EXTEND THE PROJECT COMPLETION DATE FOR CLARK COUNTY PROJECT 007M-MVFT; DECATUR BOULEVARD, CACTUS AVENUE TO WARM SPRINGS ROAD (FOR POSSIBLE ACTION)

**12.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF LAS VEGAS PROJECT 009Q-FTI2; CHARLESTON BOULEVARD, ART WAY TO GRAND CENTRAL PARKWAY (FOR POSSIBLE ACTION)

**13.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO EXTEND THE PROJECT COMPLETION DATE AND INCREASE FUNDING FOR CONSTRUCTION AND ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF LAS VEGAS PROJECT 178K-
**15.** Approve and authorize the Chairman to sign supplemental interlocal contract No. 1 to increase funding for Engineering from Motor Vehicle Fuel Tax Funds for City of Las Vegas Project 214A-MVFT; Casino Center Boulevard, Colorado Avenue to Wyoming Avenue (For possible action)

**16.** Approve and authorize the Chairman to sign the interlocal contract for Engineering from fuel revenue indexing extension funds for City of Henderson Project 100F-FTI; I-515 at I-215 interchange improvements (For possible action)

**17.** Approve and authorize the Chairman to sign the interlocal contract for Engineering from fuel revenue indexing extension funds for City of Henderson Project 135AG-FTI2; Arterial Reconstruction: Fiscal Year 2020 City of Henderson Maintenance (For possible action)

**18.** Approve and authorize the Chairman to sign the interlocal contract for Engineering from fuel revenue indexing extension funds for City of Henderson Project 234A-FTI2; Gilespie Street, St. Rose Parkway to Via Inspirada (For possible action)

**19.** Approve and authorize the Chairman to sign the interlocal contract for Engineering from Question 10 Funds for City of Henderson Project 190L-Q10; Pedestrian Bridge: I-215 at Green Valley Parkway (For possible action)

**20.** Approve and authorize the Chairman to sign supplemental interlocal contract No. 1 for Construction and Engineering from Motor Vehicle Fuel Tax Funds for City of Henderson Project 223B-MVFT; Traffic Signal Improvements Program: Starr Avenue and Bermuda Road (For possible action)

**21.** Receive a report of award of bid for construction from fuel revenue indexing extension funds for City of Henderson Project 171C-FTI2; Water Street North, Sturm Street to Cadence Vista Drive to Las Vegas Paving Corporation for $4,000,000.00 (For possible action)

**22.** Receive a report of award of bid for construction from Motor Vehicle Fuel Tax Funds for City of Henderson Project 175Q3-MVFT; Neighborhood Rehabilitation: 2019 City of Henderson Maintenance to American Pavement Preservation for $4,257,759.84 (For possible action)

**23.** Receive a report of award of bid for construction from Motor Vehicle Fuel Tax Funds for City of Henderson Project 178S-MVFT; Pedestrian Safety Upgrades Program Fiscal Year 2020 to Muller Construction for $476,295.25 (For possible action)

**24.** Approve the final report for City of Las Vegas Project 135U-FTI; City of Las Vegas Arterial Reconstruction Program Package 2 (For possible action)

**25.** Approve the final report for City of Las Vegas Projects 169D-FTI, 169D-MVFT, and 169D-Q10; Main Street/Commerce Street Downtown Couplet, I-515 to Las Vegas Boulevard (For possible action)

**26.** Approve the final report for City of Las Vegas Project 181A-FTI; Coolidge Avenue, Main Street to 4th Street (For possible action)
**27. 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)**

**28. APPROVE THE FISCAL YEARS 2020-2021 UNIFIED PLANNING WORK PROGRAM – AMENDMENT ONE (FOR POSSIBLE ACTION)**

**29. APPROVE THE PUBLIC PARTICIPATION PLAN (FOR POSSIBLE ACTION)**

**30. APPROVE THE AWARD OF BID NO.17-031CON-1, RTC SECURITY IMPROVEMENTS AT VARIOUS LOCATIONS PROJECT, TO THE LOWEST RESPONSIVE AND RESPONSIBLE BIDDER, CONTI CORPORATION, IN THE AMOUNT NOT-TO-EXCEED $2,099,454.00, INCLUSIVE OF A $300,000.00 OWNER-CONTROLLED ALLOWANCE, AND AUTHORIZE THE CHAIRMAN TO SIGN THE CONTRACT (FOR POSSIBLE ACTION)**

**31. RECEIVE A RECOMMENDATION FROM THE EVALUATION COMMITTEE TO SELECT AND AWARD CONTRACT NO. 20-016, CLARK COUNTY MARYLAND PARKWAY CORRIDOR TRANSIT-ORIENTED DEVELOPMENT PLAN, TO MIG, INC. IN THE AMOUNT NOT-TO-EXCEED $249,999.00 FOR 12 MONTHS FROM NOTICE TO PROCEED, AND AUTHORIZE THE CHAIRMAN TO SIGN THE CONTRACT; OR TAKE OTHER ACTION AS DEEMED APPROPRIATE (FOR POSSIBLE ACTION)**

**32. APPROVE AGREEMENT NO. 20-019, MANAGEMENT AND OPERATIONS OF THE COMMUTER BIKE CENTER, WITH ESCAPE ADVENTURES, INC. FROM THE DATE OF NOTICE TO PROCEED THROUGH NOVEMBER 30, 2020, WITH TWO ONE-YEAR OPTION PERIODS, IN THE ANNUAL AMOUNT NOT-TO-EXCEED $66,000.00, AND AUTHORIZE THE CHAIRMAN TO SIGN THE AGREEMENT (FOR POSSIBLE ACTION)**

**33. APPROVE A PURCHASE ORDER TO DYNTETEK SERVICES, INC. FOR PROJECT NO. 20-025 FOR THE PURCHASE OF DATA BACKUP SOLUTION AND SYSTEM MAINTENANCE SUPPORT IN THE NOT-TO-EXCEED AMOUNT OF $271,438.00, AND AUTHORIZE STAFF TO ISSUE A PURCHASE ORDER (FOR POSSIBLE ACTION)**

**34. APPROVE AND ADOPT THE AMENDMENT TO THE SUBSTANCE ABUSE POLICY FOR THE RTC, AND DESIGNATE RENARD E. ALLEN II AND PAUL CURTIS AS CO-MANAGERS FOR THE DRUG AND ALCOHOL PROGRAM (FOR POSSIBLE ACTION)**

**Comments:**
No comments were made.

**Motion:**
Commissioner Jim Gibson made a motion to approve the Consent Agenda.

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

**Item:**
35. 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. M.J. Maynard, 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.

Vote/Summary:
No vote was taken.

Item:
36. 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 Ms. Pat Comella, who made the following comments:
I am here today to thank Dan Howland for when he helped me back in March. This thank you has been long overdue. It was the weekend of March the 18th when I started having severe problems with Prednisone. Checking with the pharmacies, they said, “You have to see your doctor. You can’t stop it or you can’t keep taking. We can’t tell you.” On Monday morning I called my doctor, and the answering machine said that his clinic is closed for one week and he’ll be back the following week. The next thing I did was call my oncologist. She was at a convention and she was not in, and I was really, really bad. The operator told me that I could see her physician’s assistant, but I had to be there in an hour and twenty minutes. It was a cold, rainy, and windy day. I called the RTC and they no longer had the emergency ride for the day. And I talked to Dan Howland, who cares very much for the people that he serves and service that he gives. And it was because of him that I got help. A couple of weeks before, I had my purse stolen from me with my cell phone in it. I could not call Lyft or anyone else because I didn’t even have a credit card to give a cab driver. Because of him, I was taken care of, and the critical part was over within a matter of three or four days. I thank you with all my heart for that, and I’ll remember it forever. And that is the main reason I am here. I just have some other little things I’d like to mention. One is the Lyft program. It is absolutely wonderful. When you have a disabled person that is totally dependent, it is so great to know that you can do anything you want just by getting a little app and calling Lyft to come and get you. I go to the blind center, and a lot of people are being signed up on your program. And they all are so thrilled to death. So, I’m thankful for that. The next thing I’m thankful for that I just learned about was the text messages. They are so fantastic. It gives me time to make sure my stove is off, the lights are off, the water isn’t running, and I love it. I would also like to mention two people at your call center that anytime I call I feel at home with. They are wonderful, kind, and understanding. And that is Linda and Louis. They are absolutely terrific. So, this is all I have to say today. Thank you so very much.

Next, Chair Brown called on Ms. Shelley Jones, who made the following comments:
Good morning. My name is Shelley Jones, and I want to commend you guys for the Tango program. I love it. It allows me the freedom that I need to go to and from places. Larry Jones is wonderful. Matthew Garbin, who is one of the head in charge of that, I told him I would talk about him too. He’s a great person. As hard as he works, he’s not always easy to get ahold of, but he does always get back to you. I like the Tango program. And I appreciate all the bus drivers for RTC. I know a lot of them. And they do work very hard with what they have to deal with traffic out there. And Mr. Neely is really great. I appreciate him as well. And Mr. Howland, as Pat has mentioned, is a wonderful person as well. And if it wasn’t for these great people to help us, I don’t think we would have the independence that we need. So, I want to thank you very much. Merry Christmas and Happy New Year.
Chair Brown then called on Ms. Robin Kincaid, who made the following comments:

Good morning. My name is Robin Kincaid, and this is the sixteenth time I’ve come before the commission regarding the restrictions of the paratransit service area that affects many individuals on a daily basis. I also come today to make a formal request for some public documents that might explain which, what many in the public see as wasteful spending that has actually become a common practice. I’m requesting information regarding the Trip to Strip program that might explain the financial hit to taxpayers as a result of the program. I would also encourage the commission to ask the RTC about the Trip to Strip program and decide, based on the information, if this is an example of some poor spending decisions. I also am going to submit those electronically. I did bring them with me today, so I’d like to see them as part of the record, but I will send them electronically. I’d also like to submit a formal request for documents regarding the cost and the effectiveness of the RTC website. There’s still some tremendous amount of concerns and some questions that are part of the public records request that I will be submitting as well. Also concerned that the paratransit ride check program has been under construction for months, and the current state makes it very difficult to use. For example, it doesn’t have a logo at the top; it looks like there’s a place for a logo. There’s just lots of concerns. It makes it very cumbersome. I imagine someone with visual disabilities could really struggle with that. And finally, today you’re going to have an opportunity in just a moment to hear directly from my daughter Kayla. You see, our family goal is to help Kayla become more independent and have some access to the locations that are part of her life. Unfortunately, here in Southern Nevada, we have actually created a segregated community where an agency dictates where individuals will live, work, play, receive education, and visit the doctor regardless if their home is even in the service area. As a reminder—we do live in the service area; we just can’t get places outside the service area. When Las Vegas made a commitment to provide fixed transportation system to the citizens of Nevada, they actually took on this obligation to provide paratransit services to people with disabilities. Transit agencies are responsible for the costs of fulfilling an ADA paratransit mandate. I urge you, as we finish out this old year, 2019, and look forward to the year of 2020, please consider a plan to make changes to the service area. A new year is filled with hope and resolutions. Find a way to ensure the wasteful spending stops as well as finding a way for people with disabilities to have access to services and locations. Please restore the service area back to the 2011 configuration. Thank you, and happy holidays to all of you. I’m going to let Kayla talk now.

Chair Brown called on Ms. Kayla Kincaid, who made the following comments:

Good morning commissioners. My name is Kayla Kincaid. I ride paratransit almost every day to UNLV for my school. Almost every day on paratransit to my church, and to the post office, and to my friend’s house, and to my brother’s house. I live in the service area. Please find a way to expand the service area. I’m can’t be able to get to places that I need to go. Thank you.

Following this, Chair Brown called on Ms. Stephanie Vrsnick, who made the following comments:

Good morning commissioners. My name is Stephanie Vrsnick, and I’m speaking on behalf of my son who doesn’t have access to transportation. I am his transportation. Most individuals with disabilities depend on family members, siblings, or close friends to get them to essential places. When they don’t have those individuals to transport them, then what happens? Do they give up their jobs? Just don’t go to doctor appointments or the grocery stores? These are not luxury places. These are essential for anyone to live an independent and healthy life. We all have jobs. We all go to the doctors and shop at grocery stores. Everyone on this commission leads an independent life. You can go to the grocery store, church, or the post office. If you couldn’t go, what would you do? I’ve been asking this commission to expand the service area to give more people with disabilities access to transportation. I’m asking
paratransit to take my son to work and to bring him home. It’s that simple. As you go into this holiday season and you’re spending time celebrating and making lasting memories with your family and friends, think about how many people who are isolated that are not able to be with family or friends over the holidays simply because they have no transportation. It is my hope that this commission comes back next year with a true focus on the members who live and work and play in this community. Specifically, people with disabilities who are part our community. With new leadership and a new year, perhaps we can have an expanded service area. I hope that this commission listens to the needs of this community. Remember this quote directly from the previous leadership, “If not you, then who? If not now, then when?” I hope that the when is the beginning of January 2020. Thank you.

Then, Chair Brown called on Ms. Rita Varney, who made the following comments:
My name is Rita Barney, and I’ve testified before this committee regarding the need for an extended paratransit service area for some time also. I am my daughter’s voice until I have none. We retired in Las Vegas. We moved here for a job and loved it, found an area that we loved and built our forever home. Prior to that, we were in seven different states. A few of those states were a couple of jobs. Construction is kind of like the military: you move where the job is. That means I’ve moved my kids all over the country throughout their formative years. On every job site, I researched neighborhoods, schools, medical, shopping, sports, and social opportunities for my kids. That’s close to fifteen moves. I know how to do my due diligence and have done well as I have one son who is career military with four deployments and the other is career law enforcement on the SWAT unit. For my daughter, that’s another story. A move to what I thought was a community that is safe that allowed the single-level floor plan we required, close to shopping, a library, the YMCA, good schools, medical, and within two miles of a hospital, but yet you are telling me that I’m not in a neighborhood that matters. This week, Channel 8 disagrees with you. In an article on the 10 hottest Las Vegas neighborhoods, my zip code is Number 4 for buyers and Number 6 for sellers. Out of those Top 10 buyers, three entire zip codes are not serviced by RTC or paratransit. Top 10 sellers have four zip codes not being serviced. Another market trend noted that the article is more condos, more people. Do these articles not prove there is a need for an extended service area in an area that is already booming with new homes and business? I have already brought to your attention how many schools, churches, funeral homes, assisted living, parks, medical, hospital, and other facilities that are inaccessible. As you are making grand plans for the new year, let me leave you with food for thought. Kansas City, Missouri’s city council this week voted unanimously to fund fare-free public transportation city-wide. This city council voted unanimously. The resolution was 13-0 to improve the safety, efficiency, and capacity all at no cost. The demographics for Kansas City are not that far from ours. We are more dense and only 100,000 more in population and growing. These are residents that live here and pay taxes here. With Las Vegas resources, you would think we could do better. And I hope you will do better for the citizens who need it. Please extend the existing service area, or even better include our whole city into all the convenience only a select few have.

Next, Chair Brown called on Ms. Aleta Dupree, who made the following comments:
Good morning RTC board, Chair Brown, members, Aleta Dupree for the record. You know, I love a good public meeting. Can’t seem to get enough of them wherever I go. I’ve lost count of how many times I’ve come before you. Probably at least 50. Maybe closer to 100. Always try to bring new things. So, I’ve got a new update from my RTC app. The more user-friendly barcode and color bar, which allows me to scan it on the reader and show it to the driver, so I don’t have to toggle back and forth if the reader is not working. And the Apple Pay functionality is something long-awaited. This will help people who are coming here to this town, and when they find out about that it’s easier for them to buy bus tickets on the app and not have these long lines at the vending machines. So, let’s encourage our ambassadors to do more work in being able to say there is an app for that, and more people who visit
this great town can use it. I have been thinking a lot about the HOV issue. I don’t know that I’ve used it yet since I’ve gotten home, but it’s an important option to me. I submit to you that I’m a person with disabilities, as some of you know, and for the first time I’m saying, which I think is true for any of us, my disability is 24/7. I live in Rancho Sahara, and my bus route runs 24/7. And I use the Trip to Strip sometimes to come here or downtown or the strip or the convention center. It runs 24/7. The New York City subway runs 24/7. So, I am 24/7, and I ride the RTC buses which use those lanes. So, as a person that’s disabled 24/7, I should have the opportunity to use all these services 24/7, which you are doing for me. Somebody drove me here this morning, and I’ll get on a bus and have one of your professionals drive me somewhere later. I had a very good time at the TRAC meeting. Lots of good information. I realize there’s a fifth way I am giving you money. So, when I use a TNC, I got an answer that about $0.22 of every gallon of gasoline goes into FRI. I would say that for every mile I travel in a TNC, you’re getting about one penny. So, I’m doing my part towards streets and highways. Thank you. Good roads are good for buses, because if we have bad roads we beat up the buses. That’s all for today. Thank you.

Chair Brown then called on Mr. Raymond Fletcher, who made the following comments:

Good morning Chairman Brown. Mayor. I wasn’t going to say anything this meeting. I was just going to sit back and chill. But when I hear comments about if you don’t have anyone. I live here in Vegas on my own. I truly don’t have anyone to take care of me. And I realize that as I just got over the flu. I’m looking at what we have here. We have 73 square miles less of service area than what the recession was. However, we’re able to grandfather 650 passengers. Since then, we’ve been able to add back 26 square miles, for an additional 2,366 new riders. These individuals were previously not grandfathered in. It has cost now $17.82 million more, even though we have 47 square miles less of service. People need to be responsible of the choices that they make. We had a presentation of what the service area was. What it was reduced to and what we are back to today. This commission is the only commission in the United States that I know of that has not only exceeded but gone above what the requirement was under the law. Under the law it says three-quarters of a mile for paratransit services. This agency has offered up to a mile and a half of extended services. This commission is the only commission in the United States that I know of that has not only exceeded but gone above what the requirement was under the law. Under the law it says three-quarters of a mile for paratransit services. This agency has offered up to a mile and a half of extended services. So, as we look at what the future’s going to be, we can’t hold our agency to a different standard than what’s going on in different states. It’s not fair. It’s not fair to say this is what the law requires, but I want more. The American Disabilities Act is about equality. Nothing more, nothing less. And if we’re going to be equal with ourselves, we have to be equal with our surrounding communities. And I’m just frustrated. Month after month after month. Blame after blame after blame. Where if you’re grandfathered in and then you move, why are you going to continue to blame you guys. Why are you going to continue to beat that dead horse? It’s your fault. Make that ownership of the choice that you made and move on. You want to provide the service. I get it. I get it. But looking at the finances, looking at the amount of money, we’re spending $29.14 million prior to the recession, and now we’re spending like $42 million for paratransit services. So, we need to be mindful that when we’re requesting something to be done, we should look at the totality of the community rather than just for me. So, if we want a service to be extended, let’s look at the entire service. Not just “Let’s get my corner covered. Forget everyone else.” Thank you so much, and you guys have a happy holiday.

Finally, Chair Brown called on Ms. Shelley Jones again, who made the following comments:

It’s your friendly neighborhood bug. I just want to let you know that when I moved here in 1993 to help my mom take care of my dad because he was dying of cancer, I had vision. I don’t have any now. I’ve been blind for about twelve months. But it doesn’t stop me, and I have moved all around the city. And back then, I can remember as a child growing up in the ’60s, coming here on the weekends, there was no buses. And then there was one bus going down the strip, what they call Las Vegas Boulevard. Then it expanded. Some buses were taken away, some were added, new routes, whatever. I knew that I was
Chair Brown thanked those citizens who spoke. He then said he was unsure if his colleagues received an e-mail about a University of Nevada, Las Vegas (UNLV) student who had asked for bus stop enhancements. Ms. M.J. Maynard, Chief Executive Officer for the Regional Transportation Commission of Southern Nevada (RTC), remarked that she did not believe they had because the e-mail was from one of Chair Brown’s constituents. Chair Brown asked if staff were present who were responsible for that e-mail. Ms. Maynard said they were, pointing to a few individuals from the RTC’s Transit Amenities department, and she expanded on what the e-mail entailed. She explained that a man attending UNLV relayed that there was nowhere to sit at the location where he used the RTC paratransit service. The email was received by RTC staff and was forwarded to the Transit Amenities team, and then shortly after there was a shelter for that pickup location. He sent a selfie of himself sitting on the bench. Ms. Maynard again recognized those individuals responsible.

**Motion:**
No motion was necessary.

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

**ADJOURNMENT**

The meeting adjourned at 9:56 a.m.

Respectfully submitted,

Marin DuBois, Recording Secretary

Marek Biernacinski, Transcription Secretary