MINUTES
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
JANUARY 9, 2020

These minutes are prepared in compliance with NRS 241.035. Text is in summarized rather than verbatim format. For complete contents, please refer to meeting recordings on file at the Regional Transportation Commission.

THIS MEETING WAS PROPERLY NOTICED AND POSTED IN THE FOLLOWING LOCATIONS ON DECEMBER 31, 2019

CALL TO ORDER
Mr. Larry Brown, Chair, called the meeting to order at 8:56 a.m. in the Commission Chambers of the Clark County Government Center.

MEMBERS PRESENT:
Larry Brown, Chair, Clark County
Debra March, Vice-Chair, City of Henderson
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:
None

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
Craig Raborn, Director of Metropolitan Planning Organization
Aileen Pastor, Advertising and Creative Supervisor
David Gloria, Administrative Specialist

INTERESTED PARTIES:
Lyle Dickson
Aleta Dupree
Raymond Fletcher
Don Johnson
Shelley Jones
Victoria Kish-Spence
Jeff Lerud, Nevada Department of Transportation
Jason Logsdon
Bill Marion, Purdue Marion & Associates
Nathan Peterson
Robert Sullivan
Robert Summerfield, City of Las Vegas

RTC Item #5
February 13, 2020
Consent
INTERESTED PARTIES CONTINUED:
Mark Radi
Jesus Ramirez
Rita Varney

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

**Comments:**
Ms. Aleta Dupree made the following comment:

“Thank you, Chair Brown, members, Aleta Dupree for the record. As I’ve stated on the card, I’m going to talk to you briefly about 42 and 43, both of which involve vehicle procurement. I am in support of 43, of buying 20 more of these natural gas buses. I am experiencing the benefits of a newer fleet that runs on natural gas, especially those blue seats that we have on board, easier to clean and keep up with, I go back to 42 here, where you will see an amendment, 1928, it has to do with some language involving the procurement of vehicles and I saw and spoke on this at the Executive Advisory Committee meeting. The language cleans up taking CNG out of the sentence for vehicle acquisition.

This will be a good thing for us if we’re going to go electric. But I don’t want it to be a loophole that will allow us to go back to buying diesel. Because some day we’re going to have to acquire new vehicles for the Strip, and we’re running double deckers, and the double deckers don’t have a natural gas option. We have to remember that whenever we buy a new vehicle, and we have federal money expended for it, that we’re stuck with that vehicle for 12 years or 500,000 miles, whichever comes first. So, we’re gonna have to think hard about what we’re going to buy for the Strip, but if we’re not ready for electric, we may have to hold off on buying double deckers, and buy some more of these good 60-foot natural gas buses. So keep those things in mind when you continue to order buses, thank you.”

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

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

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

**Comments:**
Ms. M.J. Maynard, Chief Executive Officer (CEO) for the Regional Transportation Commission of Southern Nevada (RTC), spoke to provide the RTC CEO’s Report, but before doing so, she addressed a
recent assault that had occurred on an RTC bus on December 13, 2019. She explained that the assault involved a veteran senior citizen who had been attacked, and that the RTC is working with its contractors and the Las Vegas Metropolitan Police Department to help locate the suspect.

Following a detailed PowerPoint presentation [attached], Ms. Maynard began the CEO’s Report with an operator recognition award for Mr. Jesus Ramirez with Allied Universal. Mr. Ramirez had recently assisted the Las Vegas Metropolitan Police Department with identifying a juvenile runaway, locating and protecting her until the police arrived. Mr. Ramirez thanked the RTC for its recognition. Ms. Maynard then acknowledged a supervisor from MV Transportation, Ms. Victoria Kish-Spence. Ms. Kish-Spence had played an important role in helping a paratransit customer receive vital medical assistance. Ms. Kish-Spence thanked the RTC for its recognition.

**GO-NV Summit**
Next, Ms. Maynard provided a recap of the recent GO-NV Summit (GO-NV), which the RTC had hosted as a lead-in to the Consumer Electronics Show. This summit featured transformative work occurring around the country in regard to transportation technology. Attendees heard from U.S. Department of Transportation Deputy Assistant Secretary for Transportation Policy, Finch Fulton, who spoke about the priorities and policies of the federal government regarding advanced transportation technology, including the ongoing effort to create safety regulations for autonomous vehicles, as well as Jane Williams, Acting Administrator for the Federal Transit Administration. Ms. Maynard played a brief video for the Board, which provided a general overview of the event.

Continuing, Ms. Maynard described that GO-NV served as the stage for the RTC’s announcement of its new partnership with Uber and Transit, where customers can now purchase RTC passes to supplement the RideRTC app. This partnership supports the RTC’s goals of pursuing collaborative efforts to help current and potentially new customers use public transit as a viable means of transportation.

**Fuel Tax Update**
From there, Ms. Maynard introduced Mr. David Swallow, Deputy CEO for the RTC, to provide updates on the progress of the RTC’s Motor Vehicle Fuel Tax, Question 10, and Fuel Revenue Indexing (FRI) programs. Since the FRI program’s inception in 2014, 458 projects have been started with 235 of those being completed. Looking at the number of dollars under contract between the RTC and local jurisdictions, the RTC has awarded over $1 billion in contracts. As of 2019, the total revenues from dollars under contract have amounted to just over $1.1 billion. In terms of FRI progress, Mr. Swallow provided a few key statistics for the Board.

- 78 local small businesses have been put to work
- $954 million has been awarded in FRI funding
- Approximately 10,237 jobs have been created (direct, indirect and induced)
- All 225 initial FRI funding projects were completed by the end of 2019

**Trip to Strip**
Next, Ms. Maynard introduced Mr. Francis Julien, Deputy CEO for the RTC to provide a report on the RTC’s Trip to Strip pilot program. Mr. Julien described how Trip to Strip was introduced to capture revenue from the desire for on-demand ride services. The program started with the Las Vegas Strip and McCarran International Airport and then expanded north to downtown Las Vegas and as far south as the M Resort. Eight months into the program, the RTC has seen consistent ridership growth each month, with Mr. Julien providing key statistics collected from May 1, 2019 to December 30, 2019.
- Total ridership: 65,300
- Group size: 3.1
- Average wait time: 7 minutes
- Average miles: 4.6
- Mobile App rating: 4.93 out of 5

He also listed the South Point Hotel Casino & Spa, McCarran International Airport, Grandview at Las Vegas, Planet Hollywood Resort & Casino, and Hilton Grand Resort as the top origin locations in the pilot.

Despite these successes, he pointed out that financial constraints facing the overall transit system prevented the RTC from allowing the new service to reach its full potential and it was decided to discontinue the Trip to Strip service effective December 31, 2019. He noted that the total cost of the pilot program was $2.9 million, and during its eight months in operation, it generated $300,000 in revenue. Additionally, the pilot program provided valuable takeaways that the RTC could use to develop future transit programs.

Vice-Chair Debra March noted that these pilot programs were effective in giving insight into how these programs would work on a bigger scale. Ms. Maynard agreed, stating that the role that these technologies would play in future transit systems is crucial to understand. Ridership in the Resort Corridor is still declining, so it’s important to explore ways to combat the issue that aligns with what customers want.

Mayor Carolyn Goodman asked whether the federal government limited the RTC’s flexibility in pricing for different geographic areas, even outside of the stated service area. Mr. Julien replied that, per federal regulations, there had to be a consistent price across the region. Ms. Maynard added that paratransit pricing was determined by fixed route pricing and that if the RTC decided to offer premium ride services, the RTC would have flexibility to charge higher prices for only that specialized type of service. However, there are regulations on how these specialized services are defined.

**Motion:**
No motion was necessary.

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

**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), began the NDOT Director’s Report with preliminary numbers on state fatalities. In 2019, 284 fatalities occurred, which is down compared to 329 in 2018. Ms. Swallow noted, however, that this is still too many. She described the role of the police departments in these issues as well as stressing the role of personal responsibility from drivers. There are several strategies in the works to improve safety as well. This includes wrong-way detection systems that leverage technology to proactively alert drivers that they are traveling in the wrong direction. From there, she turned the floor over to Mr. Jeff Lerud, NDOT, to further discuss high-occupancy vehicle (HOV) lane long-term management plans.

Mr. Lerud described the history of the HOV lanes, noting the specific Nevada Revised Statutes that issues authority of HOV lanes to NDOT. He mentioned that there is no state or federal mandate
requiring the operation of an HOV lane system. Funding of these ramps came from various sources, with Mr. Lerud mentioning that the Elkhorn HOV ramps were funded with Congestion Mitigation and Air Quality (CMAQ) funds, and overall guidelines coming from the Federal Highway Administration (FHWA). He also described studies being done on the HOV system and that NDOT is partnering with RTC Freeway and Arterial System of Transportation (FAST) to collect data on several issues. Mr. Lerud said that the RTC had limited control over the HOV system, but it is a critical partner in the program. He also brought up the issue of drivers inadvertently entering HOV lanes without meaning to, explaining that NDOT is working on improving signage and access to ensure that drivers are able to understand their options.

**HOV History**

Continuing, Mr. Lerud detailed the history of HOV lanes from 2000 to today, explaining its initial inception from an investment study from the FHWA in 2000. Other milestones include the Sierra Club settlement in 2005 and the Nevada HOV plan in 2007. In December 2007, the U.S. 95 HOV Lanes Phase 1 project began. These plans continued, with another Nevada HOV Plan Update occurring in 2015. Mr. Lerud detailed the milestones, concluding with the status of HOV lanes with a project pending for HOV ramps on Tropicana Avenue and Harmon Avenue.

**HOV 24 Hour Study**

Next, Mr. Lerud detailed the data NDOT had collected on HOV usage from hour to hour. Naturally, there was much variance in usage throughout the day. Aside from carpooling uses, HOV lanes are important for emergency response capabilities. In the future, HOV lanes may be used as an overflow tool for diverting traffic during lane closure incidents. Mr. Lerud remarked that the full HOV system has been open since May 2019 and described some of the performance data that has been collected.

Chair Larry Brown asked whether the volume statistic refers to vehicles on the road or passenger counts. Mr. Lerud said they refer to vehicles in the HOV lane but do not account for passenger numbers. This will be accounted for in a future occupancy study.

Then, Mr. Lerud mentioned that NDOT is developing an Active Traffic Management system that will improve the RTC’s ability to actively manage freeway traffic through the use of HOV systems. This should be fully deployed by March 2020. NDOT will also be looking at new ways to evaluate the HOV system on Interstate 15 (I-15) and U.S. 95 with the goal of long-term improvement.

Mr. Lerud then explained the upcoming occupancy study and reviewed a few of its features and challenges. He said there is still progress to be made on the study and NDOT staff will continue to refine this. He also reviewed a future lane balance study on southbound I-15 at the Neon Gateway. Another growing concern is HOV access points. It was determined that the traffic operations teams will need to review and evaluate different locations for improving access, for example, adding an access point between the Spaghetti Bowl and Rancho Drive. After more data on these issues has been collected, he will come back for further presentations. Ms. Swallow added that they are interested in monitoring the system and collecting feedback from the RTC Board of Commissioners.

Mayor Carolyn Goodman mentioned that California has been working on their HOV goals as well and suggested looking at what had been accomplished so far. Ms. Swallow agreed, stating that California had done some work on occupancy studies that NDOT will be reviewing.

Councilman Stavros Anthony asked for clarification that NDOT was the governing authority for HOV lane requirements and what studies were upcoming in regard to the need for HOV lanes. Ms. Swallow
said NDOT had been conducting HOV studies over the years, and are now monitoring the system to prepare for a full study. Councilman Anthony stated that it is common for single occupancy vehicles to use HOV lanes for various reasons and stated that NDOT will need to think carefully about the future of HOV lanes.

Mr. Lerud pointed out that there was no state or federal mandate requiring HOV lanes and that NDOT has voluntarily committed to it over the years. Chair Brown stated that NDOT will need to consider whether to continue investing in HOV lanes over the coming years and whether the concept is antiquated. He suggested the department to consider the downsides of the restricted lanes as well as the benefits. Ms. Swallow agreed that she had heard concerns like these before and that the goal is to ensure that NDOT is being responsive to the public with the freeway system. Chair Brown noted that it will be important to validate the ridership data as soon as possible to get a better understanding of the issues.

Commissioner Jim Gibson asked about the maximum capacity of the lanes. Mr. Lerud said it could handle up to 2,000 vehicles per hour per lane. Ms. Swallow added that NDOT would soon be able to get more accurate sensor data on I-15 with new tracking strategies. Then, Commissioner Gibson asked about environmental filings associated with the lanes and asked if there was anything committing NDOT to 24/7 operation. Mr. Lerud said that, based on past HOV studies, it was important to keep the HOV lanes open continuously to prevent system overload. Commissioner Gibson expressed concern about the cost of widening highways and the efficiency of dollars spent in that regard, yet there seemed to be unlimited growth in the demand for travel lanes. Ms. Swallow agreed that this was a concern and that NDOT is exploring options for using the system as efficiently as possible.

Vice-Chair Debra March asked what NDOT is doing to encourage behavior changes in drivers to support carpool lane usage. Ms. Swallow said that partnering with the RTC on Club Ride was helping alongside more research on studying occupancy.

Then, Councilman Isaac Barron asked about enforcement of HOV lane laws and whether enforcement occurs at the state or county level. Ms. Swallow said she was unsure of which jurisdiction it falls under. Ms. Swallow added that the fine would go into local funds and that HOV violations did not go to the state. Mr. Barron suggested the HOV issue presents an opportunity to partner with agencies like the state highway patrol. Ms. Swallow noted that enforcement is a possible way to allow change but that it impacts traffic flow as well, so there would need to be a balance for those types of issues. Councilman Barron agreed, thanking NDOT for the efforts in improving safety in the area and promoting safety in the public.

Councilman Anthony spoke to the issue of enforcement, mentioning that it is supposed to be data-driven based on locations of injuries and fatalities, and HOV lane enforcement does nothing for public safety. This was another challenge for allocating enforcement resources toward that goal. He also mentioned the ongoing studies, remarking that it should assess the public’s willingness to carpool for projected HOV lane usage.

**Motion:**
No motion was necessary.

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

CONSENT AGENDA (ITEMS 5 THROUGH 44)
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 December 12, 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 REVISIONS TO UNIFORM STANDARD DRAWINGS WITH RESPECT TO CURRENT ACCESSIBILITY BEST PRACTICES WITHIN THE RIGHT-OF-WAY (FOR POSSIBLE ACTION) |
| **9.** | APPROVE REVISIONS TO MODIFY CONDUIT ON UNIFORM STANDARD DRAWING 321 “LIGHTING STANDARD FOUNDATION” (FOR POSSIBLE ACTION) |
| **10.** | APPROVE REVISIONS TO MODIFY CONDUIT ON UNIFORM STANDARD DRAWINGS 332.S1 AND 332.S2 "SERVICE PEDESTAL FOUNDATION" (FOR POSSIBLE ACTION) |
| **11.** | APPROVE REVISIONS TO THE UNIFORM STANDARD SPECIFICATIONS SECTION 704 "BASE AGGREGATES" (FOR POSSIBLE ACTION) |
| **12.** | APPROVE REVISIONS TO THE UNIFORM STANDARD SPECIFICATION SECTION 707 “JOINT MATERIAL” (FOR POSSIBLE ACTION) |
| **13.** | APPROVE REVISIONS TO MODIFY CONDUIT ON UNIFORM STANDARD DRAWING 726 “SERVICE PEDESTAL FOUNDATION” (FOR POSSIBLE ACTION) |
| **14.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CONSTRUCTION OF CLARK COUNTY PROJECT 223K-FTI2; INTERSECTION IMPROVEMENT PROGRAM: FISCAL YEAR 2020 CLARK COUNTY (FOR POSSIBLE ACTION) |
| **15.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FROM QUESTION 10 FUNDS FOR CONSTRUCTION OF CLARK COUNTY PROJECT 190M-Q10; PEDESTRIAN BRIDGE: ERIE AVENUE, RAINBOW BOULEVARD TO WINDY DESERT STREET (FOR POSSIBLE ACTION) |
| **16.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO INCREASE FUNDING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 033S-FTI2; JONES BOULEVARD, BLUE DIAMOND ROAD TO WINDMILL LANE (FOR POSSIBLE ACTION) |
| **17.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 4 TO INCREASE FUNDING FOR ENGINEERING, RIGHT-OF-WAY AND CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CLARK COUNTY PROJECT 099C-MVFT; HOLLYWOOD BOULEVARD, CHARLESTON BOULEVARD TO LAKE MEAD BOULEVARD (FOR POSSIBLE ACTION) |
| **18.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 6 TO INCREASE FUNDING FROM QUESTION 10 FUNDS FOR CLARK COUNTY PROJECT 147A-Q10; CACTUS AVENUE, RAINBOW BOULEVARD TO SPENCER STREET (FOR POSSIBLE ACTION) |
| **19.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO INCREASE FUNDING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR ENGINEERING FOR CITY OF LAS VEGAS PROJECT 212A-FTI2; CALIFORNIA STREET, COMMERCE STREET TO 3RD STREET (FOR POSSIBLE ACTION) |
| **20.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL
| **21.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL NO. 8 TO INCREASE FUNDING FROM QUESTION 10 FUNDS FOR ENGINEERING AND RIGHT-OF-WAY FOR CITY OF LAS VEGAS PROJECT 124C-Q10; SHEEP MOUNTAIN PARKWAY, CC215 TO KYLE CANYON ROAD (FOR POSSIBLE ACTION) |
| **22.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF HENDERSON PROJECT 192D-FTI2; SUNRIDGE HEIGHTS PARKWAY PHASE 2A; EXECUTIVE AIRPORT DRIVE AND ST. ROSE PARKWAY (FOR POSSIBLE ACTION) |
| **23.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 FROM MOTOR VEHICLE FUEL TAX DIRECT DISTRIBUTION FUNDS FOR CONSTRUCTION FOR CITY OF BOULDER CITY PROJECT 178R-MVFT; SAFETY UPGRADE PROGRAM: FISCAL YEAR 2020 CITY OF BOULDER CITY (FOR POSSIBLE ACTION) |
| **24.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO INCREASE FUNDING FOR ENGINEERING FROM MOTOR VEHICLE FUEL TAX DIRECT DISTRIBUTION FUNDS FOR CITY OF BOULDER CITY PROJECT 223F-MVFT; INTERSECTION IMPROVEMENT PROGRAM: FISCAL YEAR 2020 CITY OF BOULDER CITY (FOR POSSIBLE ACTION) |
| **25.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FROM MOTOR VEHICLE FUEL TAX DIRECT DISTRIBUTION FUNDS FOR ENGINEERING FOR CITY OF MESQUITE PROJECT 063AP-MVFT; 2020 STREET RECONSTRUCTION PROJECT – KITTY HAWK DRIVE (FOR POSSIBLE ACTION) |
| **26.** | RECEIVE A REPORT OF AWARD OF BID FOR CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CLARK COUNTY PROJECT 175Q2-MVFT; NEIGHBORHOOD REHABILITATION PROGRAM: FISCAL YEAR 2019 CLARK COUNTY MAINTENANCE TO AGGREGATE INDUSTRIES, INC. FOR $9,995,100.00 (FOR POSSIBLE ACTION) |
| **27.** | RECEIVE A REPORT OF AWARD OF BID FOR CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CLARK COUNTY PROJECT 11B2-MVFT; NEIGHBORHOOD REHABILITATION PROGRAM: FISCAL YEAR 2019 CLARK COUNTY MAINTENANCE TO UNICON FOR $5,349,575.36 (FOR POSSIBLE ACTION) |
| **28.** | APPROVE THE FINAL REPORT FOR CLARK COUNTY PROJECT 002AA-FTI; EASTERN AVENUE, WIGWAM PARKWAY TO WARM SPRINGS ROAD (FOR POSSIBLE ACTION) |
| **29.** | APPROVE THE AMENDED FINAL REPORT FOR CITY OF HENDERSON PROJECT 015R-FTI; HORIZON DRIVE, PACIFIC AVENUE TO BOULDER HIGHWAY (FOR POSSIBLE ACTION) |
| **30.** | APPROVE THE FINAL REPORT FOR CLARK COUNTY PROJECT 113B-FTI; FORT APACHE ROAD, WARM SPRINGS ROAD TO TROPICANA AVENUE (FOR POSSIBLE ACTION) |
| **31.** | APPROVE THE FINAL REPORT FOR REGIONAL TRANSPORTATION COMMISION OF SOUTHERN NEVADA PROJECT 144CC-FTI2; ITS: SMART WORK ZONE PLANNING (FOR POSSIBLE ACTION) |
| **32.** | APPROVE THE FINAL REPORT FOR CITY OF LAS VEGAS PROJECT 182A-FTI; GASS AVENUE, MAIN STREET TO CHARLESTON BOULEVARD (FOR POSSIBLE ACTION) |
**33. APPROVE THE FINAL REPORT FOR REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA PROJECT 211B3-FTI2; TRAFFIC SIGNAL IMPROVEMENTS PROGRAM – FISCAL YEAR 2019 RTC (FOR POSSIBLE ACTION)

**34. APPROVE THE FINAL REPORT FOR CLARK COUNTY PROJECT 115B-MVFT; ROBINDALE ROAD, CIMARRON ROAD AND DURANGO DRIVE (FOR POSSIBLE ACTION)

**35. APPROVE THE FINAL REPORT FOR CLARK COUNTY PROJECT 144P-MVFT; ITS: TROPICANA AVENUE, WESTERN 215 TO RAINBOW BOULEVARD (FOR POSSIBLE ACTION)

**36. APPROVE THE FINAL REPORT FOR CLARK COUNTY PROJECT 144Q-MVFT; ITS: DURANGO DRIVE, WARM SPRINGS ROAD TO SAHARA AVENUE (FOR POSSIBLE ACTION)

**37. APPROVE THE FINAL REPORT FOR CITY OF NORTH LAS VEGAS PROJECT 142R4-MVFT; ENTITY NON-PROJECT SPECIFIC EXPENSES FISCAL YEAR 2019 (FOR POSSIBLE ACTION)

**38. APPROVE THE FINAL REPORT FOR CLARK COUNTY PROJECT 157E1-Q10; RIGHT-OF-WAY ACQUISITION (FOR POSSIBLE ACTION)

**39. APPROVE THE FINAL REPORT FOR REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA PROJECT 196A-Q10; TRAILS MAINTENANCE VOLUNTEER COORDINATION (FOR POSSIBLE ACTION)

**40. APPROVE THE FINAL REPORT FOR CITY OF LAS VEGAS PROJECT 169A-SB5; MAIN STREET, COMMERCE STREET ONE-WAY COUPLETL (FOR POSSIBLE ACTION)

**41. 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)

**42. APPROVE AMENDMENT CLARK 19-28 TO THE 2017-2040 REGIONAL TRANSPORTATION PLAN (FOR POSSIBLE ACTION)

**43. 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 $12,542,529.41 FOR AN ORDER OF 20 40-FOOT COMPRESSED NATURAL GAS (CNG) BUSES, AND AUTHORIZE STAFF TO ISSUE A REVISED PURCHASE ORDER (FOR POSSIBLE ACTION)


Comments:
No comments were made.

Motion:
Vice-Chair Debra March made a motion to approve the Consent Agenda.

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

Item:
45. APPROVE CONTRACT NO. 20-013, SECURITY SERVICES FOR TRANSIT SYSTEM AND FACILITIES, WITH MARKSMAN SECURITY CORPORATION FOR A NOT-TO-EXCEED AMOUNT OF $35,154,159.00 FOR THE PERIOD OF JULY 1, 2020 TO JUNE 30, 2023, WITH TWO ONE-YEAR RENEWAL OPTIONS; A START-UP AND TRANSITION ALLOWANCE IN THE AMOUNT NOT-TO-EXCEED $841,748.61; AND A $750,000.00 RTC-CONTROLLED DISCRETIONARY SPECIAL ALLOWANCE FOR OPERATIONAL EMERGENCIES FOR THE BASE TERM OF THE CONTRACT, FOR A TOTAL NOT-TO-EXCEED BASE TERM CONTRACT VALUE OF $36,745,907.61, AND AUTHORIZE THE CHAIRMAN TO SIGN (FOR POSSIBLE ACTION)

Comments:
Mr. Francis Julien, Deputy Chief Executive Officer for the Regional Transportation Commission of Southern Nevada (RTC), explained that the RTC had issued a Request-For-Proposals for security service back in August 2019. The RTC received a total of five responses. Based on combined technical and fee scores, Marksman Security Corporation (Marksman) and Allied Universal were selected to participate in the interview component. After a further round of evaluation, it was deemed that Marksman was the highest ranked firm. This contract would include a three-year base contract with two one-year options, for a total of five years. Mr. Julien briefly detailed the proposals side-by-side and described a few of the security enhancements that Marksman will bring in.

Vice-Chair Debra March, City of Henderson, made a motion to approve.

From there, Chair Larry Brown opened the floor for public comment on the item. He called on Mr. Don Johnson, who made the following comment:

“Good morning Chairman Brown and Commissioners. My name is Don Johnson. I’m the Vice President and General Manager for MV Transportation. We are the service provider for the route that had the passenger-on-passenger assault happen back on December 13th. My personal thoughts go out to the passenger and hope for his quick recovery and continued. We are cooperating fully with the metropolitan police department, and also working to get the assailant’s picture out on all of our coaches so that our operators or anybody within the public can help identify this individual as quickly as possible and bring him to justice. We are committed to passenger safety and security; it’s the highest priority always for everyone that rides with us every single day. We have outstanding operators out there, every day, who work to ensure that the passenger rides are secure and they arrive at their destination safely.

We are working daily with the RTC security and security staff and working with Allied to help identify any security issues that we have on individual routes so we can have security guards identified for those routes that are ever needed. And you have my full commitment that every day that we continue to work diligently to ensure the safety and commitment to a secure system for all riders in the Las Vegas system.”
Chair Brown thanked Mr. Johnson for his comments and stated that there was nothing more important than the safety of RTC riders and drivers. He praised Mr. Johnson’s company for their great track record in this area, stating that he did not believe this terrible incident could have been prevented.

**Motion:**
Vice-Chair Debra March made a motion to approve.

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

### Item: 46. RECEIVE AN UPDATE ON DEVELOPMENT OF ON BOARD, THE REGIONAL MOBILITY PLAN

**Comments:**
Following a detailed PowerPoint presentation [attached], Mr. Craig Raborn, Director of Metropolitan Planning Organization for the Regional Transportation Commission of Southern Nevada (RTC), provided an update on the draft recommendations for the On Board Regional Mobility Plan (On Board Plan). He described the key aspects of the On Board Plan intended to address the top transportation priorities for the region, briefly describing the long-term impacts of transportation system investments.

Mr. Raborn briefly walked through the eight key draft recommendation strategies included in the On Board Plan.

1. **Build a high-capacity transit (HCT) system, leveraging the most appropriate, highest mode that works on each route.** The On Board Plan recommends 200 miles of transit spread over 18 routes, likely encompassing either light rail (LRT) or bus-rapid transit (BRT).

2. **Expand the transit service to maximize access to housing and jobs, with special attention paid to particular areas of the Las Vegas Valley, with long-term goals of increasing access, service frequency, and amenities.** Mr. Raborn emphasized that this is unfunded, so not all options would not be feasible.

3. **Make all travel options safer and more secure, based on data, trends, and hotspot analyses of problem areas.**

4. **Make short trips easier through minor infrastructure improvements to walkability and bikeability.**

5. **Expand dedicated service for seniors, veterans, and persons with disabilities, ideally doubling the available service options being provided now.**

6. **Improve connections to major destinations, such as job centers, special event venues, and the McCarran International Airport by way of shuttles or other specialized ride services.**

7. **Provide reliable transit for Las Vegas Strip and downtown Las Vegas employees, with shorter waits and convenient and reliable service to employee entrances.**
8. Leverage technology to improve mobility and sustainability, combining simple new technologies with transit, such as fare payments, scheduling, partnerships with Transportation Network Companies (TNCs) and more.

Mr. Raborn explained that the RTC is kicking off a 90-day community engagement period in January 2020. This includes a large-scale outreach effort that would be fed into the final On Board Plan and is expected to be drafted by March 2020. After approval, there would be a six-month public outreach period and discussion of long-term funding, occurring between April and October 2020. Mr. Raborn commented that detailed On Board information could be found on the RTC’s website, as well as an online survey for feedback on the On Board Plan’s key strategies.

Mayor Carolyn Goodman praised these efforts, but suggested to look at the personnel piece regarding the role of autonomous transit, jobs lost to technology, and the impact on workers.

Councilman Stavros Anthony mentioned that much of the future of transit will be above-ground, including rideshare-based helicopter rides and other options. The private sector will drive this, and the RTC will need to be involved in these forward-thinking transit options.

Vice-Chair Debra March expressed concern about the workers outside of the Las Vegas Strip, and which transit technologies would help these workers meet their transit goals. She said that the existing service map has plenty of areas that would need to be addressed. She also pointed out the Clark County School District (CCSD) and the goal of getting high-school aged riders acclimated to the public transit system. Mr. Raborn agreed, commenting that addressing high school students was one of strategies identified in the On Board Plan. Mayor Goodman asked if there was a program the RTC was running for CCSD students. Ms. M.J. Maynard, Chief Executive Officer for the RTC, confirmed that there was a pilot program running for that. Ms. Maynard said a report on this would be ready in the next few months.

Councilman Isaac Barron asked how the On Board Plan coordinates with Southern Nevada Strong (SNS). Mr. Raborn replied that the many recommendations listed in SNS Regional Plan were directly addressed in the On Board Plan.

**Motion:**
No motion was necessary.

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

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<th>Item</th>
<th>RECEIVE A PRESENTATION ON THE SOUTHERN NEVADA REGIONAL PLANNING COALITION</th>
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<tr>
<td><strong>Comments:</strong></td>
<td>Mr. David Swallow, Deputy Chief Executive Officer for the Regional Transportation Commission of Southern Nevada (RTC), introduced Mr. Robert Summerfield, City of Las Vegas, and Mr. Bill Marion, Bill Marion &amp; Associates, to provide an update on the Southern Nevada Regional Planning Coalition (SNRPC). Mr. Marion began by saying the SNRPC had recently gone through a strategic planning process spearheaded by his firm and that he would share some insights on the findings. Mr. Marion provided a brief background on the SNRPC and the role of planning councils on a national level. The purpose behind these councils is to get more active in land use issues and regional planning as it pertains to integrating municipality operations with long-term planning. He detailed that there were</td>
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fundamental limitations on what a regional planning coalition can do, stating that there are no dedicated funding sources for the coalition; it is a voluntary contribution system with different member agencies allocating money to contribute to the budget. On an annual basis, the SNRPC reviews its operating budget and makes adjustments. Mr. Marion also described staffing challenges, noting there is no permanent staffing. Different entities who chair the coalition are required to provide the administrative staffing as part of the chairperson contribution. However, this means that there has not been consistent staffing throughout the years. He then described some of the discrepancies he had noted in his research of other planning coalitions and the limitations of many systems.

Mr. Marion commented that one of the most significant accomplishments of the SNRPC was the Southern Nevada Strong (SNS) Regional Plan (SNS Plan). He provided some background on the initiative, stating that it was finalized in 2015 but that the participating municipalities were responsible for implementing it. Given that the SNRPC has no permanent staff, it was not able to coordinate it. As such, the RTC was suggested as the administrator for the ongoing development and implementation of the SNS Plan. In 2017, the Nevada State Legislature passed legislation to allow the RTC to become administrator of SNS Plan. At the same time, legislation was enacted to repeal the restrictive limitations of the SNRPC. The SNRPC was then given an opportunity to determine its role. Mr. Marion described that the SNRPC has determined a need to evolve from its current form or disband altogether. In August 2019, the SNRPC Board agreed to disband and transfer its responsibilities to another entity. This is the current status of the SNRPC as of today.

Mayor Carolyn Goodman expressed that the SNRPC seemed redundant with little purpose to meet, asking why the SNRPC Board was still meeting if it was voted to be disbanded. Mr. Summerfield said that the SNRPC Board did vote to disband, provided that its remaining obligations be passed to another governing body. This is why the issue was brought to RTC Board of Commissioners (RTC Board). There may be certain functions that the RTC would be interested in taking over, particularly in respect to regional planning efforts.

Then, Mayor Goodman asked which other governing bodies had been recommended to take on these roles. Mr. Summerfield said that the RTC was the likely regional candidate due to its regional scope, while other candidates have more specific purposes that may not align with the SNRPC. Mr. Marion stated that the SNRPC had not made any formal requests yet. Mr. Greg Gilbert, Outside Legal Counsel for the RTC, explained that this discussion is currently for informational purposes only, and that there will need to be a formal recommendation made by the SNRPC Board; however, there has been no interaction from the SNRPC Board in that regard.

Vice-Chair Debra March asked Mr. Craig Raborn, Director of Metropolitan Planning Organization (MPO) for the RTC, what impact absorbing these roles would have on the RTC’s budget and staff. Mr. Raborn replied that it would depend on what tasks are being asked to implement. Vice-Chair March then asked if there were specific SNRPC tasks that would not be able to transition over. Mr. Raborn said that, while he was unsure of any tasks of the SNRPC that would be inappropriate for the RTC, it would depend on what exactly is being asked of the RTC. He said that RTC staff was putting together a work program that would more clearly define how to administer SNS. The range of this scope could change, if necessary. Vice-Chair March asked to clarify that Mr. Raborn was simply referring to support efforts that the RTC could undertake. Mr. Raborn agreed, stating it would function similarly to the RTC’s role as a regional transportation planning organization. The RTC would not impose plans, as this was meant to be a voluntary participation effort. Vice-Chair March expressed the need for the region to focus on SNS as a community-wide goal, stating that it might be beneficial to have SNRPC make a formal request to have the RTC look at these issues.
Councilman George Gault asked if the City of Mesquite (Mesquite) had been involved in the SNRPC. Mr. Marion replied that Mesquite was not a member due to a statute defining specific jurisdictions as members.

Then, Mayor Kiernan McManus mentioned that it would be important that the RTC Board understand the full scope of the responsibilities that would be transferred to the RTC. He noted there was some disagreement internally about the direction of the SNRPC, and that it would help to have a presentation that clearly outlines the responsibilities to be moved over. Mr. Marion noted that this would be included as part of the SNRPC’s formal request. Although he was unsure of the specific tasks to be moved over, he commented that there would be broad policy issues that would be carried over.

Chair Larry Brown mentioned that while he had not sat on the SNRPC, he believed that part of its goal is to explore issues related to zoning and growth. This has been a primary challenge. However, after today’s dialogue, he suggested that RTC Board members communicate to the SNRPC members and ask if there is an appetite to make a formal request to the RTC. This would need to be the first step for the RTC to take action. Mr. Marion added that the SNRPC has a board meeting in January 2020, at which point some of these issues could be brought up.

Commissioner Jim Gibson described his history with the SNRPC, noting that there was initial pushback on jurisdiction zoning control from its early days. He expressed that there was certainly a need for cooperation and budget allocation and that there might be legislative demands for how it would disband. Mr. Marion agreed that it would need to go back to the legislature for a formal request to disband and transfer responsibilities. Mr. Gibson commented that the coalition’s scope is not as focused as it could be, citing several social service issues that were known challenges. The voluntary nature of commitments from jurisdictions present some challenges as well in regard to the SNRPC’s role. He stated that there is still a lot of discussion that needs to be done to understand which responsibilities could be moved from the SNRPC.

**Motion:**
No motion was necessary.

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

**Item:**
48. 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:**
49. 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
Comments:
Mr. Robert Sullivan made the following comment:

“Yes, thank you for allowing me to speak. This is in reference to item number four. It’s too bad Ms. Swallow had to leave. I’ve attended the NDOT meetings...”

Chair Larry Brown noted for the record that Ms. Kristina Swallow, Nevada Department of Transportation (NDOT), had to catch a flight and was excused from the meeting.

Mr. Sullivan: “Robert Sullivan. I’ve lived in a lot of areas in this country, and the only place that I’ve seen where the HOV lanes work was in Washington D.C. And we had adjusted to it, but they did not work in New York City, and they implemented them in New Jersey, and they removed them. Because they did not work. Traffic was flowing beautifully here, I tell people I’m living the dream, here. You know, a great state, a great area, but you put the HOV lanes in, and it seems to me, the other day, I’m driving, now I’m not in the HOV lane, and I’m driving 15 north, approximately the speed limit, and all of a sudden, because of Tropicana, the mess at Tropicana and the mess at Flamingo, traffic ahead of me came to a complete stop. So, as an alternate to avoid an accident, I went over to the HOV lane, and crossed back over as soon as I got past Flamingo. This is an accident waiting to happen if you continue these HOV lanes. Even in Arizona, for example. Driving in Arizona. They only have it 6 hours a day, three in the morning, three in the afternoon, Monday through Friday. I just don’t understand why you have a 24/7, 365. At the very least, at the very least, it should be no more than 6 hours a day, Monday through Friday, but even then, I think you will find, compared to some of the pictures that were put on the board there, you look at the HOV lanes, it’s, Mr. Anthony you mentioned 2 percent, I’d venture to say that traffic volume in HOV lanes is a lot less than that, with double passengers. We are a 24/7 city; we’re not a Washington D.C. or somewhere where people can carpool. I’d love to carpool with people, when I have an opportunity I do, but we’re not a carpool city, and when I do, it’s not during working hours, say. So, I’m living the dream here, it’s great, it’s just that something you need to work on and consider. And have an open mind. I’m all for saving money and trying to get people to carpool and this sort of thing, but I don’t think it’s going to work presently as you have it. Thank you.”

Ms. Rita Varney made the following comment:

“I’m presenting today for Robin Kincaid, who wasn’t able to attend, but she wanted this to be on record. My name is Robin Kincaid, and this is the 17th time that I’ve come before this commission regarding the need to change paratransit service area back to the 2011 configuration. My daughter Kayla lives in the service area but cannot access essential services that have either located or relocated out of the service area, or in some instances, the business could not find a building that was in the service area.

There have been many RTC advertising campaigns that tell people with disabilities where to live. What is just as concerning is now, now will the RTC campaign tell people where they can shop, see their doctor, attend the place of their worship, or attempt to visit a new friend. If any of these businesses do move out of the service area, peoples with disabilities will be forced to start all over, to replace these services or simply eliminate them as part of their lives. I have attempted in previous conversations with the commission to explore solutions to resolve the service area restrictions. Let’s start 2020 by determining the cost of expanding the service area and reconfiguring the shape of the service that eliminates inlets and contains essential services. Another solution would also like to have the commission to consider a premium rate to cover additional costs of expanding the service area. I have made several public record requests since 12-12-19 through the public records request, and I’m still
waiting for the information. Perhaps the answers will help us understand the 2.4 million-dollar budget hit for the failed Trip to the Strip program.

In conclusion, I need to remind everyone here that this public comment period is supposed to be a forum for the public to inform, advise, and an opportunity to problem solve when services are not meeting the needs of the public. I am requesting that you provide information that is honest, transparent, and direct, thank you. And as a side note for myself, I’d like to also take note that we have a new police substation that is not accessible. It’s outside of the transit, paratransit service area. It’s the new Summerlin. It’s outside of the service area, so even if someone were to live in the service area and wanted to go there to report something, they wouldn’t be able to. So, as you’re building, you’re continuing to build, please take into considerations that we live out there, and we’d like to go to these places that you continue to build. Thank you.”

Ms. Stephanie Vrsnick made the following comment:

“My name is Stephanie Vrsnick. I’m speaking before you for the 23rd time. I’m asking this commission to expand the service area. When I started attending these meetings almost two years ago, I had been told that it would cost approximately 1.5 million to expand the service area. Each month I continue to listen how the RTC is spending money. I don’t understand how we can spend millions on a tourist pilot program like Trip to Strip, which after the big promotion and the millions spent on marketing, is now shut down. We spent 2.9 million on Trip to Strip, and maybe that money could have been used to expand the service area. I’ve been asking for almost two years to expand the service area and spend the approximately 1.5 million to give more people who live and work here in my community, your community, our community, access to transportation. I have even suggested paying a premium fare for being outside the service area. Perhaps a pilot program. It seems that this is definitely not a priority of the commission. I testify each month because that is the only way of getting my message out on the public record. Each month, I attend these meetings, I continuously hear the excuses about funding, and how there is not enough money to expand the service area. I hear how persons with disabilities are being told where to live, where they can bank, worship, and access our community due to the service area restrictions. This is not right. People should not be told where to live. It seems to me that this is dictating how and where people with disabilities live their lives. Commissioners, please make this year the year. Vote next month to expand the service area for your constituents with disabilities. Do the right thing. Listen to the needs of your community.”

Mr. Lyle Dickson made the following comment:

“Good morning, commission. I’ve never been here before, never expected to be here. I live in Sun City Summerlin and on New Year’s Eve, I decided, a friend of mine, we were going to take the WAX bus out to the Strip. Going out there was wonderful, it was a great experience, I cannot compliment them more. I met a nice family from San Francisco, but on the way back, it was a totally different experience. We were abandoned by MTV. The buses were supposed to run until 4 o’ clock in the morning, it was advertised on the temporary bus stop, the bus driver told us it was running until 4:30 in the morning, and I’m going to use the terms negligence and possible fraud, and I do that because I’m a retired police sergeant from Detroit, I’m a former prosecuting attorney. As a matter of fact, I was a hearing officer for Clark County for air quality, I used to sit in Mr. Brown’s chair, adjudicating air quality cases as well as for human resources for Clark County, and now I’m retired, but, I waited for the bus, I got back to the bus stop about 1:30. I met the family that I had met on the bus coming out there. They had been at that bus stop since 12:30 in the morning. No WAX buses were running any more. They waited about 2 hours or so, I waited about 2 hours and 15 minutes. We were abandoned there.
I contacted RTC, they referred me over to MTV. I spoke to the customer service people there, totally useless. They were the rudest people, and they did nothing but aggravate the situation, the next day they were open. The family that was with me, a San Francisco family, had to take an Uber. I know they were running about 59 dollars just to go back to their hotel, which was the Sun Coast. I ended up being forced to take an Uber, and that was $42 between me and my friend. We were lucky enough to get an Uber pool and we were lucky enough to share that ride with a couple of ladies of ill repute, as you might say. I just wanted to make sure you guys were aware of it, they said they were going to run until 4 o’clock, as I contacted MTV, I got different stories. First they said it was 4 o’clock that they had contracted with RTC, then they changed it to 2 o’clock, but I know that the family from San Francisco told me they had not seen a bus and they were there since 12:30 a.m. So I’m really kind of concerned; clearly there was negligence on their part. Secondarily, I don’t know what your contract indicated with them or what they billed you for, but they were telling us 4 o’clock. I don’t know if they billed you until 4 o’clock in the morning, then they changed it to always stop the buses at 2 o’clock, but in fact they actually stopped those buses prior to 12:30 a.m. on New Year’s Day. So, I think there’s enough reasonable suspicion there to believe that maybe they were perpetrating a fraud on the RTC, and somebody should take a look at it. But thank you for your time.”

Chair Brown thanked him for his comments and said a staff member would follow up with him after the meeting.

Mr. Aleta Dupree made the following comment:

“Chair Brown and members, Aleta Dupree for the record. Thank you. Busy time. Went to GO-NV, had a great time. Definitely worth it. I think the favorite thing I found about GO-NV was the underlying common denominator that I saw with these wonderful folks who came from all over the world, is one word, equity. GO-NV was all about equity. I was part of that. And so I think it’s important that we engage and continue to spread these ideas, which have the end result of equity, so if you turn the camera on, I was there at the announcement, and I have this transit app, and I have a two hour pass waiting for me to activate. So, I’m doing this, and the Uber app with the tickets, hopefully that goes nationwide, because I have lots and lots of transit apps and cards, so this is helpful.

And we’re going to get new buses. Thanks for going out and buying 20 more buses. I rode the 19,000 series buses in both long and short versions, so that’s very helpful, these are more user friendly vehicles, I’ve stated so before. I’m a person with challenges and disabilities that are 24/7, and I believe in the importance of HOV lanes, and I’ve ridden in HOV lanes in many parts of the country, and I actually do call all the time for somebody to carpool with, and in the possibility that we may ride the HOV lane. So I do these things, I’ve done them for years. So, I just try to stand up. I am saddened about Trip to Strip shutting down because I used it. And not just to go within the Strip but to come here and to go to the convention center. And go to the town square, I used to come here to meetings with you, so I think hopefully, we can revisit this, because it was a very use-friendly program for me, it was not a failure. Because I’ve been served. You’ve bought me these long buses and I’m being served. You run the Sahara route 24/7. This transit app here tells me when buses are coming. This iPhone is not a luxury for me, it’s a toolbox. I’ve had iPhone since 2008. I’m gonna do what I have to do to stay safe. So I hope that we can continue the work and we have to remember the wholeness of this community, and that includes the Strip. We have to protect this corridor that is the Strip because it’s my home too. Thank you.”

Ms. Shelley Jones made the following comment:

“Good morning or good afternoon, I’m not sure what time it is. My name is Shelley Jones and I’m here to break on Tango. My sister thought the meeting was next Thursday instead of today, so she had asked me to convey her appreciation for the system as she finally got on to become a Tango member. And she
still rides the buses, and she’s very appreciative of everything. She’s totally blind and she’s in a wheelchair. And everybody’s been very helpful to her. And I want to let whose ever here for Tango, keep doing a good job. I’d like to see the program become unlimited ridership financially. I think that would really be a great thing, since we do have to pay for it, and as far as bus service goes, I love all the drivers that is under Sandy Neely. He’s doing a great job. I wouldn’t want to have this job. But have a great new year, and thank you very much for the opportunity.”

Mr. Raymond Fletcher made the following comment:

“Happy new year and good morning Mr. Chairman Brown, CEO Maynard, for the record, my name is Raymond Fletcher. For the past several months, I’ve been coming up here because I was opposed, offended, by people who were not disabled coming up and speaking on behalf of people with disabilities. I’ve made my point, you’ve heard my voice, I need not come up here each and every month and beat the horse that is already dead.

What I would like to talk about is, as we begin a new year, what some of you may not know is this July, we’ll be celebrating the 30th anniversary of the Americans with Disabilities Act. Unfortunately, so many barriers still exist in our community to persons with disabilities, whether it be access to education, whether it be access to employment, whether it be access to healthcare. We with disabilities, and I’m not trying to speak on behalf of anyone else, because no one elected me to do so, I’m only speaking on behalf of myself. We face so many barriers to equality, whether you may realize it or not, any one of us can be disabled, become disabled, at any moment. Just sitting here, from birth, or prior to taking our very last breath. A disability unites everyone. It does not judge on gender, on race, on religion, or national origin. So I want to issue a challenge to those of you who are preparing for your state of the city address, those of you that worked on various boards, and those of you that just transitioned into your new role, we are in a new year. So, why don’t we try to bring in more people with disabilities?

As I look throughout the community, I don’t see any city mangers with disabilities. I don’t see any city council staff directors, staff assistant, or any of those natures, with disabilities. So after that I’ll give you an example. So, two examples actually. Going to apply for a job at the new ChickFil-A that opened, there was an advertisement for an assistant manager. A gentleman pointed to a wall and said you’d have to reach in a chute. Can you do this? As I watched the other interviewees, none of them had to do that, but as the man hit the wall and pretended to reach in the chute, he hit the wall. I said neither can you. We have CES going on this week. I interviewed to be a brand ambassador. Lady asked me can you work a tablet? As many people see my phone sitting here, you all think I’m flipping you off with the way my hand is, really I’m not. But you know, I work a tablet, and I don’t think I should have to show what I can and cannot do, neither do able bodied people, I cannot look at any of you, if I may Mr. Chairman, thank you sir. I do not look at any of you and judge you on any abilities or education you may or not have, but unfortunately, people look at those of us with disabilities and think, we can’t do it.

So, a lot of times they want to give those of us with disabilities menial jobs, but I challenge you, look past the disability and look at the individual. What can they do, bring more people into, we have over 61 million in these United States with disabilities. In closing, someone that I’m learning to respect, shared a story of a blind organization that made uniforms for our military, she shared with me how they were the world’s softball champions for blind people, and I’m like, how can a blind person know when to swing a bat, a ball, and she told me about a noise that was on the ball. We never stop learning. I’m about to turn 43 next week, I’ve lived through 6 decades, two centuries, two millenniums, we never stop learning, we never stop challenging ourselves, so in 2020 that’s the challenge I’m making to each and every one of you. Please judge the individual on them and try to bring more people with disabilities into the workplace. Thank you so much. Happy new year.”
Mr. Mark Radi made the following comment:

“My name is Mark Radi, the President and founder of Marksman Security Corporation. I’m just here today to say thank you, thank you to the Board, thank you to the RTC and thank you to the evaluation team from our team and our family, which I’m so proud of. Just thank you for this opportunity. Thanks.”

Mr. Jason Logsdon made the following comment:

“Jason Logsdon, Senior Vice President for Marksman Security here in Southern Nevada. On behalf of our team in Southern Nevada, we’ve worked very hard to be here today, and those who aren’t here today, they thank you as well. So thank you so much.”

Mr. Nathan Peterson made the following comment:

“Chairman Brown, Vice-Chair March, my name is Nathan Peterson, or Nate Peterson, and I have the opportunity to say something I haven’t been able to say to you. I’ve been before you before, but I was always before you as the proposed general manager for the RTC paratransit services, and now I’m honored, almost humbled to say I am the General Manager for MV Transportation, and we’re four days into our second week, and it’s been amazing journey so far.

I just wanted to echo a little bit of what Don Johnson, the general manager for the fixed route, said earlier on our collective commitment to safety, not only for our passengers, but for our employees, and it’s, you know, safety is not a bumper sticker, it’s not a poster, it’s not something you put on a wall and expect people to do it. It’s something we need to eat, breath, and sleep, those of us who’ve been doing it a long time, I’ve known Don a long time, I replaced Don 25 years ago in Tucson Arizona, and he and I kind of followed each other around the west, and so, I look forward to the challenges, and the challenges we have on paratransit are very different than the challenges of fixed route, but at the end, the way we solve everything is through a lens of safety, and that’s how we focus everything, our decisions are based on that, and I’d always like to thank M.J. Maynard for her staff and her commitment with her staff, and I just want to segue into our transitional bit, like I said, we’re four days in, and the RTC staff was absolutely amazing, Francis, and Dan, and Antonette, and Julio, and Ray, and Randy, and I’m going to miss some people, and Judy and Willy and Stephanie and Keith, amazing, amazing people. I’ve been through lots of transitions and never been through one where the agency was so supportive and cooperative, and the answer was never no, it was always how can we work that, how can we make it happen. And I just wanted to say thank you very, very much, and I’m very much looking forward to the next seven years with you guys. Thank you.”

**Motion:**

No motion was necessary.

**Vote/Summary:**

No vote was taken.

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**ADJOURNMENT**

The meeting adjourned at 11:54 a.m.

Respectfully submitted,

David Gloria, Recording Secretary

Marek Biernacinski, Transcription Secretary
OFFICER RECOGNITION

Jesus Ramirez

CONTRACTOR RECOGNITION

Victoria Kish-Spence
UBER AND TRANSIT PARTNERSHIPS

FUEL TAXES
PROGRESS REPORT AS OF DEC. 31, 2019
TOTAL DOLLARS UNDER CONTRACT

- 2014: $1,080.70
- 2015: $1,159.17
- 2016: $1,080.70
- 2017: $749.65
- 2018: $749.65
- 2019: $749.65

FUEL REVENUE INDEXING

PROGRESS REPORT AS OF DECEMBER 31, 2019

- CONTRACTS AWARDED: 338
- LOCAL SMALL BUSINESSES: 78
- AMOUNT AWARDED: $954M
- JOBS CREATED: 10,237
REGIONAL TRANSPORTATION COMMISSION

TRIP TO STRIP

SERVICE AREA
RESULTS

Ridership  Revenue  Cost

LESSONS LEARNED

• Consumers will use an on-demand microtransit service as a viable transit option.
• Properties and businesses have definite interest in the service.
• Customers want door-to-door service, as top pick-up and drop-off locations were stops nearest to the riders' destinations.
• Partnerships are crucial.
• We have the flexibility to tailor the service area and hours to consumer demand.
• Microtransit can be a more cost-effective option.
TOP LOCATIONS

**Top Origin Locations**
- South Point
- McCarran International Airport
- The Grandview at Las Vegas
- Planet Hollywood
- Hilton Grand Resort

**Top Destination Locations**
- McCarran International Airport
- The Grandview at Las Vegas
- South Point
- Circus Circus
- Bellagio
RTC Southern Nevada Board of Commissioners
NDOT Director’s Report
Kristina Swallow, P.E.
January 9, 2020

State Fatalities Report

Fatalities by County

Fatality occurred on Nevada’s roadways in 2019, down from 329 in 2018.

15%
32%
High Occupancy Vehicle (HOV) Lanes
Jeff Lerud, P.E., Project Manager

HOV Questions

Question 1: Who and under what authority created the HOV lanes?
Question 3: Who and under what authority decided to make them 24/7 instead of restricted in the morning and restricted in the afternoon?

• NRS 408.195 Duties of Director:
  • General supervision of Highways
• NRS 484A.460 Authority of Department of Transportation to designate carpool lanes; duties of Department of Transportation; regulations.
  • Determines conditions for use of the lane: occupants, hours
HOV Questions

Question 2: Are they required under federal law regulation? Under state law regulation? Or a lawsuit that has been filed? Specifically, are they required under the federal grant to build highways in Southern Nevada?

- No State or Federal regulations except for NRS
- Lawsuit with Sierra Club
- Federal grant
  - Elkhorn HOV ramps, CMAQ funding
  - Project NEON

HOV Questions

Question 4: There is a study being done of the HOV lanes. Who is doing the study? What is the methodology? What exactly are they studying? How long will it take? Can the study result in the elimination of HOV lanes?

- Monitoring for 3 years
  - Speed and Volumes
  - Occupancy
Question 5: Does the Regional Transportation Commission have any type of authority over HOV lanes?

Question 6: 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.
HOV History 2000 - 2007

Jan 2000 – FHWA ROD US95

June 2005 – Sierra Club Settlement

June 2007 – So. NV HOV Plan

Dec 2007 – US95 HOV Lanes Ph 1

HOV History 2010 - 2016

Oct 2010 – FHWA ROD Project Neon

2013 – US95 HOV Lanes Ph 2

May 2016 – FHWA Change in Control of Access Approval

July 2012 – Summerlin Direct Connect

July 2015 – So. NV HOV Plan Update
HOV History 2018 - Today

Oct 2018 –
So. NV HOV Plan
Update

July 2019 –
Elkhorn HOV
Ramps

May 2019 –
Neon Opening/HOV
Lanes Ph 3

Pending –
FHWA ROD I-15
Tropicana/Harmon
HOV Ramps

HOV 24 Hour Study

Blue bars represent weekday traffic volumes.
Orange Bars represent weekend traffic volumes.
Overall System Performance:
- Overall Volumes
- Lane Volumes
- Lane Speeds
- Crash Data
- Travel Time Reliability
- RTC Club Ride
Blue bars represent general purpose traffic volumes per lane. Orange Bars represent HOV traffic volumes per lane.
• ATM Update
• I-15 and US95 Discrete Data Points
• Occupancy Study
• Lane Balance Study – SB I-15/Neon Gateway
• Access Points (next slide)

HOV Access Points

HOV Access Improvements (Six Locations)

• I-15 Access Improvements
  • New Northbound
    • North of Sahara Ave
    • North of the Neon Gateway
  • New Southbound
    • South of Russell Rd

• US 95 Access Improvements
  • New Northbound
    • US 95 south of Rancho Dr
    • Near Craig Rd
  • New Southbound
    • Near Craig Rd
    • Relocate existing Ann Rd further north
Kristina Swallow, P.E., NDOT Director
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Jeff Lerud, P.E., Project Manager
jlerud@dot.nv.gov | (702) 671-8865
Security Services RFP
January 9, 2020

Evaluation Criteria

- Management Structure and Key Personnel
- Experience and References
- Transition and Startup Plan
- Staffing and Personnel Plan
- Employee Training Plan
- Innovation and Technology
- Interview and Tabletop Exercise
- Price Proposal
Evaluation Criteria – Weight

70% TECHNICAL
- Management Structure and Key Personnel
- Experience and References
- Transition and Startup Plan
- Staffing and Personnel Plan
- Employee Training Plan
- Innovation and Technology
- Interview and Tabletop Exercise

30% PRICE

Score

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The future of Southern Nevada transportation and mobility is here.
WHAT IS ON BOARD?

Traditional Transit Improvements

High Capacity Transit Options

Bike/Pedestrian

Emerging Technologies and Services

1: BUILD A HIGH CAPACITY TRANSIT SYSTEM

LEGEND

- Short-Term HCT Lines (LRT or BRT)
- Long-Term (>10 years) BRT Lines
- Short-Term Rapid Bus Lines
- Long-Term (>10 years) Rapid Bus Lines
- Major roads and highways
- Potential future commuter rail
2: EXPAND TRANSIT SERVICE TO MAXIMIZE ACCESS TO HOUSING & JOBS

3: MAKE ALL TRAVEL OPTIONS SAFER & MORE SECURE
4: MAKE SHORT TRIPS EASIER

5: EXPAND DEDICATED SERVICE FOR SENIORS, VETERANS AND PERSONS WITH DISABILITIES
6: IMPROVE CONNECTIONS TO MAJOR DESTINATIONS

7: PROVIDE RELIABLE TRANSIT FOR STRIP & DOWNTOWN LAS VEGAS EMPLOYEES
8: LEVERAGE TECHNOLOGY TO IMPROVE MOBILITY AND SUSTAINABILITY

NEXT STEPS

90-day Community Engagement
Jan. – March 2020

Final Plan
March 2020

Outreach to the Community
April – Oct. 2020

Long-Term Funding
April – Oct. 2020