

The Joint Hearing of the Assembly and Senate Transportation Committees was called to order by Chairman Bob Price in the Council Chambers of the Las Vegas City Hall at 7:00 p.m. The following committee members were present:

Present for the Assembly:

Chairman Price
 Vice Chairman Polish
 Mr. Beyer
 Mr. DuBois
 Mr. Mello
 Mr. Prengaman
 Mr. Schofield
 Mrs. Westall
 Absent: Mr. Glover

Present for the Senate:

Senator Bilbray
 Senator Faiss
 Senator Hernstadt
 Senator Neal

Mr. Price advised those present that the purpose of this hearing was to receive comments and hear general discussion on the concept of mass transit within the southern Nevada urban area.

He stated there have been two bills introduced in the session that address this problem and we will be holding additional hearings to receive testimony on them at a later date. One bill was introduced at the request of the Regional Streets and Highways which would permit the county commissioners to establish a local transit authority and provide funding therefore through a 1/2-cent sales tax. An additional bill was introduced that would allow for the operation of mini-buses, which is another concept that has been under discussion. Senator Faiss has introduced S.B. 222 which deals with public transportation.

He then introduced the first speaker for the evening, Ms. Gail Gilpin, Study Coordinator, Clark County Transportation Study Policy Committee.

Ms. Gilpin distributed copies of a memo from her to the Committee (attached as EXHIBIT I) and explained that her agency is responsible for transportation planning for Clark County and she would be addressing all the issues regarding transit that have been discussed lately within the Las Vegas urbanized area. The proposals contain issues ranging from unmet transportation needs to concerns for energy and air quality. Speaking from a planning perspective on what they have discovered over the last few years, they would strongly recommend expansion of the transit system.

Background information reveals that currently the Las Vegas Transit System provides a fixed-route transit system in the Las Vegas area; however, it is important to note that this is a privately-owned and operated system. They have a 24-bus fleet that operates approximately 17 vehicles during the peak hours for transit; covering 9 routes and serving two very different markets, i.e., the tourist trade (route #6) which accounts for about 61% of all ridership during the weekday. The remaining 8 routes are large, circuitous neighborhood routes, shown on page 2 of Exhibit I. This system has been able to operate at a profit and is regulated by the Public Service Commission. The only public assistance this system has received to date is in the form of 5 full-size transit

vehicles that were purchased by the City of Las Vegas and Clark County. They equally provided the matching funds necessary to get federal assistance in purchasing these vehicles and they have been used as replacement buses for five older vehicles that were no longer dependable. These new buses are all wheelchair-equipped in order to accommodate the handicapped and elderly. She added that the Economic Opportunity Board of Clark County operates a service for the handicapped and elderly. They have 26 vehicles that operate from 6:00 a.m. to 6:00 p.m. but they are finding it extremely difficult to keep up with the demand for that service; in fact, they are now requiring a 24-hour notice prior to pick up or delivery.

In 1979, the policy committee contracted with a service company to develop a 5-year short-range transit plan which was subsequently adopted. Some of the short-term improvements suggested were: initially identified those areas with the greatest transit riders potential, which included areas where there was a large concentration of elderly residents. They have recommended that over the five-year period, 20 routes be expanded from the existing 9 providing smaller route areas, shorter waits and two-way service. This would require a fleet of approximately 58 vehicles with 52 being operated during the peak periods. They anticipate with this type of service, a minimum 9,300,000 rides would be provided. An increase of 4,400,000 over fiscal year 1980 -- that's an approximation. Although this is a five-year plan, it is analyzed on an annual basis and the year's expanded at that time.

She referred the committee members to the figures presented on the last page of the exhibit showing the costs for the expanded system and explained some of the figures contained therein. A grant application, which has been approved by the Urban Mass Transportation Administration, has been submitted for the purchase of 12 more transit vehicles. Additionally, she has been directed to prepare a grant application for the purchase of an additional 23 vehicles -- the 23 and the 12 would not be replacing existing vehicles but would be used for expansion of the system.

She then pointed out the map included in the exhibit titled, "Recommended Phase 5 Routes - Update 1980." With 53 vehicles we could operate all but 1 or 2 routes and would have immediate service out of those communities that are currently in need.

The "purchase of services" agreement would require the Regional Transportation Commission to pick up the operating deficit that is outlined in the report as well as provide fees for the operation of the system. She emphasized, however, that they do not have the funds to go ahead with this area of the plan at this time. She has been informed by the Urban Mass Transportation Administration they will not entertain additional grants until the "purchase of service" agreement is worked out or some headway is made on this. This means that the local planning for the state and the Regional Transportation Commissions are going to have to make a commitment to this operating deficit and to be required to operate the system. Currently the Urban Mass Transportation Administration will provide 50-50 matching funds for the operation of a transit system; these are funds that will have to be put up front and are reimburseable once that deficit is incurred. They participate on an 80-20% per capital purchases with the 20% being provided by the local entity.

The biggest issue facing us right now is President Reagan's budget with its proposed cuts which will affect transit planning. They are recommending a cutback in capital assistance to local cities and counties by about one-half by the year 1986. There are feelings that those funds that are available in the meantime will be made available to those larger transit systems that presently have established transit riderships who are dependent upon it for going to and from work or for other purposes. The operating assistance currently on the 50-50 formula is going to be phased out by 1985; this continuing trans-operation is the biggest problem facing local government. The transition funds that will be available over the next few years, while they are phasing out these funds, will be available to the larger urban areas with the already established systems. Her understanding is that they will not be supporting either planning efforts or the establishment of new transit systems.

If we are going to continue in that area, we are going to have to come up with some other funding sources.

Mr. Price asked about the possibility of Clark County requesting a possible grant from the state for capital equipment and asked if she could enlighten us on that concept. She pointed out that, in the area of the purchase of 23 vehicles, she understands the local share for matching federal funds would be \$1,031,092 and the federal participation would be \$4,124,370 for the total project cost of \$4,155,462. The Las Vegas Transit system is participating actively with the Regional Planning Council to get this system implemented and have made an offer of \$100,000 towards the purchase of 12 vehicles on the grant that has already been approved.

General discussion followed about different aspects of the possible funding and proposed operation of the transit systems.

Speaking on the issue next was Mrs. Shari Compton, President of the Junior League of Las Vegas. She advised the committee that every resident of Las Vegas is aware of the problems experienced by those who must use the public transportation system. The Las Vegas Sun newspaper recently ran a series of articles regarding this subject and, in essence, told the readers that the Las Vegas transit system was tourist oriented and, at best, provided only token bus service for the residents. She added that the Regional Transportation Commission advocated a public bus system but had its hands tied and that, without state funding, it is only a plan that cannot be implemented. She advised the committee that this concept has tremendous community support.

She then introduced to the committee members a community leader, Mrs. Ethyl Pearson, an 85-year-old resident that has single-handedly collected over 3,000 signatures out of a total of 10,000 signatures on petitions emphasizing the dire need for additional transportation services.

Mrs. Pearson stated she had been a resident of this area for 40 years and has been working diligently for an improved bus system but, to date, to no avail. According to her findings, people

cannot count on proper service to and from work, doctor or dentists' offices, shopping, etc., as the buses do not run on schedule and are oftentimes so crowded when they do reach the bus stop, they do not stop but continue on. She pointed out that bus service is available for the tourists along the strip but not for the residents -- the backbone of the community. She reminded the committee that if the workers cannot reach their place of employment, there will be no one available to provide the tourist-related services. She urged the committee to do something to rectify this situation and reminded them that petitions containing over 10,000 signatures have been turned over to the Junior League and will be forwarded to the members of the Legislature.

Mr. David Hoggard, Executive Director of the Economic Opportunity Board, spoke to the committee advising them that he has brought with him tonight two members working with him in this area. He then introduced Ms. Cheryl Miller, Planning Officer of the Community Action Agency for Clark County, and Mrs. June Franklin, Administrator of the Senior Citizen and Handicapped Program for the Economic Opportunity Board. They presented their written testimony (attached as EXHIBIT II) and elaborated on some areas contained within that testimony. Some salient points brought out were that their agency administers and is responsible for approximately \$5 million worth of programs and one of the major components is major transportation for senior citizens and handicapped. This service is broken down in the exhibit. In response to a question from Senator Neal, Mr. Hoggard advised the committee that many of their services will be dropped if the proposed cutback in funds goes through. They urged the committee to make a concerted effort to provide some legislative vehicle by which they could continue their work and help improve the services to this community.

Mr. Mel Sacks, a resident of Las Vegas for 7 or 8 years, addressed the committee, advising them of the experiences he has had in trying to find help to improve the bus services. He has discussed this problem with every elected official he could find available but has seen no improvement. He suggested we try to obtain financial assistance from the gaming industry; he feels they are responsible for most of the use of the transportation facilities for tourists, etc., and would suggest they come up with some money to help alleviate this problem. He reminded the committee that bus service ends at 9:00 p.m. which is not appropriate for the community's needs.

Speaking next in support of establishing improved mass transit within the urban area, was Mr. Robert Starr. Mr. Starr submitted written testimony (attached as EXHIBIT III) and read his statement. Additionally, he submitted letters of support from several members of the City of Las Vegas Council, Commissioners from the County of Clark, and an editorial from KLAS-TV. The letters of support, while not addressing Mr. Starr's concept per se, were supporting the concept of additional mass transit need in the area.

Mr. Price advised Mr. Starr that the meeting this evening was simply to hear input on the concept of the comprehensive plan and not to discuss the two bills that have been introduced. Those measures will be heard at a later date.

Mr. Jack Leverich, Chairman of Citizens for Mass Transit, stated he had discussed this with Senator Faiss and had received some good ideas, however, his group is going to continue to support this concept. He was representing the NERV group of 7,000 members and pointed out that they are not for extravagant projects. He doesn't believe, for example, in a \$2.8 million bus terminal to wait for two hours downtown where you must wade through drunks laying about, etc. He objects to bus stops which are listed in the recommendations and reports at the price of around \$18,000 nor in \$180,000 listed for bus stop benches. He feels we can be more realistic in our approach and put the money into direct client-related service.

Ms. Ardis Kearns spoke as a concerned citizen saying a complete mass transit system is years away but this area needs the help now. She pointed out that the comments this evening about the present service isolating some areas of the community are germane and should be given serious consideration. She commended Mr. Starr for his vision in trying to provide a more efficient service and feels he, and anyone else, should be encouraged to keep working towards that end. She explained some of the problems she, personally, has experienced i.e., taking 2 1/2 hours to get across town -- spending as much as \$12 to return home. People can't afford it and should be entitled to better service. She asked if the committee members and/or Mrs. Gilpin has any comments on the two bills that have been introduced. Mr. Price reminded those present that future hearings will be held but if Mrs. Gilpin had any brief comments, we would hear them.

Mrs. Gilpin stated she would rather not make many comments this evening as she did not feel free to speak for the Policy Committee of the Regional Transportation Commission at this point. However, she did point out that she feels the intent and spirit of AB 337 is very good. Her only concerns is with regard to the definition of "small bus." She doesn't feel that it adds enough detail as to what that vehicle is -- the way it is worded it could be anything from a small private vehicle up to a 45-passenger bus. Secondly, she has some concerns about limiting this kind of jitney operation to a fixed-route service; she feels there is room to allow for more flexibility if this kind of service is going to be encouraged to be developed by private developers. With regard to AB 338, that is consistent with the motion by the Regional Transportation Commission wherein you would have money earmarked specifically for development of mass transit. She does have a problem with the definition of mass transit as far as trying to tell whether it is meant to be for the conveyance of the public. In addition, the bill that allows for use of gas tax monies by the Regional Streets and Highways Commission for projects makes the determination of which projects are eligible -- which is an adopted streets and highway plan. AB 338 does not link the eligible projects to any kind of planning process, whether or not it is one that is established or whether or not it would be some kind of consensus of the ruling body as to what projects would be eligible.

Mrs. Westall pointed out that the language in the bill does not say "buses" it says "rail, bus or other mass transit." She asked what their feelings would be on a monorail or any other system

because she feels that would probably make a difference in how they felt about the bill. Mr. Price replied, stating he had sat in on many meetings with some of the commissioners on the Regional Streets and Highway Commission and understands some of their feelings. He explained that when they were drafting this bill, they talked about the various possible modes of transportation that might be covered by mass transit and they decided to try to cover all methods, including light rail. They wanted to have the authority in the bill to cover any present methods as well as any that might be forthcoming in years ahead.

There were general statements made by some committee members, supporting the concept and assuring those present that they are concerned and intend to provide some help. Mrs. Westall pointed out, however, that southern Nevada is not the only area that has problems and that we must take that into consideration when we are considering providing funding mechanisms. If we want the monorail system, for example, to help tourists move around, we should see that the gaming establishments and the tourists pay for it.

Speaking next was Ann Zorn with the League of Women Voters who stated some of the problems she, and other members of her organization, have experienced with the transportation system. She enumerated some problems with hours of operation, lack of dependency in following the bus schedules and lack of adequate vehicles for transporting people. Her group would support a public subsidy for transportation and acknowledges the fact that any plan we come up with must interface with other means of transportation. She pointed out that the existing legislation does not provide for a transportation plan; the Regional Streets and Highway plan is only a plan for the streets and highways and does not speak to public transit -- we need a transportation plan. She urged the committee to take immediate and favorable action in taking care of this problem.

The North Las Vegas Chamber of Commerce was represented by Mr. Bill Middleton who read into the record a letter from the agency (attached as EXHIBIT IV) in which they oppose a tax on business collected on a percentage of gross sales for mass transit. They feel mass transit should be a product of the free enterprise system without full ownership or control by a governmental agency. He stated we have three possibilities: monopoly, amagopoly and free enterprise -- its about time we fit in the free enterprise system and give it a try.

Testifying next was Mildred Saunders with Citizens for Mass Transit. She stated she was a bus rider and knows firsthand the problems involved in that method of transportation. It is her opinion that if dependable bus service was available, most people would leave their cars at home which would result in energy saving and, perhaps, cut down on the amount of air pollution now being experienced in southern Nevada. The present system has schedules that are not adhered to, drivers are rude and it is simply not acceptable. She supports the need for assistance in this area.

Betty Champion explained to the committee that she had previously worked at the Riviera Hotel but due to lack of adequate means of

transportation to and from work, was forced to quite that employment. People cannot get rides after 9:00 at night and cannot depend on the buses meeting their destination in a timely manner.

Mr. Bob O'Connel stated that for 28 years he managed the largest department store in the state, was a former president of the Nevada Retail Association for many years and is active in the business community. He supports the concept of an improved transit system but his concern deals with the means of supporting it. There is a suggestion made in the bill (AB 388) that looks at the retail industry for a tax on all retail transactions -- he feels that is totally unfair. It is common knowledge that taxes of that kind are ultimately passed on to the consumer and with today's economic trend, the consumer is carrying enough of a burden. He feels it is imperative for the Legislature to exercise some creative financing and come up with other funds for that purpose.

Senator Hernstadt pointed out that when he visits New York, he finds the bus system to be excellent so he knows these systems can work. He stated, however, that when you object to the financing method contained in the bill, we have that proposal and we might have possibly eliminating the sales tax exemption for gasoline sold in Clark County so you would have the fixed tax on it plus 3 1/2¢ or whatever is finally determined by the Legislature, or possibly getting into the convention authority funds on the basis that mass transit would be good for the tourists in the community. They are the only alternatives that he can see. He asked Mr. O'Connel if he had any ideas for this "creative financing" he spoke of.

Mr. O'Connel admitted that he did not, however, over the years everytime additional revenue is needed, the first plan anyone turns to is the retail business and he feels it is time for a change.

Speaking next was Mr. Bob Dickinson, representing the North Las Vegas Chamber of Commerce, who stated he agreed with the comments made by Mr. O'Connel as a tremendous number of businesses in Nevada are operating on a shoestring and the imposition of even one more small tax might mean the difference of keeping business open or closing the doors. He advised that Nevada has the highest percent of small business failure in the United States.

Mr. Kevin Bilbray spoke next in support of some improvement in the present system.

Mr. James Henderson representing Citizens for Private Enterprise and the Highway Users Association, stated he was objecting to the Legislators always hitting the retail merchants; he asked how they intended to collect that tax. Everyone knows these taxes are passed onto the consumer and if the business goes broke, it just means that much more damage to an already suffering economic base. In response to a question by Mr. Henderson, Mr. Price advised him that this is only "enabling legislation" that has been proposed thus far and that the imposition would be up to the cities and/or counties similar to the city-county relief tax.

Mr. Henderson emphasized that they have plenty of transportation; they do not agree with the Governor's proposal, they do not agree with the Highway Department. They do agree they have to have more money but suggested getting it from someone else other than the retail businessman.

Mr. Mello pointed out that this hearing was to hear from people who believe in mass transit. Some of the members of the committee are from the northern part of the state and need to get the input from the area residents that support this concept; he pointed out that the Legislature will work out the details of providing funding once the need is established. He asked Mr. Henderson if he objected to mass transit and was advised that, while he had no objection, he did not agree with the proposed method of raising the money.

Senator Hendstadt then asked Mr. Henderson if, had this bill come out with language to the effect that sales tax would be placed on gasoline on top of the existing taxes, would he be here objecting to that tax as well. Mr. Henderson replied that he is already objecting to the percentage. Senator Hendstadt asked if he had any suggestion as to what would be a fair tax that could do this as we are all in favor of a mass transit system. Mr. Henderson stated that the Highway Users Association had advised the Highway Department that they are against the percentage -- they have to know what the cost is going to be. If they will say what they need, they will go for it, but they do object to not knowing what it is going to be. They are behind them 100% but they have to know just what the cost will be.

Mr. Price reminded the audience that we were here tonight to listen to testimony on the need for the transit system and to limit their statements to that.

Mrs. Iva May Leverich spoke to the issue of problems experienced by the senior citizen segment of the community. She knows of instances where people have had to allow for over 3 1/2 hours to get across town. She has, personally, waited over 45 minutes each morning and again in the afternoon while trying to reach her place of employment. Additionally, she pointed out the poor condition of the vehicles being used -- she understands some have had no inspection for over four years. There is no provision on buses for emergency communication -- the driver is required to find a payphone to call for help. She is aware that the present carrier is making money but, evidently does not care about the service he is providing to the users of his system. She urged favorable consideration by the Legislature to correct these problems and pointed out that if the workers cannot get to their places of employment to serve the tourist industry, that industry is going to suffer as well.

Mr. Frank Mitchkowski spoke last, stating he worked for the California Rapid Transit for many years and gave a brief rundown on some of the procedures used by them which have been very successful.

The public hearing was then closed by the Chairman who thanked the members of the audience and the staff for their participation and support in this hearing.

There being no further business, the meeting was adjourned.

Respectfully submitted,

Nikki Kinsley
Nikki Kinsley,
Acting Committee Secretary

ASSEMBLY

AGENDA FOR COMMITTEE ON.....TRANSPORTATION.....

Wednesday

Date.....March 18, 1981.....Time.....7:00 p.m.....Room.....*see below

Bills or Resolutions
to be considered

Subject

Counsel
requested*

Public hearing on mass transit in
Clark County.

*THIS MEETING WILL BE HELD IN THE COMMISSION CHAMBERS, LAS VEGAS
CITY HALL. (400 Stewart Street, Las Vegas)

PRINT

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GUEST LIST

Date: MARCH 18, 1981

PLEASE PRINT YOUR NAME	PLEASE PRINT WHO YOU REPRESENT	I WISH TO SPEAK		
		FOR	AGAINST	BILL NO.
1 GAYLE GAIL GILPIN	STUDY COORDINATOR - CC TRANSPORT.			
2 Shari Compton	Pres Jr. League			
3 J. David HOGGARD	Exec. Director - Economic Opportunity Bd.			
4 Stephen				
5 MELVIN-SACKS	MYSELF - I WISH TO TALK ABOUT YOUR LAUSY ^{LAUSY} - BUS SERVICE			
6 A. JUNE FRANKLIN	EOB - SR & HANDICAPPED TRANS <small>concerned</small>			
7 Ardis Kearns	CITIZEN			
8 BOB STARR				
9 Jack LEVERICH				
10 Mrs Pearson?				
11 DIDI GRIFFITH	EOB			
12 BOB DICKINSON	N.L.V. Chambers			
13 BOB O'Connell	PENNEY'S			
14 KEVIN Bilbray				
15 Jim Henderson	C.P.E. & HIGHWAY USERS			
16				
17				

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PRINT

ASSEMBLY TRANSPORTATION COMMITTEE

PRINT

120

GUEST LIST

Date: MARCH 18, 1981

PLEASE PRINT YOUR NAME	PLEASE PRINT WHO YOU REPRESENT	I WISH TO SPEAK		
		FOR	AGAINST	BILL NO.
18 ANN ZORN	LEAGUE WOMEN VOTERS			
19 ROBERT PAUL STAR	UNITED SHUTTLE AGENCY, INC.			
20 JACK LEVERICH	CITIZENS FOR MASS TRANSIT			
21 Bill Middleton	North Las Vegas Cham of Commers			
22 Medred Saunders	Citizens for Mass Transit			
23 BETTY CHAMPION	SHUTTLE AGENCY INC			
24 IVA MAY LEVERICH				
25 Jim HENDERSON				
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CLARK COUNTY TRANSPORTATION STUDY POLICY COMMITTEE

GAIL GILPIN
STUDY COORDINATOR

CITY OF LAS VEGAS / Ron Lurie, Chairman / Al Levy
CLARK COUNTY / Richard J. Ronzone / Manuel Cortez
HENDERSON / LeRoy Zite
CITY OF NORTH LAS VEGAS / Mary Kincaid, Vice-Chairman
BOULDER CITY / John S. McEwen
NEVADA HIGHWAY DEPARTMENT / Al Stone
FEDERAL HIGHWAY ADMINISTRATION / Anton Homer
NEVADA PLANNING COORDINATOR / Bob Hill

Post Office Box 396
Las Vegas, Nevada 89101
(702) 386-4483

March 18, 1981

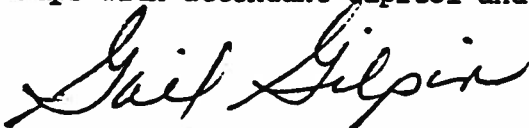
MEMORANDUM

TO: State of Nevada Legislature, Assembly Standing
Committee on Transportation

FROM: Gail Gilpin, Study Coordinator

SUBJECT: TRANSIT NEEDS AND ISSUES IN CLARK COUNTY

Attached for your consideration are existing and proposed transit system
maps with attendant capital and operating costs.

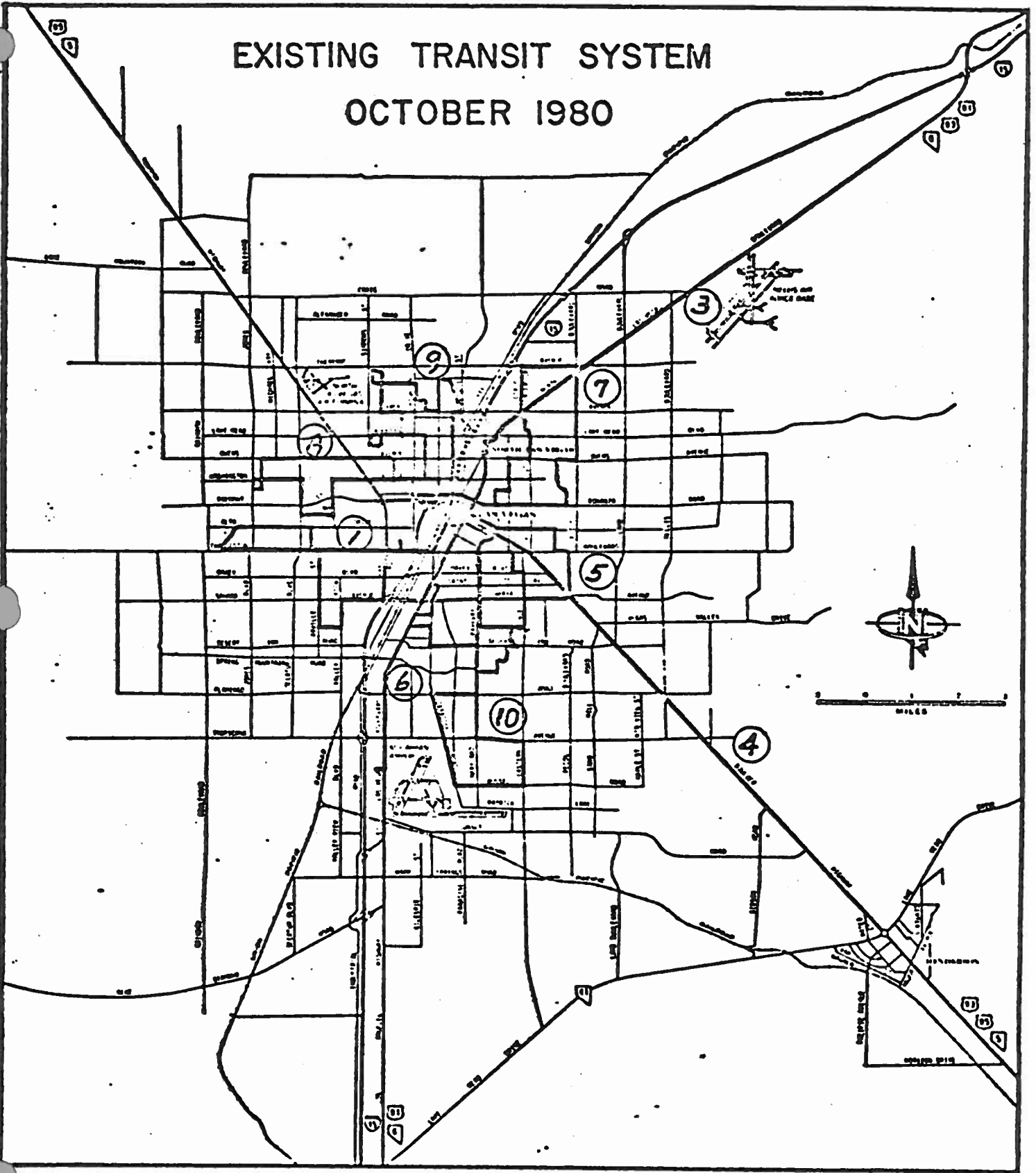


GAIL GILPIN
Study Coordinator

cjl

Exhibit I

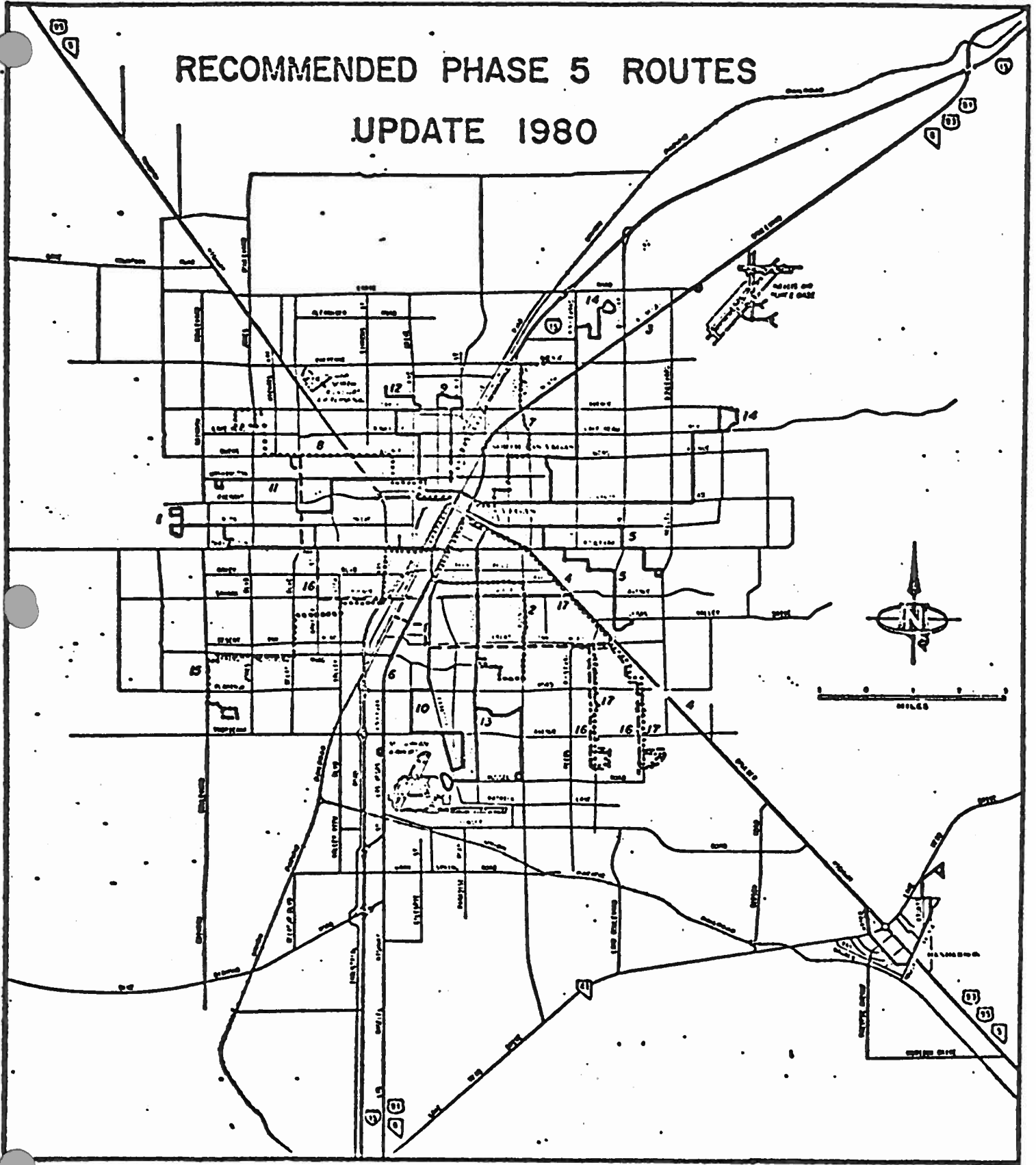
EXISTING TRANSIT SYSTEM OCTOBER 1980



SHORT RANGE TRANSIT PLAN

RECOMMENDED PHASE 5 ROUTES

UPDATE 1980



LAS VEGAS TRAI SYSTEM, INC.
ESTIMATED CAPITAL BUDGET
1981 - 1985

	1981	1982	1983	1984	1985	Total
1. Vehicles						
45 Passenger coaches w/lifts	12 \$1,928,652	18 \$3,240,144	10 \$2,016,090	10 \$2,258,020	3 \$ 758,694	53 \$10,201,600
72 Passenger articulated coaches w/lifts		5 1,250,000				5 1,250,000
2. Fareboxes	12 32,400	23 69,552	10 33,870	10 37,930		55 173,752
3. Radio equipment and base station	12 19,392	23 35,190	10 17,140	10 19,200		90,922
4. Service vehicles						
Supervisory automobiles		1 7,840			1 11,200	19,040
Service trucks		1 10,640				10,640
5. Shop and maintenance equipment		67,200	22,400	11,200	11,200	112,000
6. Downtown passenger terminal including land acquisition		2,800,000				2,800,000
7. Shelters		30 67,200	10 25,090	10 28,100	10 31,470	151,860
Benches		35 11,760	10 3,760	10 4,210	10 4,720	24,450
8. Bus stop signs		200 7,840	75 3,300	75 3,675	50 2,750	17,565
9. Architect and engineering services @ 6%		168,000				168,000

LAS VEGAS TRANS. SYSTEM, INC.
ESTIMATED CAPITAL BUDGET
1981 - 1985

	# 1981	# 1982	# 1983	# 1984	# 1985	# Total
10. Project administration @ 2%	39,609	154,707	42,433	47,247	16,401	300,397
Estimated gross cost	2,020,053	7,890,073	2,164,083	2,409,582	836,435	15,320,226
Contingencies @ 10%	202,005	789,007	216,408	240,958	83,644	1,532,022
Net project cost	2,222,058	8,679,080	2,380,491	2,650,540	920,079	16,852,248
Federal share	1,777,646	6,943,264	1,904,393	2,120,432	736,063	13,481,798
Local share	444,412	1,735,816	476,098	530,108	184,016	3,370,450

Assumptions

1. Inflation rate will be 12% per year.

**LAS VEGAS TRANSIT SYSTEM, INC.
1982 - 1986 OPERATING BUDGET**

<u>Revenues</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>
Fare Box	\$3,144,038	\$3,554,809	\$4,050,962	\$4,451,009	\$4,682,001
Advertising	38,400	44,800	59,400	76,800	91,500
Charter	5,000	7,000	10,400	15,000	22,000
Miscellaneous	<u>2,000</u>	<u>2,700</u>	<u>3,700</u>	<u>5,000</u>	<u>6,500</u>
Total Rev.	\$3,189,438	\$3,609,309	\$4,124,062	\$4,547,809	\$4,802,001
<u>Expenditures</u>					
Labor.	\$2,080,047	\$2,587,086	\$3,292,799	\$4,015,736	\$4,514,586
Fringe	673,875	836,885	1,065,934	1,289,270	1,456,129
Services	336,866	417,374	531,430	652,667	736,120
Materials & Supplies	664,487	824,261	1,049,741	1,265,226	1,434,241
Utilities	49,773	61,805	78,740	95,490	108,001
Insurance	248,845	309,026	393,700	477,452	540,007
Miscellaneous	71,485	87,576	112,616	137,409	155,150
Rentals	<u>21,322</u>	<u>27,234</u>	<u>35,032</u>	<u>44,971</u>	<u>56,192</u>
Total Expen- ditures	\$4,146,700	\$5,151,247	\$6,559,992	\$7,978,221	\$9,000,426
Estimated Deficit	\$ 957,262	\$1,541,938	\$2,435,930	\$3,430,412	\$4,198,425
Federal Section 5	478,631	770,969	1,217,965	1,715,206	2,099,213
Local Share	478,631	770,969	1,217,965	1,715,206	2,099,213
Passengers	6,242,732	7,058,380	8,043,510	8,837,840	9,296,480
Miles	2,086,584	2,426,380	2,886,000	3,268,100	3,432,370
Hours	165,603	2,192,570	229,050	259,370	272,410
Pass./Hour	37.70	36.65	35.12	34.07	33.34
Peak Hr. Vch.	30	34	41	48	52
Employees	91	99	119	139	151
Cost/Service Hour	25.04	26.75	28.64	30.76	33.04

LAS VEGAS TRANSIT SYSTEM, INC.
TOTAL COSTS AND FINANCING
1981 - 1985

	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985 *</u>	<u>Total</u>
Operating:	\$ -0-	\$ 957,262	\$ 1,541,938	\$ 2,435,930	\$ 3,430,412	\$ 8,365,542
Capital:	<u>2,222,058</u>	<u>8,679,080</u>	<u>2,380,491</u>	<u>2,650,540</u>	<u>920,079</u>	<u>16,852,248</u>
Total Cost	\$ 2,222,058	\$ 9,636,342	\$ 3,922,429	\$ 5,086,470	\$ 4,350,491	\$25,217,790
 Sources:						
UMTA Operating	\$ -0-	\$ 478,631	\$ 770,969	\$ 1,217,961	\$ 1,715,206	\$ 4,182,771
UMTA Capital	<u>1,777,646</u>	<u>6,943,264</u>	<u>1,904,393</u>	<u>2,120,432</u>	<u>736,063</u>	<u>13,481,798</u>
Total Federal	\$ 1,777,646	\$ 7,421,895	\$ 2,675,362	\$ 3,338,393	\$ 2,451,269	\$17,664,569
Local Operating:	\$ -0-	\$ 478,631	\$ 770,969	\$ 1,217,961	\$ 1,715,206	\$ 4,182,771
Local Capital:	<u>444,412</u>	<u>1,735,816</u>	<u>476,098</u>	<u>530,108</u>	<u>184,016</u>	<u>3,370,450</u>
Total Local	\$ 444,412	\$ 2,214,447	\$ 1,247,067	\$ 1,748,069	\$ 1,899,222	\$ 7,553,221

* The projected operating deficit for 1986 is \$ 4,198,425 based upon the arrival and operations of equipment ordered in 1985.

E.O.B. SENIOR AND HANDICAPPED
TRANSPORTATION

In order to use the public transit system in Clark County, a person must be physically able to get to the bus stop and to wait up to 30 minutes to catch the bus. The present fare is 75¢. All lines of LTS run sporadically except the "Strip" line, which is the only profit making line. All lines go to a central point in the downtown area. There are no cross-overs, therefore all riders transfer at the central point, creating another waiting period. The LTS is not equipped nor able to provide services to the handicapped or elderly who need assistance on and off the vehicle, or those who could not get to the car line or take up to three hours to get across town.

The Economic Opportunity board of Clark County provides limited transportation to seniors and handicapped citizens. E.O.B. operates as a community service agency whose primary objectives are to alleviate conditions which adversely affect the economically disadvantaged, in Clark County. A great number of residents are affected by a lack of transportation to doctors and agencies providing services and assistance to the needy.

The Transportation system serves all of Clark County, including Overton, Boulder City and Henderson.

For 1980 approximately 82,603 seniors and 52,822 handicapped clients were provided with transportation, and there is a waiting list of 250 for the handicapped and services for seniors could be increased by at least 35%. Transportation to medical appointments totaled 28,464.

Present systems has a total of 26 fixed routes 8 routes to Opportunity Village, 9 routes to Nutrition Sites, 3 routes to Lorenzi Park, 2 Foster Grandparents routes, 1 route to the Blind Center, and 4 Church routes. One of the Nutrition routes is for Asian Americans being transported to Pat's Chinese Kitchen.

Door to door service is provided daily, 12 hours on weekdays and 8 hours on Saturdays and Sunday. In addition to the normal day services, charters are also available for recreational purposes, for outings to Red Rock Canyon, Valley of Fire etc.

Program presently has six wheelchair buses with 10 wheelchair lifts on hand and being installed. Which will allow at least half the fleet to be wheelchair lift equipped. Present fleet has a total of 26 buses.

Program operates on a schedule of priorities 1) Medical, 2) Nutrition, 3) Employment, 4) Education, and Social Activities. Total rides for 1980 are as follows:

Medical-----	28,464
Nutrition-----	28,538
Education-----	4,855
Employment-----	52,511
Social-----	21,057

Statistic's show that the handicapped, low-income elderly segment of the population in Clark County is increasing faster than any other segment.

374 wheelchair clients - January 1981
371 wheelchair clients - February 1981

The outlying areas around Las Vegas, such as Boulder city, Henderson and Overton have the use of very little, if any public conveyances into Las Vegas. Henderson has no public transportation at all nor any coming into Las Vegas, except a bus from Las Vegas/Tonopah/Reno line once a day each way, the same for Boulder City.

Overton has no public system into Las Vegas, All transportation into Las Vegas is private vehicle. If the system provided by E.O.B. was terminated, these communities would be almost totally isolated.

The impact upon the segment of the population served by the E.O.B. Senior and Handicapped Transportation would be devastating: Dialysis patients unable to get to services; Seniors unable to participate in daily nutrition, which in most cases is their only meal for the day; Mentally retarded unable to participate in sheltered workshops; low-income and handicapped unable to shop at supermarkets for lower prices; and unable to go to the doctor. The low-income seniors and handicapped living in the outlying areas would be completely and totally isolated.

In Las Vegas the public transportation service is unbelievable. The service is so bad people are becoming or should i say are victims of transportation.

For some people it is a everyday struggle to get to work or where ever they want to go. The people that are looking for another answer to their transportation problem have no where to turn. The service that is available can only do so much. At certain times of the day the buses are at their limits and then some. With the amount of buses they have they can only haul so many people. They are doing their best.

Man has gone to the moon and back yet the people of Las Vegas in many areas can't even get across town. In plain english, they can't even get a ride. The people of Las Vegas are entitled to more than that, when it comes to transportation.

I think it is a disgrace and down right shameful to Las Vegas and it's citizens if this problem is allowed to continue.

In the past in Las Vegas a monorail system was planned. Many dollars were spent on planning. The service was from the airport to the strip, down the strip to down town Las Vegas. The outlying areas where the locals live was not included.

The future concepts and ideas that are being perposed are for a bullet train from Las Vegas to Los Angeles and back. Yes, a good idea- BUT!. Again the locals are left out. No increase in service for the locals to get around town.

I have heard people talk about the past plans and the future plans but i am talking about the now plans and they do include the locals and everyone else.

The time has come where the people will not except more surveys, more investagations, more reports and more documents. They want action, but not the type described. They want something on the road.

My system is also going to be unbelievable. My system is designed to get people where they want to go without too much trouble of inconvenience. It will make a significant contribution to the transportation problem. The daily struggle for our citizens of Las Vegas the disgrace can and will come to an end.

Edith L. III

Now! Here is something to think about. How come no other company has moved into Las Vegas? they all too big for us or are we too small for them. Before a big company would come here with a system they would say: How much would we have to invest?

With a local company like mine, My vehicle owner operators would say: I have a small investment, will it be enough so i can help and become part of the system?

The big company would also say: How much can i make for my investment?

A vehicle owner operator in my system would say, what will i make? Is it enough for me to live on?

All the vehicle owner operators that will be making my system work will be local people. People that understand the porblem because for years they have been a part of it. Community minded citizens are the type of people that will join my system. My system is for the people. My system is run with the people, and that is where the success and the answer lies.

My company UNITED SHUTTLE AGENCY, INC. is looking foreward to applying under these new rulings. Once in operation and at full strength it will have under its management and supervision a total investment to make the system work eight to ten million dollars.

I am happy to say and very fortunate to live in a state that has on a local level threw the city and county departments that will work with me very well. The state also has a division that will be a big help to me. The public service commission. Some people may think the public service commission only issues license, but as most of us know thats not all. After you get your license they watch over you and help guide you and when it looks like you might have a problem developing and you might not even know it, they will bring it to your attention so you can correct it. They want to do the same thing my company wants to do.

First: Pertect the public. Second: Pertect the investors. Third: Pertect the system which is badly needed.

Whats nice about my company is it is not a one man operation. Everyone that i issue a permit to will become part of my operation. I will have a operation that will involve all vehicle owner operators. The system will work because of the corporation between my company and the vehicle owner operators. It will be sucessful from the start.

The combined efforts of the thousands of citizens of Las Vegas and the hundreds of people that will work and make my system work and this legislative body can through all their efforts make things happen. I think it is only right that when all is done and a job well done we all may take credit for it's success.

CITY COMMISSIONER
MAYOR PRO-TEM
RON LURIE



February 26, 1981

Ladies and Gentlemen:

Alternate methods of mass transportation are becoming a necessity in the Southern Nevada area to satisfy the needs of our growing community.

As Chairman of the Regional Transportation Commission and Mayor Pro-Tem of the City of Las Vegas, I am asking you to join with me in recognizing this need. Any assistance you can give in seeking a resolution to this problem will be greatly appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Lurie", written in a cursive style.

RON LURIE

RL:r

CITY COMMISSIONER
AL LEVY



February 18, 1981

Ladies and Gentlemen:

As a Commissioner of the City of Las Vegas and a member of the Regional Transportation Commission, I am fully aware of the necessity for an efficient mass transportation system in Southern Nevada.

The rapid growth of our area, budgetary constraints, and numerous other factors have placed the Las Vegas area in a position where the public requirements have outweighed the services presently being provided.

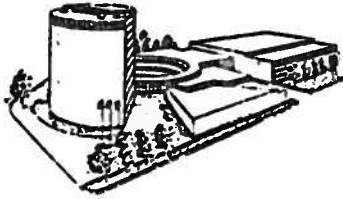
We recognize the need for additional services and hope you share our concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Al Levy", is written over the typed name "AL LEVY".

AL:r

City
of
Las Vegas



PAUL J. CHRISTENSEN
COMMISSIONER

March 4, 1981

Ladies and Gentlemen:

The citizens of our community are experiencing problems concerning mass transportation. I would appreciate your consideration of viable alternatives that might prove to be a solution.

Thank you for your assistance.

Sincerely,

PAUL J. CHRISTENSEN

PJC:r



Clark County

March 5, 1981

Ladies and Gentlemen:

As the immediate past-president of the Clark County Regional Transportation Commission and a Clark County Commissioner, I realize the ever-increasing need for alternate methods of mass transportation here in Southern Nevada.

The population of our community has grown at such a rapid pace that it has made the task of providing an efficient public transportation system to our citizens a very difficult one.

I certainly hope that you also realize the severity of this problem and will assist us in resolving this matter so that we can try to satisfy the mass transportation needs of our growing community.

Sincerely,

A handwritten signature in black ink, appearing to read "R. J. Ronzone".

R. J. "Dick" RONZONE
Clark County Commissioner
Clark County, Nevada

RJR:AH

COMMISSIONERS

Manuel J. Cortez, Chairman • David B. Center, Vice-Chairman
Robert N. Broadbent, Thel'a Dondero, Jack R. Pettit, R.J. "Dick" Ronzone, Woodrow Wilson

383-3500



Clark County

March 5, 1981

Ladies and Gentlemen:

As a Clark County Commissioner and a long-time resident of the State of Nevada, I have seen many changes both in our community and throughout the State.

Our population figures continue to increase while our public transportation services to the citizens here in Southern Nevada have not; therefore, I would strongly urge you to assist us in providing additional mass transportation services to the communities in the Southern Nevada area.

Sincerely,

THALIA M. DONDERO
Clark County Commissioner

TMD:AH

COMMISSIONERS

Manuel J. Cortez, Chairman • David B. Carter, Vice-Chairman
Robert N. Broadbent, Thalia Dondero, Jack R. Petitti, R.J. "Dick" Ronzone, Woodrow Wilson
383-3500

The following Editorial was broadcast on KLAS Television on Saturday, January 31, 1981, by Mark Smith, Vice President/General Manager, KLAS, Inc.

MASS TRANSIT - AIRPORT JITNEY

A new study has proposed initiating a jitney service with small buses to transport incoming passengers from McCarran International Airport to various resorts on the strip and downtown.

KLAS has always supported efforts to improve the transportation of tourists in the Valley, and we believe a jitney service would be a step in the right direction. McCarran now handles more than ten million passengers yearly, and by the end of this decade the airport is expected to handle more than seventeen million people.

Clearly a more efficient means of getting passengers to and from the airport must be found. The taxi companies certainly are against the idea because a jitney service would cut into their revenues.

While we can appreciate their concern, a way must be found to eliminate the bottleneck at the airport. As more passengers arrive at McCarran every year, the situation will only get worse.

North Las Vegas CHAMBER OF COMMERCE

1023 East Lake Mead Boulevard
North Las Vegas, Nevada 89030
phone 702 642-9595



March 18, 1981

Nevada State Legislature
Senate Finance Committee
and
Assembly Taxation Committee

The North Las Vegas Chamber of Commerce Legislative Committee opposes a tax on business collected on a percentage of gross sales for mass transit.

Mass transit should be a product of the Free Enterprise System, without full ownership or control by a governmental agency.

It is also felt that this tax would be passed on to the consumer, hence another financial burden upon the citizen further curtailing the economy flow.

This tax is in opposition to the Chamber of Commerce endorsement to protect and encourage free enterprise.

Sincerely,

Robert Dickinson
Robert Dickinson
Chairman

John Grime
John Grime
Co-Chairman

Ellen Frehner
Ellen Frehner, CCE
Executive Vice President

RD:JG:EF:bam



Carl L. Lister IV

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