

1 (Applause.)

2 MR. SCHENENDORF: Could our next panel come
3 up. That will include Tina Quigley, Greg Krause and
4 Curtis Myles.

5 (Panel 2 moving to the front tables.)

6 MR. SCHENENDORF: Thank you.

7 Again, the written statements have been
8 given to us. We have had an opportunity to read
9 those and so we would really like to ask for you to
10 keep your oral remarks to five minutes.

11 I am going to try to enforce that now
12 because as you can see from the other panels, it's
13 the dialogue back and forth that's the most important
14 part for this. So if you could keep your testimony
15 to five minutes orally.

16 And we will start with Tina Quigley.

17 MS. QUIGLEY: Thank you.

18 First of all, I want to apologize that Jacob
19 Snow is not able to be here today. He sends his
20 regrets for a couple reasons, one he is particularly
21 passionate about the subject that you guys are
22 talking about today. He's got a lot of thoughts and
23 opinions, but I get to share them with you.

24 But also, I know he's got some personal
25 relationships with a few of you that are tough to

1 catch up. So he may be able to join us later today.

2 We are going to start off by talking about a
3 couple of projects, high profile projects, that are
4 either underway or upcoming where we have
5 deliberately decided to avoid some of the federal
6 processes in order that we could meet the needs of
7 our ever increasing Southern Nevada population.

8 First of all, we are going to start off with
9 a project that's -- well, I'll read this quote to
10 you. And you may notice it's David Vozzolo, who is
11 well respected in the transit industry. He was
12 formerly with the FTA. He was quoted just last week
13 in AFTA, the AFTA publication as saying, "Some
14 projects have completed analyses concluding that the
15 federalized project takes at least two to three years
16 longer to deliver and costs at least 20 to 30 percent
17 more to design and build."

18 So what we're talking about here today, it
19 doesn't just apply to Southern Nevada, it's for all
20 communities. The New Starts projects, the process is
21 a long and painful process. We figure that if we
22 were to apply the New Starts process for a transit
23 project that we've got coming up, we would have had
24 to endure about four to five years of initial
25 studies.

1 By using an increased amount of local
2 monies, by using over 50 percent local monies for a
3 project, they put us in an exempt status reducing the
4 number of reviews and submittals. And we figured
5 that we would save about three years in the process
6 and we saved about 50 to 60 percent in construction
7 costs, specifically due to the environment --
8 construction environment here in Southern Nevada.

9 So this is a project that we've got coming
10 up. We call it our downtown connector project. It's
11 a bus rapid transit project, or as my boss likes to
12 call it, a vehicle rapid transit project. It
13 operates very much like a light rail system with a
14 dedicated lane, except for it's got rubber tires.

15 Ideally, the full length of the system would
16 stretch from McCarran Airport all the way to
17 downtown. The first phase of the project will
18 actually be under construction soon. We are out to
19 bid on it right now. We've had four firms, four
20 general contractors pick up plans, which is good.
21 Because here in Southern Nevada, more and more on a
22 public service project, you are getting less and less
23 potential interested bidders. So four bidders is a
24 great number.

25 You can see the alignment. Yeah, the

1 downtown connector will start at Sahara tying into
2 the existing monorail. Taking you up through the
3 strip, in portion, heading towards downtown,
4 convention center. There is a monorail station
5 there.

6 MR. SCHENENDORF: Is this a light rail
7 system?

8 MS. QUIGLEY: It's a bus rapid transit.
9 Very akin to a light rail system, except you don't
10 have the infrastructure including the tracks. It
11 runs on rubber tires, so there is some flexibility
12 with it as well. You'll want to have a dedicated
13 lane so that it's not in mixed traffic as much as
14 possible. It's operated as an express system, but it
15 lacks the ability to change the alignment, if so
16 needed.

17 What I really want to show you, and Dave's
18 going to work on it, is what it looks like in the
19 street itself. This is one of the shelters, a
20 proposed design for a shelter. We've modified it a
21 bit. Here is the vehicle itself, which looks
22 different than a bus. It looks much more like a
23 light rail system, except it doesn't have the
24 overhead electrical infrastructure.

25 We will be putting in some colored concrete

1 for demarkation of this, adding some landscaping.
2 And you can see it's in it's own dedicated system.
3 It will have priority -- not preemption at
4 intersections, but priority signalization at
5 intersections, which will either lengthen the green
6 light or shorten the red light, depending on where
7 the vehicle is at as it approaches the intersection.

8 This system -- this is the first leg of the
9 system, like we said. We also are building a Boulder
10 Highway system which will be a 17-mile system
11 extending from the City of Henderson up towards
12 downtown and will eventually tie into the first phase
13 as well. And in doing so, we will have the longest
14 running bus rapid transit system, the longest lane in
15 the nation.

16 We expect it -- well, with about 30 percent
17 of all vehicle trips up and down the resort corridor
18 being employees, we will be able to attract a
19 significant amount of those people out of vehicles
20 and into this system. We'll also be running some --
21 working on running some corridors east/west along
22 Sahara, along Flamingo. We won't be able to do
23 Charleston because we've got an underpass problem.
24 And also Tropicana so that we can attract people from
25 where they live to where they need to go. Get them

1 out with a series of park-and-ride systems and get
2 them off that corridor that is excessively
3 overcrowded.

4 I have a statistic to show. We did a
5 regression analysis where we tried to study the
6 number of vehicle trips on the strip in relation to
7 the number of hotel rooms on the strip. And we did
8 the same thing for I-15. It was something that we'd
9 done at the airport years and years ago. We found it
10 a direct correlation.

11 And for every new hotel room in the valley,
12 there is another 320 new passengers going through the
13 airport. So we thought, let's do the same thing for
14 roadways. We found there was a direct correlation
15 between the number of trips on I-15 and the number of
16 hotel rooms. It's about 2.3 vehicles a day, vehicle
17 trips a day on I-15, for every new hotel room.

18 Likewise, we studied the strip. We could
19 not find any correlation. That didn't make sense.
20 So we went back, went through each year, and we found
21 out that there was a direct correlation up until
22 about 1996. And at that point, we reached capacity.
23 70,000 vehicle trips a day is all that you can get on
24 the strip. It's a little bit scary, given the fact
25 that we have got some significant new investments

1 being made on that length of the strip, that length
2 of road. So this is one of the things that we are
3 working on. We will be using a significant amount of
4 local money to do it, because we need to act quickly
5 and avoid as much of the federal process as possible.

6 So that's our downtown connector project,
7 which will eventually expand throughout several other
8 major corridors in Las Vegas.

9 The other story that we want to tell
10 about -- last night -- I read my kids stories before
11 they go to bed. Last night my son chose, The Little
12 Engine That Could, which is the story about, I think
13 I can, I think I can. And my daughter chose The
14 Little Red Hen, the one where, you know, if I am
15 going to do it, I am going to do it myself.

16 And then I went to bed and I was reading
17 this presentation, preparing for today, and I
18 realized, you know, I am just reading another story.
19 It's a story of perseverance, I think of selected
20 officials and our voting public recognizing the fact
21 that we've got a problem and, you know, what -- we
22 can take care of it. We are going to do it
23 ourselves.

24 So once upon a time, Southern Nevada had
25 some serious traffic challenges. Okay? But back in

1 the early '80s, and through the '80s, we recognized
2 that there was going to be growth here. In fact,
3 from 1990 to 2001, we doubled our population. We
4 started seeing more than a hundred cars a day being
5 added to our roadways, and we continue to see at
6 least a hundred new cars a day moving into Las Vegas.

7 So with those decades of expanded growth, we
8 knew our leaders back then had a vision and knew that
9 we needed to start doing something. We had two major
10 highway systems, two major high speed lane corridors.

11 We had I-15 and US-95/515. And NDOT tells
12 us right now I-15 is operating -- we continue to
13 operate about 70 percent over capacity all along that
14 beltway, and that that congestion is just starting to
15 spill over into our major arterials.

16 So continued growth started to push out,
17 away from the center of the city. We call that
18 sprawl. And it was very obvious that a new freeway
19 was needed to connect all this new development that
20 was in the works.

21 So our -- our leaders came up with a vision
22 in the late 1980's for the beltway project. The
23 53-mile project that starts down in Henderson
24 connects to the 515, heads up to the west, connects
25 to Summerlin, goes up to the north, connecting with

1 95 and eventually I-15.

2 Now, the project when we started working on
3 this, we recognized that it would have taken us about
4 35 years to do had we been using a mix of federal and
5 local funds. And that just wasn't going to do it,
6 they knew that. Of which five of those years, at
7 least five of those years, would have been just for
8 the initial environmental process. And this was
9 going to cause about a 20 percent increase. And we
10 say 20 percent, but I think it would have been about
11 20 percent per year increase in delay for those five
12 years.

13 So we said, you know what, The Little Red
14 Hen said, we're going to do this. We are probably
15 going to have to do this ourself, which is a pretty
16 bold move. Because we had to go to the voters and
17 ask for a tax increase, which here in Southern
18 Nevada, I think a lot of western states, that's a
19 bold move. And they approved.

20 They approved a quarter cent sales tax,
21 expanded motor vehicle tax, et cetera. And it came
22 up to about -- it was going to supply us with about
23 \$770 million for this new beltway project. So just
24 two years later, in 1990, it was approved two years
25 later. We had the right-of-way purchase and we

1 actually began construction on the frontage roads
2 associated with this project.

3 So we were able to move faster than
4 we ever -- than, of course, than we would have been
5 able to significantly had we used federal funds. And
6 the -- the growth was continuing. We were getting
7 increasing demands to hurry this project up.

8 We had finished up portions of -- small
9 portions of frontage roads and a small portion of the
10 beltway. People were seeing what was happening with
11 the increased funds and they were ready for it to be
12 accelerated.

13 So in 1996, we moved on to the accelerated
14 program and we realized we were going to need some
15 more money. The voters had seen what was happening
16 with that original money. They were seeing tangible
17 projects and progress being made.

18 So in 2002, we voted -- okay -- we went
19 again. We voted that we were approved for another
20 increase which was going to provide about \$3.6
21 billion, half of which was going to go to transit
22 projects and half to roadway projects, and half of
23 that went to the beltway.

24 And we could keep going. The beltway -- it
25 completed the full 53 miles of the initial part. We

1 had 26 miles of freeway miles and the other 27 miles
2 are still the frontage roads. But we are moving
3 forward with those.

4 And by about the year 2013, we will have
5 completed the last interchange of the project. And
6 each one of the interchanges is built to accommodate
7 future growth, and we have purchased enough
8 right-of-way, the county did, for five lanes each
9 direction.

10 So in summarizing up, we have spent about
11 more than 825 million in local on right-of-way and
12 construction. And had we gone -- again, had we gone
13 through the process, it would have been millions more
14 on top of that. And we believe it will be completed
15 12 years ahead of schedule.

16 So in closing, I'd asked Jacob in closing:
17 What message do you want to get across? His message
18 was: We think the federal process currently, as it
19 is, increased costs more in time and money, more than
20 the public should have to pay to get the projects
21 done. These are projects that they need for their
22 quality of life.

23 Thank you.

24 MR. SCHENENDORF: Thank you.

25