



NOTE
Meeting Time Change

REGIONAL TRANSPORTATION COMMISSION
OF SOUTHERN NEVADA

NOTICE AND AGENDA OF PUBLIC MEETING

**TRANSPORTATION RESOURCE
ADVISORY COMMITTEE AND
COMMUNITY COLLABORATION**

9:00 A.M. OCTOBER 22, 2020

On March 22, 2020, the State of Nevada Executive Department issued Declaration of Emergency Directive 006, which suspends the requirement contained in Nevada Revised Statute 241.023(1)(b) that there be a physical location designated for meetings of public bodies where the public can attend and participate. Directive 006 was subsequently extended by the following Emergency Directives: Emergency Directive 010 on March 31, 2020; Emergency Directive 016 on April 29, 2020; Emergency Directive 018 on May 7, 2020; Emergency Directive 021 on May 28, 2020; Emergency Directive 026 on June 29, 2020; and Emergency Directive 029 on July 31, 2020. Pursuant to these Directives, the Regional Transportation Commission of Southern Nevada will not provide a physical location for the public to attend the meeting of the Transportation Resource Advisory Committee and Community Collaboration.

The meeting of the Transportation Resource Advisory Committee and Community Collaboration will be available to livestream via the following link <https://www.rtcnv.com/about/meetings-agendas/transportation-resource-advisory-committee/>.

Additionally, the Transportation Resource Advisory Committee and Community Collaboration will be accepting public comment via email. **Public comment relating to the Committee may be submitted via email to PublicComments@rtcnsnv.com.** Public comment via email submission received by 5:00 p.m. (Pacific Daylight Time) on the business day prior to the meeting will be read into the record by RTC staff at the meeting. Public comment submissions received after 5:00 p.m. (Pacific Daylight Time) on the business day prior to the meeting will be included in the written record of the meeting. Please be sure to include your name and the agenda item number you wish to comment on. Also, indicate if you would like your comment read aloud on the record or just added to the backup for the record. Only the first 500 words of comments submitted to be read into the record will be read aloud. The remaining words will be included in the written record.

This meeting will be accessible to the public online. A sign language interpreter for the deaf will be made available with a 48-hour advance request to the Regional Transportation Commission of Southern Nevada offices. Phone: 702-676-1500 TDD: 702-676-1834

This agenda, including the supporting materials, is available at the Regional Transportation Commission of Southern Nevada's website, <http://www.rtcnsnv.com>; or by contacting Marin DuBois by calling (702) 676-1836 or by email at duboism@rtcnsnv.com.

In accordance with the State of Nevada Executive Department's Declaration of Emergency, Directive 006, which includes exceptions to Open Meeting Law, it is hereby noted that this meeting agenda has been properly noticed and posted at the following locations:

RTC Website Nevada Public Notice
www.rtcnsnv.com <https://notice.nv.gov>

BY: _____

DocuSigned by:
Marin DuBois
67E25985C7F8458

Item 2 is for possible action. Items 1 and 3 through 9 are discussion items and no action can be taken. Please be advised that the Transportation Resource Advisory Committee and Community Collaboration (TRAC) has the discretion to take items on the agenda out of order, combine two or more agenda items for consideration, remove an item from the agenda or delay discussion relating to an item on the agenda any time.

1. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION
2. APPROVAL OF MINUTES: Meeting of December 5, 2019 (FOR POSSIBLE ACTION)
3. RECEIVE A WELCOME FROM THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA AND INTRODUCE NEW TRAC MEMBERS
4. RECEIVE AN OVERVIEW OF THE TRAC GOALS, FRAMEWORK, AND AGENDA
5. RECEIVE AN UPDATE ON THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA'S TRANSPORTATION FUNDING AND MAJOR PROJECTS
6. RECEIVE AN UPDATE FROM REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA STAFF ON THE 2021 LEGISLATIVE SESSION
7. DISCUSS UPCOMING EVENTS
8. CONDUCT AN OPEN DISCUSSION ON TOPICS RELATED TO TRAC
9. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

During the initial Citizens Participation, any citizen may address the Transportation Resource Advisory Committee and Community Collaboration on an item featured on the agenda. During the final Citizens Participation, any citizens may address the Committee on matters within the Committee's jurisdiction, but not necessarily featured on the agenda. No vote can be taken on a matter not listed on the posted agenda; however, the Committee can direct that the matter be placed on a future agenda.

Public comment relating to the Committee may be submitted via email to PublicComments@rtcnev.com. Public comment via email submission must be received by 5:00 p.m. (Pacific Daylight Time) on the business day prior to the meeting and will be read into the record by RTC staff at the meeting. Public comment submissions received after 5:00 p.m. (Pacific Daylight Time) on the business day prior to the meeting will be included in the written record of the meeting. Please make sure to include your name and the agenda item number you wish to comment on. Also, please indicate if you would like your comment read on the record as part of the record or just added to the backup for the record. Only the first 500 words of comments submitted to be read into the record will be read aloud. The remaining words will be included in the written record.

The Regional Transportation Commission of Southern Nevada keeps the official record of all proceedings of the meeting. In order to maintain a complete and accurate record, copies of documents used during presentations should be submitted to the Recording Secretary via PublicComments@rtcnev.com.

The Regional Transportation Commission of Southern Nevada appreciates the time citizens devote to be involved in this important process.

In compliance with Nevada Revised Statute 241.035(4), the Regional Transportation Commission of Southern Nevada shall create an audio and/or video recording of the meeting and retain such recording(s) for the required period of time.

Any action taken on these items is advisory to the Regional Transportation Commission of Southern Nevada.

TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION AGENDA

OCTOBER 22, 2020

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**REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA**



AGENDA ITEM

Metropolitan Planning Organization <input type="checkbox"/>	Transit <input type="checkbox"/>	Administration and Finance <input checked="" type="checkbox"/>
SUBJECT: CITIZENS PARTICIPATION		
PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		

FISCAL IMPACT:
None

BACKGROUND:

In accordance with State of Nevada Open Meeting Law, the Regional Transportation Commission of Southern Nevada Transportation Resource Advisory Committee and Community Collaboration (Committee) shall invite interested persons to make comments. For the initial Citizens Participation, the public should address items on the current agenda. For the final Citizens Participation, interested persons may make comments on matters within the Committee’s jurisdiction, but not necessarily on the current agenda. No action can be taken on any matter discussed under this item, although the Committee can direct that it be placed on a future agenda.

Respectfully submitted,

DocuSigned by:

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M.J. MAYNARD
Chief Executive Officer

mld

**TRAC Item #1
October 22, 2020
Non-Consent**

MINUTES
TRANSPORTATION RESOURCE ADVISORY COMMITTEE
AND COMMUNITY COLLABORATION
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
DECEMBER 5, 2019

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 NOVEMBER 25, 2019**

Clark County Government Center
500 S. Grand Central Pkwy.
Las Vegas, NV 89155

City of Henderson
Office of the City Clerk
240 Water Street
Henderson, NV 89015

CC Regional Justice Center
200 Lewis Ave.
Las Vegas, NV 89155

RTC
600 S. Grand Central Pkwy.
Las Vegas, NV 89106

RTC Website
www.rtcnv.com

Nevada Public Notice
<https://notice.nv.gov>

CALL TO ORDER

Mr. Don Snyder, Chair, called the meeting to order at 2:36 p.m. in the Colorado River Room of the Southern Nevada Water Authority offices located in the Molasky Corporate Center.

MEMBERS PRESENT:

Don Snyder, Chair, Community Advocate
Mauricia Baca, Outside Las Vegas Foundation
Cindy Creighton, Nevada Taxpayers Association
Ken Evans, Urban Chamber of Commerce
David Frommer, University of Nevada, Las Vegas
Barry Gold, AARP
Peter Guzman, Latin Chamber of Commerce
Warren Hardy, Associated Builders and Contractors
Karlos LaSane, Caesars Entertainment
Robert List, Kolesar & Latham
Jim Long, Sun City Anthem Resident
Erin McMullen Midby, Boyd Gaming
Mike Mixer, Colliers International and NAIOP
Paul Moradkhan, Metro Chamber of Commerce
Jonas Peterson, Las Vegas Global Economic Alliance
Jean Peyton, Blindconnect
Rick Smith, Henderson Development Association
Ann Barnett, Nevada Contractors Association (Alternate)
Danny Thompson, Labor Consultant
Virginia Valentine, Nevada Resort Association
Bryan Wachter, Retail Association of Nevada
Tom Warden, The Howard Hughes Corporation
Cassidy Wilson, Southern Nevada Homebuilders Association

MEMBERS ABSENT:

MaryKaye Cashman, Cashman Equipment
Paul Enos, Nevada Trucking Association
Lee Farris, LandWell Development Company
Betsy Fretwell, Switch
Alan Jeskey, AJB General Contractor
Ram Kumar, Kumar Consulting Services
Keith Lynam, Greater Las Vegas Association of Realtors

TRAC Item #2
October 22, 2020
Non-Consent

Minutes – Transportation Resource Advisory Committee and Community Collaboration
Meeting of December 5, 2019
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MEMBERS ABSENT CONTINUED:

Andy Maggi, Nevada Conservation League
Tommy Morley, Laborers Local 872
Lori Nelson-Kraft, Las Vegas Convention and Visitors Authority
Mike Shohet, Nevada Hand
Todd Sklamberg, Sunrise Hospital
Judy Stokey, NV Energy
Jim Sullivan, Culinary Union 226

MEETING FACILITATOR:

Helen Foley, Faiss Foley Warren

RTC STAFF:

M.J. Maynard, Chief Executive Officer
David Swallow, Deputy Chief Executive Officer
Francis Julien, Deputy Chief Executive Officer
Marc Traasdahl, Chief Financial Officer
Angela Castro, Chief Strategy, Policy, and Marketing Officer
David Clyde, Associate General Counsel
Catherine Lu, Manager of Government Affairs and Media Relations and Marketing
Marin DuBois, Management Analyst

CONSULTANT TEAM:

Guy Hobbs, Hobbs Ong & Associates

INTERESTED PARTIES:

Alaina Cowley, Las Vegas Global Economic Alliance
Steve Davis, The Boring Company
Kami Dempsey, Accretive Consulting
Aleta Dupree
Dawn Christensen, Nevada Resort Association
David Newton, Nevada Transportation Authority
Joey Paskey, City of Las Vegas
Ingrid Reisman, Las Vegas Monorail
Sean Robinson, City of Las Vegas
Alyssa Rodriguez, City of Henderson
Kylie Rowe, Outline LLC
Jacob Snow, Resort Corridor Mobility Association
Brittany Walker, Holland and Hart

Item:
1. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION
Comments: Chair Don Snyder called on Ms. Aleta Dupree, who made the following comment: <i>Good afternoon Chair Snyder, members. Aleta Dupree for the record, and so, I'm going to touch on posted items here as we start. I found out about this just a few hours ago. TNCs, I use them so I look forward to hearing what we have to say. The Convention Center Loop, I'm very supportive and excited about that. Something new that will bring something distinctive to our town, so definitely looking forward to that. We have unfunded needs that you'll bring up. There's always things to do, so I think I'm in for a treat today. I wish more people could come to these meetings because I think there is a lot of good things to be said. So, I'm going to sit back now and take it all in and enjoy what we have to say. Thank you.</i>
Motion: No motion was necessary.
Vote/Summary: No vote was taken.

Item:
2. APPROVAL OF MINUTES: Meeting of October 3, 2019 (FOR POSSIBLE ACTION)
Comments: No comments were made.
Motion: Mr. Peter Guzman made a motion to approve the meeting minutes.
Vote/Summary: 21 Ayes. 0 Nays. The motion carried. Ayes: Mauricia Baca, Ann Barnett, Cindy Creighton, Ken Evans, David Frommer, Barry Gold, Peter Guzman, Warren Hardy, Karlos LaSane, Robert List, Jim Long, Erin McMullen Midby, Mike Mixer, Jean Peyton, Rick Smith, Don Snyder, Danny Thompson, Virginia Valentine, Bryan Wachter, Tom Warden, Cassidy Wilson Nays: None Absent: MaryKaye Cashman, Paul Enos, Lee Farris, Betsy Fretwell, Alan Jeskey, Ram Kumar, Keith Lynam, Andy Maggi, Paul Moradkhan, Tommy Morley, Lori Nelson-Kraft, Jonas Peterson, Mike Shohet, Todd Sklamberg, Judy Stokey, Jim Sullivan

Item:
3. RECEIVE AN OVERVIEW OF THE TRAC GOALS, FRAMEWORK AND AGENDA
Comments: Ms. Helen Foley, Meeting Facilitator, provided an overview of the Transportation Resource Advisory Committee and Community Collaboration (TRAC or Committee) goals and framework for the Committee. She began with a few housekeeping items before describing the Committee goals, which included the following: <ul style="list-style-type: none"> • Learn about Southern Nevada's Mobility challenges, new developments and opportunities. • Learn about smart communities, emerging technologies and how these efforts can impact and improve mobility, accessibility and safety in Southern Nevada. • Obtain input and feedback and make recommendations on how to best address and prioritize mobility solutions. • Explore current and future mobility funding and resources. She concluded with a brief rundown of agenda items to follow.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

4. RECEIVE AN UPDATE ON THE LAS VEGAS CONVENTION CENTER (LVCC) LOOP PROJECT

Comments:

Chair Don Snyder introduced Mr. Steve Davis from The Boring Company to provide an update on the Las Vegas Convention Center (LVCC) Loop Project. Following a detailed PowerPoint presentation [attached], Mr. Davis began with an overview of The Boring Company and its goal to construct safe, fast-to-dig, low-cost, and zero-emissions transportation tunnels in order to alleviate traffic congestion. He continued with a list outlining the reasons why tunnels provide a functional solution to traffic congestion and showed a video demo. He then discussed some of the differences between the LVCC Loop and existing train transit, noting the speed and the zero emissions produced by the electric vehicles. Particular emphasis was placed on the fact that unlike current transit systems that require system vehicles to stop at every point along a route, LVCC Loop riders would be able to travel directly to their destination without stopping at intermediate stations. He noted that direct travel provides the flexibility to have a mix of different sized stations, including small pop-up stations, along the route while still transporting a large number of people, and said it was more akin to an underground highway than an underground train system.

Continuing, Mr. Davis discussed the LVCC Loop's safety features, including the design of the tunnel system, the Tesla autonomous electric vehicles (AEV), and the track. Some of the safety highlights he touched upon included:

- AEVs (Tesla Model X and 3) are National Highway Traffic Safety Administration (NHTSA) 5-star rated and have the lowest probability of injury of any vehicles ever tested by NHTSA.
- The system has real-time gas and smoke detection, and a ventilation system designed to National Fire Protection Association standards.
- There is direct communications within the tunnel to the control center via tunnel intercoms, cell service, and Wi-Fi.
- The track has no third rail or touch-hazards, minimal fire load due to use of batteries, and is highly resistant to water intrusion.

Next, Mr. Davis reviewed the construction timeline for each of the three stations. Station 1 is expected to be completed towards the end of January 2020 with Station 3 following in March 2020. There will be a break in construction due to LVCC's current convention schedule, and will resume in June 2020. Contractually, the system is to be completed by January 2021, which Mr. Davis noted would be enough time to finish construction and test the system.

Chair Snyder asked about construction waste disposal. Mr. Davis explained that waste material is tested and sent to the appropriate landfill. He added that some of the dirt is repurposed by converting it into bricks that are sold, which helps reduce some of the costs of drilling.

Mr. Tom Warden asked about the AEV's occupancy, saying the following:

Steve, when we were out there in Hawthorne, I think somebody mentioned that aside from just regular Teslas running through the tunnels, there was also going to be a higher occupancy vehicle, like maybe what, 10 or 12 people. Is that still on?

Mr. Davis responded that Tesla vehicles would be modified to accommodate approximately 12 to 16 people.

Ms. Cindy Creighton asked the following:

I don't understand all the infrastructure that is already underground. So, there's fiber optics and sewer lines and water lines. How do you maneuver around that?

Mr. Davis explained that there are three ways to avoid that. The first way is to build deep and avoid the bulk of these types of obstacles. The team diligently reviews as-builts from existing infrastructure to determine the depth at which drilling can occur to generally avoid the majority of infrastructure.

Chair Snyder asked about ground water and caliche in Southern Nevada. Mr. Davis described the different machines used to balance the water pressure when drilling in ground water and to cut through caliche.

Mr. David Frommer asked about coordination with the local agencies during construction, saying the following:

So, working along the line that you are working on development parcels and then under public right-of-ways and through utility easements, all with different depths, can you talk a little bit about the process of working through wanting to tunnel across things like a public right-of-way, utilities, and how you work with entities to work through those issues?

Mr. Davis spoke about the significant amount of time spent coordinating with the various agencies to obtain agreements, permits, and general coordination prior to beginning construction.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

5. DISCUSS NEAR-TERM UNFUNDED TRANSIT NEEDS (FOR POSSIBLE ACTION)

Comments:

Chair Don Snyder introduced the item, explaining how unfunded transit needs have been discussed at previous Transportation Resource Advisory Committee and Community Collaboration (TRAC or Committee) meetings. New transportation technologies, decreased federal funding, and the increased impact of ridesharing companies have created transit-funding challenges for the Regional Transportation Commission of Southern Nevada (RTC). He elaborated that the budget discussion should be separated into two different categories – near-term needs, which looks at the next five years, and long-term needs, which extends into the next 20 years. The RTC, he announced, had identified a possible near-term funding solution using existing resources. Chair Snyder commended the RTC for looking internally to find a solution versus only looking to increase taxes to cover the gap. From there, he introduced Mr. David Swallow, Deputy Chief Executive Officer for the RTC, to review the near-term transit funding needs and describe the potential solution for the same.

Following a detailed PowerPoint presentation [attached], Mr. Swallow recalled how staff provided an overview of the RTC's current service relative to where people live and go to work at the November 7, 2019 TRAC meeting. He recounted how there is generally good coverage via the current transit network, but gaps do exist, particularly in the northwest, southwest, and northern part of the Las Vegas

Valley (Valley) as well as west Henderson. At the same time, the RTC is realizing a challenge in the available funding for transit service, which prevents the RTC from expanding to meet these needs.

Mr. Swallow described the expenses of the RTC over the prior 10 years, noting that the RTC was dealing with a recession in 2009 and 2010. He said that as Southern Nevada was coming out of that recession and getting back to a good revenue level, the RTC had added back some transit service. However, projected expenses for the current level of service would soon outpace the available funding. He emphasized that this deficit would occur while maintaining the system and did not include increasing services. The incremental increases in costs each year would begin to exceed the funding available. This would mean that there would not be any route extensions, new routes, or increased frequency to routes. He explained that while the recovery from the recession was positive, which allowed the RTC to add back service, the RTC would not be able to continue to maintain the system at that level with the projected revenue. Even if the sales tax revenue is projected at a conservative 3.5 percent growth, the expenses will begin to exceed the revenue. Furthermore, the RTC needs an additional \$14 million beyond the general transit service contract in order to replace buses when they reach 12 years or 500,000 miles.

Continuing, Mr. Swallow said that the current funding for transit is not sustainable. He reminded the Committee of previous discussions regarding the dramatic decline in revenue in the resort corridor, noting that to date, the RTC had seen a \$21 million cumulative loss in revenue. The RTC would need an additional \$10 to \$20 million per year in additional funding to maintain service as it is today. The RTC originally projected a \$12 million deficit in the coming year, but that had been reduced significantly, as projections changed. This would be monitored as sales tax revenues are brought in.

Nevertheless, Mr. Swallow posited that if the RTC hopes to meet the outstanding needs that currently exist, it would need an additional \$6 million per year to add to the current baseline. He noted that this did not include any “aspirational” projects like light rail, but to simply extend bus service to areas not currently served.

In the coming months, Mr. Swallow continued, staff would present the On Board transit plan, which would include various proposed recommendations for transit planning. He explained that the recommendations will be socialized and staff would receive public input before coming back to the Committee with a refined set of recommendations. Yet, the long-term vision for transit will have a price tag too. He said that is not included for this meeting. This presentation was meant to highlight the need to implement a stopgap measure to address the near-term needs. He reported that there are two different approaches to address these needs.

First, Mr. Swallow stated that the RTC could reduce expenses. This could be done by reducing frequency on routes, reduce the length of routes, or reduce the number of routes. These types of changes would reduce costs, but would also have a significant impact on the RTC’s customers, particularly those that rely on transit for day-to-day travel.

The other approach, Mr. Swallow explained, is to increase revenue. He said that the Committee is tasked with considering different measures to help with this. Fortunately, he continued, some existing funding sources had become more viable because of other actions taken in recent years. He reviewed the different revenues for Fiscal Year 2019. Fuel Revenue Indexing (FRI) and Motor Vehicle Fuel Tax (MVFT) represented nearly 29 percent of the overall revenue. Approximately \$76 million in revenue was from passenger fares. Meanwhile, the sales tax provides the largest source of revenue. Sales tax is divided into two areas. One portion, a quarter percent sales tax, is from a 1991 sales tax increase that

helped establish the RTC by creating the transit system. Those funds can only be used for transit. The second portion of sales tax is from a referendum in 2002 that was enacted in 2003 that raised a quarter percent sales tax. However, this portion of funding was split between transit and streets and highways.

Examining this more closely, Mr. Swallow described how the RTC anticipates approximately \$112 million in revenue from this quarter percent sales tax. This portion of sales tax has flexibility in how it is used. It can be used for either transit and/or roadways. It does have to help fund the Clark County Department of Air Quality, but otherwise, this revenue is used for streets and highways projects, transit, and for the traffic management center. Over the past 16 years, half has been allocated for transit and the other half is allocated for roadways. He remarked how with FRI, the RTC had realized a surplus in revenue for roadway-specific projects. Mr. Swallow emphasized that this was not an excess, but instead it has allowed for the RTC to not rely on sales tax to fund roadways. The current roadway requests are able to be funded through FRI. This available sales tax funding has been helpful to fund non-roadway projects for the local jurisdictions, such as trails, pedestrian bridges, and other projects that do not qualify for regular fuel tax. Some of those projects are programmed within this currently.

Mr. Swallow explained how if you allocate an estimated \$12.2 million to air quality and non-roadway specific projects, there is approximately \$44 million remaining funding allocated to streets and highways and the traffic management center. This \$44 million could potentially be used for transit. He said staff was not asking to use all of this funding for transit at this point, but he wanted the Committee to understand that staff is socializing this with the local jurisdictions to get their feedback.

Chair Snyder asked what the decision-making process was with regard to the piece of funding. Mr. Swallow replied that the RTC sends a request to local jurisdiction to submit requests for roadway projects and funding on an annual basis. Those project and funding requests are vetted each spring, and then presented to the RTC Board of Commissioners for approval in June each year. He said that the RTC is proposing to add transit service requests parallel with roadway requests, allowing the local jurisdictions to collaborate on the future of the transit system. The RTC will provide information to the jurisdictions regarding where the system is currently, how much it will cost over the following year to keep transit service at the current level, how much will be required to expand service, and how much the RTC has available and what will be needed to reach the varying levels of service. If there is no funding available, the RTC will propose how it would reduce service to be in line with the budget. Regardless, the RTC will have to adjust its service based on the funding available. The RTC wants to have a collaborative process with the jurisdictions to determine what the priorities are for the community. He noted that staff has been meeting with the public works teams over the past couple months and would meet again the following week to discuss the process and determine if they are in favor of proceeding this way.

Mr. Ken Evans made the following comment:

David, I wanted to make sure I heard and interpreted what you said correctly. My understanding from a previous meeting is that there is an ongoing backlog in terms of roadway projects and related projects. Is that still the case? Or are you suggesting that we have caught up in terms of ongoing roadway projects?

Mr. Swallow replied saying that the jurisdictions are using fuel tax to build roadways. The revenue is higher than the expenditures to date. There was more funding capacity than the capacity of the jurisdictions to build the projects. Chair Snyder summarized that FRI has provided an additional funding capacity so there is not a backlog of roadway projects. He noted TRAC's inclusion of the FRI discussion. He felt this was one of the best pieces of state legislation in recent memory.

Mr. David Frommer made the following comment:

One question so I can understand on the expense side, the increases you show annually for RTC contracted service for maintenance and vehicle operations and all of those provisions. Are those tied to some kind of index? How is the rate of increase determined? It is contracted for, obviously, it's written in the contract. How is it determined, is it written to CPI, or some other measure of inflation?

Mr. Swallow understood that most of the expense is for labor to operate and maintain buses and was a result of the agreements between contractors and the unions. He deferred to Ms. M.J. Maynard, Chief Executive Officer for the RTC, for further clarification. Ms. Maynard said it is related to both, elaborating that a contractor's proposal includes the base and option years. It will include a forecast where one year will be a higher increase based on the fact that a new agreement was negotiated. It is a Produce Price Index (PPI) that is used and is automatic for all of the RTC's contract. Furthermore, she stated that the fixed route contracts are nearly \$120 million, resulting in a significant increase regardless of the amount of the PPI. The paratransit contract is approximately \$45 million, and sees a \$4-million to \$8-million increase each year. She reconfirmed that renegotiated labor agreements result in an increase.

Mr. Frommer inquired with the following:

For the FRI sources, is there a reauthorization period? Or a period where you have to go back and get approval to continue the FRI?

Mr. Swallow remarked that the Fuel Revenue Indexing (FRI) that has been implemented to date remains as long as there are obligated funds. The 2016 vote that approved a 10-year extension increases the tax based on the rate of the PPI. After those 10 years, the amount collected by the RTC continues until all of the commitments are paid off.

Ms. Helen Foley, Meeting Facilitator, reminded the Committee that FRI funds cannot be used for transit. However, she continued, Question 10 (Q10) funding, which is sales tax revenue can be applied to transit. She clarified that public works projects will not lose funding. Instead, those projects will be reassigned to use FRI funds, thus freeing up the Q10 funds, which are not restricted to only one use. The Q10 funding was not specifically designated one way or the other allowing the RTC to determine how to divvy up those funds. She noted that is a good way to fill this short-term funding need.

Mr. Peter Guzman made the following comment:

I am assuming you are just briefing us on this, right? Cause this sounds like a no-brainer. We're not going to a ballot, because it would never pass. We are just going to pull the money that we need from a different location that you found, correct?

Mr. Swallow explained that this would be pulling from an existing location that is already available. He clarified that the RTC would have to get agreement amongst the local jurisdictions. He elaborated that the quarter percent sales tax going to the RTC could be used for transit or streets and highways at no set distribution. It just happened that the RTC split the distribution at half for transit and half for streets and highways over the past 16 years. However, he reiterated that eight percent must be allocated to air quality. The RTC does have the flexibility to change the distribution, but needed to do it with the cooperation of the cities and the county.

Mr. Guzman then remarked:

If the cooperation does exist, then it's a no-brainer. We just go for that, right?

Chair Snyder agreed with Mr. Guzman. He said he would like to hold off on any motions and close the sales tax portion of the discussion. He introduced Mr. Guy Hobbs, Hobbs Ong & Associates, to provide additional perspective on issues related to the sales tax, challenges associated with it, and discuss why the RTC should hold off on anything related to an increase request until 2024.

Mr. Hobbs said that other agencies and government entities around the state are looking to the sales tax to solve funding issues. The Nevada State Legislature allowed Clark County to impose another quarter cent sales tax to support a variety of educational-related programs. To date, Clark County had chosen to enact one-eighth of a cent, which would go into effect the following month, leaving the other eighth available for use. He surmised that those benefiting from the first portion would eventually request additional funding. Furthermore, there are only a couple revenue sources that would be considered that could have any impact on funding demands of something like education. Sales tax happens to be one of those sources.

Mr. Hobbs anticipated that eventually the sales tax base versus the rate itself will be up for discussion. There is a combination of base and rate that would be the most effective, but that equilibrium would have to be determined. He felt the state would be forced to face this sooner rather than later. He summarized by saying that there will be a lot of competition for sales tax revenue in the future. Chair Snyder felt it would be beneficial to the RTC to not vie for those revenues. He then recommended that the Committee support pursuing the potential reallocation of those sales tax revenues allocated to the RTC and delay the ballot initiative until 2024 for the reasons discussed.

Mr. Bryan Wachter made the following comment:

Mr. Chairman. Can we go back? I apologize, but I have got a couple more questions. I have a question about the slide on page five – the operating revenue and expenses, the dashed line. We talk about a \$14 million gap needed between revenues and expenses because of what again? It was upkeep?

Mr. Swallow responded that that is for the RTC's capital replacement program, which replaces buses that are at least 12 years old or are already at 500,000 miles.

Mr. Wachter then asked:

That's why it is different, because you are not counting it as operating expenses versus... if we follow this chart, other than the fact that we're missing that gap, is that what we are essentially worried about say going into fiscal years 2021, possibly even 22? Or are we are still breaking even, it's because of that gap we are missing for the capital improvement?

Mr. Swallow said that was part of it, adding that after the following year, the RTC will be upside down between the revenue and expense.

Mr. Wachter responded, saying:

By looking at this, I can imagine then that we are probably, the groups might then ask the RTC to transfer an additional about \$14 million from that one pot into, well, if we are using Q10 dollars to about transfer \$14 million to make up for the capital debt. Is that it?

Mr. Swallow noted that the \$10 to 20 million per year that was shown is really to sustain the current system as it is – capital replacement plus the current service provided, with no expansion to anywhere else in the Valley.

Ms. Maynard interjected, saying that this is based on current information. Sales tax was trending much higher than what was budgeted and these projections were almost worst-case scenario. She said that the RTC started out the current fiscal year with a \$12 million deficit in its transit funds, but will probably end the year with closer to a \$5 or \$6 million deficit. She also wanted to mention that the RTC was starting this austerity measure internally, finding cost-cutting measures within the agency.

Mr. Wachter added the following:

We are looking at the maintaining current, that middle box there. There is no same rate between the first box \$10 to 20 million, so there is some give there. What is the up to \$26 million? How do we determine, is it really only \$6 million more to go from maintain current service to current plus near-term improvement?

Mr. Swallow responded that it fluctuates year by year based on when capital replacement occurs. Some years the RTC may buy more buses than other years. At the same time, the service the RTC has added is incremental that would be phased in. Ms. Maynard remarked that as service is added back, it increases the deficit or expenses. It is beneficial to the community, but affects the level of debt the RTC incurs. The expense line increases as services are added.

Mr. Wachter then inquired with the following:

We are looking at doing this for the next possibly four years before we get a ballot question. If we go with the middle option, or RTC, certainly not our decision, we are talking about potentially a \$100 million transfer from the current pot of money that is being used from and adding Q10 dollars into that. We are talking about adding \$100 million that we won't be using towards the regular process that we are putting into this pot. Am I following correctly?

Mr. Swallow clarified that Q10 meant Question 10 because it was Question 10 on the 2002 ballot.

Mr. Wachter continued, saying:

I think the only difference with the Q10 though is that those dollars don't seem to have the same restrictions that the fuel tax dollars have. We are going to use \$100 million over the next four years of Q10 dollars on this.

Mr. Swallow confirmed that the Q10 dollars are not restricted in the same way that the fuel taxes are.

Chair Snyder responded by saying the following:

The FRI, the Q10 dollars is providing additional revenues that provides the flexibility for the local municipalities for their roads and highway projects that otherwise would have been funded out of the sales tax. Just being able to use that FRI money frees up that funding. That then provides the flexibility to meet the gap that we are talking about here. The \$14 million budget gap is kind of the best case. So, what I think they are saying is that if for some reason sales tax revenues are narrower than what is anticipated, that could be a larger, and certainly be expanding the service, the \$6 million, expanding the service into new regions will layer on top of that. We are really talking about funding a gap between \$14 million per year and \$26 million per year, as M.J. said, is the worst case. That is the best case, worst case gap.

Mr. Wachter then said the following:

My last thing, just to put on the record. That money, the potential \$80 or 100 million or so that is essentially being diverted isn't earmarked currently for projects. We are not cancelling ongoing projects.

Mr. Swallow confirmed Mr. Wachter's understanding, saying that the RTC has more than enough capacity in FRI to handle all of the projects previously programmed for Q10 with the exception of the projects that are not eligible for fuel tax. Ms. Maynard felt it was important to note that this done on an annual basis. She said that if the sales tax continues to trend higher than what was budgeted, there may not be a deficit. However, the RTC would not have the ability to add service. Staff could put a transit project in the queue for funding that would be analyzed and discussed by the RTC's Executive Advisory Committee, which includes public works directors from the local jurisdictions. It would be a collaboration. If the jurisdictions agree to it, it would go before the RTC Board of Commissioners for approval. This would happen on an annual basis.

Mr. Wachter concluded by saying:

I think I am on board. I think it's very much a Band-Aid to get us to a long-term solution.

Mr. Evans said the following:

This discussion just helped clear something up for me because the reason why I was asking the question about the backlog, it was my understanding with the 2016 FRI, there was about a \$6 or \$7 billion backlog or future work, I'll use the term future work, that we were planning for. But what you are saying is doing this stop gap is not going to adversely impact the ability to use FRI dollars to move forward with that \$6 to \$7 billion of future planned work. That is also where having the process where you get the jurisdictions involved, because you are going to have to assure them that you aren't going to do anything to be an impediment to them. That's what I was trying to make sure of.

Mr. Swallow replied affirmatively, saying that the RTC would not do anything without the explicit approval of the jurisdictions.

Mr. Warren Hardy made the following comment:

I appreciate this presentation of this concept and idea. One of criticisms I have always had of our tax policy in this state across the board is we don't give ourselves any flexibility. So grabbing on to this, I think sets a precedent that is going to be important. I support it fully. I appreciate Mr. Wachter's questions, because it really brought some focus into that. My question is, in terms of the briefings that you have had with local governments and others, have you talked to the legislative leadership? As we know, they have been pretty involved in the FRI discussions and all those sorts of things. If we haven't, I would just simply recommend before it gets too public, that we make sure that we have taken the opportunity to sit down with them and let them know what we are thinking. Especially in terms of moving the ballot question.

Chair Snyder said that at the time, he recommended a motion to support pursuing the potential reallocation of existing funds and delaying the ballot initiative until 2024. If this recommendation is approved, it will go to the RTC Board of Commissioners as a judgment of the Committee.

Ms. Virginia Valentine made the following statement:

I have a question about the motion and the agenda. Item 5 says discuss near-term unfunded transit needs – for possible action, but it doesn't say anything adopting a recommendation on a ballot question that is going to happen in 2024. Personally, I am interested in exploring moving this money to transit to fulfill your short-term needs. I would be very concerned about endorsing a ballot question that far out right now.

Chair Snyder said he did not think the Committee was endorsing anything with this motion and vote. He clarified saying that the motion should be that there is a delay for any consideration for a ballot question until at least 2024. He emphasized that the Committee is not recommending at this point.

Ms. Valentine responded by saying the following:

Thank you for that clarification. Also, the parameters around what Q10 money may have changed. But it appears to be, at least there's something in my brain that makes me think that part of that sales tax in Q10 sunsets in 2028. Does some part of that sales tax sunset? Question 10, as I recall, was a combination of a whole bunch of different taxes.

Mr. Hobbs said that the part of the sales tax that would have sunsetted had been stricken from the legislation.

Mr. Guzman said the following:

I want to be very clear on the record that my enthusiasm is for no ballot question, no raising taxes on people. Strictly, my enthusiasm is that you found this money. I just want to be very clear I am not supporting any ballot.

Ms. Valentine added:

I just want to make sure that we are not going outside what the agenda item is posted for here. It doesn't say anything about ballot questions. Actually, it looks like a discussion item, although it says for possible action. I just wouldn't want to go outside of what we were agendized to do.

Mr. Danny Thompson made the following comment:

I want to second Commissioner Guzman's motion that we authorize this flexibility. And I think it is incredibly smart not to get a dog in this initiative fight right now and delaying it until we have something else to look at makes a lot of sense. I have been in a lot of these fights and you never get out of them without a lot of wounds. I will second the Commissioner's motion.

Chair Snyder asked if someone wanted to restate the motion for clarity.

Mr. Thompson clarified, saying:

Make a motion that we support the using the flexible portion of the Q10 funding for transit and that we delay any talk of any initiatives until the 2024 ballot.

Mr. Guzman seconded the motion.

Mr. Wachter interjected with the following comment:

Point of clarification, Mr. Chairman. We are being a little nitpicky. If the decision is to put a ballot question on the 2024 ballot, that conversation would need to take place before 2020 and I think under that motion it almost sounded like the conversation couldn't take place until 2024. Maybe just something that says, it's putting the question on the 2024 ballot.

Mr. Thompson said:

I move that we follow staff's recommendation that we delay any question for the 2024 ballot.

Chair Snyder said that the motion would be amended.

Mr. Evans responded by saying:

Forgive me, along the lines of my colleague, Ms. Valentine. Is there a way just make the motion such that the only thing we address is the innovative use of the Q10 funds and just leave it at that with no mention or discussion of the future ballot initiative, one way or the other?

Mr. Guzman stated:

That was my original motion, but I think she definitely brought up a good point that we needed that clarification today.

Ms. Valentine noted:

I do think my colleague Mr. Evans here also touched on the reaction from the cities and the counties who are using currently have may or may not have plans for some of this money. There is some supplanting that is going to go on here. I think Dave mentions some socializing in that. I don't know if that is complete or not, but I wouldn't really want to get too far ahead of the process of informing people in the right order either.

Mr. Hardy added the following:

So, as I understood the presentation from staff, it was to use the flexibility option to delay discussion reconsideration of a ballot initiative at this time. And that will all occur once we got the socialization and local governments on board. If I understood that correctly, then I would move that we follow staff's recommendation.

Chair Snyder confirmed that that was the recommendation.

Mr. Evans stated the following:

I'd be good with that. Thanks for that clarification.

Chair Snyder asked Mr. Hardy to restate that motion for the record.

Mr. Hardy replied:

I move we follow staff's recommendation. I think we have clarified three times that that was staff's recommendation. The staff's nodding their head. Is that sufficient, Mr. Chairman, or do you need me to restate it?

Chair Snyder was comfortable with that recommendation and asked for additional comments or questions.

Ms. Cindy Creighton made the following comment:

I just wanted to announce that I will be abstaining from the vote. I represent a trade association and I have not had an opportunity to take this presentation to my board of directors.

Motion:

No motion was necessary.

Vote/Summary:

22 Ayes. 0 Nays. 1 Abstention. The motion carried.

Ayes: Mauricia Baca, Ann Barnett, Ken Evans, David Frommer, Barry Gold, Peter Guzman, Warren Hardy, Karlos LaSane, Robert List, Jim Long, Erin McMullen Midby, Mike Mixer, Paul Moradkhan, Jonas Peterson, Jean Peyton, Rick Smith, Don Snyder, Danny Thompson, Virginia Valentine, Bryan Wachter, Tom Warden, Cassidy Wilson

Nays: None

Abstention: Cindy Creighton

Absent: MaryKaye Cashman, Paul Enos, Lee Farris, Betsy Fretwell, Alan Jeskey, Ram Kumar, Keith Lynam, Andy Maggi, Tommy Morley, Lori Nelson-Kraft, Mike Shohet, Todd Sklamberg, Judy Stokey, Jim Sullivan

Item:

6. RECEIVE AN UPDATE ON TRANSPORTATION NETWORK COMPANIES

Comments:

Chair Don Snyder, Community Advocate, described that this item would continue the conversation around the impact of Transportation Network Companies (TNCs) on Southern Nevada. The discussion would include a three-part presentation covering several of the most pressing issues influencing TNC policy in the region, including: TNC legislative history, TNC regulations, and TNCs in other cities and states.

Following a detailed PowerPoint presentation [attached], Ms. Brittany Walker, Holland and Hart, began with an overview of the TNCs' legislative history in Southern Nevada. She explained how Uber was the first TNC to launch unregulated in Nevada, occurring in 2014. This was the first step that would lead to several TNC legislative bills being set forth in 2015, Senate Bills 439 and 440. She described the history behind these bills, noting that while they failed, much of the language contained therein was added into Assembly Bills 175 and 176. Broadly, the language in these bills would turn regulation of TNCs over to the Nevada Transit Authority. Both of these bills passed. Part of this language involves changing the record keeping and reporting requirements for TNCs. The following data must be kept for three years: trip records, driver records, vehicle inspections, complaints, and accident reports.

Additionally, Ms. Walker explained that TNCs would be required to provide uniform and detailed accounts of all business transacted in the state, as well as records of accident information. Another piece of legislation put forth would change the excise tax levied on transactions to 3 percent of the total fare charged. Revenues from this would be allocated to the State Highway Fund as well as the General Fund. Ms. Walker also noted legislative changes to fees levied by TNCs operating in airports. This fee increase will go into effect in February 2020. Chair Snyder asked for clarification on the numbers, which Ms. Walker provided.

Mr. Ken Evans asked about fees in the TNC application, saying the following:

So very quickly, so the bottom line is, I would assume this fee is built into the TNC application, automatically added, accounted for, and then the funds move after the fact.

Ms. Walker confirmed this, stating that the fees are imposed on the company and that the company pays per ride. She reminded him that the first \$5 million generated each biennium by each company goes into the State Highway Fund. She reiterated that this is \$5 million for every two years.

Ms. Walker also briefly reviewed several pieces of legislation from the 2017 Legislative Session, Assembly Bill 487 and Senate Bill 554, which covered jurisdictional and business licensing issues related to TNCs. There was no legislation set forth in 2019.

Mr. Danny Thompson asked the following:

Brittany, is there anyone currently collecting data on origins and destinations of TNC companies?

Ms. Walker said that the TNCs should be collecting that data, but that it was not part of the reporting requirements. Chair Snyder said that the next presenter might be able to provide insight on this topic.

Mr. Peter Guzman asked the following:

Do any other entities have oversight or enforcement that maybe we lack?

Ms. Walker deferred to Mr. Guy Hobbs, Hobbs, Ong & Associates, regarding this. She did mention that Nevada is unique in the fact that it required all drivers to acquire state business licenses.

Mr. Evans mentioned the following:

I guess that is what I was gonna bring up is that my understanding is that that uniqueness there may be some discussion about that moving forward, which would definitely have an impact if, I guess there is discussion about are drivers employees or are they independent contractors? Hence the reason for the business license. And that could have an impact on things. I'll stop there.

Chair Snyder said that many of these issues could be discussed more soon, but for now, it would help to continue the presentations as scheduled. He introduced Mr. David Newton, Nevada Transportation Authority (NTA), to provide the next report. Mr. Newton began by describing the NTA's characteristics and its role in the region. From a legal standpoint, TNCs are required to offer transportation through drivers through apps or computer-based networks. He brought up the issue of designating workers as employees versus contractors, noting that per Nevada Revised Statute 706A.090, companies were prohibited from controlling or managing their drivers as employees, a measure intended to classify all drivers as independent contractors. Companies providing TNC services must acquire a permit to operate in the state, a process that requires TNCs to adhere to certain standards of conduct.

In terms of TNC fees, Mr. Newton continued, there were applications fees and annual assessment fees, based on the number of drivers and overall operating revenue. He described the process by which these fees were assessed and provided some examples. He noted that the NTA collects annual data on accidents from TNCs to ensure that insurance claims are valid, as well as data on active drivers. There is also some information on total trips taken and trip origination/destination. He also briefly reviewed prohibited acts for drivers, which include solicitation of passengers outside of the application, or accepting payment outside of the application. They are not allowed to divert rides to different locations, deceive passengers, or drive unnaturally long routes. They also must acquire a business license within six months of operation.

Mr. Newton then mentioned enforcement actions from the NTA, which largely involved preventing cash-only rides being offered in hotel regions or other places where TNCs congregate. This is a big concern, as TNC drivers who drive outside the application boundaries will not be insured by the TNC. The NTA also audits driver files from each TNC to ensure everything is legitimate.

Mr. Rick Smith provided the following comment:

An observation and then a question. So, what I assume that if one picks up the weed and then goest to a gentleman's club, that's double jeopardy? [Laughter from the audience] Exactly. Do I understand, and I may have got this backwards, you don't control the rates for Uber or Lyft or TNC unless there is an emergency, a state of emergency declared by the Governor, is that correct? And what might that emergency be?

Mr. Newton confirmed that the NTA only controls the rates during times of governor-mandated emergency to prevent surge pricing in those events. Mr. Newton referenced an incident such as the October 1 shooting. He noted that originally the TNCs were going to be allowed to charge double in

surge pricing, but Clark County Commissioner Marilyn Kirkpatrick pushed back and said that was unacceptable and the provision was removed.

Mr. Smith remarked on the following:

It just, pardon the personal reference, the abuses are pretty significant. Our daughter came down for Thanksgiving, she had to take an Uber from Provo to the Salt Lake airport because of rain, I mean snowing pretty heavy, that was \$50.00. Ok, when she came back on Sunday evening, went back to school to Salt Lake and went back to Provo, the rate was \$110.00. The abuses are, just, I mean, this, that's pretty gross. A 10 percent premium, a 20 percent, maybe? But 100 percent, a 110 percent? That's ridiculous. I don't know if that is happening here?

Mr. Newton said it was.

Mr. Smith responded with the following:

I would think so. With 50 million visitors a year.

Mr. Newton responded saying that TNCs will report that they are trying to incentivize more drivers to be in an area where there is demand and there are not vehicles. He agreed that surge pricing could be viewed as problematic.

Mr. Thompson added the following:

Yes, so, in having, by the way, full admission, being a lobbyist and having had a big dog in that whole diversion fight, I don't know how you would even start to enforce that because a cab is easily identifiable. You know, there is a big sign on the roof and a medallion. And an Uber and Lyft drivers, the lights not on, you don't even know who they are. It might be me sitting there. That would be almost utterly impossible unless you've just got some people coming along checking each car, so that's crazy. Are other entities that have enforcements capabilities that we don't that could be recommended to the legislature? Because, you know, as I understand it, you don't even know who the drivers are and you only audit for, you know, the minimal requirements because without that little light or some sign in the window.

Mr. Newton said the vehicles are required to be marked. He added that Uber recently rolled out a system of using the display color as a means to verify it is the requested ride.

Mr. Thompson responded with the following:

But that's not a requirement and they all don't have it. I recently experienced that, like, yesterday.

Mr. Newton agreed, saying that it was being rolled out to the better drivers. He asked what Mr. Thompson meant by having jurisdiction – if he meant within the state.

Mr. Thompson responded saying:

No, anywhere. Because they're literally, you're looking for a needle in a haystack as the Transportation Authority.

Mr. Newton replied that there are municipalities that have far greater access to data than the NTA.

Mr. Thompson asked:

So, are there municipalities that have access to origins and destinations?

Mr. Newton replied affirmatively, noting that he knew Chicago, Illinois does and that there are other jurisdictions that have that same type of granular data.

Mr. Thompson stated:

That's kinda dead I think, because if you look at the impact to the roadways and you look at the impact to the RTC and the negative impacts that we have talked about in this committee over the years.

Chair Snyder then stated:

And then you have the abuses that take place in regards to the cash rides, app, have insurance implications, all the tax implications. There are a lot of moving parts. We're going get into some of this with Guy Hobbs in a follow up conversation.

Mr. Tom Warden in jest said:

With regard to the dispensary business and the kickbacks, I think the RTC can play a role in bypassing that whole thing by running a bus up and down the Strip to all of the dispensaries. You put a marketing wrap on the bus and it would be called Canni-bus.

Mr. Newton shared that a company had already registered that name and is attempting to obtain authority to do just that.

Ms. Virginia Valentine contributed the following:

You'll have to correct me if I don't have the whole regulatory structure right, but we had a conversation earlier, I don't know if you saw but it's basically about TNC's taking a bite out of transit and that might mean less transit. At the same time, I listened to Rick's comments and I think there is a problem of having another experience which isn't that you're paying too much for a ride because that where all of the rides are demanded. The other problem I think that you have, and since you're also taking a bite out of taxicabs, you have a duty to serve or provide service during certain hours and certain coverage is the problem of an area where there is no demand and you turn on the app and there are no rides available. There's no car at all. There's basically no transportation at any price, and so at the same time those who had a duty to serve like public transit and highly regulated taxicabs. Now you have a kind of voluntary, you know serve-when-I-feel-like-turning-the-app-on business model and you have now created a situation where there may be no transportation. So, is there anything, a policy, or a regulation in the state that really addresses that? Because now you now have, you've kinda eliminated service. Maybe if there's service or not, depending on how many people feel about driving.

Chair Snyder said there is a double standard in regards to this.

Ms. Valentine agreed and added:

Well there is, and because these highly regulated, the medallions or whether or not the public transportation has an obligation to show up whether there is nobody at the bus stop or there's maybe nobody asking for a ride, but they have that duty to their privilege license with a cab to offer that service.

Chair Snyder was not aware of any legislative action that addresses that particular issue.

Mr. Bryan Wachter

Thank you, Mr. Chairman. Just a few question. The rates that you talked about for all the different companies, is that on your website? Is that published information? Can the public go and see the base of Uber is this, the base rate for Lyft is this? Is that public?

Mr. Newton said the information is required to be on each TNC's website.

Mr. Wachter then asked:

But, so do you aggregate that information on a wholesale basis for consumers or for the authority?

Mr. Newton did not believe so, but would check on that for Mr. Wachter.

Mr. Wachter followed up, asking:

And then, do you keep any sort of like safety records, other than you know not just accidents, but crime statistics, or you know, passenger safety information?

Mr. Newton said the TNCs are not required to report that data. They are required to place information for dispute resolution in the app. Customers may also contact the NTA. He was unaware of any complaints filed with the NTA.

Mr. Wachter made the following comments:

Last question, you mentioned there was also a 50 percent decrease once you started kind of culling the list between active drivers and drivers that maybe weren't on the list. So do they still consider those non-active drivers and does that have any sort of basis on their assessment, or when you look at the total number of active drivers for the annual assessment, it's based on what number?

Mr. Newton said the annual assessment by statute can be based on gross operating revenue.

Mr. Wachter interjected, asking:

Maybe not the annual one, maybe the first fee right, that was based on the number of drivers? So does that culling of that list, does that effect what that, that, who they qualify as an active driver or a non-active driver?

Mr. Newton said confirmed this, noting that there are over 7,000 drivers, so there is still in the top range.

Mr. Wachter asked for confirmation:

For those two particular companies?

Mr. Newton confirmed, saying yes.

Mr. Barry Gold asked the following:

I have a question, if you go to a lot of other major cities, you see the scooters lying around the streets, and everyone going everywhere, and you just don't see those here. I was wondering if they did come in because you get those through an app. It takes the Uber app or the Lyft app and though I have never tried one because at my age if you fall off, that is a serious problem. So, if they were to come here would you regulate those since the way you get those is through an app?

Mr. Newton said that he was unsure of how that would work, but that they would likely face similar regulation.

Mr. Gold continued to say:

When I took a Lyft in Austin last summer, the Lyft driver told me those scooters have cut into their business by 20 to 30 percent.

Then, Mr. Karlos LaSane asked:

David, did I hear this right when you said there were over 26,000 drivers in Clark County?

Mr. Newton said that was correct, with a plus or minus of two percent.

Mr. LaSane then asked for confirmation on the following:

And did you say there are 12, basically enforcement officers that check in? Twelve? I am looking at this map and looking at the coverage, and given the division. Sounds like we've got a problem.

Mr. Newton confirmed this, describing how the NTA arrived at 12, noting that the ratio was arbitrary.

Mr. Warren Hardy made the following statement:

I apologize to the group in advance because I'm not going to let an opportunity pass and not put this on the record. I mean, I want to get back to what Virginia said, I mean from a policy perspective we're whistling past the graveyard on this. We're talking about a business model that is not sustainable, in the meantime, they're harming everybody around them, which is fine, that's capitalism, that's survival of the fittest. But when they start cutting in to the last vestige of public transportation, which is public transportation, that's something we have to take seriously from a policy perspective and our legislature needs to take seriously. All the questions that were brought here, Danny can testify to this, were brought up during the legislature. The legislature was in a big hurry to approve it, which I don't have a problem with, but let's stop and look at what's happening here. It really bothers me and concerns me, cuz I use Uber, I use Lyft, but mostly Uber, and I talk to these drivers who are saying, "Yeah, I quit my job with the Culinary Union because I can make more money here". Well here's the problem, if Uber is successful, or if rideshare is successful, they're phasing them out, they're going to autonomous vehicles, and in the meantime they're putting \$5 billion more a quarter than they have into this to try to gobble up market share. And that's fine, again, it's the survival of the fittest, but now we're talking about impacting our public transit. That becomes a problem. So I've said this before, I apologize to the group for repeating myself, but I want that on the record every time this comes up, from a policy perspective, that's the issue we should be focusing on.

Next, Mr. Guy Hobbs, Hobbs, Ong & Associates, provided an overview of the regulatory and revenue opportunities that other regions were using to level the playing field with TNCs. Most regions levied either per-trip charges or percentage-based charges for trip service. Generally, these issues were not left to the local governments, instead being handled at the state level.

Fees typically range from \$0.20 to \$2.75 per trip, or 0.33 percent to 8.875 percent. In terms of where this revenue goes, it usually goes into the region's general city fund, state funds, regulatory agencies, transit agencies, school district, parking authority, or other transportation funds. However, Nevada faced some unique challenges around the resort corridor that could not be easily addressed.

Additionally, ride data for each region, which is required to be reported to the state, does not always offer an accurate view of what is taking place. He briefly reviewed these issues and their associated challenges in developing regulatory efforts. Overall, he noted that the information element to these discussions would be crucial in coming up with solutions. TNCs may not be sustainable, but their current impact is significant.

Mr. Smith asked the following:

How does this compare because there is a clear parallel? How does this compare with the regulation of the taxi industry because there are clear parallels here and are we under regulated as compared or over regulated? Should there be a consistent regulatory effort?

Mr. Hobbs said the taxi side is regulated, but the taxi regulations are markedly different. One example is that there are no limitations on the number of drivers that a rideshare company could have, but there is on the taxi side.

Mr. Thompson agreed, saying:

In my former life I represented cab drivers. The gentleman from the authority talked about diversions. Diversions is a whole set of problems that happens with taxicabs. There is a way to police that and they are policed and they are disciplined, but beyond that, a bigger problem that is more common is a long haul. A long haul, if I am a cabbie and I am long hauling you, I am going to get fired. I will be called in. But with these folks, you don't even know who they are. You don't know if they are long hauling. If you are in a cab, and you go through the tunnel, you are getting long hauled. If you get in a cab and they take you straight to Tropicana, you're not getting long hauled. With TNCs you have no idea. I don't believe there are really any regulations beyond the basic information that the basic information they are given. I think there is a lot of opportunity to get this information because the reason I think the destinations and origins are important is you know you can better understand the impact on the transportation system and the roads. It's not like they don't have it. It's right there.

Mr. Wachter asked the following:

In Nevada in the notes, it says the Highway Fund gets up to \$5 million in the biennium and then the rest goes into the state General Fund. Do you know if we have hit that \$5 million ever in the biennium and money has gone into the General Fund? Have we not hit that \$5 million over biennium?

Mr. Hobbs replied that, for the annual amount of the three percent tax, \$5 million was paid each biennium to the Highway Fund, with the excess going into the General Fund.

In closing, Ms. Helen Foley, Meeting Facilitator, mentioned that others would be looking at TNC revenue as well. It would be important moving forward to obtain all the appropriate information so that a nexus could be determined correctly, with the interest of making sure transit systems were supported appropriately.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

7. RECEIVE AN UPDATE ON THE LEGISLATIVE COMMITTEE ON ENERGY WORKING GROUP'S INTERIM STUDY RELATING TO TRANSPORTATION FUNDING IN NEVADA

Comments:

Mr. David Clyde, Associate General Counsel for the Regional Transportation Commission of Southern Nevada (RTC), provided a brief update on the Legislative Committee on Energy interim study to consider alternative solutions for transportation funding in Nevada. Mr. Clyde stated that the study is in the early stages with a deadline for recommendations not due until the 2021 Legislative Session. A working group reporting to the Legislative Committee on Energy was established and is comprised of various key stakeholders from the public and private sector. The group has thus far met twice and outlined the topics that will be reviewed as part of the study. Those topics include:

- Benefits of the electric vehicles
- Pollution created by transportation in Nevada
- Roadway funding needs in the state

- Any methods that would ensure equitable funding for roadways
- Any matters relevant to the funding of Nevada’s transportation system

Mr. Clyde added that RTC staff would keep the Transportation Resource Advisory Committee and Community Collaboration (TRAC) apprised should an opportunity to collaborate arise since there is a correlation between the study and matters covered TRAC.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

8. DISCUSS TRAC NEXT STEPS

Comments:

Chair Don Snyder gave comments thanking members of the Transportation Resource Advisory Committee and Community Collaboration (TRAC) for their work. Ms. MJ Maynard, Chief Executive Officer for the Regional Transportation Commission of Southern Nevada (RTC), echoed Chair Snyder’s comments and discussed reconvening TRAC in early 2020 to discuss the RTC’s On Board Study.

Mr. Ken Evans suggested the following:

What I was going to suggest, and I will disclose, I was and continue to be an advocate for TNCs, Having said that, what I would encourage is, as we move forward , similar to what we did before, let’s try to get some of the TNC reps involved if we are going to be talking about the business model and the impact to our mobility system.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

9. DISCUSS UPCOMING EVENTS

Comments:

Ms. Angela Castro, Chief Strategy, Policy, and Marketing Officer for the Regional Transportation Commission of Southern Nevada (RTC), reminded the Transportation Resource Advisory Committee and Community Collaboration (TRAC) about the upcoming GO-NV Summit, which will be held on Monday, January 6, 2020 at the University of Nevada, Las Vegas Thomas and Mack Strip View Pavilion. She also informed the TRAC members to expect an email invite from Ms. M.J. Maynard, Chief Executive Officer for the RTC, to a special luncheon that will be held during the summit.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

10. CONDUCT AN OPEN DISCUSSION ON TOPICS AND DISCUSSIONS FROM THE TRAC AGENDA

Comments:

Mr. David Frommer contributed the following:

Related to the TNC discussion, two points of clarification of background information I think might be helpful are understanding the 15th session enabling legislation for TNCs. If there was a reason or rational to not allow the local jurisdictions to impose these regulations, those kinds of things, and all of that done at the state level, what the reasoning was for that. What the basis was for that because obviously there are impacts to local jurisdictions here, and I think in this discussion, understanding the impact on those local jurisdictions and entities in terms of impacts to RTC for instance. I mean look at the budget. Thirteen percent of your budget is fare box revenue. Eighty-seven percent is not. It is a public transportation system. It is a public service meant to serve the community. The impacts of these on the system and also to the local jurisdictions, the county and the cities, so that there is an understanding of what impacts have occurred, so there can be a thoughtful discussion to how does that relate to cost, regulation and oversight. Just some thoughts.

Chair Don Snyder agreed with Mr. Frommer on the need for thoughtful discussion on the lessons that can be learned now that there is historical data on the impact of transportation network companies (TNC) versus when the initial legislation was passed.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

11. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

Comments:

Chair Don Snyder called on Ms. Aleta Dupree who made the following comment:
Chair Snyder, members, Aleta Dupree for the record, thank you. Good meeting. As I close, I'll just speak briefly and in broad terms. First of all, I love a good public meeting. Can't seem to get enough, and I think I try to frame all of this in a very basic idea. Nelson Rockefeller said, "Wherever we look upon this Earth, the opportunities take shape within the problems." What we do here is important to me, as I'm a person who likes to have options. I care very much about RTC as I use it. I actually used it to come here today. I have this nice RTC transit app with a 30-day pass on it, so RTC is getting some money from me. And, I use TNCs and I do use those little scooters. I do find it my life that they actually increase my transit usage in the various cities that I go to, so I believe in the idea of regulation not prohibition. So, anyway, as I close here, it's important to stay ahead of the curve because change is inevitable. We can change or we can get caught in a curve. So, I look forward to future meetings, and I'm appreciative of the work the RTC is doing because we have not had a general fare increase in a long time, and hopefully, we don't have that fare increase so let's keep working hard on the money. And I close with that. Thank you.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

ADJOURNMENT

The meeting adjourned at 5:03 p.m.

Respectfully submitted,

DocuSigned by:

Marin DuBois

67F25985C7F8458...

Marin DuBois, Recording Secretary

DocuSigned by:

Marek Biernacinski

26AA405162134B0...

Marek Biernacinski, Transcription Secretary



TRANSPORTATION
RESOURCE ADVISORY
COMMITTEE & COMMUNITY
COLLABORATION

December 5, 2019



Item #1

CITIZENS PARTICIPATION



Item #2

APPROVAL OF MINUTES



Item #3

TRAC GOALS & AGENDA REVIEW

- Learn about Southern Nevada's mobility challenges, new developments and opportunities.
- Learn about smart communities, emerging technologies and how these efforts can impact and improve mobility, accessibility and safety in Southern Nevada.
- Obtain input and feedback and make recommendations on how to best address and prioritize mobility solutions.
- Explore current and future mobility funding and resources.

- Las Vegas Convention Center Loop Project Update
- Near-Term Unfunded Transit Needs
- Transportation Network Companies
- Meeting Recap – Legislative Committee on Energy's Working Group
- TRAC Next Steps
- Upcoming Events and Announcements



Item #4

LAS VEGAS CONVENTION CENTER LOOP PROJECT UPDATE

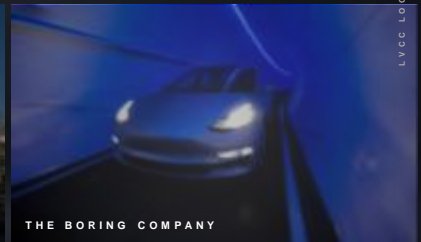


THE
BORING
COMPANY

CAMPUS-WIDE PEOPLE MOVER
TRANSPORTATION RESOURCE ADVISORY
COMMITTEE (TRAC)

COMPANY OVERVIEW

Created by Elon Musk, founder of Tesla and SpaceX, The Boring Company (TBC) constructs safe, fast-to-dig, low-cost, and zero-emissions transportation tunnels in order to alleviate traffic congestion.



WHY TUNNELS?

1

No conflict with currently operating transportation systems (roads and surface walkways)

2

Minimize use of valuable surface land

3

No surface noise or vibration, no effect on surface aesthetics (construction/operation is "invisible"), and no road closures.

4

Weatherproof

5

Shorter and straighter alignments allow for more direct and faster routes

6

No practical limit to how many layers of tunnels can be built, so can address any volume of traffic

7

Architecture can flexibly support different types of transportation (Loop AEVs, moving sidewalks, and pedestrian walkways)

8

Easily expanded

WHAT IS LOOP

High-speed, underground public transportation system

Public Transportation: Passengers are transported in compatible Autonomous Electric Vehicles (AEVs)

High-Speed: Speeds of up to 150 miles per hour

All-electric: Battery-powered, zero emissions

Express: Travel directly to your destination without stopping at intermediate stations



LOOP SAFETY

VEHICLE

AEVs (Tesla Model X and 3) are NHTSA 5-star rated
Lowest probability of injury of any vehicles ever tested by NHTSA

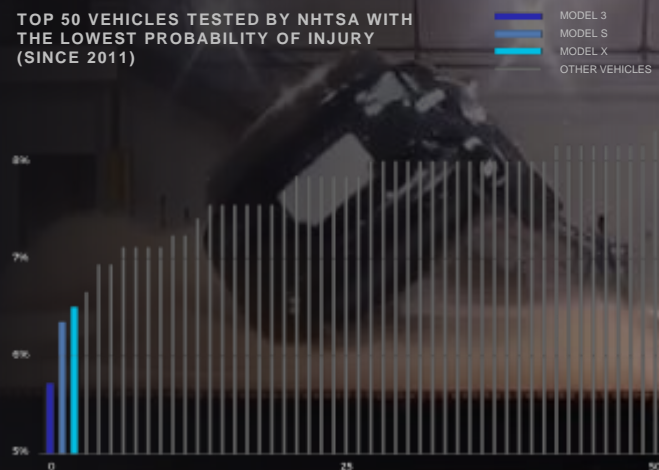
SYSTEM

Wide walkway for emergency egress
Real-time gas and smoke detection
Ventilation system designed to NFPA standards
Direct communications within tunnel to Control Center via tunnel intercoms, cell service, and WiFi

TRACK

No third rail or touch-hazards
Minimal fire load due to use of batteries
Highly resistant to water intrusion

TOP 50 VEHICLES TESTED BY NHTSA WITH THE LOWEST PROBABILITY OF INJURY (SINCE 2011)



ALIGNMENT OVERVIEW



QUESTIONS?

INCREASE SPEED

1

Automated segment erection and logistics

2

Simultaneous mining and installation of reinforcement segments

3

3x tunnel boring machine power

GOAL

1 MILE/ WEEK

THE BARINO GROUP

LVCC LOOP

DECREASE COST

1

Vertical integration

2

Reduce and standardize tunnel diameter

3

Convert tunnel "muck" into bricks

GOAL

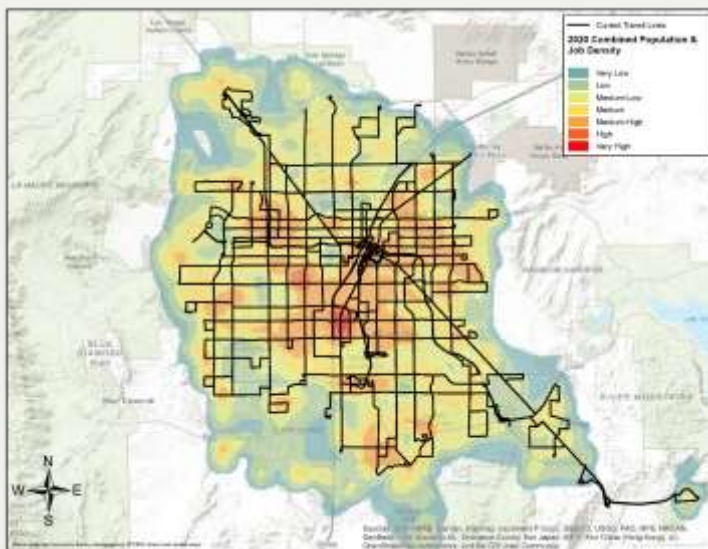
< \$10M/ MILE

THE BARINO GROUP

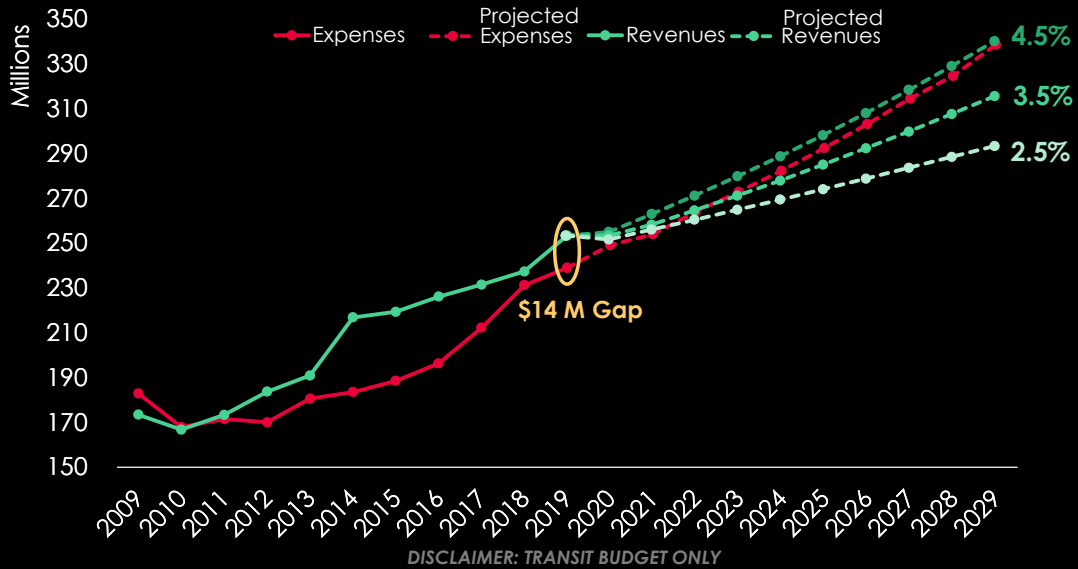
LVCC LOOP

NEAR-TERM UNFUNDED TRANSIT NEEDS

2020 Combined Population & Job Density with Current Routes



OPERATING REVENUE & EXPENSES



NEAR-TERM NEEDS THRU 2024

Maintain Current Service
\$10 to \$20 Million Per Year

Maintain Current Service + Near-Term Improvements
Up to \$26 Million Per Year

Long-Term Improvements (On Board)
TBD

NOTE: Based on current projections, which could vary, assuming 3.5% average annual growth in sales tax.



POTENTIAL ACTIONS TO ADDRESS BUDGET GAP

ROUTE REDUCTION CRITERIA



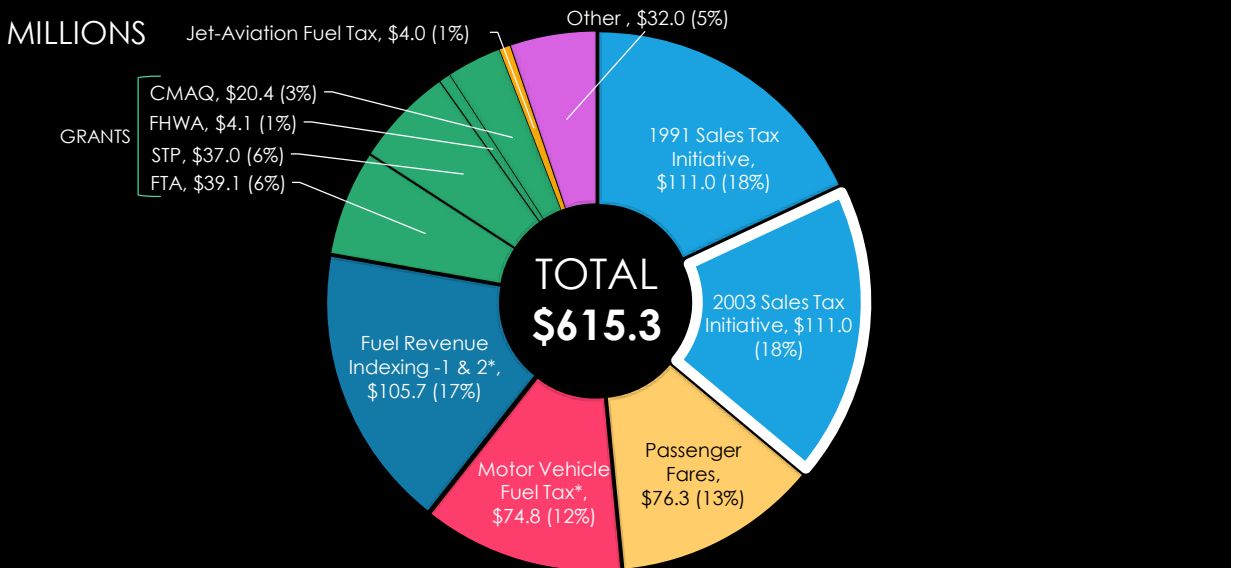
Frequency reductions

Reduction or elimination of routes based on ridership and proximity to other transit services

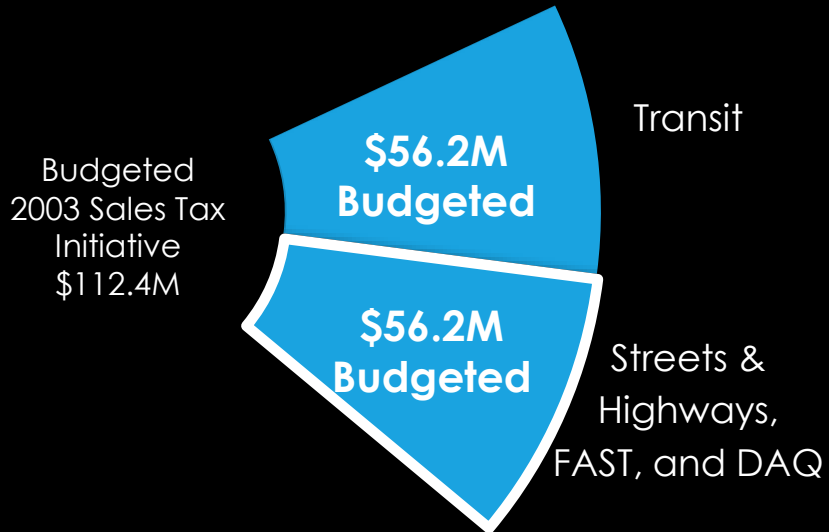
NO NEW TAXES / WORK WITH LOCAL GOVERNMENTS TO EXAMINE CURRENT SOURCES



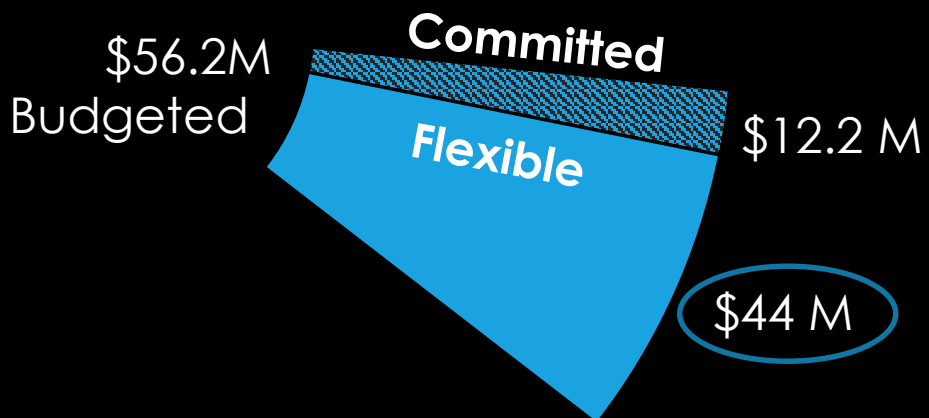
RTC REVENUE SUMMARY



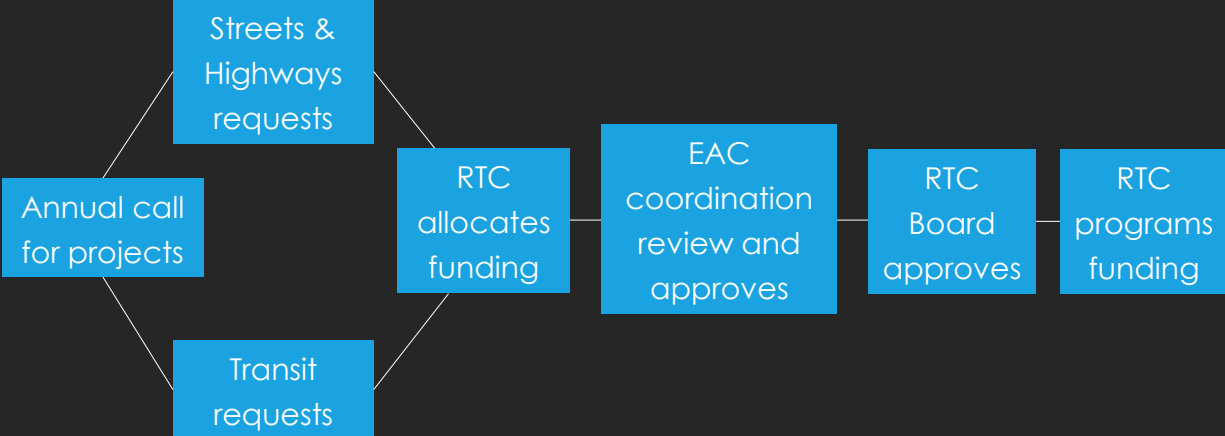
SALES TAX FUNDING



SALES TAX FUNDING



PROPOSED COLLABORATIVE PROCESS



SALES TAX BALLOT QUESTION





Item #6



TRANSPORTATION NETWORK COMPANIES



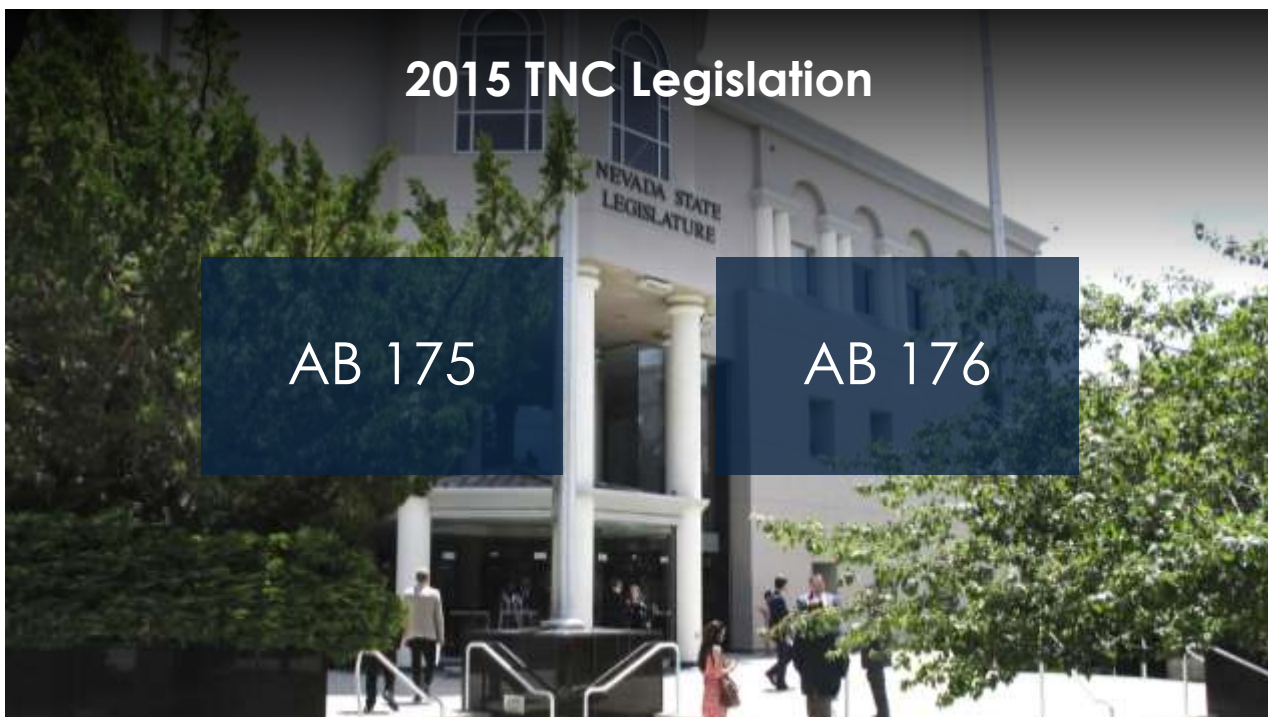
Transportation Network Company Legislative History

Brittany Walker
Holland & Hart

2014 Uber Launch in Nevada



2015 TNC Legislation



Record Keeping and Reporting Requirements

Record Keeping
(3 years)

Reporting

Trip records

Driver records

Vehicle inspections

Business transacted in the State

Accident information

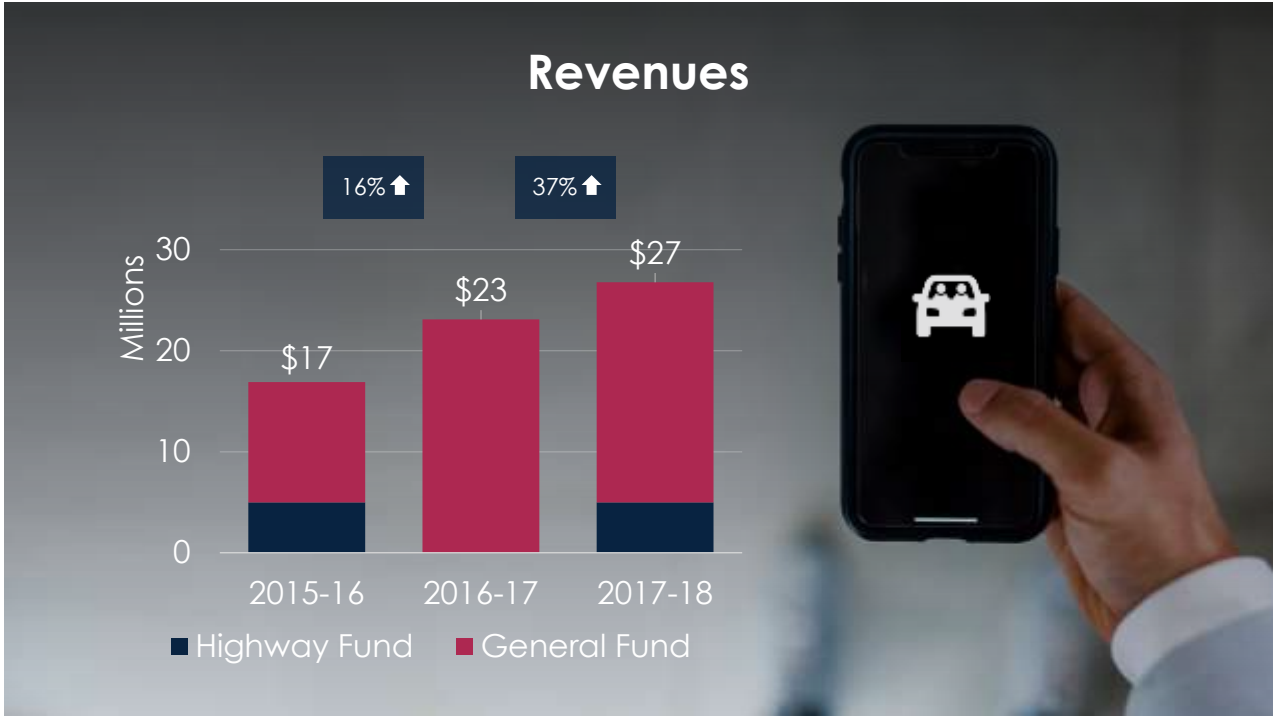
Complaints

Accident reports

Tax Rate

Excise tax = 3% of the total fare charged





2019 TNC Legislation

No Legislation



Outstanding Issues



A long-exposure photograph of a multi-lane highway at night, showing light trails from vehicles. The image is dark with streaks of white, yellow, and red light against a deep blue background.

Questions?

A blurred, long-exposure photograph of a highway at night, showing light trails from vehicles. The image is dark with streaks of white, yellow, and red light against a deep blue background.

Transportation Network Company Regulations

David Newton
Commissioner,
Nevada Transportation Authority

Who is the Nevada Transportation Authority (NTA)?

Limousines

Charter Buses

Towing Services

Transport of Household Goods

Contract Carriers

Taxis Outside of Clark County

Transportation Network Companies

Autonomous Vehicle Network Companies

What is a Transportation Network Company (TNC)?

UBER

LYFT

Requirements for Permit



TNC Fees

Application Fee

Minimum

No more than 100 drivers -
\$6,000

Maximum

More than 7,000 drivers -
\$500,000



Annual Assessment

Minimum

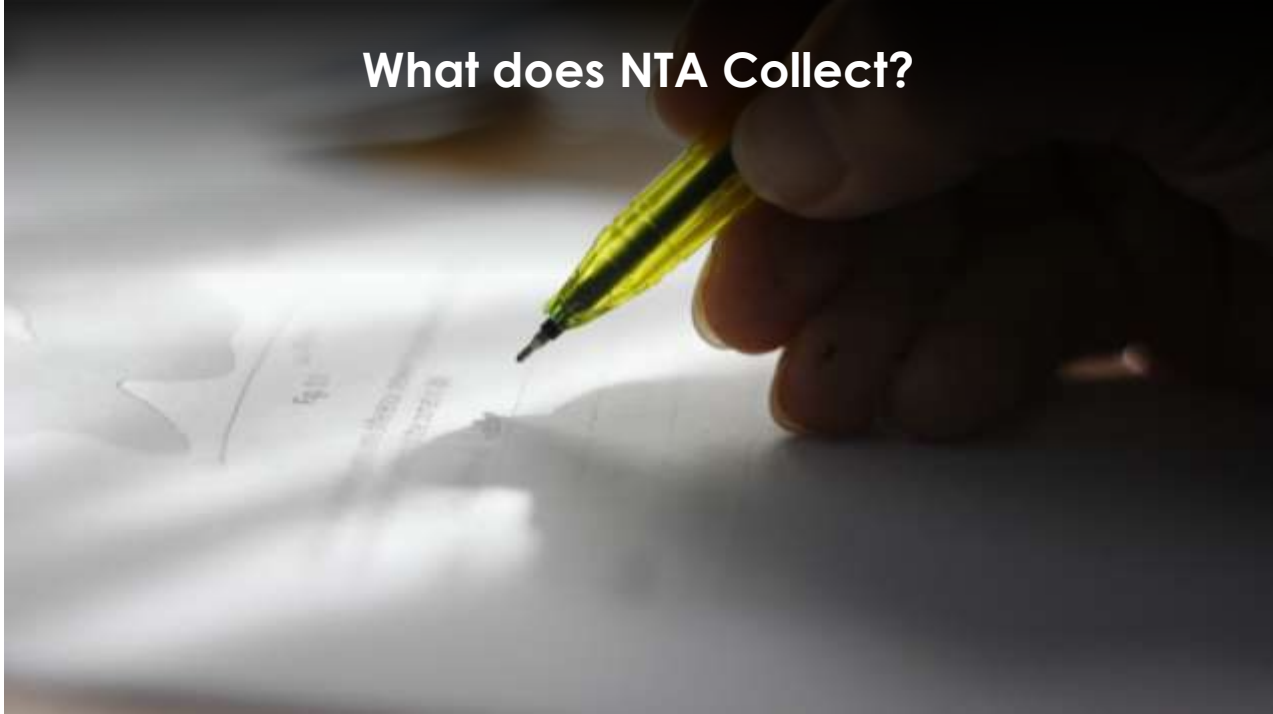
Operating Revenue of \$152,375 or
less - \$2,090

Maximum

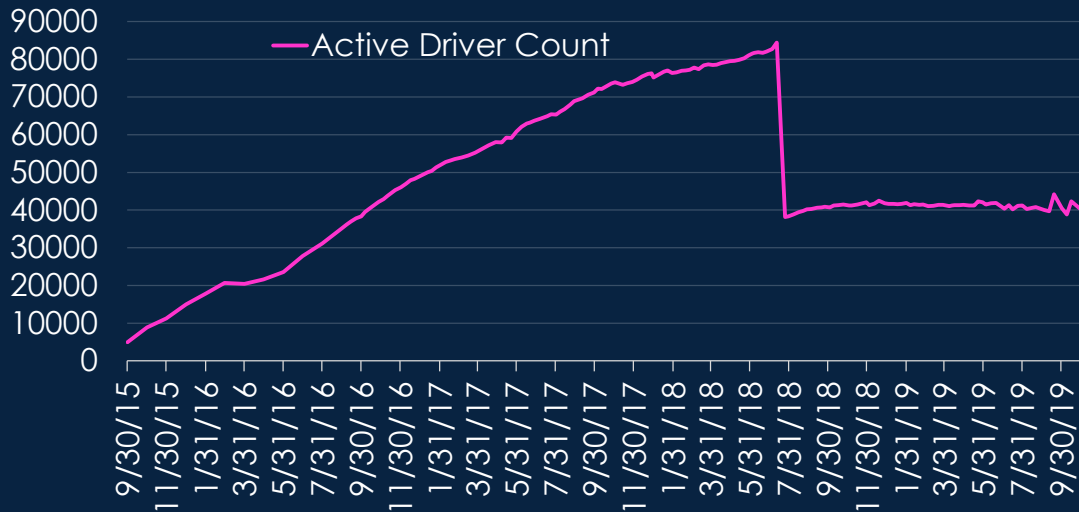
Operating Revenue of more than
\$70 M - \$1.6 M



What does NTA Collect?



TNCs ACTIVE DRIVER COUNT As of 10/30/2019



Prohibited Acts by Drivers



Enforcement





Questions?



Nevada Transportation Authority



Transportation Network Companies in Other Cities and States

Guy Hobbs
HOBBS, ONG & ASSOCIATES

TNC Fees by City and State

Cities

Chicago, IL
New Orleans, LA
New York, NY
Philadelphia, PA
Portland, OR
Seattle, WA
Washington, D.C.

States

Alabama
California
Connecticut
Hawaii
Maryland
Massachusetts
Nevada
New York
Rhode Island
South Carolina
South Dakota
Wyoming

Types of Fees

Per Trip

\$.20 to \$2.75

Percentage

.33% to 8.875%

Fee Allocations

City General
Fund

State General
Fund

Regulatory
Agency

Transit
Agency

School
District

Parking
Authority

Transportation
Fund



Discussion



Item #7

MEETING RECAP:
LEGISLATIVE COMMITTEE ON
ENERGY'S WORKING GROUP



Item #8



TRAC NEXT STEPS



Item #9 – Upcoming Events



Monday, January 6, 2020

SUMMIT

7:30 - 11:30 a.m.

TECH SHOWCASE

11:30 a.m. - 4 p.m.



Wendy Brown
City of Henderson



David Martin
Martin Associates



Paul Lambert
Henderson Parks



Laura Reynolds
Henderson Parks



Michael Stinson
City of Henderson



Brent Wright
Henderson



Cynthia Wray
Clark County Regional Authority



Paul Davis
City of Henderson



Matthew Jackson
Clark County



Ryan Kelly
Clark County



Matt Kelly
Clark County



Chris Weston
Clark County



Tom Day
Clark County



Item #10

OPEN DISCUSSION



Item #11

FINAL CITIZENS PARTICIPATION

The logo consists of the letters 'T', 'R', 'A', and 'C' in a bold, white, sans-serif font. The letter 'R' has a horizontal line through its middle. The entire text is enclosed within a white rectangular border.

T R A C



**REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA**



AGENDA ITEM

Metropolitan Planning Organization <input type="checkbox"/>	Transit <input type="checkbox"/>	Administration and Finance <input checked="" type="checkbox"/>
SUBJECT: WELCOME AND NEW TRAC MEMBER INTRODUCTIONS		
PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION (TRAC) RECEIVE A WELCOME FROM THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA AND INTRODUCE NEW TRAC MEMBERS		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		

FISCAL IMPACT:

None

BACKGROUND:

The Regional Transportation Commission of Southern Nevada (RTC) welcomes the return of the Transportation Resource Advisory Committee and Community Collaboration (TRAC). Additionally, new TRAC members will be introduced.

Respectfully submitted,

DocuSigned by:

 426D93C7E2244C6...

M.J. MAYNARD
Chief Executive Officer

mld

**TRAC Item #3
October 22, 2020
Non-Consent**

**REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA**



AGENDA ITEM

Metropolitan Planning Organization <input type="checkbox"/>	Transit <input type="checkbox"/>	Administration and Finance <input checked="" type="checkbox"/>
SUBJECT: TRAC MEETING OVERVIEW		
PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION (TRAC) RECEIVE AN OVERVIEW OF THE TRAC GOALS, FRAMEWORK, AND AGENDA		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		


FISCAL IMPACT:

None

BACKGROUND:

The Transportation Resource Advisory Committee and Community Collaboration (TRAC) will review and discuss the TRAC goals, framework, and meeting agenda.

Respectfully submitted,

DocuSigned by:

 426D93C7E2244C6...

M.J. MAYNARD
Chief Executive Officer

mld

***TRAC Item #4
October 22, 2020
Non-Consent***

**REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA**



AGENDA ITEM

Metropolitan Planning Organization <input type="checkbox"/>	Transit <input type="checkbox"/>	Administration and Finance <input checked="" type="checkbox"/>
SUBJECT: RTC UPDATE		
PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION RECEIVE AN UPDATE ON THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA'S TRANSPORTATION FUNDING AND MAJOR PROJECTS		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		

FISCAL IMPACT:


None

BACKGROUND:

The Transportation Resource Advisory Committee and Community Collaboration (TRAC) has previously received updates from the Regional Transportation Commission of Southern Nevada (RTC) regarding transportation funding needs, both immediate and long-term.

This item is to provide TRAC with an update on the RTC's transportation funding challenges, from both a pre- and post-COVID-19 pandemic perspective, and how the RTC is working to solve for these challenges. Additionally, staff will provide a brief update on the RTC's major projects.

Respectfully submitted,

DocuSigned by:

426D93C7E2244C6...

M.J. MAYNARD
Chief Executive Officer

mld

***TRAC Item #5
October 22, 2020
Non-Consent***

**REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA**



AGENDA ITEM

Metropolitan Planning Organization <input type="checkbox"/>	Transit <input type="checkbox"/>	Administration and Finance <input checked="" type="checkbox"/>
SUBJECT: 2021 LEGISLATIVE SESSION UPDATE		
PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION RECEIVE AN UPDATE FROM REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA STAFF ON THE 2021 LEGISLATIVE SESSION		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		


FISCAL IMPACT:

None

BACKGROUND:

Regional Transportation Commission of Southern Nevada (RTC) staff will provide an update to the Transportation Resource Advisory Committee and Community Collaboration (TRAC) on potential RTC legislation and bill draft requests RTC staff is tracking and monitoring for the 2021 Legislative Session.

Respectfully submitted,

DocuSigned by:

 426D93C7E2244C6...

M.J. MAYNARD
Chief Executive Officer

mld

TRAC Item #6
October 22, 2020
Non-Consent

**REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA**



AGENDA ITEM

Metropolitan Planning Organization <input type="checkbox"/>	Transit <input type="checkbox"/>	Administration and Finance <input checked="" type="checkbox"/>
SUBJECT: UPCOMING EVENTS		
PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION (TRAC) DISCUSS UPCOMING EVENTS		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		


FISCAL IMPACT:

None

BACKGROUND:

The Transportation Resource Advisory Committee and Community Collaboration (TRAC) will receive an overview of upcoming events occurring in Southern Nevada related to transportation and TRAC discussions.

Respectfully submitted,

DocuSigned by:

 426D93C7E2244C6...

M.J. MAYNARD
Chief Executive Officer

mld

***TRAC Item #7
October 22, 2020
Non-Consent***

**REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA**



AGENDA ITEM

Metropolitan Planning Organization <input type="checkbox"/>	Transit <input type="checkbox"/>	Administration and Finance <input checked="" type="checkbox"/>
SUBJECT: OPEN DISCUSSION		
PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION (TRAC) CONDUCT AN OPEN DISCUSSION ON TOPICS RELATED TO TRAC		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		

FISCAL IMPACT:

None

BACKGROUND:

The Transportation Resource Advisory Committee and Community Collaboration (TRAC or Committee) can share information about activities, meetings, news, and other topics of interest pertaining to the Committee, as well as review discussions from the TRAC October 22, 2020 agenda, in an informal manner. While no action may be taken on the subjects discussed, this item provides an opportunity for the exchange of information and may serve as a forum to suggest topics for future Committee meetings.

Respectfully submitted,

DocuSigned by:

 426D93C7E2244C6...

M.J. MAYNARD
Chief Executive Officer

mld

***TRAC Item #8
October 22, 2020
Non-Consent***

**REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA**



AGENDA ITEM

Metropolitan Planning Organization <input type="checkbox"/>	Transit <input type="checkbox"/>	Administration and Finance <input checked="" type="checkbox"/>
SUBJECT: CITIZENS PARTICIPATION		
PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		

FISCAL IMPACT:
None

BACKGROUND:

In accordance with State of Nevada Open Meeting Law, the Regional Transportation Commission of Southern Nevada Transportation Resource Advisory Committee and Community Collaboration (Committee) shall invite interested persons to make comments. For the initial Citizens Participation, the public should address items on the current agenda. For the final Citizens Participation, interested persons may make comments on matters within the Committee’s jurisdiction, but not necessarily on the current agenda. No action can be taken on any matter discussed under this item, although the Committee can direct that it be placed on a future agenda.

Respectfully submitted,

DocuSigned by:

426D93C7E2244C6...

M.J. MAYNARD
Chief Executive Officer

mld

**TRAC Item #9
October 22, 2020
Non-Consent**

