

***Notice and Agenda of Public Meeting***



**TRANSPORTATION RESOURCE ADVISORY  
COMMITTEE AND COMMUNITY COLLABORATION**

**Tuesday, December 3, 2024, at 1:30 PM**

**\*\*NOTE NEW MEETING LOCATION\*\***

**RTC Administration Building**

**600 S. Grand Central Parkway, Room 108**

**Las Vegas, NV 89106**

**(702) 676-1500**

The Regional Transportation Commission of Southern Nevada (RTC) encourages citizen participation at its public meetings. During the initial Citizens Participation, any citizen may address the Transportation Resource Advisory Committee and Community Collaboration (TRAC) on an item featured on the agenda. During the final Citizens Participation, any citizen may address TRAC on matters within TRAC's jurisdiction, but not necessarily featured on the agenda. No vote can be taken on a matter not listed on the posted agenda; however, TRAC can direct that the matter be placed on a future agenda. The Chair must recognize each citizen. When called on by the Chair, the citizen is asked to approach the microphone at the podium, to state his or her name, and to spell the last name for the record. Comments will be limited to three minutes for both citizens participation comment periods. The RTC appreciates the time citizens devote to be involved in this important process.

Please note that the RTC will no longer read aloud public comments received via email. Any public comments received via email will be included only in the written record. Written public comments relating to the RTC may be submitted via email to [PublicComments@rtcsnv.com](mailto:PublicComments@rtcsnv.com) to be included in the written record of the meeting.

The RTC 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.

The meeting room is accessible to the disabled. Assistive listening devices are available for the hearing impaired. A sign language interpreter for the deaf will be made available with 48 hours advance request to the RTC offices. Additional language interpretation services are available upon request with a 48-hour advance notice to the RTC. Phone: (702) 676-1500 or TDD: (702) 676-1834.

This agenda, including the supporting materials, is available at the RTC Administration Building, 600 S. Grand Central Parkway, Las Vegas, Nevada, 89106; the RTC's website, [www.rtcnv.com](http://www.rtcnv.com); or by contacting Marin DuBois at (702) 676-1836 or by email at [duboism@rtcsnv.com](mailto:duboism@rtcsnv.com).

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

This meeting has been properly noticed and posted in the following locations: at the RTC Administration Building, 600 S. Grand Central Parkway, Las Vegas, Nevada, 89106; on the RTC Website at [www.rtcnv.com](http://www.rtcnv.com); and on the Nevada Public Notice site at <https://notice.nv.gov>.

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

Call to order and roll call

1. Conduct a comment period for citizens participation  
[Initial Citizens Participation - Pdf](#)
2. Approve the Minutes: Meeting of November 21, 2024 (FOR POSSIBLE ACTION)  
[TRAC Minutes 2024-11-21](#)  
[MINUTES BACKUP: TRAC Presentation 2024-11-21](#)
3. Review and discuss a revised proposed TRAC resolution (FOR POSSIBLE ACTION)  
[Proposed TRAC Resolution Discussion - Pdf](#)
4. Discuss TRAC next steps  
[TRAC Next Steps - Pdf](#)
5. Conduct a comment period for citizens participation  
[Final Citizens Participation - Pdf](#)

# REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

## Agenda Item

<b>Subject:</b>	Initial Citizens Participation
<b>Petitioner:</b>	M.J. Maynard, Chief Executive Officer, RTC
<b>Recommendation by Petitioner:</b>	Conduct a comment period for citizens participation
<b>Goals:</b>	Enhance public awareness and support of the regional transportation system
<b>Meeting:</b>	Transportation Resource Advisory Committee and Community Collaboration - Dec 03 2024

### **FISCAL IMPACT:**

None

### **BACKGROUND INFORMATION:**

In accordance with State of Nevada Open Meeting Law, the Regional Transportation Commission of Southern Nevada (RTC) Transportation Resource Advisory Committee and Community Collaboration (TRAC) 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 TRAC's jurisdiction, but not necessarily on the current agenda. No action can be taken on any matter discussed under this item, although TRAC can direct that it be placed on a future agenda.

**MINUTES**  
**TRANSPORTATION RESOURCE ADVISORY COMMITTEE**  
**AND COMMUNITY COLLABORATION**  
**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**NOVEMBER 21, 2024**

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

**THIS MEETING WAS PROPERLY NOTICED AND POSTED IN THE FOLLOWING LOCATIONS ON NOVEMBER 14, 2024**

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

RTC Website  
[www.rtcnv.com](http://www.rtcnv.com)

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

**CALL TO ORDER**

Chairman Warren Hardy called the meeting to order at 3:00 p.m. in the Mead Room of the Las Vegas Valley Water District.

**MEMBERS PRESENT:**

Warren Hardy, Chair, Warren Hardy Strategies  
Fran Almaraz, Nevada Silver Haired Forum  
Ann Barnett, Nevada Contractors Association  
Irene Bustamente Adams, Workforce Connections  
Lou DeSalvio, Laborers Local 872  
Heidi Dexheimer, ACEC-NV  
Tina Frias, SNHBA  
David Frommer, UNLV  
Peter Guzman, Latin Chamber of Commerce  
Erik Hansen, Campus for Hope  
Asha Jones, Brightline West  
Karlos LaSane, Caesars Entertainment  
Erin McMullen Midby, Boyd Gaming  
Paul Moradkhan, Metro Chamber of Commerce  
Scott Muelrath, Henderson Chamber  
Jean Peyton, Blindconnect  
Sarah Quinn, Opportunity Village  
Jamie Thalgott, NAIOP  
Virginia Valentine, Nevada Resort Association  
Bryan Wachter, Retail Association of Nevada  
Matt Walker, The Howard Hughes Corporation  
Minjia Yan, Asian Community Development Council

**MEMBERS ABSENT:**

Danny Thompson, Vice Chair, Labor Consultant  
Yolanda King, Nevada Taxpayers Association  
Tina Quigley, Las Vegas Global Economic Alliance  
Tony Sanchez, NV Energy  
Todd Sklamberg, Sunrise Hospital  
Richard Work, IBEW Local 357

Minutes – Transportation Resource Advisory Committee and Community Collaboration  
Meeting of November 21, 2024  
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**MEETING FACILITATOR:**

Helen Foley, Foley Public Affairs

**RTC STAFF:**

M.J. Maynard, Chief Executive Officer

David Swallow, Deputy Chief Executive Officer

Angela Castro, Deputy Chief Executive Officer

Marc Traasdahl, Chief Financial Officer

David Clyde, Chief Legal Officer

Catherine Busche, Director of Government Affairs and Media Relations

Marin DuBois, Government Affairs Supervisor

**CONSULTANT TEAM:**

Guy Hobbs, Hobbs Ong & Associates

Jeremy Aguero, Applied Analysis

Melanie Swick, Applied Analysis

Justin Hacker, Applied Analysis

Brian Haynes, Applied Analysis

**INTERESTED PARTIES:**

Joe Harrington, Nevada Department of Transportation

Sondra Rosenberg, Nevada Department of Transportation

Alyssa Rodriguez, City of Henderson

Jeff Doyle, CDM Smith

Ashley Kennedy, Clark County

Bryan Osborne, CCPW

Joey Paskey, City of Las Vegas

<b>Item:</b> 1. Conduct a Comment Period for Citizens Participation
<b>Comments:</b> No comments were made.
<b>Motion:</b> No motion was necessary.
<b>Vote/Summary:</b> No vote was taken.

<b>Item:</b> 2. Approve the Minutes: Meeting of October 23, 2024 (FOR POSSIBLE ACTION)
<b>Comments:</b> No comments were made.
<b>Motion:</b> Mr. Peter Guzman made a motion to approve the minutes.
<b>Vote/Summary:</b> 17 Ayes. 0 Nays. The motion carried. Ayes: Chair Warren Hardy, Fran Almaraz, Ann Barnett, Irene Bustamente Adams, Lou DeSalvio, Heidi Dexheimer, Peter Guzman, Erik Hansen, Karlos LaSane, Erin McMullen Midby, Paul Moradkhan, Scott Muelrath, Jean Peyton, Sarah Quinn, Jamie Thalgott, Matt Walker and Minjia Yan. Nays: None Absent: Vice Chair Danny Thompson, Tina Frias, David Frommer, Asha Jones, Yolanda King, Frank Marrettii, III, Tina Quigley, Tony Sanchez, Todd Sklamberg, Virginia Valentine, Bryan Wachter and Richard Work

<b>Item:</b> 3. Review and Discuss a Proposed TRAC Resolution (FOR POSSIBLE ACTION)
<b>Comments:</b> Mr. Jeremy Aguero, Applied Analysis, walked the Transportation Resource Advisory Committee and Community Collaboration (TRAC or Committee) members through the “whereas” aspects of the proposed resolution. Mr. Aguero mentioned the idea was to take the information that had been provided to TRAC, as well as the information that has come through the Regional Transportation Commission of Southern Nevada (RTC), and then work collaboratively with the team to try and come up with something that could be brought before this group that was succinct enough that it could be utilized going forward. The specifics of the recommendations were intentionally not included in the recommendation as the pathway toward moving some of these initiatives forward. Mr. Aguero understood that some degree of flexibility in execution would be critical for the future, the RTC needs to be effective in moving this forward to the extent ultimately possible, and there is the intent of keeping some things general.  The items were as follows: <b>Whereas</b> , Southern Nevada is experiencing ongoing growth, both in population and economic activity, intensifying demands on its transportation network and transit systems. With a projected population nearing 3 million by 2050, the Regional Transportation Commission of Southern Nevada (RTC) must establish a comprehensive, resilient infrastructure that ensures equitable access, environmental sustainability and economic competitiveness;

**Whereas**, the current transportation funding structure, primarily reliant on fuel taxes for roadway construction and sales tax for transit services, have proven insufficient to address the current and increasing needs of our community. Without sustainable funding, roadway construction and maintenance activities will be significantly reduced while the RTC faces potential transit service reductions due to budget limitations;

**Whereas**, a need exists for equitable roadway funding contributions from all vehicle types, including electric vehicles and hybrids, which contribute to road usage but not proportionally to maintenance and construction costs. TRAC acknowledges that implementing a road usage or parity fee system for electric and hybrid vehicles would enhance fiscal sustainability and equity in infrastructure funding;

**Whereas**, establishing and maintaining stable, adequate and predictable revenue streams for transportation is essential to meet current needs and ensure foundational mobility for Southern Nevada’s residents. Without a baseline revenue solution, RTC’s ability to sustain existing service levels is at risk;

The Committee had no objections or comments about the whereas portion of the resolution.

Mr. Aguero then introduced the first recommendation, the extension of Fuel Revenue Indexing, referred to as FRI:

**1. Extension of Fuel Revenue Indexing (FRI)**

TRAC endorses RTC’s pursuit of a legislative extension of FRI during the 2025 session. This extension is crucial for alleviating a growing shortfall in unfunded roadway construction and maintenance needs. Securing this extension will provide near-term fiscal stability, enabling RTC to strategically address other pressing transportation funding needs, such as public transit.

Mr. Scott Muelrath, Henderson Chamber, presented some comments and concerns on behalf of Henderson Chamber. Without a sunset provision leading to an “affirmative vote of the people” per the Governor’s veto of Assembly Bill (AB) 359, the Henderson Chamber cannot support the resolution as written. Additionally, Mr. Muelrath believed this should be sent to a vote of the people as that is how the table was set nine years ago, and Henderson Chamber believes it therefore should go back to the people for passage. Mr. Muelrath did not oppose the recommendation but would abstain from voting on it as it currently stood.

Mr. Muelrath also noted that for the second recommendation for “Support for Equitable Electric and Hybrid Vehicle Fees”, the Henderson Chamber strongly supports the inclusion of this provision and that the revenue pool should be expanded to identify a fee structure for commercial alternative fuel vehicles as well as fee structure for all alternative fuels, such as compressed natural gas (CNG) and hydrogen cells in addition to electric. As a community, Southern Nevada should be out in front of this to prevent it from missing a 10-year window as happened with electric vehicle (EV) fees. It should be noted this provision is included in the Governor’s aforementioned veto.

Chairman Warren Hardy, Warren Hardy Strategies, thanked Mr. Muelrath and noted he too would like to be a little more prescriptive in what is done, but it is difficult because no one is sure what the political dynamics are going to be.

Mr. Bryan Wachter, Retail Association of Nevada, agreed a conversation should be had regarding the sunset, and Mr. Peter Guzman, Latin Chamber of Commerce, mentioned his board was having issues with the exclusion of a sunset.

Mr. David Frommer, University of Nevada, Las Vegas, supported Mr. Muelrath’s comments on the EV fees being more inclusive.

Ms. Jamie Thalgott, NAIOP, mentioned that she will not be able to vote on this resolution today without her board’s support. This was echoed by several other committee members. Therefore, Chairman Hardy agreed to reconvene the committee on December 3 to take a final vote on the resolution, which will include the outlined changes discussed at the meeting.

Ms. Irene Bustamente Adams, Workforce Connections, questioned Washoe County’s FRI and why that does not have a sunset. Mr. Guy Hobbs noted that the original authorization for Washoe did not have a sunset in it when it was approved by the legislature and can continue to move forward.

Mr. Jeremy Aguero continued the discussion on the second recommendation, the support for equitable electric and hybrid vehicle fees:

**2. Support for Equitable Electric and Hybrid Vehicle Fees**

TRAC supports the State of Nevada Department of Transportation’s (NDOT) efforts to establish a parity fee system that ensures electric and hybrid vehicles contribute fairly to roadway upkeep. Such a system should also address revenue distribution mechanics equitably, aligning with RTC’s longer-term funding model and identified funding needs. TRAC recommends a collaborative approach with NDOT to implement this parity framework during the 2025 legislative session.

Ms. Virginia Valentine, Nevada Resort Association, did not believe there was enough knowledge about these other forms of vehicle energy supplies to have a conversation about what parity would look like. She recommended that TRAC deal with it separately and provide a primary recommendation that suggests we do something urgently with EVs, but this is something that ought to be considered as well. This would enable the Committee to draft the recommendation in a way that captures that sense of urgency on EVs while stating that future technologies need to be looked at and considered.

Chairman Hardy suggested adjusting the language to include these suggestions and bringing the second recommendation back to the December meeting, as well.

Mr. Aguero continued with the third recommendation, coordinate and communicate to address the impact of roadway construction:

**3. Coordinate and Communicate to Address the Impact of Roadway Construction**

At any given time, there may be hundreds of active work zones and corresponding lane restrictions from roadway projects, work by utilities, and off-site improvements by private development within the public right of way. While TRAC understands the importance of continuing to invest in our transportation infrastructure, and roadway construction represents an important part of that investment, the significant number and management of work zones simultaneously occurring throughout the urbanized area can have a negative impact on residents and businesses. TRAC recommends that the RTC continue to coordinate with local

entities and utilities on roadway construction schedules and communicate real-time traffic and transit alerts, weekly construction and event updates, and longer-term project information on its Seeing Orange website.

Mr. Frommer thought the kind of baseline notion here needs to be stated that the coordination and communication to try to minimize disruptions of major routes by multiple construction projects is important for public support and service to the public in a way.

Mr. Wachter questioned who the general audience was and asked if this communication is already taking place. Chairman Hardy noted the general audience is everybody who does road work construction. Ms. M.J. Maynard, Chief Executive Officer for the RTC, noted that the Seeing Orange campaign is targeted at doing this, but there are still steps that need to be made to make the messaging and communication clearer.

Ms. Fran Almaraz, Nevada Silver Haired Forum, supported Ms. Maynard in how much communication for these roadway projects has improved over the years since this was first introduced during the beginning phases of TRAC.

Mr. Muelrath agreed that road construction does not always have to equate to lane closures and the process of lane closures should be tightly managed to maintain favorable public sentiment.

Chairman Hardy agreed the recommendation could go broader than that to say the RTC and other agencies that do road construction to increase coordination with one another on roadway construction projects and public communication efforts.

Mr. Aguero moved into the fourth recommendation, the development of a baseline revenue source for public transit:

**4. Development of a Baseline Revenue Source for Public Transit**

Recognizing that sustainable transit funding is foundational to regional mobility, TRAC supports RTC's development of an additional funding source with a nexus to public transit including, but not limited to, an alternative conveyance fee for Transportation Network Companies. This revenue structure could materially support public transit, addressing current budget shortfalls and enabling future development of transit networks. TRAC recommends RTC explore potential funding options and present the RTC's revenue model to the Legislature once fully developed and explore potential expansions drawing on successful models from other states. This should be expedited to avoid service impacts.

Mr. Paul Moradkhan, Metro Chamber of Commerce, noted that the Metro Chamber of Commerce recommended striking the language that says, "including, but not limited to, an alternative conveyance fee for transportation network companies," essentially expanding the flexibility without being as specific.

Mr. Wachter was concerned with recommending to the RTC to find an unidentified revenue source and bring it to the legislature. He believed the recommendation should be more specific and not a blanket statement to find any revenue source and tax it. Chairman Hardy agreed with Mr. Wachter's

concern and suggested including a statement that TRAC members reserve the right to make their own positions when those final recommendations come forward.

Mr. Guzman agreed that not being prescriptive is concerning.

Mr. Aguero noted the direction is clear to structure something that ensures that the elements of nexus to transportation are clear, while at the same time not being so overly prescriptive to identify what is at least a primary concern relative to a narrow number of companies that would fall under a standard definition.

Mr. Aguero then moved on to the fifth recommendation, the separation of baseline and aspirational funding needs:

**5. Separation of Baseline and Aspirational Funding Needs**

TRAC emphasizes the importance of distinguishing between funding needed for current transit operations and funding needed for future mobility improvement projects. This separation, assuming baseline funding needs are met and current service levels can be maintained, will ensure that future initiatives or revenue sources focus solely on expanding mobility options, avoiding the burden of covering operational deficits. By maintaining a clear separation, communication with stakeholders and the public remains straightforward, and resource allocation becomes more transparent.

There were no Committee comments on this recommendation. So, Chairman Hardy reiterated that staff will revise the resolution and send it back to the Committee for their final feedback. This is also to allow time for members to take the resolution to their boards prior to voting. The Committee would come back on December 3 to vote on a final resolution.

Ms. Minjia Yan, Asian Community Development Council, provided an overall strategy recommendation to include language in the resolution about how the RTC can also enhance road safety for drivers, pedestrians and riders.

**Motion:**

No motion was necessary.

**Vote/Summary:**

No vote was taken.

**Item:**

4. Discuss TRAC Next Steps

**Comments:**

Ms. Helen Foley reiterated that as a result of not taking a vote today, an additional meeting of the Transportation Resource Advisory Committee and Community Collaboration (Committee) will be held on Tuesday, December 3. The meeting will be held at the RTC’s Administration Building at 1:30 p.m.

Ms. Foley also mentioned the Committee should look out for future invites to a legislative bus tour, as well as transportation day at the legislature.

Chairman Hardy thanked all the Committee members for their time and effort throughout this process.

<b>Motion:</b> No motion was necessary.
<b>Vote/Summary:</b> No vote was taken.

<b>Item:</b> 5. Conduct a Comment Period for Citizens Participation
<b>Comments:</b> No comments were made.
<b>Motion:</b> No motion was necessary.
<b>Vote/Summary:</b> No vote was taken.



**ADJOURNMENT**

The meeting adjourned at 4:01 p.m.

Respectfully submitted,

Signed by:  
  
2934A86C09EC4CD...

Melanie Swick, Recording Secretary

# LET'S GO

TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION

WE'RE GOING PLACES. LET'S GO TOGETHER

## AGENDA ITEMS

01

**Citizens Participation**  
Conduct a Comment Period For Citizens Participation

02

**Approve the Minutes**  
Approval of Minutes Meeting of October 23, 2024  
*(For Possible Action)*

03

**TRAC Resolution**  
Review, Discuss and Potentially Vote on Recommended Strategic Actions From the RTC

04

**Next Steps**  
Conduct a Discussion Next Steps for TRAC

05

**Citizens Participation**  
Conduct a Comment Period For Citizens Participation

## AGENDA ITEMS

01

**Citizens Participation**  
Conduct a Comment Period For Citizens Participation

02

**Approve the Minutes**  
Approval of Minutes Meeting of October 23, 2024  
*(For Possible Action)*

03

**TRAC Resolution**  
Review, Discuss and Potentially Vote on Recommended Strategic Actions From the RTC

04

**Next Steps**  
Conduct a Discussion Next Steps for TRAC

05

**Citizens Participation**  
Conduct a Comment Period For Citizens Participation

## AGENDA ITEMS

01

**Citizens Participation**  
Conduct a Comment Period For Citizens Participation

02

**Approve the Minutes**  
Approval of Minutes Meeting of October 23, 2024  
*(For Possible Action)*

03

**TRAC Resolution**  
Review, Discuss and Potentially Vote on Recommended Strategic Actions From the RTC

04

**Next Steps**  
Conduct a Discussion Next Steps for TRAC

05

**Citizens Participation**  
Conduct a Comment Period For Citizens Participation

# AGENDA ITEMS

**01**  
**Citizens Participation**  
Conduct a Comment Period For  
Citizens Participation

**02**  
**Approve the Minutes**  
Approval of Minutes Meeting of  
October 23, 2024  
(For Possible Action)

**03**  
**TRAC Resolution**  
Review, Discuss and Potentially Vote  
on Recommended Strategic Actions  
From the RTC

**04**  
**Next Steps**  
Conduct a Discussion on Next Steps  
for TRAC

**05**  
**Citizens Participation**  
Conduct a Comment Period For  
Citizens Participation

# RECOMMENDED STRATEGIC ACTIONS

Resolution of the Transportation Resource Advisory Committee (TRAC) to Recommend Strategic Actions for Strengthening Southern Nevada's Transportation Infrastructure and Transit Systems  
\*\* DRAFT \*\*

Whereas, Southern Nevada is experiencing ongoing growth, both in population and economic activity, intensifying demands on its transportation network and transit systems. With a projected population nearing 3 million by 2050, the Regional Transportation Commission of Southern Nevada (RTC) must establish a comprehensive, resilient infrastructure that ensures equitable access, environmental sustainability and economic competitiveness;

Whereas, the current transportation funding structure, primarily reliant on fuel taxes for roadway construction and sales tax for transit services, have proven insufficient to address the current and increasing needs of our community. Without sustainable funding, roadway construction and maintenance activities will be significantly reduced while the RTC faces potential transit service reductions due to budget limitations;

Whereas, a need exists for equitable roadway funding contributions from all vehicle types, including electric vehicles and hybrids, which contribute to road usage but not proportionally to maintenance and construction costs. TRAC acknowledges that implementing a road usage or parity fee system for electric and hybrid vehicles would enhance fiscal sustainability and equity in infrastructure funding;

Whereas, establishing and maintaining stable, adequate and predictable revenue streams for transportation is essential to meet current needs and ensure foundational mobility for Southern Nevada's residents. Without a baseline revenue solution, RTC's ability to sustain existing service levels is at risk;

Resolved, that TRAC, committed to advancing Southern Nevada's mobility, accessibility and economic vitality, recommends the following actions:

**1. Extension of Fuel Revenue Indexing (FRI)**  
TRAC endorses RTC's pursuit of a legislative extension of FRI during the 2025 session. This extension is crucial for alleviating a growing shortfall in unfunded roadway maintenance needs. Securing this extension will provide near-term fiscal stability, enabling RTC to strategically address other pressing transportation funding needs, such as public transit.

**2. Support for Equitable Electric and Hybrid Vehicle Fees**  
TRAC supports the State of Nevada Department of Transportation's (NDOT) efforts to establish a parity fee system that ensures electric and hybrid vehicles contribute fairly to roadway upkeep. Such a system should also address revenue distribution mechanics equitably, aligning with RTC's longer-term funding model and identified funding needs. TRAC recommends a collaborative approach with NDOT to implement this parity framework during the 2025 legislative session.

## RECOMMENDED STRATEGIC ACTIONS

### 1. EXTENSION OF FUEL REVENUE INDEXING (FRI)

TRAC endorses RTC's pursuit of a legislative extension of FRI during the 2025 session. This extension is crucial for alleviating a growing shortfall in unfunded roadway construction and maintenance needs. Securing this extension will provide near-term fiscal stability, enabling RTC to strategically address other pressing transportation funding needs, such as public transit.

## RECOMMENDED STRATEGIC ACTIONS

### 2. SUPPORT FOR EQUITABLE ELECTRIC AND HYBRID VEHICLE FEES

TRAC supports the State of Nevada Department of Transportation's (NDOT) efforts to establish a parity fee system that ensures electric and hybrid vehicles contribute fairly to roadway upkeep. Such a system should also address revenue distribution mechanics equitably, aligning with RTC's longer-term funding model and identified funding needs. TRAC recommends a collaborative approach with NDOT to implement this parity framework during the 2025 legislative session.

## RECOMMENDED STRATEGIC ACTIONS

### 3. COORDINATE & COMMUNICATE TO ADDRESS IMPACT OF ROADWAY CONSTRUCTION

At any given time, there may be hundreds of active work zones and corresponding lane restrictions from roadway projects, work by utilities and off-site improvements by private development within the public right of way. While TRAC understands the importance of continuing to invest in our transportation infrastructure, and roadway construction represents an important part of that investment, the significant number and management of work zones simultaneously occurring throughout the urbanized area can have a negative impact on residents and businesses. TRAC recommends that the RTC continue to coordinate with local entities and utilities on roadway construction schedules and communicate real-time traffic and transit alerts, weekly construction and event updates, and longer-term project information on its Seeing Orange website.

## RECOMMENDED STRATEGIC ACTIONS

### 4. DEVELOPMENT OF A BASELINE REVENUE SOURCE FOR PUBLIC TRANSIT

Recognizing that sustainable transit funding is foundational to regional mobility, TRAC supports RTC's development of an additional funding source with a nexus to public transit including, but not limited to, an alternative conveyance fee for Transportation Network Companies. This revenue structure could materially support public transit, addressing current budget shortfalls and enabling future development of transit networks. TRAC recommends RTC explore potential funding options and present the RTC's revenue model to the Legislature once fully developed and explore potential expansions drawing on successful models from other states. This should be expedited to avoid service impacts.

## RECOMMENDED STRATEGIC ACTIONS

### 5. SEPARATION OF BASELINE AND ASPIRATIONAL FUNDING NEEDS

TRAC emphasizes the importance of distinguishing between funding needed for current transit operations and funding needed for future mobility improvement projects. This separation, assuming baseline funding needs are met and current service levels can be maintained, will ensure that future initiatives or revenue sources focus solely on expanding mobility options, avoiding the burden of covering operational deficits. By maintaining a clear separation, communication with stakeholders and the public remains straightforward, and resource allocation becomes more transparent.

Agenda Item #2.

## AGENDA ITEMS

**01 Citizens Participation**  
Conduct a Comment Period For Citizens Participation

**02 Approve the Minutes**  
Approval of Minutes Meeting of October 23, 2024 (For Possible Action)

**03 TRAC Resolution**  
Review, Discuss and Potentially Vote on Recommended Strategic Actions From the RTC

**04 Next Steps**  
Conduct a Discussion on Next Steps for TRAC

**05 Citizens Participation**  
Conduct a Comment Period For Citizens Participation

## ADDITIONAL MEETING

*(If Needed)*

- Tuesday, December 3, 2024, 1:30 p.m.
- Location: RTC Admin Building



## Upcoming Events

- **Legislative Bus Tour**
- **Transportation Day**

## TRAC Reconvening

- Post Legislative Session
- Topics:
  - Legislative Session Recap
  - Aspirational Projects

Agenda Item #2.

THANK YOU

# AGENDA ITEMS

01

**Citizens Participation**  
Conduct a Comment Period For  
Citizens Participation

02

**Approve the Minutes**  
Approval of Minutes Meeting of  
October 23, 2024  
(For Possible Action)

03

**TRAC Resolution**  
Review, Discuss and Potentially Vote on  
Recommended Strategic Actions From the  
RTC

04

**Next Steps**  
Conduct a Discussion on Next Steps for  
TRAC

05

**Citizens Participation**  
Conduct a Comment Period For  
Citizens Participation



# LET'S GO

TRANSPORTATION RESOURCE ADVISORY  
COMMITTEE AND COMMUNITY COLLABORATION

WE'RE GOING PLACES. LET'S GO TOGETHER

# REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

## Agenda Item

<b>Subject:</b>	Proposed TRAC Resolution Discussion
<b>Petitioner:</b>	M.J. Maynard, Chief Executive Officer, RTC
<b>Recommendation by Petitioner:</b>	Review and discuss a revised proposed TRAC resolution (FOR POSSIBLE ACTION)
<b>Goals:</b>	Enhance public awareness and support of the regional transportation system
<b>Meeting:</b>	Transportation Resource Advisory Committee and Community Collaboration - Dec 03 2024

### **FISCAL IMPACT:**

None

### **BACKGROUND INFORMATION:**

The Transportation Resource Advisory Committee and Community Collaboration (Committee) will discuss and provide feedback on a revised proposed resolution (1) supporting the extension of Fuel Revenue Indexing and (2) providing other strategic recommendations.

The revised proposed resolution includes feedback received from Committee members.

### **ATTACHED:**

[TRAC Revised Resolution \(9\)](#)

**Resolution of the Transportation Resource Advisory Committee (TRAC)  
to Recommend Strategic Actions for Strengthening Southern Nevada’s  
Transportation Infrastructure and Transit System**

**\*\* DRAFT \*\***

**Whereas**, Southern Nevada is experiencing ongoing growth, both in population and economic activity, intensifying demands on its transportation network and transit systems. With a projected population nearing 3 million by 2050, the Regional Transportation Commission of Southern Nevada (RTC) must establish a comprehensive, resilient infrastructure that ensures equitable access, environmental sustainability and economic competitiveness;

**Whereas**, the current transportation funding structure, primarily reliant on fuel taxes for roadway construction and sales tax for transit services, have proven insufficient to address the current and increasing needs of our community. Without sustainable funding, roadway construction and maintenance activities will be significantly reduced while the RTC faces potential transit service reductions due to budget limitations;

**Whereas**, ensuring the safety of all users of the transportation network—pedestrians, bicyclists and motorists—is critical to building a sustainable and inclusive system. Investments in a master-planned approach, including initiatives such as complete streets, pedestrian and bike-friendly infrastructure, and mass transit security measures, are essential for fostering safe, efficient and integrated mobility options across Southern Nevada;

**Whereas**, a need exists for equitable roadway funding contributions from all vehicle types, including electric vehicles and hybrids, which contribute to road usage but not proportionally to maintenance and construction costs. TRAC acknowledges that implementing a road usage or parity fee system for electric and hybrid vehicles would enhance fiscal sustainability and equity in infrastructure funding;

**Whereas**, establishing and maintaining stable, adequate and predictable revenue streams for transportation is essential to meet current needs and ensure foundational mobility for Southern Nevada’s residents. Without a baseline revenue solution, RTC’s ability to sustain existing service levels is at risk;

**Resolved**, that TRAC, committed to advancing Southern Nevada’s mobility, accessibility and economic vitality, recommends the following actions:

**1. Extension of Fuel Revenue Indexing (FRI)**

TRAC endorses RTC’s pursuit of a legislative extension of Fuel Revenue Indexing (FRI) during the 2025 session. Recognizing that FRI is not a sustainable long-term solution for roadway funding, TRAC does not oppose the inclusion of a sunset provision during a period in which state and local policymakers active work together to develop and implement more equitable and modern funding framework. This framework should address the clear and growing disconnect between how roadway funds are generated and how roadways are used, particularly in the context of evolving vehicle technologies and travel behaviors. That said, an immediate extension of FRI is critical to address the mounting shortfall in unfunded roadway construction and maintenance

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needs. Securing this extension will provide near-term fiscal stability, enabling RTC to strategically address other pressing transportation funding needs, such as public transit.

**2. Support for Equitable Electric, Hybrid, and Alternative Power Vehicle Fees**

TRAC supports the Nevada Department of Transportation's (NDOT) efforts to establish a parity fee system ensuring electric and hybrid vehicles contribute fairly to roadway upkeep.

Recognizing that other alternative fuels and power sources, both existing and emerging, may similarly impact infrastructure funding, TRAC encourages state and local policymakers to incorporate flexibility for future technologies as its funding parity framework continues to evolve. TRAC recommends a collaborative approach with NDOT to implement this parity framework during the 2025 legislative session and beyond.

**3. Improve Coordination and Communication for Roadway Construction**

At any given time, hundreds of active work zones and lane restrictions may result from roadway projects, utility work, and private development within public rights-of-way. While TRAC recognizes the importance of these investments in maintaining and enhancing transportation infrastructure, the simultaneous management of multiple work zones can significantly disrupt residents and businesses. TRAC recommends that RTC strengthen coordination with local entities and utilities to optimize roadway construction schedules. Additionally, RTC should enhance real-time traffic and transit alerts, provide weekly construction and event updates and ensure comprehensive access to longer-term project information through the Seeing Orange website and other communication channels.

**4. Development of Transportation-Linked Revenue Sources for Public Transit**

Recognizing that stable, predictable and equitable transit funding is essential to regional mobility, TRAC supports the RTC's development of additional revenue sources with a direct nexus to transportation infrastructure and transit services (e.g., alternative conveyance fees). Such funding mechanisms should ensure that activities contributing to roadway use and maintenance are appropriately aligned with their use of public rights of way and impact. This revenue structure should, where possible, provide critical support for public transit, addressing current budget shortfalls and enabling the future development of transit networks. TRAC further recommends that the RTC explore sustainable and innovative funding options and present a comprehensive revenue model to the Legislature, incorporating best practices from other states where applicable.

**5. Separation of Baseline and Aspirational Funding Needs**

TRAC underscores the importance of distinguishing between funding required to sustain current transit operations and funding needed to pursue future mobility improvement projects. Maintaining this separation ensures that baseline funding sources focus on preserving existing service levels, while aspirational initiatives remain dedicated to expanding mobility options and addressing emerging transportation needs. Assuming baseline funding needs are met, this

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approach prevents future initiatives from being encumbered by operational deficits, allowing for a more targeted and transparent allocation of resources. Clear delineation also supports more effective communication with stakeholders and the public, reinforcing confidence in the strategic use of transportation funds.

**Therefore, Be It Resolved** that TRAC formally adopts these recommendations and urges the RTC Board, Nevada Legislature and Governor to consider these actions as strategic priorities for advancing Southern Nevada's transportation infrastructure, mobility and economic growth.

# REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

## Agenda Item

<b>Subject:</b>	TRAC Next Steps
<b>Petitioner:</b>	M.J. Maynard, Chief Executive Officer, RTC
<b>Recommendation by Petitioner:</b>	Discuss TRAC next steps
<b>Goals:</b>	Enhance public awareness and support of the regional transportation system
<b>Meeting:</b>	Transportation Resource Advisory Committee and Community Collaboration - Dec 03 2024

### **FISCAL IMPACT:**

None

### **BACKGROUND INFORMATION:**

Regional Transportation Commission of Southern Nevada (RTC) staff will conduct a discussion as it relates to next steps for the Transportation Resource Advisory Committee and Community Collaboration.

# REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

## Agenda Item

<b>Subject:</b>	Final Citizens Participation
<b>Petitioner:</b>	M.J. Maynard, Chief Executive Officer, RTC
<b>Recommendation by Petitioner:</b>	Conduct a comment period for citizens participation
<b>Goals:</b>	Enhance public awareness and support of the regional transportation system
<b>Meeting:</b>	Transportation Resource Advisory Committee and Community Collaboration - Dec 03 2024

### **FISCAL IMPACT:**

None

### **BACKGROUND INFORMATION:**

In accordance with State of Nevada Open Meeting Law, the Regional Transportation Commission of Southern Nevada Transportation Resource Advisory Committee and Community Collaboration (TRAC) 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 TRAC's jurisdiction, but not necessarily on the current agenda. No action can be taken on any matter discussed under this item, although TRAC can direct that it be placed on a future agenda.