

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Notice and Agenda of Public Meeting



**TRANSPORTATION RESOURCE ADVISORY COMMITTEE
AND COMMUNITY COLLABORATION**

Thursday, June 2, 2022 at 3:00 PM

**Las Vegas Valley Water District, Mead Room
1001 S. Valley View Boulevard
Las Vegas, NV 89153
(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 effective immediately. 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@rtcsonv.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; the RTC's website, <https://www.rtcsonv.com>; or by contacting Marin DuBois at (702) 676-1836 or by email at duboism@rtcsonv.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, NV 89106; on the RTC Website at www.rtcsonv.com; and on the Nevada Public Notice site at <https://notice.nv.gov>.

Items 2 and 3 are items for possible action. Items 1, 4, and 5 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. 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 April 28, 2022 (FOR POSSIBLE ACTION)
[TRAC Minutes 2022-04-28](#)
[Minutes Backup: TRAC Comprehensive Meeting Presentation Deck Apr 28 2022](#)
3. Discuss funding solutions for the RTC's baseline transit system, and approve the RTC moving forward with pursuing short-term funding solutions (FOR POSSIBLE ACTION)
[Funding Solutions for the RTC's Baseline Transit System - Pdf](#)
4. Receive closing remarks and discuss topics of interest and future meeting expectations for TRAC
[Topics of Interest and Closing Remarks - Pdf](#)
5. Conduct a comment period for citizens participation
[Final Citizens Participation - Pdf](#)

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Initial Citizens Participation
Petitioner:	M.J. Maynard, Chief Executive Officer, RTC
Recommendation by Petitioner:	Conduct a comment period for citizens participation
Goals:	Enhance public awareness and support of the regional transportation system

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 the TRAC's jurisdiction, but not necessarily on the current agenda.

No action can be taken on any matter discussed under this item, although the 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
APRIL 28, 2022

*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 of Southern Nevada.*

THIS MEETING WAS PROPERLY NOTICED AND POSTED IN THE FOLLOWING LOCATIONS ON APRIL 21, 2022

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. Warren Hardy, Chair, called the meeting to order at 3:04 p.m. in the Mead Room of the Las Vegas Valley Water District.

MEMBERS PRESENT:

Warren Hardy, Chair, Warren Hardy Strategies
Danny Thompson, Vice Chair, Labor Consultant
Ann Barnett, Nevada Contractors Association
MaryKaye Cashman, Cashman Equipment
Cindy Creighton, Nevada Taxpayers Association
Ken Evans, Urban Chamber of Commerce
David Frommer, UNLV
Barry Gold, AARP
Peter Guzman, Latin Chamber of Commerce
Jim Long, Sun City Anthem Resident
Hayim Mizrachi, NAIOP
Paul Moradkhan, Metro Chamber of Commerce
Amanda Moss, SNHBA
Duy Nguyen, Asian Community Development Council
Jean Peyton, Blindconnect
Brandon Roberts, Las Vegas Realtors
Todd Sklamberg, Sunrise Hospital
Rick Smith, Henderson Development Association
Tiffany Tyler-Garner, Children's Advocacy Alliance
Matt Walker, The Howard Hughes Corporation

MEMBERS ABSENT:

Irene Bustamante Adams, Workforce Connections
James Halsey, IBEW Local 357
Steve Hill, Las Vegas Convention and Visitors Authority
Karlos LaSane, Caesars Entertainment
Frank Marretti, III, G2 Capital Development
Erin McMullen Midby, Boyd Gaming
Tina Quigley, Las Vegas Global Economic Alliance
Tony Sanchez, NV Energy
Paul Selberg, Nevada Conservation League

Minutes – Transportation Resource Advisory Committee and Community Collaboration
Meeting of April 28, 2022
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MEMBERS ABSENT (continued):

Virginia Valentine, Nevada Resort Association
Bryan Wachter, Retail Association of Nevada
Tommy White, Laborers Local 872

MEETING FACILITATOR:

Helen Foley, Foley Public Affairs

RTC STAFF:

M.J. Maynard, Chief Executive Officer
David Swallow, Deputy Chief Executive Officer
Angela Castro, Chief Strategy, Policy, and Marketing Officer
Marc Traasdahl, Chief Financial Officer
David Clyde, Associate General Counsel
Catherine Busche, Director, Government Affairs and Media Relations
Aileen Pastor, Government Affairs Supervisor
Jack Giese, Government Affairs Administrator

CONSULTANT TEAM:

Brian Gordon, Applied Analysis
Melanie Swick, Applied Analysis
Rebeca Ibarra, Applied Analysis

INTERESTED PARTIES:

Andrew Bennett, Clark County
Kami Dempsey, Accretive Consulting
Guy Hobbs, Hobbs Ong & Associates
Scott Jarvis, City of Henderson
Jeff Lerud, Nevada Department of Transportation
Ryan McInerney, Nevada Department of Transportation
Joey Paskey, City of Las Vegas
Tim Reesman, City of North Las Vegas
Sondra Rosenberg, Nevada Department of Transportation

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

Item:
2. Approve the Minutes: Meeting of March 31, 2022 (FOR POSSIBLE ACTION)
Comments: No comments were made.
Motion: Chair Warren Hardy made a motion to approve the meeting minutes.
Vote/Summary: 18 Ayes. 0 Nays. The motion carried. Ayes: Ann Barnett, MaryKaye Cashman, Cindy Creighton, Ken Evans, David Frommer, Barry Gold, Peter Guzman, Warren Hardy, Jim Long, Hayim Mizrahi, Paul Moradkhan, Amanda Moss, Duy Nguyen, Jean Peyton, Brandon Roberts, Danny Thompson, Tiffany Tyler-Garner, Matt Walker Nays: None Absent: Irene Bustamante Adams, James Halsey, Steve Hill, Karlos LaSane, Frank Marretti, III, Erin McMullen Midby, Tina Quigley, Tony Sanchez, Paul Selberg, Todd Sklamberg, Rick Smith, Virginia Valentine, Bryan Wachter, Tommy White

Item:
3. Discuss TRAC's overall goals and receive an update from staff
Comments: Chair Warren Hardy provided an overview of the Transportation Resource Advisory Committee and Community Collaboration (TRAC) goals. He noted that in addition to providing high-level guidance on basic transportation services and funding, TRAC should assist in the development of long-term strategic and aspirational visions for the region's transportation network. He discussed some of the challenges, particularly when it comes to funding, but stressed the importance of transportation as the region grows. Ms. M.J. Maynard, Chief Executive Officer for the Regional Transportation Commission of Southern Nevada (RTC), noted the importance of addressing some of the impending financial issues related to transit services, and outlined the workplan for the TRAC. Initially, the focus will be funding operations; then will shift to long-term development. Next, Ms. Helen Foley, Meeting Facilitator, outlined the following TRAC goals:
<ul style="list-style-type: none"> • Learn about the region's mobility challenges, emerging technologies, and smart communities • Obtain input and feedback to address the region's mobility challenges • Explore current and future funding resources • Provide recommendations to the RTC Board of Commissioners and state legislation

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

4. Staff Update Regarding Prior Meeting Follow-Up Research

Comments:

Following a detailed PowerPoint presentation [attached], Mr. Brian Gordon, Principal of Applied Analysis, reviewed a series of data points and research in response to questions posed by members of the Transportation Resource Advisory Committee and Community Collaboration (TRAC) at the previous meeting. He began with a comparison of transit expenditures and operating costs for Las Vegas compared to peer agencies. He then reviewed data showing the impact of light rail on ridership trends for Los Angeles, California; Denver, Colorado; Portland, Oregon; and Salt Lake City, Utah. Mr. Gordon then reviewed bus operating expenses and fare revenue for peer agencies.

Chair Warren Hardy requested a deeper analysis on light rail and ridership trends for a future meeting.

Mr. Ken Evans commented on the fact that all cities were required to subsidize transit operations regardless of their business model.

Next, Mr. Gordon reviewed year-over-year comparisons of transit expenditures from 2018 through 2020 to show pre-pandemic trends. He then provided figures on RTC's advertising revenue. This was followed by an overview of deferred capital outlay.

Mr. Barry Gold asked about the impact of new bus technology on maintenance costs. Ms. M.J. Maynard, Chief Executive Officer for the Regional Transportation Commission of Southern Nevada (RTC), responded that the RTC will receive two hydrogen fuel cell buses in November 2022. She noted that while maintenance costs on new buses are low, the RTC is slowly transitioning to new technology in order to gain a better understanding of the overall costs.

Continuing, Mr. Gordon reviewed Medicaid reimbursement rates for transportation. Vice Chair Danny Thompson asked for a state comparison on Medicaid transportation reimbursement. Mr. Marc Traasdahl, Chief Financial Officer for the RTC, noted that most communities do not receive Medicaid reimbursement for paratransit trips. RTC staff had to work through the system in order to obtain it.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

5. Receive a Legislative Update from RTC Staff

Comments:

Following a detailed PowerPoint presentation [attached], Ms. Angela Castro, Chief Strategy, Policy, and Marketing Officer for the Regional Transportation Commission of Southern Nevada (RTC), discussed the RTC's federal and state legislative priorities. She began with an overview of the federal

funding received as part of the Infrastructure Investment and Jobs Act (IIJA). The RTC will receive \$150 million over the course of the next five years, of which \$80 million is allocated for transit expenditures and \$70 million for road construction. Regarding the transit allocation, she noted that the funding came with federal priorities that guide the use of funds towards projects that are related to equity, safety, climate, and modernization. The funding allocated for roadway construction is used for local projects, which are identified by the local jurisdictions. She then detailed the multiple federal grant opportunities available through the IIJA.

Next, Ms. Castro focused on state legislative issues. She highlighted the RTC’s recent successful legislative initiatives, which included statute changes, fuel revenue indexing, and micro transit. For the upcoming session, Ms. Castro stated that the RTC wants to work with the Transportation Resource Advisory Committee and Community Collaboration (TRAC) to develop a funding recommendation to submit to the RTC Board of Commissioners and state legislation for consideration. She also noted that there will be opportunities for transportation ballot initiatives, including one tied to fuel revenue indexing, in 2024.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

6. Receive an Update from NDOT’s Advisory Working Group

Comments:

Following a detailed PowerPoint presentation [attached], Ms. Sondra Rosenberg, Assistant Director of Planning for the Nevada Department of Transportation (NDOT), provided an update on the Advisory Working Group (AWG). She began with an overview of Nevada’s growing population and rising roadway construction costs. Next, she discussed the AWG’s goals, which are to conduct an examination of the financial sustainability of the state highway fund and provide recommendations to the State Legislature on alternative transportation funding strategies. All past AWG meetings and materials are available online. She then detailed the five remaining revenue options for analysis and consideration which include the following:

- Longer-term sustainable statewide revenue sources
 - Distance-based charge for light-duty vehicles (RUC)
 - Increase value-based rate of governmental services tax
- Near-term statewide revenue sources
 - Increase rate of flat per-gallon gas and diesel excise tax
 - Increase the basic vehicle license fee
 - Add inflation index to flat per-gallon excise tax rate

Ms. Rosenberg stated that by December 2022, the AWG will recommend to the Legislature how statewide transportation revenue should be raised in the future.

Vice Chair Danny Thompson requested additional information on the potential revenue decline as adoption of electric vehicles increases. Chair Warren Hardy stressed the need for the Legislature to address funding strategies for electric vehicles. Ms. Rosenberg noted that the AWG discussed fees for

electric vehicles and hopes to have recommendations for revenue mechanisms after the June 2022 meeting.

Mr. Peter Guzman inquired about land use impact fees. Ms. Rosenberg responded that the fees were discussed, but will not be part of the statewide recommendations.

Mr. Duy Nguyen asked for estimates on the revenue that the AWG is expecting to offset and volunteered to assist on future land use discussions. Ms. Rosenberg stated that the initial estimate was \$533 million, but the figure is being updated. She noted that the goal is to stop losing revenue and, if possible, to recapture the backlog. Regarding land use, since the AWG is transportation focused, another group will probably be convened to address land use policies.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

7. Discuss Funding Solutions for the RTC’s Baseline Transit System

Comments:

Following a detailed PowerPoint presentation [attached], Mr. Guy Hobbs, Hobbs Ong & Associates, provided an overview of the Regional Transportation Commission of Southern Nevada’s (RTC) current funding. He began by detailing the positive impact federal stimulus funding has had in pushing the RTC’s financial deficit out to 2028. Continuing, Mr. Marc Traasdahl, Chief Financial Officer for the RTC, explained the reduction in operating expenditures that would be necessary to address the future deficit. He noted that reductions would begin as early as 2024 with staff layoffs, hiring freezes, service reduction, and project delays. Ms. M.J. Maynard, Chief Executive Officer for the RTC, added that prior to the announcement of federal stimulus funds, the RTC began to prepare for the deficit by cutting almost \$10 million in operating costs. Without stimulus funding, the RTC would already be operating in a deficit.

Mr. Ken Evans asked for more information on the impact the cuts would have on the overall experience for transit riders, particularly in terms of length of trip and number of transfers.

Vice Chair Danny Thompson asked if there have been any changes on regulations for transportation network companies (TNC). Mr. Hobbs responded that there were no changes to TNC regulations. Chair Warren Hardy commented on the issues created by the TNC’s business model. Mr. Evans noted that TNCs provide crucial first and last mile services, and that they contribute to overall mobility options.

Continuing, Mr. Hobbs reviewed the principles of effective tax systems that should be taken into consideration as the Transportation Resource Advisory Committee and Community Collaboration (TRAC) considers alternative funding solutions. He then provided a sample breakdown of funding sources for transit agencies, which included federal, state, local, and fare revenue. Mr. Traasdahl noted that in terms of fare revenue, the RTC collects more than the majority of its peer agencies, who also receive more funding from local, state, and federal sources.

Chair Hardy asked TRAC to review the tax system principles presented by Mr. Hobbs in preparation for the next meeting, and to be prepared to provide any additional principles, if any, that need to be included.

Mr. David Frommer asked if the RTC could increase its federal funding. Mr. Traasdahl responded that the RTC could shift federal formula funding which is currently used to maintain its fleet into operations. Ms. Maynard added that the RTC would only be able to shift approximately 32 percent of vehicle maintenance costs.

Ms. Amanda Moss suggested that sustainability should be added to the principles. Mr. Hobbs responded that flexibility addresses Ms. Moss’s concerns.

Chair Hardy asked if any TRAC members had an issue with the list of taxes provided by Mr. Hobbs. No concerns were posed.

Next, Mr. Hobbs presented a list of potential fees or taxes for consideration. Vice Chair Thompson asked if any research or studies on the impact of the Las Vegas Convention Center Loop had been conducted. Ms. Maynard responded that the focus has been on creating an integrated multimodal system. In terms of the Las Vegas Convention Center Loop, it is too early to tell since it is not fully operational.

Mr. Barry Gold commented that sales tax is regressive and can have an adverse impact on low-income residents. Mr. Hobbs noted that the focus would be on expanding sales tax to include items that are not currently taxed versus increasing the sales tax. Continuing, he explained that with the exception of transit fees, all of the proposed tax revenue sources would require legislative action.

Chair Hardy asked TRAC to be prepared to discuss the list of proposed taxes for the next meeting.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

8. Topics of Interest and Closing Remarks

Comments:

No comments were made.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

9. Conduct a comment period for citizens participation

Comments:

Mr. David Frommer suggested developing a transportation legislative strategy in conjunction with other entities.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

ADJOURNMENT

The meeting adjourned at 5:00 p.m.

Respectfully submitted,

DocuSigned by:

Melanie Swick

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Melanie Swick, Recording Secretary

DocuSigned by:

Marek Biernacinski

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Marek Biernacinski, Transcription Secretary



TRAC COMMITTEE 2022

TRANSPORTATION RESOURCE ADVISORY COMMITTEE & COMMUNITY COLLABORATION

AGENDA ITEM #1

INITIAL CITIZENS PARTICIPATION



TRAC COMMITTEE 2022

AGENDA ITEM #2

APPROVE THE MINUTES

MEETING OF MARCH 31, 2022
(FOR POSSIBLE ACTION)



TRAC COMMITTEE 2022

AGENDA ITEM #3

DISCUSS TRAC'S

GOALS AND RECEIVE AN
UPDATE FROM STAFF



TRAC COMMITTEE 2022

AGENDA ITEM #4

TRAC STAFF UPDATE

REGARDING PRIOR MEETING
FOLLOW-UP RESEARCH



TRAC COMMITTEE 2022

FOLLOW UP TOPIC:
PEER AGENCY COMPARISONS
FUNDING SOURCES
(DAVID FROMMER)

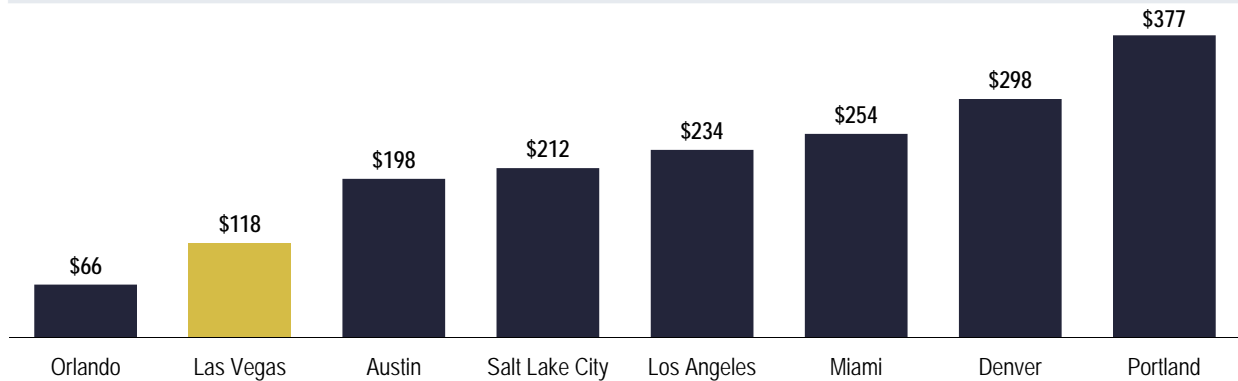


TRAC COMMITTEE 2022

Per Capita Investment In Transit

Total Expenditures | 2019

\$80 to \$259 Greater Per Capita Spending by Peer Agencies on Transit^[1]

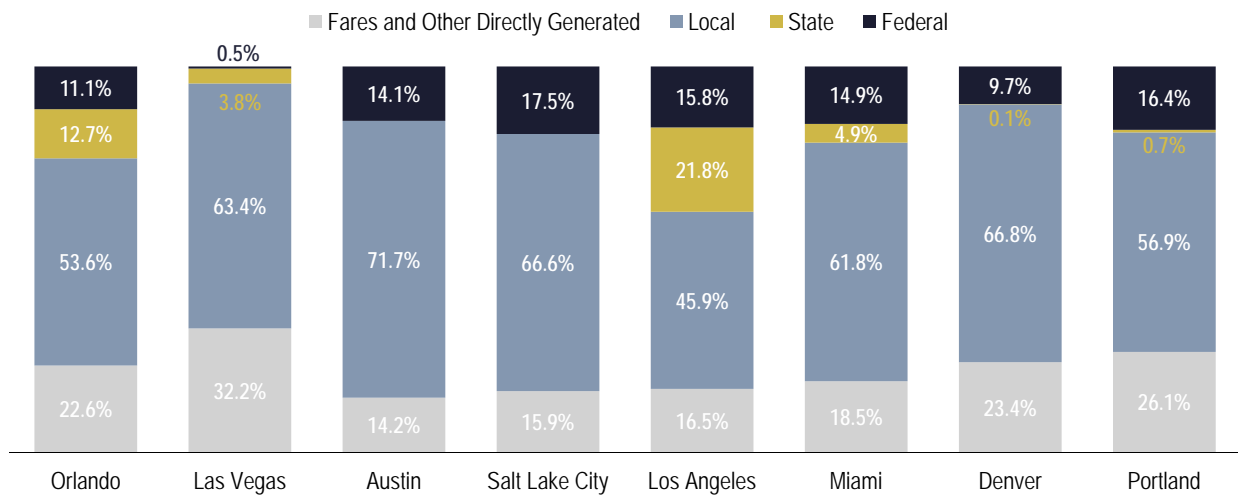


Source: Federal Transit Administration: Applied Analysis. Note: Locations included large western metros most similarly positioned to RTC Southern Nevada. Florida locations were included because of the similarity of the tourism economy to Nevada. Population refers to service area population. [1] With exception of Orlando, FL.



Operating Funds

By Source | 2019



Source: Federal Transit Administration: Applied Analysis. Note: Locations included large western metros most similarly positioned to RTC Southern Nevada. Florida locations were included because of the similarity of the tourism economy to Nevada.

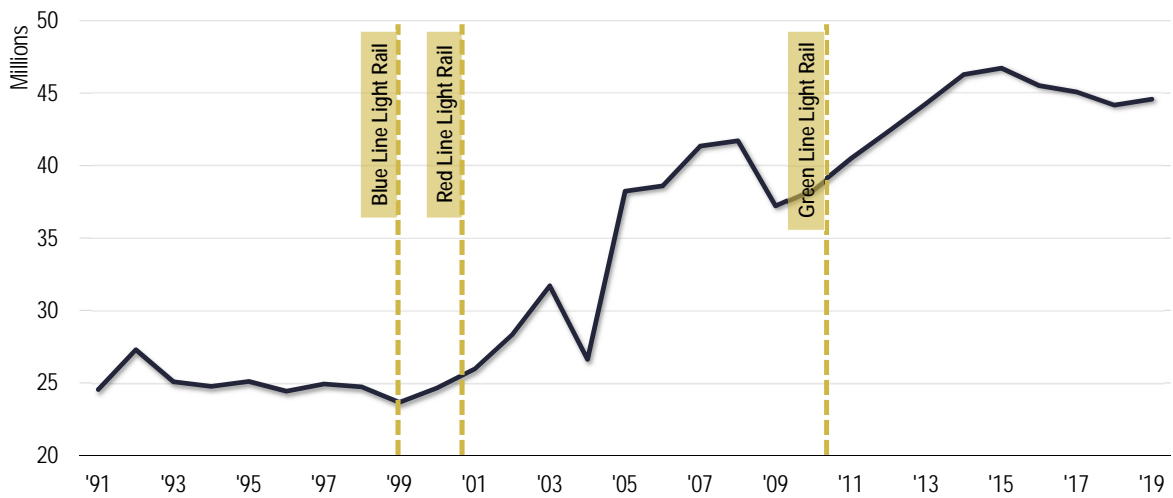


FOLLOW UP TOPIC: PEER AGENCY COMPARISONS TRANSIT MODES (WARREN HARDY AND KEN EVANS)



TRAC COMMITTEE 2022

Salt Lake City Annual Unlinked Trips



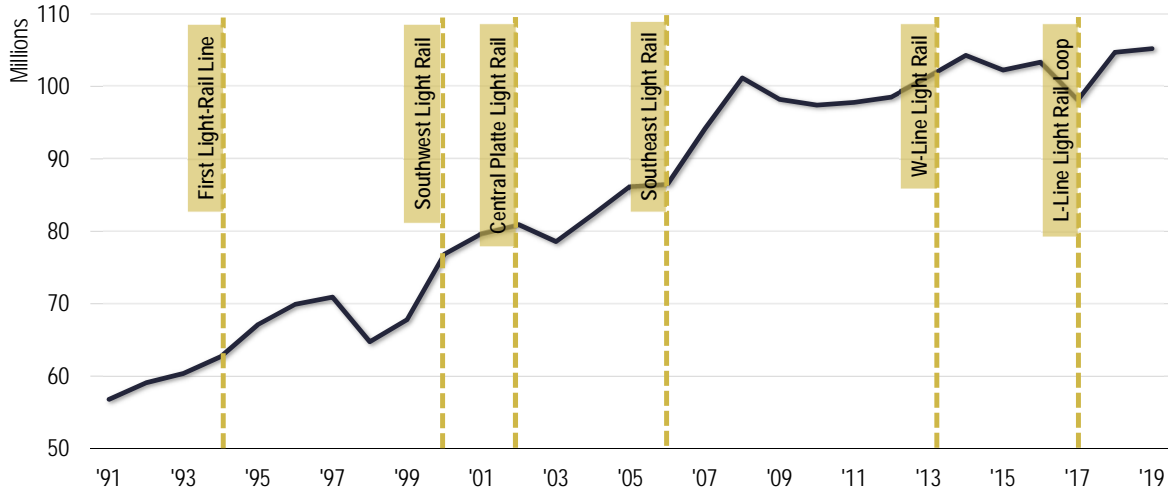
Source: Federal Transit Administration.



TRAC COMMITTEE 2022

Denver

Annual Unlinked Trips



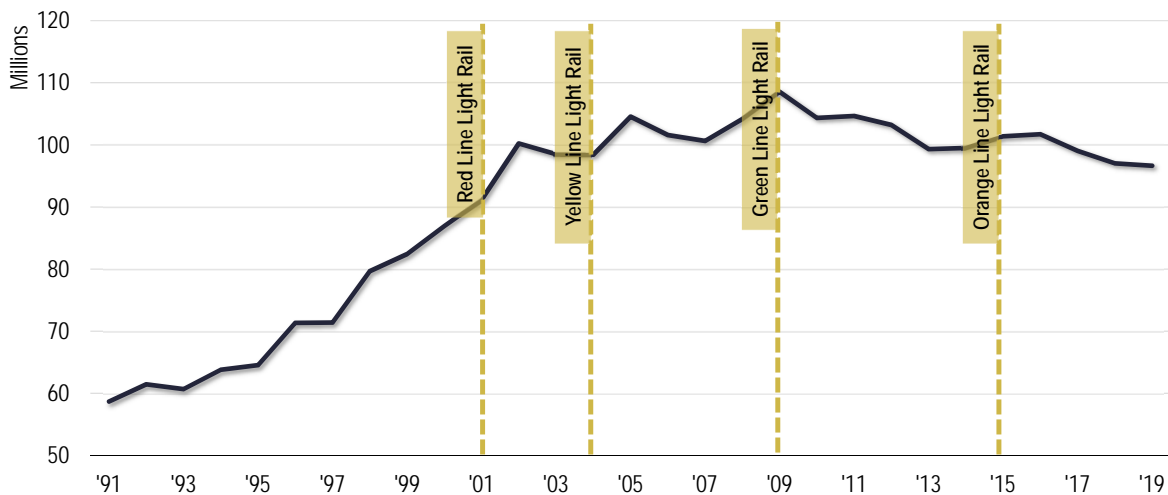
Source: Federal Transit Administration.



TRAC COMMITTEE 2022

Portland

Annual Unlinked Trips



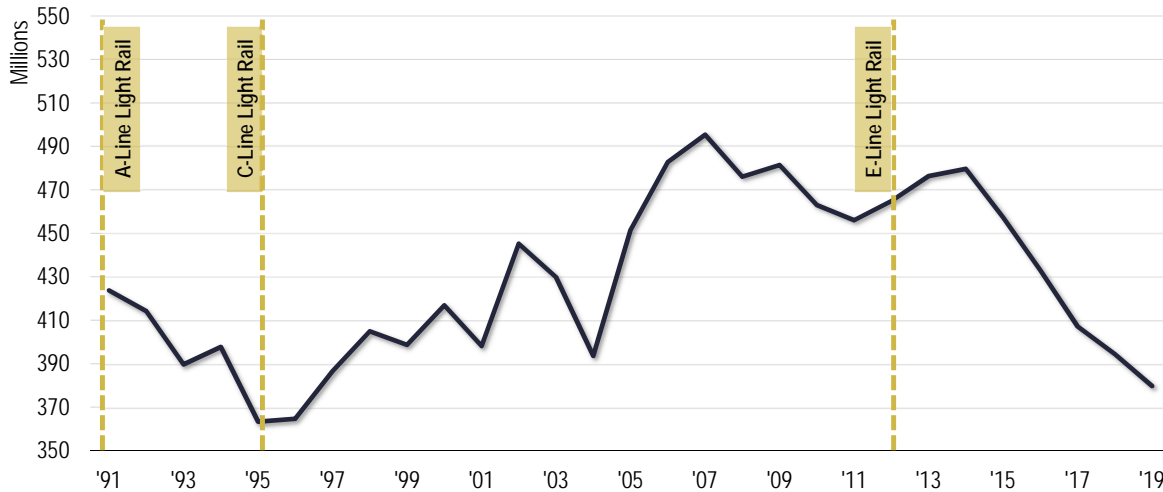
Source: Federal Transit Administration. Note: Portland's first light rail system, the blue line, opened in 1986.



TRAC COMMITTEE 2022

Los Angeles

Annual Unlinked Trips

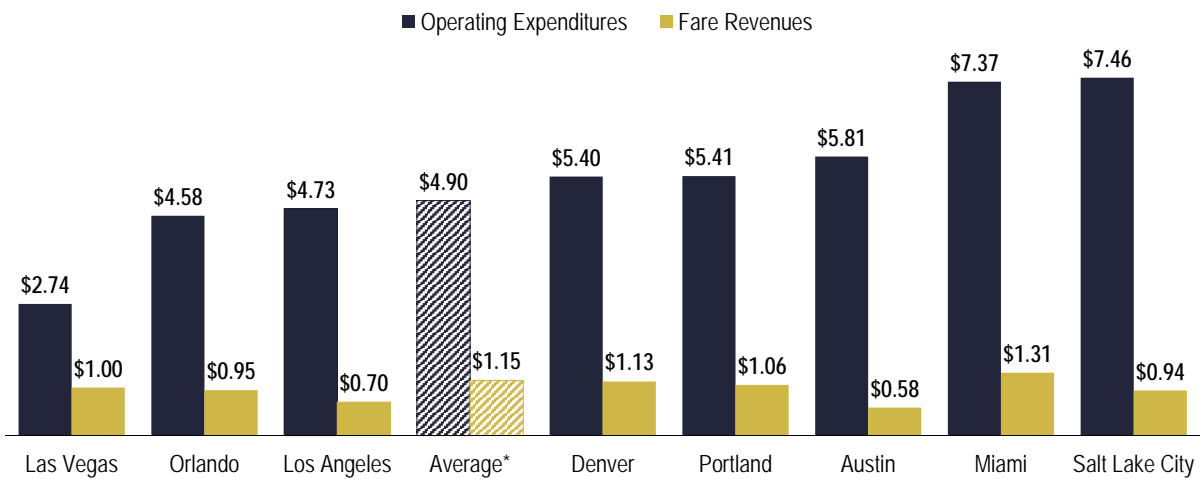


Source: Federal Transit Administration. Note: Light rail is part of the Los Angeles Metro Rail consisting of two subway and four light rail lines. The first part of the light rail opened in 1990.



Bus Cost-Revenue Per Trip

By Peer Agency | 2019

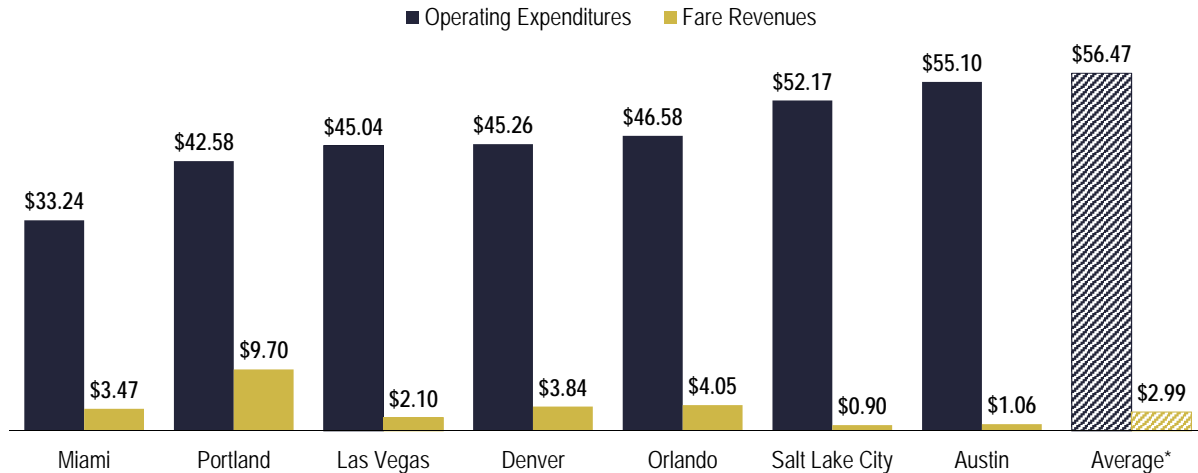


Source: Federal Transit Administration: Applied Analysis. Note: Average only includes top 50 reporters. Trips are annual unlinked trips.



Paratransit Cost-Revenue Per Trip

By Peer Agency | 2019



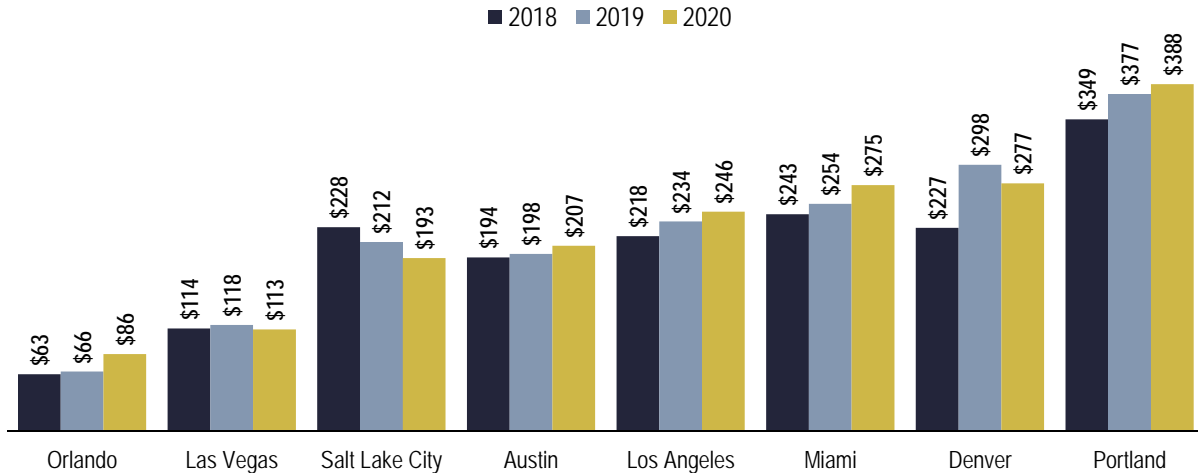
Source: Federal Transit Administration, Applied Analysis. Note: Average only includes top 50 reporters. Trips are annual unlinked trips.



FOLLOW UP TOPIC:
PEER AGENCY COMPARISONS
TRANSIT INVESTMENT (PRE-COVID)
(STEVE HILL)



Per Capita Actual Investment In Transit Total Expenditures



Source: Federal Transit Administration; Applied Analysis. Note: Locations included large western metros most similarly positioned to RTC Southern Nevada. Florida locations were included because of the similarity of the tourism economy to Nevada. Population refers to service area population. [1] With exception of Orlando, FL.



TRAC COMMITTEE 2022

FOLLOW UP TOPIC: ADVERTISING REVENUE *(KARLOS LASANE)*

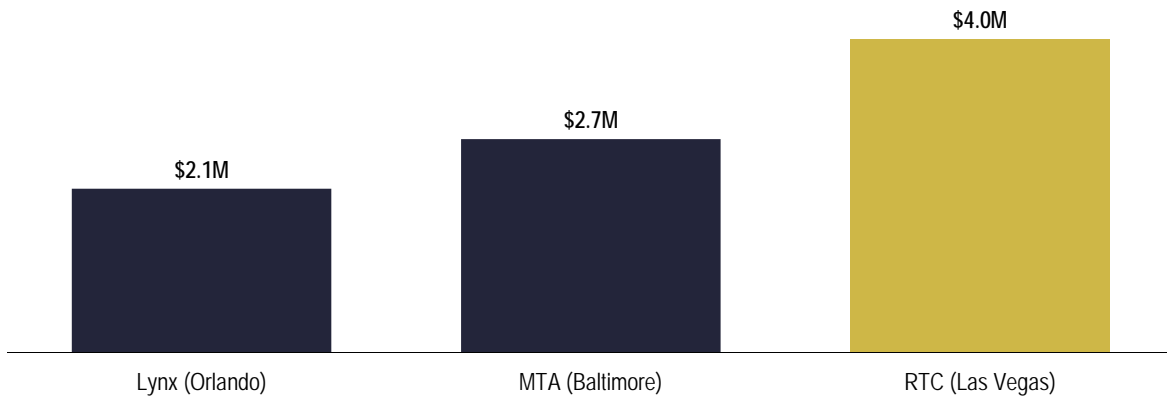


TRAC COMMITTEE 2022

Transit Advertising Revenue

Peer Agency Comparison | 2019

1.5x – 1.9x Greater Advertising Revenue Received by RTC in 2019



Source: RTC. Note: MTA = Maryland Transit Administration.



TRAC COMMITTEE 2022

RTC TRANSIT ADVERTISING FACTS

RTC Transit Advertising Program
 The RTC has worked with Vector Media since 2014 to sell advertising space on its fleet of buses and at transit shelters. Within its contract, Vector provides a minimum annual guaranteed amount to the RTC or 55% of net revenue, whichever amount is greater.

As of March 30, 2022, Vector Media has paid the RTC a total of \$23,464,871.60 since 2014.

As of February 2022:

- 953 ads placed in a total of 1,982 spots on RTC vehicles (48% occupancy)
- 1,598 ads placed in a total of 4,620 shelter ad faces (35% occupancy)

At the onset of the COVID-19 pandemic, with businesses shutting down, laying off employees and pulling back on budgeted items like marketing and advertising, Vector Media suffered a drop in projected advertising revenue for the year. As a result, they requested relief from their minimum annual guarantee. We contacted other transit agencies – some whose transit advertising services contractor was Vector Media and others that contracted with different vendors – and found that we were not in a unique situation.

The board-approved amendment in November 2020 waived Vector's quarterly MAG payments due April 1, 2020 through June 30, 2020, and July 1, 2020 through September 30, 2020.

The amended MAG is \$1.5 million or 60% of net revenue, whichever is greater, for contract year October 1, 2020 to September 30, 2021.

The amended MAG is \$1.75 million or 60% of net revenue, whichever is greater, for contract year October 1, 2021 to September 30, 2022.




RTC TRANSIT ADVERTISING FACTS

Original Contract Payment Structure

Contract Year	Minimum Annual Guarantee	OR	Share of Net Revenues
10/01/2013 to 9/30/2014	\$2,500,000	OR	55%
10/01/2014 to 9/30/2015	\$2,675,000	OR	55%
10/01/2015 to 9/30/2016	\$2,850,000	OR	55%
10/01/2016 to 9/30/2017	\$3,025,000	OR	55%
10/01/2017 to 9/30/2018	\$3,200,000	OR	55%
Options Years	Minimum Annual Guarantee	OR	Share of Net Revenues
10/01/2018 to 9/30/2019 (1st Option)	\$3,600,000	OR	55%
10/01/2019 to 9/30/2020 (1st Option)	\$3,750,000	OR	55%
10/01/2020 to 9/30/2021 (1st Option)	\$3,900,000	OR	55%
10/01/2021 to 9/30/2022 (2nd Option)	\$4,300,000	OR	55%
10/01/2022 to 9/30/2023 (2nd Option)	\$4,500,000	OR	55%



TRAC COMMITTEE 2022

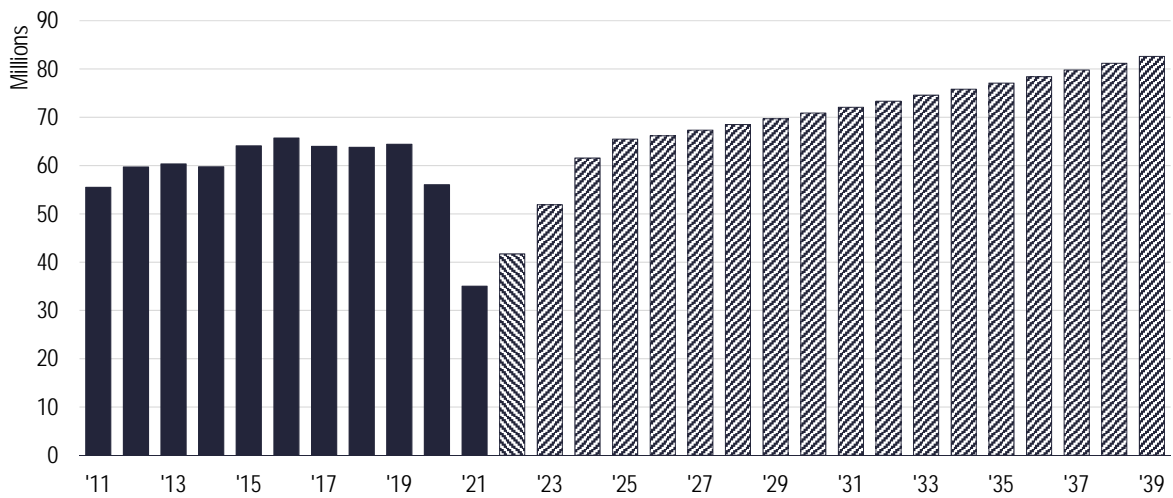
FOLLOW UP TOPIC: FUTURE DEMAND (KEN EVANS)



TRAC COMMITTEE 2022

Transit Ridership

Historical and Projected Demand | Fiscal Years



Source: RTC of Southern Nevada; Applied Analysis.



TRAC COMMITTEE 2022

FOLLOW UP TOPIC: DEFERRED CAPITAL OUTLAY

(DAVID FROMMER)



TRAC COMMITTEE 2022

Extending Capital Replacement of Fixed-Route Buses



RTC Buses Are in Operation For
12 Years (500,000 Miles)



Considerations

- Traffic
- Extreme Heat
- EPA Regulations
- Service Breakdowns



Maintenance Cost

13-Year-Old Bus
\$0.93/Mile

New Bus
\$0.07/Mile

Note: New bus maintenance cost does not include fuel.



TRAC COMMITTEE 2022

Extending Capital Replacement of Paratransit Buses



RTC Buses Are in Operation For
5 Years (150,000 Miles)



Maintenance Cost

6-Year-Old Bus
\$0.22/Mile

New Bus
\$0.05/Mile



Considerations

- Traffic
- Extreme Heat
- EPA Regulations
- Service Breakdowns



TRAC COMMITTEE 2022

Additional Annual Expense for Deferred Replacements



Source: RTC of Southern Nevada. Note: Estimates.



TRAC COMMITTEE 2022

FOLLOW UP TOPIC: MEDICAID REVENUE RECOVERY



TRAC COMMITTEE 2022

Medicaid Reimbursements

Pre-COVID - 2019

\$45.04

Paratransit
Cost
Per Trip

\$21.42

Medicaid
Reimbursement
Per Trip

Source: RTC of Southern Nevada



TRAC COMMITTEE 2022

FOLLOW UP TOPIC: SOCIAL ISSUES AND SUBSIDIES

(DR. TIFFANY TYLER-GARNER)



TRAC COMMITTEE 2022

Mobility Services, Programs and Supplemental Services

Updated 4/10/22

The Regional Transportation Commission of Southern Nevada (RTC) prioritizes equity, accessibility and sustainability among its initiatives, projects and programs.

EQUITY

- Reduced Fare passes, which is 50-percent of the regular fare, are available for veterans, youth ages 6-17, students K-12, senior citizens over the age of 50, persons with disabilities, Medicare eligible persons, and mobility impaired customers. College students who attended a Nevada System of Higher Education school are also able to receive an even deeper discount of 60% with the semester pass through the U-Pass program.
- Local nonprofits are eligible for our **Vendor Pass Program** that enables them to purchase transit passes at a 50-percent discount all year-round.
- Local nonprofits can also apply for free bus passes through the **Travel Pass Grant Program**, which allows organizations to request up to \$1,500 in transit passes every 18 months.
- Additionally, employees who are a **Club Ride partner** may purchase discounted **EZ Rider** transit passes for employees in bulk at a 10-percent discounted rate.

ACCESSIBILITY

- During the pandemic, the RTC helped the community get back to work with its **Try Transit** program, offering two complimentary seven-day passes for those recently hired or returning to work. Recipients of these passes have taken more than 100,000 trips.
- Thanks to the **Helping Obtain Prosperity for Everyone (HOPE)** grant, we are studying potential on-demand services for low-income populations currently underserved by traditional public transit. The goal is to improve access to jobs, healthy food, and community services, while improving transportation efficiency and access to essential services for valley residents who experience high barriers to meeting basic needs.
- The RTC has a **paratransit vehicle donation program** for local nonprofits to obtain retired vehicles, allowing them to apply for and use these vehicles to transport clients and staff for their agencies' needs.
- Thanks to a federal grant and partnership with the City of Las Vegas, the RTC's **shared project** will deploy an autonomous circulator between downtown Las Vegas and the Las Vegas Medical District to connect Southern Nevada's most vulnerable populations, including elderly residents and persons with disabilities, to key facilities and vital services like healthcare, education, and employment.

SUSTAINABILITY

- This month, we launched the **Pink at the Pump** campaign, which encourages commuters to buy-ers by another way rather than driving alone. Participants who sign up for the RTC Club Ride program can receive free carpool match reports, 30 days of free RTC Bike Share or 14 days of free public transit service, including RTC-OrDemand.
- In March 2021, the RTC published agency's **Zero Emissions Bus Rollout Plan**, which outlines the necessary steps to convert 100 percent of our fleet to zero-emission vehicles by 2030. Funding is available. The fleet conversion will yield numerous benefits for Southern Nevada, including emissions reductions, improved air quality, and decreased noise pollution, which is especially true for disadvantaged communities that are disproportionately exposed to harmful pollutants.

Beyond traditional bus service and paratransit service, the RTC helps subsidize supplemental transportation services with community partners.

RIDE ON-DEMAND

In 2018, the RTC launched the **Ride On-Demand** program with Lyft to offer paratransit customers a same-day transportation option. Additionally, the RTC partnered with Tango Car to provide wheelchair-accessible vehicles for clients.

COMMUNITY MOBILITY PROJECT

In an effort to increase transportation and mobility options for eligible seniors, persons with disabilities, and low-income residents, the RTC developed the **Community Mobility Project** as a reimbursement program to match eligible transportation expenses for non-profit organizations that provide transportation services. Examples of reimbursed non-profits include Capability Health & Human Services, Dignity Health, Helping Hands of Vegas Valley, Nevada HAND, and Opportunity Village.

SILVER RIDER

The RTC provides **Silver Rider**, which is rural transit service in Laughlin and Mesquite, through the Southern Nevada Transit Coalition.

VEHICLE DONATION PROGRAM

Local nonprofits can request to be added to a waitlist to receive a **donated transit vehicle** that has been retired from the fleet to use for their programs or services.

RTC CCSD RIDE ON

In October 2021, the RTC launched **Ride On** in partnership with the Clark County School District to provide transportation services to and from school for 15 area high schools using the RTC transit system.



TRAC COMMITTEE 2022

AGENDA ITEM #5

LEGISLATIVE UPDATE

FROM RTC STAFF



TRAC COMMITTEE 2022

FEDERAL PRIORITIES & GRANT OPPORTUNITIES



Equity



Safety



Climate



Modernization



2023 LEGISLATIVE SESSION TOPICS OF DISCUSSION

- 1 TRAC Recommendation(s)
- 2 RTC Board Recommendation(s)

AGENDA ITEM #6

NDOT'S AWG

ADVISORY WORKING GROUP UPDATE



TRAC COMMITTEE 2022

Funding Transportation & Infrastructure for the Next Generation

Nevada Sustainable Transportation Funding Study

April 28, 2022



Sondra Rosenberg, Deputy Director
Nevada Department of Transportation

Nevada's growing population and broader inflation in construction costs are straining the existing system.

Population Growth

Source: US Census Bureau, ACS

15%
Nevada Population
Increase, 2010 - 2020

7%
US Population
Increase
2010 - 2020



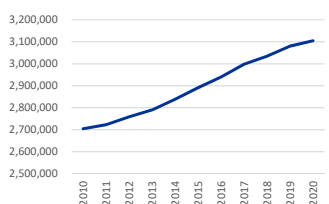
US Construction Costs



15%
Increase
Jan. 2020 -
Oct. 2021

Source: FRED Economic Data, 2021

NV Population Growth
2010 - 2020



Vehicle Miles Traveled

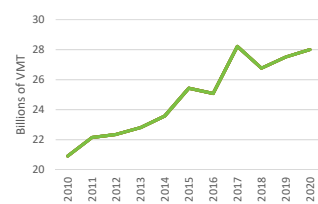
U.S. Federal Highway Administration

34%
Statewide Increase
2010 - 2020

11%
US Increase
2010 - 2020

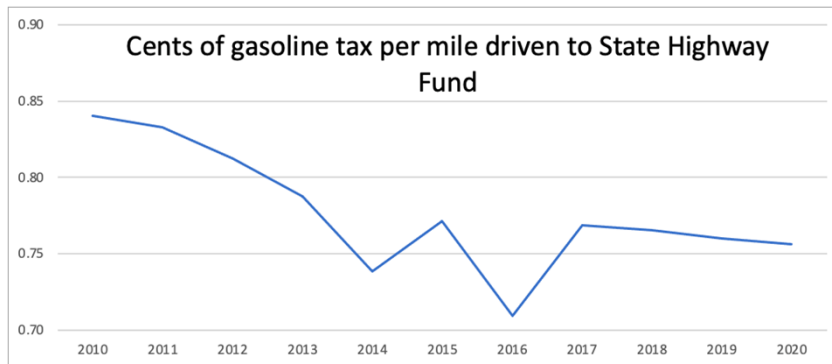


NV Vehicle Miles Traveled
2010 - 2020



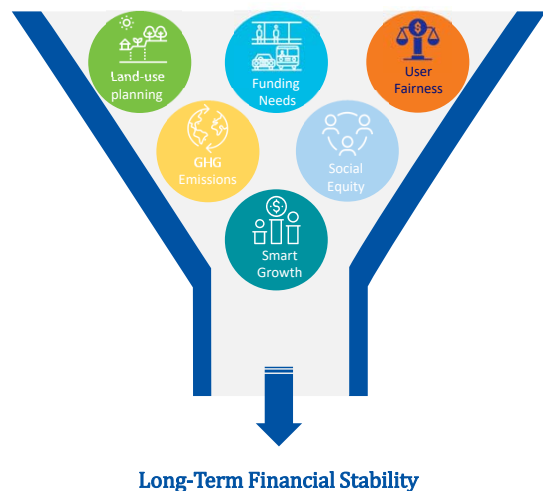
The erosion in gas tax revenue will accelerate as more vehicles use less gasoline (or no gas at all).

A new generation of drivers, vehicles, technologies, and fuel sources has arrived. A next-generation funding method is needed to pay for the roads.



Legislature directed NDOT to conduct an in-depth study of sustainable transportation funding.

- Assembly Bill 413 (2021) directs the Nevada DOT to convene an Advisory Working Group (AWG) to study transportation needs of the state and recommend sustainable funding options.
- The momentum behind this AWG traces to SCR3 from 2019, which directed a study on transportation funding and electric vehicles.



Legislative study:

- An examination of the financial sustainability of the **State Highway Fund** must be undertaken and the recommendations must be included in the final report due to the Legislature by December 31, 2022. This must include an assessment of at least **two alternative transportation funding approaches** that have been identified.
- Consistent with AB 413**, new approaches to **multimodal** transportation funding **for all users** must take into account the need to improve **social equity, user equity**, and reduce **GHG emissions**. Finally, the role that **land use and smart growth** strategies can play must be considered.

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The Sustainable Transportation Funding Study is in the final stretch

The Advisory Working Group last met on April 12 to further narrow the list of potential sustainable transportation revenue sources. At the June meeting, they will decide which of the final five options to recommend.



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Five remaining revenue options for analysis and consideration

Longer-term sustainable statewide revenue sources

- Distance-based charge for light-duty vehicles (RUC)
- Increase value-based rate of governmental services tax (GST) *f*

Near-term statewide revenue sources

- Increase rate of flat per-gallon gas and diesel excise tax
- Increase the basic vehicle license fee
- Add inflation index to flat per-gallon excise tax rate

Better suited as local revenue sources

- Street utility fee *f*
- Cordon charge in urbanized areas
- Ride-share surcharges + *f*
- Land use impact fees +

No longer under consideration

- Parcel delivery fee + *f*
- Add a tax on tires *f*

- Add fee based on vehicle engine type
- Land use impact fees

- Carbon tax + *f*

- Add fee based on vehicle weight

- Add fee based on vehicle fuel economy rating

- Add fee based on vehicle age

- Weight-distance-based charged for charged for medium- and heavy-duty heavy-duty vehicles

- Taxes on electricity consumed by consumed by electric vehicles *f* vehicles *f*

- Add a tax on EV batteries *f*

- Payroll tax *f*

- Value added tax on goods movement *f* movement *f*

- General fund transfers *f*

- Income tax *f*

Key:

● ● ● Guiding Principles composite rating. + possible policy recommendations forthcoming *f*= flexible transportation funding

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Conclusions

- ❖ By December 2022, the AWG will recommend to the Legislature *how* statewide transportation revenue should be raised in the future. At minimum, these revenue mechanisms must be capable of covering for expected declines in the state's gas tax revenue.
- ❖ In addition, the AWG recognizes that unfunded needs currently exist. The AWG may recommend *near-term transportation revenue mechanisms* to address the growing backlog of unfunded programs and projects.
- ❖ More specific details, including which revenue sources to implement, specific tax or fee rates, timing of new revenue and expenditures, appropriation levels for various programs and projects, and more – will be up to the Legislature to decide.

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More information:



www.NVTransportationFuture.org



info@NVTransportationFuture.org

AGENDA ITEM #7

DISCUSS FUNDING

SOLUTIONS FOR THE RTC'S BASELINE TRANSIT SYSTEM

MAIN OBJECTIVES



TRAC COMMITTEE 2022

MAIN OBJECTIVES



TRAC COMMITTEE 2022

BASELINE FUNDING

Cost associated with maintaining consistent service levels and complying with federal requirements on a going forward basis.

This does not include enhancements to the existing transit system. This only preserves what we are currently providing or required to provide.



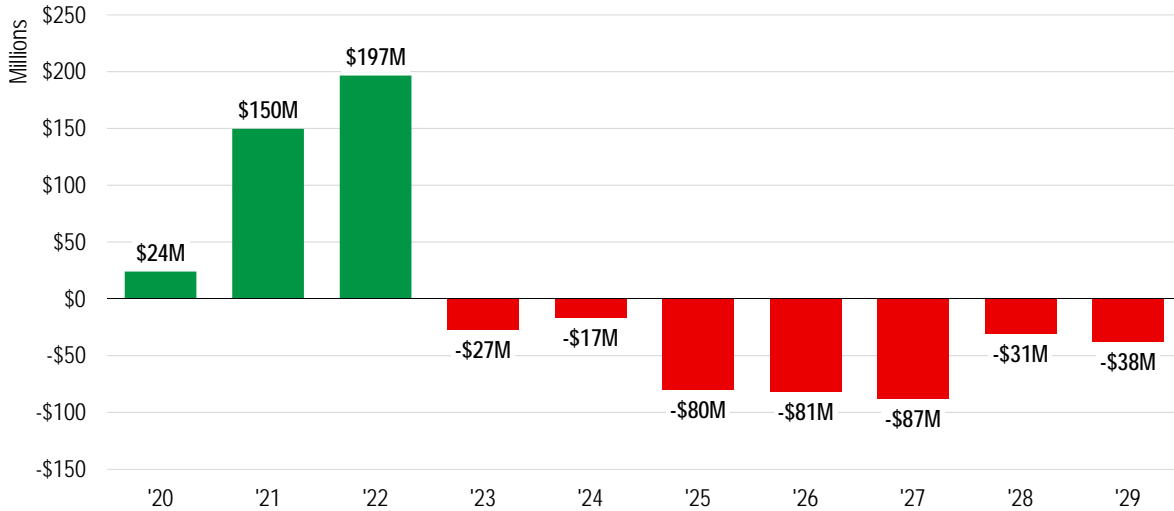
TRAC COMMITTEE 2022

DEFINING THE FISCAL CLIFF



TRAC COMMITTEE 2022

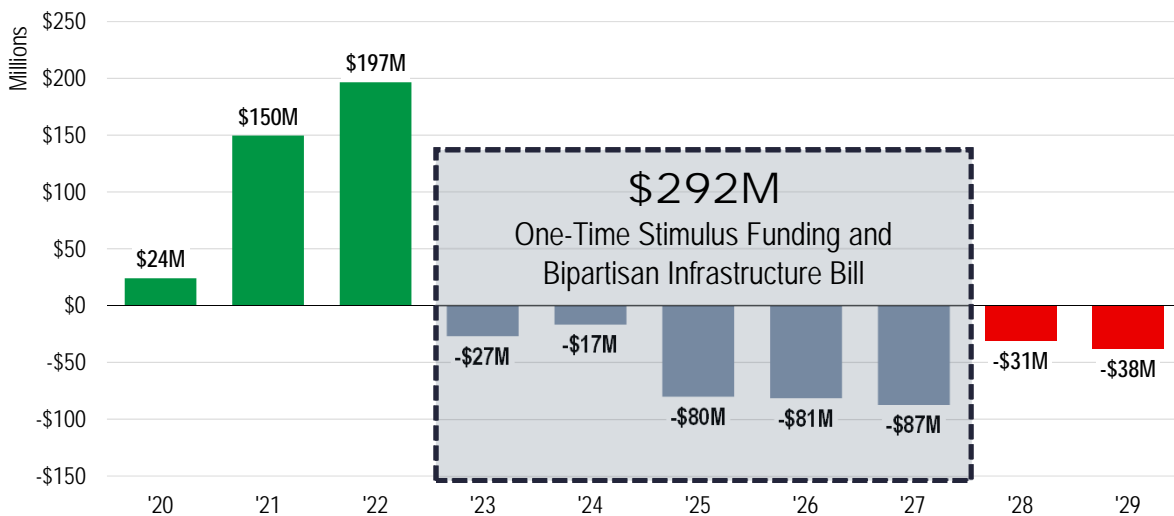
Transit Projected Budget Surplus/Deficit



Source: RTC of Southern Nevada. Note: Based on current projections effective January 2022 and subject to change due to sales tax, federal grants and capital expenditures



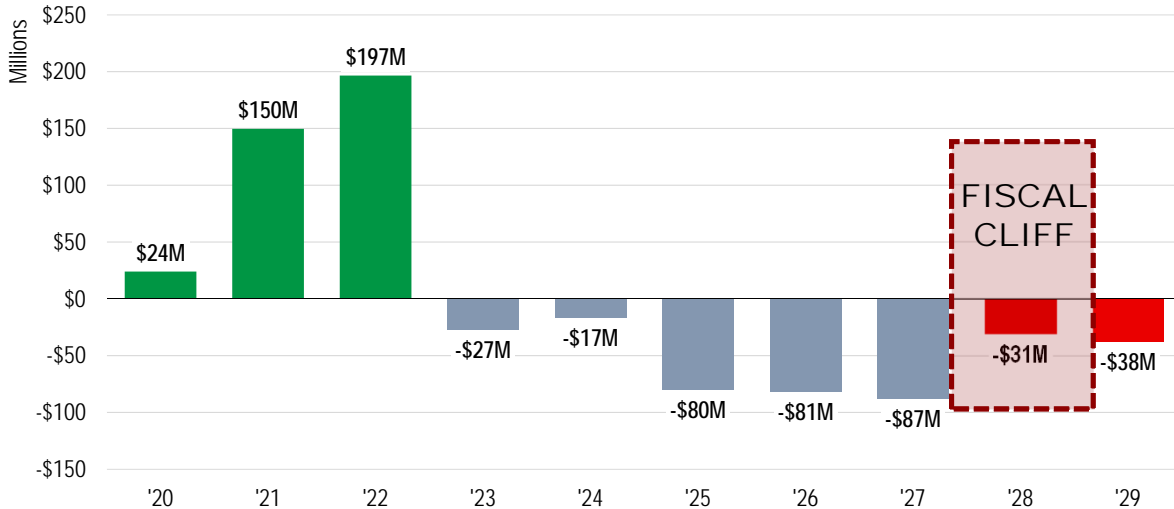
Transit Projected Budget Surplus/Deficit



Source: RTC of Southern Nevada. Note: Based on current projections effective January 2022 and subject to change due to sales tax, federal grants and capital expenditures



Transit Projected Budget Surplus/Deficit



Source: RTC of Southern Nevada. Note: Based on current projections effective January 2022 and subject to change due to sales tax, federal grants and capital expenditures



Budget Reductions



+\$69 Million in Reductions

- Cutting Management/Staff Pay
- Cutting Contracted Services up to 15%
- Implementing a Hiring Freeze
- Laying Off or Furloughing up to 15% of Workforce
- Significantly Cutting or Reducing Mobility Service, such as:
 - Transit Routes
 - Senior and Veterans' Services
 - Paratransit Service Area
 - On-Demand Service
 - Game Day Services
- Deferring Capital Projects

Source: RTC of Southern Nevada. Note: Budget reduction estimates are through 2029. Capital projects include bus and land purchases.





PRINCIPLE			
1	Revenue Stability (Is it volatile?)	10	Simplicity (Is it easy to understand?)
2	Vertical Equity (Does everyone pay equally?)	11	Horizontal Equity (Do higher earners pay more?)
3	Ease of Compliance (Is it easy to comply with the tax?)	12	Ease of Administration (Are the rules known and simple?)
4	Transparency (Do taxpayers know it exists?)	13	Revenue Sufficiency (Will it address revenue needs?)
5	Nexus (Does it intersect with transit?)	14	Uniformity (Is the tax application uniform?)
6	Competitiveness (Are competitive imbalances created?)	15	Neutrality (Is it preferential to a specific group?)
7	Exportability (Will it apply to visitors?)	16	Integration (Is there overlap with existing taxes?)
8	Flexibility (Will it adapt to future changes?)	17	Legality (Is it constitutionally allowed?)
9	Predictability (Is it easy to determine likely revenue collections and timing?)		

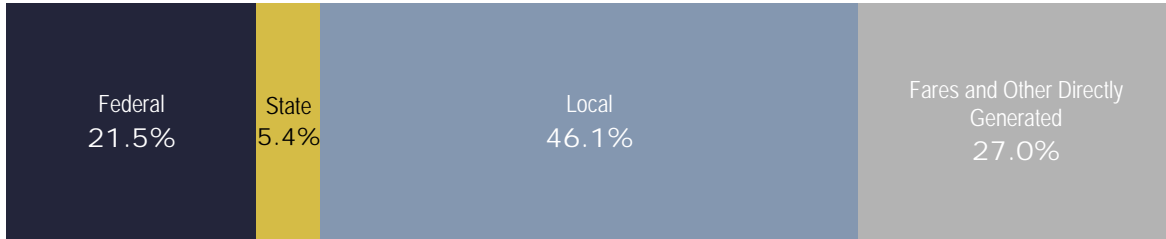
TRAC COMMITTEE 2022



PRINCIPLE			
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TRAC COMMITTEE 2022

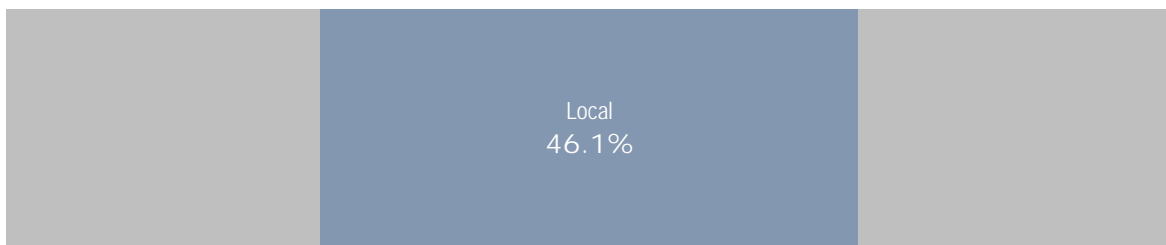
National Share of Transit Funding by Type All Organizational Types



Source: Federal Transit Administration. Note: Local includes taxes and fees levied directly by transit agencies.



National Share of Transit Funding by Type All Organizational Types

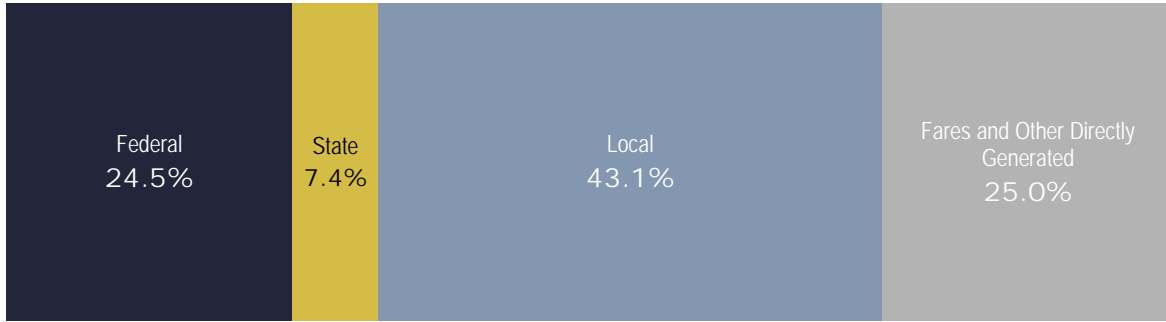


- General Fund
- Sales Tax
- Property Tax
- Income Tax
- Fuel Tax
- Other Tax (Payroll, Utility, etc.)
- Tolls
- Other Funds (Registration Fees, Vehicle Licensing, etc.)

Source: Federal Transit Administration. Note: Local includes taxes and fees levied directly by transit agencies.



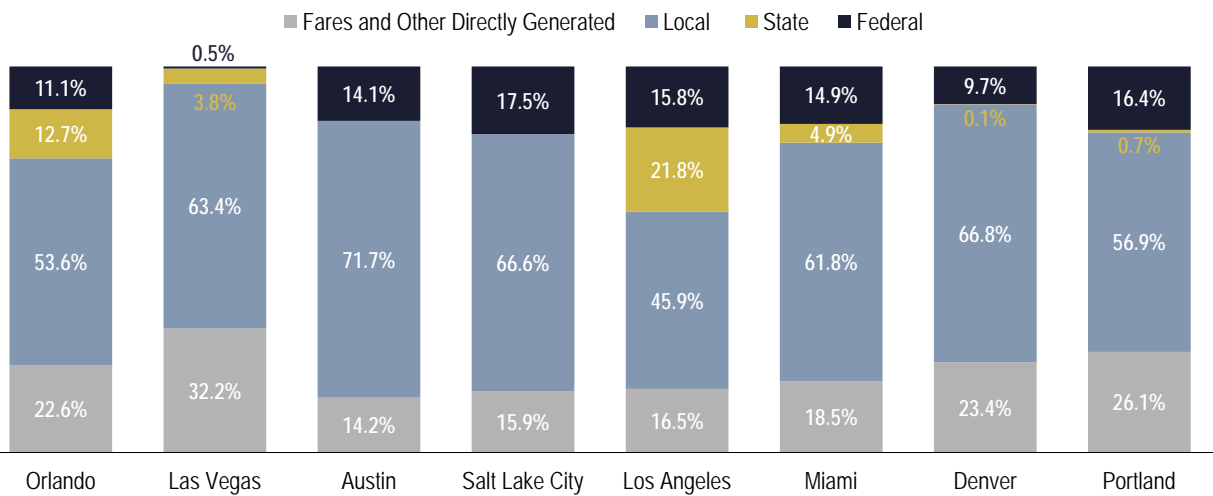
Nevada Share of Transit Funding by Type All Organizational Types



Source: Federal Transit Administration. Note: Local includes taxes and fees levied directly by transit agencies.



Operating Funds By Source | 2019



Source: Federal Transit Administration: Applied Analysis. Note: Locations included large western metros most similarly positioned to RTC Southern Nevada. Florida locations were included because of the similarity of the tourism economy to Nevada.



Discussion | Alternative Revenue Suggestions



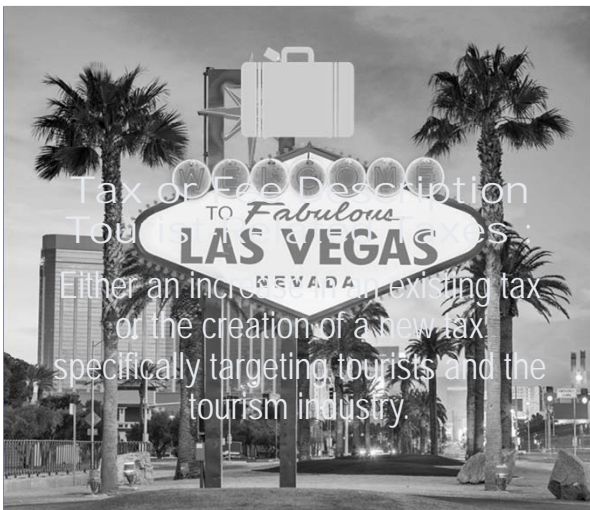
Taxes Considered, but Not Pursued

 <p>AD VALOREM (PROPERTY) TAX</p>	 <p>INDUSTRY SPECIFIC TAX</p>	 <p>TIRE TAX</p>	 <p>OTHER EXCISE TAXES</p>	 <p>INCOME TAXES</p>
--	--	---	--	---



TRAC COMMITTEE 2022

Industry Specific Tax Example



Note: For discussion purposes only.



Live Entertainment Tax (LET)



Gross Gaming Tax













Room Tax



TRAC COMMITTEE 2022











Options to Increase Baseline Funding

Potential Fees or Taxes for Consideration			
	Alternative Conveyance Fee (Uber, Lyft, Private Conveyance)		Broadened Sales Tax Base (Services Tax)
	Delivery Fee (Grocery, Food and Parcel Delivery)		Vehicle Surcharge Fee (Registration Fees, Vehicle Type)
	Increased Transit Fees (Residential)		Road Usage Fee
	Increased Transit Fees (Resort Corridor)		Congestion Charge (Ride Share, Taxi, All Drivers)
	Sales Tax Increase		Other Options?



Options to Increase Baseline Funding

Option Requires Legislative Action

Potential Fees or Taxes for Consideration			
	Alternative Conveyance Fee (Uber, Lyft, Private Conveyance) ✓		Broadened Sales Tax Base (Services Tax) ✓
	Delivery Fee (Grocery, Food and Parcel Delivery) ✓		Vehicle Surcharge Fee (Registration Fees, Vehicle Type) ✓
	Increased Transit Fees (Residential)		Road Usage Fee ✓
	Increased Transit Fees (Resort Corridor)		Congestion Charge (Ride Share, Taxi, All Drivers) ✓
	Sales Tax Increase ✓		Other Options?





2/3 Majority Required

for measures "which creates, generates, or increases any public revenue in any form"



Photo Credit: Kippy S. Spiker, Geminal Graphics & Photography



TRAC COMMITTEE 2022

Alternative Conveyance Fees



39.4M

2019 BASE (TOTAL RIDES)

\$0.50/Ride

POTENTIAL IMPOSED FEE

\$19.7M

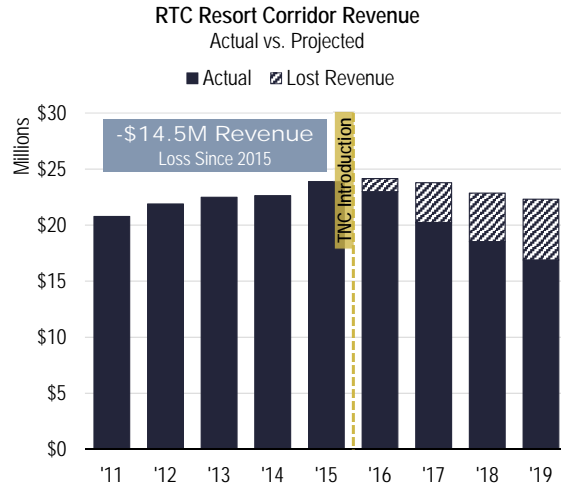
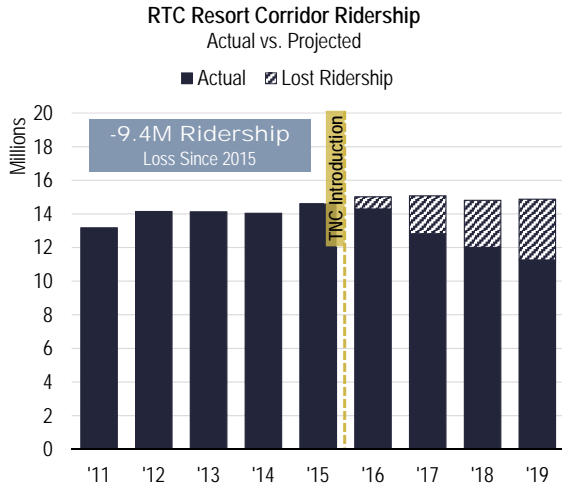
REVENUE POTENTIAL (CLARK COUNTY)

Source: Applied Analysis. Note: Based on projected number of rides provided by Uber and Lyft (excluding airport rides) in Clark County. Note: For discussion purposes only.



TRAC COMMITTEE 2022

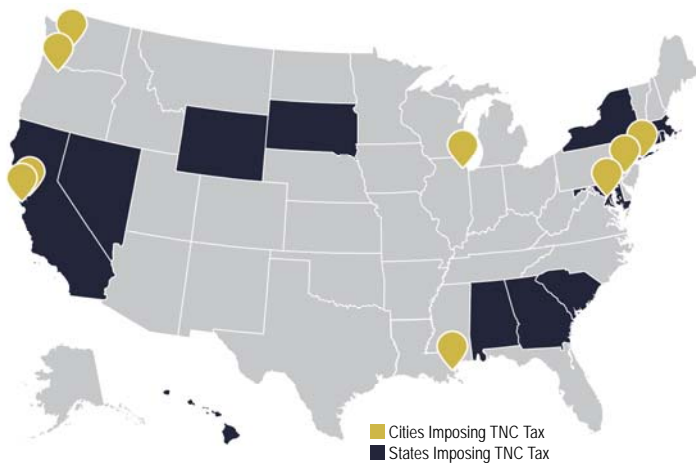
TNC Impact on RTC – Resort Corridor Routes



Source: Applied Analysis. Note: TNCs began unregulated operations in Nevada in October 2014 but shut down a month later after a court injunction on behalf of the state. The legislature passed laws in the 2015 session allowing TNC operations in the state, and TNCs began regular operations in the second half of 2015. Projected values based on the historic ratio of Strip route ridership to Las Vegas visitor volume if TNCs had not been introduced.



TNC Fees Across the United States



TYPES OF TNC FEES	
Type	Value Range
Per Trip (\$)	\$0.10 - \$6.25
Revenue (%)	0.33% - 3.25%
Sales Tax (%)	State Specific

There is
WIDE VARIATION
in the types of TNC
fees imposed

Note: Data compiled from various sources.



Delivery Fees



Tax or Fee Description:

A fee imposed on deliveries, including parcel delivery (UPS), grocery delivery (Instacart) and food delivery (Grubhub). Fee may be applied on a per delivery basis or as a share of total revenue.

107.9M

2019 BASE (TOTAL DELIVERIES)

\$0.30/Delivery

POTENTIAL IMPOSED FEE

\$32.4M

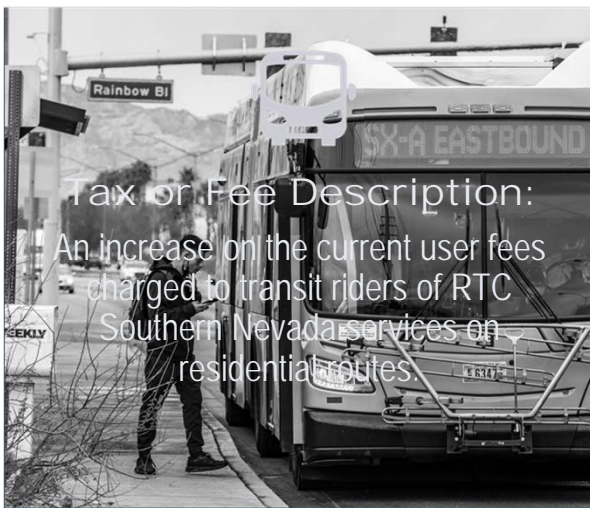
REVENUE POTENTIAL (CLARK COUNTY)*

Source: Applied Analysis. Note: Taxable base for Clark County. *Estimates are preliminary and based on national totals. Given the changing nature of the delivery environment, these estimates are subject to change as newer or more specific data become available. For discussion purposes only.



TRAC COMMITTEE 2022

Increased Transit Fees | Residential



Tax or Fee Description:

An increase on the current user fees charged to transit riders of RTC Southern Nevada services on residential routes.

10.5M

2019 BASE (TOTAL PASSES SOLD)

15%-25%

FEE INCREASE

\$3.8-\$6.0M

REVENUE POTENTIAL

Source: RTC of Southern Nevada. Note: Assumes a 3% to 5% elasticity. For discussion purposes only.



TRAC COMMITTEE 2022

Increased Transit Fees | Resort Corridor



Tax or Fee Description:

An increase on the current user fees charged to transit riders of RTC Southern Nevada services on resort corridor routes.

1.7M

2019 BASE (TOTAL PASSES SOLD)

12%-25%

FEE INCREASE

\$1.1-\$1.7M

REVENUE POTENTIAL

Source: RTC of Southern Nevada. Note: Assumes a 3% to 5% elasticity. For discussion purposes only.



TRAC COMMITTEE 2022

Sales Tax Increase



Tax or Fee Description:

An increase to the current sales and use tax rate in Clark County, with no change in the taxable base.

\$45.9B

2019 BASE (RETAIL SALES)

8.375%

CURRENT TAX RATE

\$57.4M

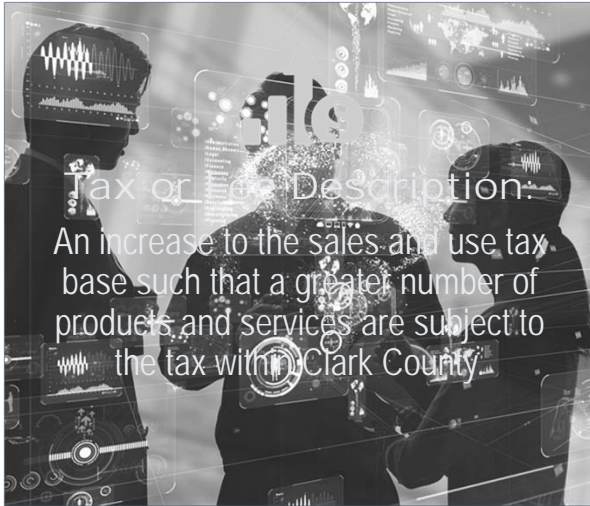
REVENUE POTENTIAL
(CLARK COUNTY 0.125% INCREASE)

Source: Nevada Department of Taxation; Applied Analysis. Note: Taxable base for Clark County. For discussion purposes only.



TRAC COMMITTEE 2022

Broadened Sales Tax Base



Tax or Fee Description:
An increase to the sales and use tax base such that a greater number of products and services are subject to the tax within Clark County.

\$45.9B

2019 TAXABLE BASE (RETAIL SALES)

\$5.0B

TAXABLE BASE INCREASE (0.25% TAX)

\$12.5M

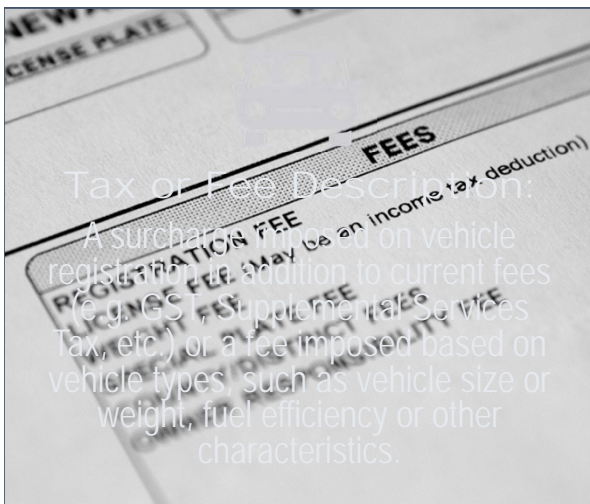
REVENUE POTENTIAL (CLARK COUNTY)*

Source: Nevada Department of Taxation; Applied Analysis. Note: Taxable base for Clark County. Assumes that the taxable base increase will be taxed at a different rate from the current sales tax rate. *Total revenue potential, does not account for distribution to various entities. For discussion purposes only.



TRAC COMMITTEE 2022

Vehicle Surcharge



Tax or Fee Description:
A surcharge imposed on vehicle registration, in addition to current fees (e.g. GST, Supplemental Services Tax, etc.) or a fee imposed based on vehicle types, such as vehicle size or weight, fuel efficiency or other characteristics.

2.5M

2019 BASE (VEHICLE REGISTRATIONS)

\$2.00/Vehicle

POTENTIAL IMPOSED FEE

\$5.1M

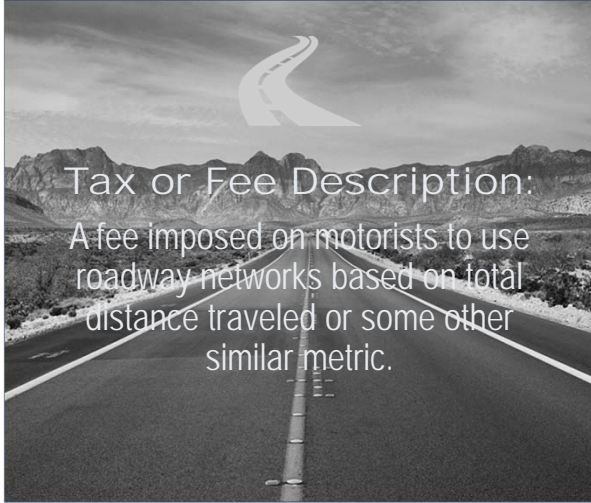
REVENUE POTENTIAL (NEVADA)

Source: U.S. Department of Transportation Federal Highway Administration. Note: Nevada total motor vehicle registrations for 2019 includes private and commercial motor vehicles (including taxicabs) and publicly owned vehicles. For discussion purposes only.



TRAC COMMITTEE 2022

Road Usage Fee



Source: U.S. Department of Transportation Federal Highway Administration. Note: Nevada 2019 annual vehicle miles traveled in both rural and urban areas. For discussion purposes only.

28.8B

2019 BASE (VEHICLE MILES TRAVELED)

\$0.01/Mile

POTENTIAL IMPOSED FEE

\$287.9M

REVENUE POTENTIAL (NEVADA)



Congestion Charge



Source: Applied Analysis. Note: Based on projected number of strip rides provided by Uber and Lyft in Clark County. For discussion purposes only.

19.5M

2019 BASE (RIDESHARE STRIP TRIPS)

\$0.50/Ride










POTENTIAL IMPOSED FEE

\$9.8M

REVENUE POTENTIAL (CLARK COUNTY)













Discussion | Potential Revenue Options

Potential Fees or Taxes for Consideration	
 <p>Alternative Conveyance Fee (Uber, Lyft, Private Conveyance)</p>	 <p>Broadened Sales Tax Base (Services Tax)</p>
 <p>Delivery Fee (Grocery, Food and Parcel Delivery)</p>	 <p>Vehicle Surcharge Fee (Registration Fees, Vehicle Type)</p>
 <p>Increased Transit Fees (Residential)</p>	 <p>Road Usage Fee</p>
 <p>Increased Transit Fees (Resort Corridor)</p>	 <p>Congestion Charge (Ride Share, Taxi, All Drivers)</p>
 <p>Sales Tax Increase</p>	 <p>Other Options?</p>



Discussion | Potential Revenue Options

Potential Fees or Taxes for Consideration	
 <p>Alternative Conveyance Fee (Uber, Lyft, Private Conveyance)</p>	 <p>Broadened Sales Tax Base (Services Tax)</p>
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 <p>Increased Transit Fees (Resort Corridor)</p>	 <p>Congestion Charge (Ride Share, Taxi, All Drivers)</p>
 <p>Sales Tax Increase</p>	 <p>Other Options?</p>



AGENDA ITEM #8

TOPICS OF INTEREST

AND CLOSING REMARKS



TRAC COMMITTEE 2022

AGENDA ITEM #9

FINAL CITIZENS

PARTICIPATION



TRAC COMMITTEE 2022



TRAC COMMITTEE 2022

TRANSPORTATION RESOURCE ADVISORY COMMITTEE & COMMUNITY COLLABORATION

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Funding Solutions for the RTC's Baseline Transit System
Petitioner:	M.J. Maynard, Chief Executive Officer, RTC
Recommendation by Petitioner:	Discuss funding solutions for the RTC's baseline transit system, and approve the RTC moving forward with pursuing short-term funding solutions (FOR POSSIBLE ACTION)
Goals:	Enhance public awareness and support of the regional transportation system

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

Regional Transportation Commission of Southern Nevada (RTC) staff will provide an update on the RTC's finances and provide potential funding solutions for the RTC's baseline transit system. The Transportation Resource Advisory Committee and Community Collaboration (TRAC) will potentially approve the recommendation that the RTC move forward with pursuing short-term funding solutions.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Topics of Interest and Closing Remarks
Petitioner:	M.J. Maynard, Chief Executive Officer, RTC
Recommendation by Petitioner:	Receive closing remarks and discuss topics of interest and future meeting expectations for TRAC
Goals:	Enhance public awareness and support of the regional transportation system

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

The Transportation Resource Advisory Committee and Community Collaboration (TRAC) can share information about activities, news, and other topics of interest pertaining to the TRAC, as well as review discussion from the TRAC June 2, 2022 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 TRAC meetings.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Final Citizens Participation
Petitioner:	M.J. Maynard, Chief Executive Officer, RTC
Recommendation by Petitioner:	Conduct a comment period for citizens participation
Goals:	Enhance public awareness and support of the regional transportation system

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.