

Notice and Agenda of Public Meeting



**TRANSPORTATION RESOURCE ADVISORY
COMMITTEE AND COMMUNITY
COLLABORATION**

Thursday, November 21, 2024, at 3:00 PM

**Las Vegas Valley Water District
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. 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, 89106; the RTC's website, 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, Nevada, 89106; on the RTC Website at www.rtcsonv.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 October 23, 2024 (FOR POSSIBLE ACTION)
[TRAC Minutes 2024-10-23](#)
[MINUTES BACKUP: TRAC Meeting Presentation 2024-10-23](#)
3. Review and discuss a 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

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
Meeting:	Transportation Resource Advisory Committee and Community Collaboration - Nov 21 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
OCTOBER 23, 2024

*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 OCTOBER 16, 2024

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

Chairman Warren Hardy called the meeting to order at 3:07 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
Jamie Thalgott, NAIOP
Heidi Dexheimer, ACEC-NV
Tina Frias, Southern Nevada Home Builders Association
David Frommer, University of Nevada, Las Vegas
Peter Guzman, Latin Chamber of Commerce
Richard Work, IBEW Local 357
Erik Hansen, Campus for Hope
Asha Jones, Brightline West
Yolanda King, Nevada Taxpayers Association
Frank Marretti, III, G2 Capital Development
Paul Moradkhan, Metro Chamber of Commerce
Scott Muelrath, Henderson Chamber

Tina Quigley, Las Vegas Global Economic Alliance
Sarah Quinn, Opportunity Village
Tony Sanchez, NV Energy
Virginia Valentine, Nevada Resort Association
Minjia Yan, Asian Community Development Council

MEMBERS ABSENT:

Danny Thompson, Vice Chair, Labor Consultant
Lou DeSalvio, Laborers Local 872
Karlos LaSane, Caesars Entertainment
Erin McMullen Midby, Boyd Gaming
Jean Peyton, Blindconnect
Todd Sklamberg, Sunrise Hospital
Bryan Wachter, Retail Association of Nevada
Matt Walker, The Howard Hughes Corporation

Minutes – Transportation Resource Advisory Committee and Community Collaboration
Meeting of October 23, 2024
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MEETING FACILITATOR:

Helen Foley, Foley Public Affairs

RTC STAFF:

M.J. Maynard, Chief Executive Officer

Angela Castro, Deputy Chief Executive Officer

David Swallow, Deputy Chief Executive Officer

Marc Traasdahl, Chief Financial Officer

Andrew Kjellman, Senior Director Metropolitan Planning Organization

David Clyde, Chief Legal Officer

Catherine Busche, Director of Government Affairs and Media Relations

Mallory Cyr, Purchasing Manager

Antonette Braddock, Senior Director of Paratransit and Specialized Services

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

Kami Dempsey, AC NV

Travis Dunn, CDM Smith

Andrew Bennett, Clark County

Aaron Harris, Citizen

Joanne Jacobs, Clark County

Ashley Garza Kennedy, Clark County

Vinny Spotleson, Sierra Club

Alyssa Rodriguez, City of Henderson

Joey Paskey, City of Las Vegas

Randy Robinson, City of Las Vegas

Item:

1. Conduct a Comment Period for Citizens Participation

Comments:

Mr. Vinny Spotleson made the following comment:

My name is Vinny Spotleson. I'm the volunteer chair of Sierra Club's Toiyabe Chapter, the whole state of Nevada, California side of Tahoe, and Mammoth and Inyo County. I am also a resident of Clark County, not sure if I need to give my full address or anything like that. I just wanted to express that we and I support all of the stuff that's being proposed so far. Obviously, we have to get more money into the system. But I want to challenge this group, that's very well put together, to think even bigger, ok. This isn't just about the next legislative session, and a probable, I would say, ballot initiative. This is really about the future of transportation in Las Vegas and the opportunity to do something big. We have a resort corridor that someday is going to need actual rail infrastructure, not just to replace the monorail or add the monorail or modify it. But to get people from the airport and the brightline and the stadiums and up and down the strip. I remember having a conversation with Jeremy about 10 years ago, and there was a napkin estimate of \$6 billion. That price is probably closer to \$16 billion nowadays, but that doesn't mean we can't do it. We're gonna have to. The earlier we get started, the better. We're gonna need all of the funding propositions people have brought up. The different things folks have looked for. But we're gonna need more. That means that we're going to need the resorts to kick in. We should be looking at increasing the gaming fees. We should be looking at using the land that we have, the NDOT land, is that a potential source of solar? I don't see where Tony went. That's literally a question I have for him. Is that a potential source for solar, and then can the revenues generated from that solar be used to plug in to NDOT? And to actually fund more of these road operations. The ballot initiative. We have some of the most talented folks in passing ballot initiatives in the state in this room. We can think big about a ballot initiative in addition to what Governor Lombardo may or may not be willing to do in the next legislative session. How do we expand that further to add the bus rapid transit services we need, to be prepared to build around the future infill that I loved seeing and hearing about in the last meeting that is moving forward? So, there is all kinds of activity that we need to be doing. Let's not let fear and just trying to get a little bit. Let's think bigger. Think long-term. We're going to need these transit services. We serve a population of this size. We have a lot of problems moving people around the tourism corridor right now. That's not going to get better. That's going to get harder. So, we're going to need to plan for the investments we're going to need to make that efficient in the next year, in the next five years, in the next 10 years in the future and to start paving a path towards that right now. I really appreciate that this group is brought together. I really want to push people to think bold. We can't let the fear of Governor Lombardo hold us back. If he's going to veto it, so be it. We go to the ballot, we get a new governor in two years, we do something bigger. Alright? So, thank you all so much. Thank you for the planning. Thank you for the work that you're putting in. If you want more revenues ideas, I have a bunch more that I'm willing to talk about. But these are problems we have to solve. It's not just about fixing the fuel revenue indexing. Critical, and we're going to support it, and we hope everybody here is supporting that as well. It's about building even more money into the system, taking advantage of the federal funds, using the grassroots power that the labor unions have to get these kinds of things across the finish line. To organize and fund and support the ballot initiatives that we're going to need. All of that's going to be a part of this bigger, broader, longer-term solution that this group can start talking about and actually has the power to make happen. Thank you so much.

Chair Warren Hardy thanked Mr. Spotleson for his remarks and told him to tell his father he said hello.

Mr. Aaron Harris made the following comment:

Hello. My name is Aaron. You may remember me from last time. If you were here last time, you'll know I took the bus here from Henderson. It takes about two hours each way. Today, I decided to go multi-modal. It saved me about 45 minutes, overtaking two buses. And in fact, I ran into someone in the audience here today who actually saw me as they were getting off the freeway over by Casino Center Drive, and we actually arrived here at the same time even though I was on a bike. We're talking about a distance of two-and-a-half, three miles. I do appreciate you giving me the chance to address the board today. My understanding is that e-mailed public comments will no longer be read aloud at these meetings, which is disappointing, because now we're talking about six hours out of my day to ensure that every present member of the board here can hear my spoken comment. Oh, and also \$5.00 for the bus pass. Let me begin by acknowledging that our transportation budget shortfall is expected. This is what happens when we expand roads faster than our communities can support. Meanwhile, managing transportation and land use separately is a path to running out of money, especially in car-dependent areas like our own. If we want to maintain low taxes and thrive economically, we must decouple growth from our rising transportation costs. Right now, our road usage grows disproportionately with our population, which grows even more every time we add to our population. We're always struggling to keep up with basic maintenance, as I'm sure all of you are aware of the outrage about the orange cones. I want to emphasize that it is crucial to maintaining our existing fixed-transit service, which has already scaled back since before the pandemic. And given our increase in population, maintaining the same amount of transit service does amount to a cut. We must adapt to our rising road transportation costs by moving more people more efficiently, much in the ways Vinnie described. In addition, cutting transit services does necessarily mean a direct hit to our economy. A lot of our most valuable employees that work here are the ones that are taking transit. So, we need to make sure that we're making sure that they're able to plan for their future by knowing that the future of how they're going to get around is secure. The proposed EV registration tax has been suggested as one solution. However, just over 1% of the state's vehicles currently EVs. These fees would generate limited revenue while discouraging EV adoption. There are only 47,000 EV owners in Nevada who already face higher insurance costs as well as higher registration fees, and if we add a flat tax we risk disproportionately pushing people away from greener choices. Additionally, a flat fee still unfairly subsidizes high-mileage drivers, which many EV owners are. If we're concerned about a handout to EV owners for usage of our roads, we have to keep in mind that the current subsidy we give is to trucking. One tractor trailer does as much damage to our roads as 5,000 passenger cars. And I don't think they're paying 5,000 times as much in taxes. The difference of the weight of EVs compared to regular gas cars is negligible given that it's much less than the roads are designed for. Until we hit 10% adoption in our state, I don't think it makes a lot of sense to add on and discourage additional EV adoption. Looking forward, I think there is an alternative. Adding a small use tax on new vehicles each year. So, 50,000 EVs in our state right now, however, 150,000 new cars are purchased in Nevada. With more than 100,000 of those here in Las Vegas alone. At an average cost of over \$47,000.00, a new vehicle tax would stabilize our road usage and be a less noticeable financial impact as buyers can roll it into their financing. A 0.5% sales tax, as Oregon has done, would only add about \$200.00 to the cost of a new car, and they'd only have to pay it once. Encouraging used car purchases would help keep our overall vehicle numbers in check. Finally, any ballot initiative, like Vinnie was saying, must have vision. Voters aren't going to support a tax increase to maintain the status quo. They want to see a plan for true, grade-separated rail transit that serves the whole valley. Not just the tourist corridors. Broad sales and use taxes are progressive, and voters have a reason to invest in something that enhances their quality of life. Let's take the

opportunity to plan smarter, spend wiser, and build a transportation system that supports our growth without breaking our budget. Thank you.

Chair Hardy thanked Mr. Harris for his comments and urged him to still provide his written remarks. While they won't be read during the meeting, they will be included as part of the permanent record.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

2. Approve the Minutes: Meeting of September 26, 2024 (FOR POSSIBLE ACTION)

Comments:

No comments were made.

Motion:

Mr. Peter Guzman made a motion to approve the meeting minutes

Vote/Summary:

20 Ayes. 0 Nays. The motion carried.

Ayes: Warren Hardy, Fran Almaraz, Ann Barnett, Irene Bustamente Adams, Jamie Thalgott, Heidi Dexheimer, Tina Frias, David Frommer, Peter Guzman, Richard Work, Erik Hansen, Asha Jones, Yolanda King, Frank Marretti III, Scott Muelrath, Tina Quigley, Sarah Quinn, Tony Sanchez, Virginia Valentine, Minjia Yan

Nays: None

Absent: Danny Thompson, Lou DeSalvio, Karlos LaSane, Erin McMullen Midby, Paul Moradkhan, Jean Peyton, Todd Sklamberg, Bryan Wachter, Matt Walker

Late Arrivals: Asha Jones, Jamie Thalgott, Tina Quigley

Item:

3. Receive a presentation from NDOT regarding the continuation of the Sustainable Transportation Funding Alternatives

Comments:

Ms. Sondra Rosenberg, Deputy Director for the Nevada Department of Transportation (NDOT), prefaced her presentation by saying in the 2021 legislative session, Assembly Bill 413 requested that NDOT establish and facilitate an advisory working group with the Regional Transportation Commission of Southern Nevada (RTC) and other agencies. A report was submitted during the last legislative session, and materials, minutes, and the final report from that time can be found at www.nvtransportationfuture.org.

Ms. Rosenberg noted that while NDOT does not have a recommendation at this time, continued analysis and reporting is underway with this advisory working group. An update is the purpose of today's presentation. Ms. Rosenberg then introduced Mr. Travis Dunn, CDM Smith, to discuss one possible option and associated variables. Mr. Dunn noted that his colleague, Mr. Jeff Doyle, CDM Smith, was also present before starting his presentation.

Following a detailed PowerPoint presentation [attached], Mr. Dunn explained what a parity fee was in relation to this project and how it could potentially be applied to electric and hybrid vehicles, saying vehicles of different fuel economy pay different amounts of fuel tax. He then shared examples of this.

Mr. Dunn said the average gas-powered vehicle in the state pays about \$324.00 in fuel taxes (state, federal, and Clark County) for every 10,000 miles driven. He noted that lower fuel efficiency vehicles pay more, and higher fuel efficiency vehicles pay less, with electric vehicles paying no fuel tax. His next slide demonstrated expected fuel tax revenue, given the anticipation that more vehicles and more miles driven means more fuel tax revenue, and how that compared to an increase in electric vehicles and fuel tax revenues actually going down over time. He said this equates to around \$2.5 billion in avoided fuel tax through 2025.

A parity fee Mr. Dunn continued, helps balance an unfair road usage gap when more electric vehicles are on the road and is fairer and more reflective of actual road usage of all vehicles. The goal of Mr. Dunn's presentation is to demonstrate how this parity fee might play out in hybrid and electric vehicles. He went on to explain that in establishing parity fee scenarios, a few considerations were outlined, which included the following:

- **Fairness:** Fixed registration fees approximate parity with gas taxes on average. Fees that vary by vehicle fuel economy and/or miles driven provide a closer approximation to parity with gas taxes on an individual basis.
- **Complexity of implementation:** Nevada Department of Motor Vehicles (DMV) will be responsible for collecting parity fees. More complex fee structures such as those that vary by county of residence or vehicle characteristics will require additional time and effort to program, whether on DMV's legacy system or the modernized system.
- **Revenue yield:** Depending on how parity fee rates are set, a portion of the revenue gap created by declining gas tax contributions can be addressed. Parity fees do not address the revenue gap created by highly fuel-efficiency conventional cars.

Next, Mr. Dunn presented several scenario slides that demonstrated how a parity fee might be applied. Regarding a fixed parity fee, which is less fair but simpler to implement, Mr. Dunn explained that electric and hydrogen fuel cell vehicles pay a fixed yearly amount that varies by county. Hybrids that do not plug in pay 50 percent of the Parity Fee. To note, the average vehicle in Nevada drives 9,234 miles per year at 23 miles per gallon. In Clark County, this translates to \$299.00 per year in federal, state, and county gasoline taxes. He highlighted how these numbers might vary based on county.

Mr. Dunn detailed how a usage-based parity fee is when all vehicles subject to the Parity Fee pay an amount that varies based on the vehicle's county of residence, miles per gallon (MPG) or miles per gallon equivalent (MPGe) rating, and annual usage (measured in miles driven). Fees can vary depending on choices made in the development of a rate table. In this example, fees vary from \$28.00 to \$724.00 per year depending on county, vehicle type, MPG rating and annual miles driven.

Next, Mr. Dunn shared several slides showing how both parity fee applications applied to different vehicles (gas-powered, hybrid, electric) and the associated fuel tax revenue. As an example, with the fixed parity fee model, regardless of whether an electric vehicle drives 7,000 miles or 15,000 miles, a flat fee of \$299.00 would be assessed. Whereas the fuel tax for gas-powered and hybrid vehicles

would go up as mileage goes up. Conversely, the usage-based parity fee would see hybrid and electric vehicles fees increase as mileage driven increased to align more with gas-powered vehicle fees.

Mr. Dunn's next slides exemplified what parity fee revenues might look like given the examples provided. Depending on fee structures, cumulatively, parity fee revenue is estimated at around \$1.6 billion between 2026 and 2035 statewide. Another slide looked at what distribution of parity fees might look like at the county-level following motor fuel tax statutes (assuming all counties opt in to the parity fees), another slide looked at the portion of statewide gas tax revenue generated by these parity fees during the same time period and another slide looked at the breakdown of assumed vehicle population (internal combustions/gas-powered, hybrid, electric) over the same time period. The assumption is that 20 percent of vehicles on the road could be electric by 2035.

Mr. Dunn explained that these projections are illustrations of what could happen and how parity fees can help fill the \$2.5 billion gap in avoided fuel taxes.

Mr. Erik Hansen, Campus for Hope, asked if Mr. Dunn had evaluated a tax on the commodities electric vehicles (EV) consume as well; for example, a per/kW fee or similar. Mr. Dunn replied affirmatively and added that the advisory group had looked at a number of options, including a per/kW fee. The revenue generation is quite a bit lower simply because 85 to 90 percent of charging happens at home. NV Energy was part of the working group and expressed concern about the ability to capture electricity charged at home. So, the tax would only be applied at public charging stations. That said, seven states have implemented that kind of tax, mostly aimed at out-of-state electric vehicles, with some in-state usage, but revenue generated is minimal.

Next, Mr. Scott Muelrath, Henderson Chamber, asked if Mr. Dunn could generally explain how other states have modeled similar fees. Mr. Dunn stated that around 39 states currently have some form of EV annual registration surcharge, which is expanded to hybrid vehicles. Other states have the advantage of less complex fuel taxes than in Nevada. The approach has been fairly "quick and dirty" with how average fees have been determined. There has been some attempt to correlate fees to state, and in some cases, federal fuel taxes, to set an average amount. On average, these are a little below the average fuel tax rate of any given state, with the range often between \$50.00 to \$250.00 per year.

Ms. Yolanda King, Nevada Taxpayers Association, asked if, with the states that charge a flat fee, if any of these states collect this fee over time as opposed to a one-time fee. She noted that something like a \$600.00 fee at the time of registration is significant for vehicle owners. Mr. Dunn was not aware of any DMV in the country that collects fees over time. In fact, the opposite is true in some cases where DMVs will assess two years' worth of fees in a one-time payment. That said, while no DMVs allow payment over time, some third parties plug in to DMVs and offer that kind of payment option.

Next, Ms. Irene Bustamente Adams, Workforce Connections, asked if any of the 39 states with an EV tax in place have reassessed/adjusted their tax rates based on information gathered after implementing this tax. Mr. Dunn said he was not certain. That said, Washington State was the first to adopt an EV fee, and it has since added a \$50.00 component and a \$75.00 component, but these additions were for different reasons (the first to fund the state highway program, another to fund multi-modal programs, and another portion to fund electrification infrastructure). Some other states

have slightly increased fees, but the bigger trend is five states adopting a usage-based option of the flat fee. Drivers can opt in.

Moving on, Mr. Muelrath asked about commercial EV fleets and how they are accounted for, such as Amazon trucks, for example. Mr. Dunn replied saying Amazon trucks are the “missing middle” between light vehicle EVs (as the model shows) and heavy vehicle EVs. While electrification of this middle-weight vehicle section is happening, it is not certain how other states are capturing these fees based on where the weight thresholds are set. For the model presented by Mr. Dunn, it looks only at light-duty EVs.

Next, Chair Warren Hardy asked about the usage-based/mileage-driven model, saying when the issue was brought up initially 20 years or so ago, privacy was the main concern. Another concern was odometers being tampered with. Privacy is still an issue, but odometers have improved and really cannot be tampered with. If so, penalties can be leveled. He asked if it was really that complicated to use a mileage-driven model, regardless of the vehicle type. Mr. Dunn responded that privacy issues were not really an issue, based on odometer reporting. Drivers do not seem to mind reporting their odometer readings, and technology has advanced. He said that states that have moved forward with a usage-based model have done so with this odometer approach or made location-based reporting optional and handled by third parties and not the government. That helped break through privacy concerns. He noted that the main issue was the cost of administering this kind of usage-based model. Only around 15 states do this, and the other 35 that do not have safety checks or things like smog checks to interact with customers on an annual basis need to come up with another approach such as self-reporting. The focus is now on reducing the cost of administration, and the odometer approach is most cost-effective.

Ms. Tina Quigley, Las Vegas Global Economic Alliance, followed up Chair Hardy’s comments by bringing up the concern of usage-based fees and how a lot of road use can be attributed to visitors. In order to apply fees fairly, as intended by the model, there needs to be knowledge about where and what is being driven in order to make sure funds go to the proper states. Chair Hardy said that when a state-wide tax study is conducted, and things like that can be included, then it can be more appropriately addressed. He agreed with Ms. Quigley’s comment but was not sure how to do so, but something does need to be done.

To move the conversation along, Chair Hardy asked those present how they felt about the Transportation Resource Advisory Committee (TRAC) making a recommendation on this and not in a vacuum based on just these models, but a collaborative effort with other agencies.

Mr. David Frommer, University of Nevada, Las Vegas, said he could support discussion around a recommendation. He noted that as personal travel changes, the structure and revenue that supports public infrastructure will change. If something is not done, the problem will compound. What to do is still uncertain, but TRAC is a good body to have that discussion. Chair Hardy agreed.

Mr. Muelrath said he would strongly support making a recommendation, saying this is part of a revenue gap solution. He said it was a point of concern for the governor as well, which is why it was vetoed. Ms. Quigley echoed sentiments shared, saying it would be irresponsible for TRAC to not make a recommendation.

<p>Motion: No motion was necessary.</p>
<p>Vote/Summary: No vote was taken. Late Arrivals: Ann Barnett</p>

<p>Item: 4. Receive a presentation from the RTC on potential impacts without the extension of Fuel Revenue Indexing</p>

Comments:
 Chair Warren Hardy, Warren Hardy Strategies, explained that Fuel Revenue Indexing (FRI) is the threshold issue. Other things are important, but without the extension of FRI, other things will not matter. The purpose of this presentation is to share information that can then be taken back to Transportation Resource Advisory Committee (TRAC) member agencies. He said he and Vice Chair Danny Thompson, Labor Consultant, are willing to visit agencies themselves in the fall to present information about extending FRI and how best to do that.

Following a detailed PowerPoint presentation [attached], Ms. M.J. Maynard, Chief Executive Officer (CEO) for the Regional Transportation Commission of Southern Nevada (RTC), began by sharing a slide that showed a handout detailing what is FRI, the success of FRI, and the impact of losing FRI. She reiterated Chair Hardy’s point about her presentation being a source of information that can then be brought back to organizations and boards for consideration. She noted that FRI is how roads get funded. Agencies come to the RTC for funding, and the RTC is able to provide that funding.

Next, Ms. Maynard briefly shared a slide that had been shared at a previous meeting showing a bar chart of what Motor Vehicle Fuel Tax would have looked like in previous years without the addition of FRI funding. While Motor Vehicle Fuel Tax revenue has remained flat for more than a decade, FRI has generated \$900+ million to help fund critical roadway projects.

Ms. Maynard then showed a visual representation of how FRI breaks down in terms of where funding is sent. She noted that some might think when gas prices go up it is because fuel tax inflation is being indexed, which is not the case. Gas price increases are coming from California. She said that over the course of the last 10 years, while the FRI program has been significant in terms of what it delivered to Southern Nevada, the RTC is still only collecting 24.6 cents, which is the FRI piece that goes to the RTC. Despite rising gas prices, 75 cents in taxes are collected, in which nine cents goes to the county, 23 cents goes to the state, and 18.4 cents goes to the federal government. Ms. Maynard said, on average, vehicle owners pay approximately 29 cents per day towards FRI.

Moving on, Ms. Maynard shared a map showing the success of the program over the past 10 years across the entire Clark County region. She also noted that the roadway funding program through FRI has supported 78 small businesses, awarded \$2.8 billion in roadway projects, and has created more than 19,000 jobs.

Ms. Maynard’s next slide showed another map detailing the Capital Improvement Program (CIP), a 10-year look at projects that have been completed, projects currently in design or construction, and projects that have been planned. She noted that projects in the CIP have been funded, there is money

obligated towards those projects, but they are not complete. She brought up the circular pedestrian bridge over Sahara Avenue and Las Vegas Boulevard. While this is in the CIP, what is in there now is just the design. Ms. Maynard deferred to Mr. David Swallow, Deputy CEO for the RTC, for more information about this particular project. Mr. Swallow said the project's soft cost, as originally envisioned, was close. But current cost estimates at \$80 million total for the project compared to the cost included in the CIP at \$35 million is not available. With FRI, discretionary grant funding is more accessible, and Mr. Swallow cited a few examples. He reiterated Ms. Maynard's point that while all CIP projects have funding, not all are fully funded. There may be a number of projects underway or designed, hoping that construction funding will be available, but that is dependent on future mechanisms. Ms. Maynard agreed that there are varying stages of projects represented on the CIP map shared.

Ms. Maynard's next slide had also previously been shown and displayed another bar graph projecting cash balance, revenues and expenditures projected through 2035, with bonding made available through FRI funding to maximize local dollars for more capacity. She noted that the trajectory was not where the RTC wants things to go without FRI funding available.

Next, Ms. Maynard shared that to support the region, the RTC has worked alongside entities to program \$300 million annually in roadway improvement and maintenance projects. This spans 45 million visitors, 2.3 million residents, and more than 10,000 miles of roadway. Without FRI, that would drop to approximately \$100 million annually.

Ms. Maynard's next slide showed a regional map displaying unfunded projects. This includes 179 unique roadway projects identified by local governments to the tune of \$2.8 billion in additional funding needed to complete these projects. She noted that even with the FRI program in place today, the RTC is unable to fund these projects. She then highlighted additional jurisdictions that are not included. The development of Apex, El Dorado Valley, Sloan, Ivanpah Valley and the Southern Nevada Supplemental Airport will all require additional infrastructure not accounted for. Additionally, none of these impactful projects currently have access to transit given current service areas. Roadways and sufficient transit funding to grow as the region desires are necessary.

Moving on, Ms. Maynard shared that the RTC has 39 transit routes and provides more than 52 million passenger trips, with 80 percent of passengers using transit to get to and from work or to seek employment opportunities. Various agencies have asked what the connection between FRI and transit is. She said that, today, programmed into the CIP is \$25 million over the course of four years, beginning in Fiscal Year (FY) 2028 through FY 2031. Before receiving stimulus money, the plan was to tap into this \$25 million, but that was unnecessary. If FRI is extended, this \$25 million can be available for a short-term fix. Structural deficits will still need to be addressed, though.

Ms. Maynard's next slide was an effort to visualize what transit cuts might look like if FRI is not extended. These would include completely eliminating seven routes, truncating/partially eliminating 20 routes, reducing Game Day Express by 50 percent, and reducing RTC OnDemand Zones by 50 percent. The map Ms. Maynard shared showed where these routes would be eliminated or truncated.

Ms. Maynard then outlined the impacts to the community, which would include more than 57,000 jobs would be inaccessible, more than 22,000 residents living below the poverty line would lose service, and more than 4,600 residents without a car would be without transit.

Ms. Maynard’s next slide showed the effects on paratransit and special services if FRI is not extended. This essentially eliminates services to three major hospitals, reduces paratransit service by 6,200 rides monthly to impacted businesses and medical facilities, reduces senior and veteran services, reduces Community Mobility Grants that impact six nonprofits that support seniors and persons with disabilities and reduces supplemental Medicaid adult day care trips to nine providers.

Overall impacts, as outlined by Ms. Maynard, would directly affect local schools, businesses and healthcare facilities. She highlighted dozens of different businesses, organizations, and institutes that would be affected. This effectively eliminates service to three major hospitals – Summerlin, West Henderson, and Centennial Hills; eliminates service to five high schools and reduces service to 20 high schools; eliminates service to two major casinos and reduces service to all non-strip casinos; reduces a route from University of Nevada Las Vegas (UNLV), Nevada State University (NSU), College of Southern Nevada (CSN) Cheyenne, and CSN Henderson; eliminates service to most Amazon Fulfillment Centers and associated warehousing/logistics areas; and more.

Ms. Maynard shared that this is just the short-term impact. This has been talked about for over 10 years, and the structural issue within the transit plan needs to be addressed to not only maintain what is available today but to also provide services the community deserves.

Ms. Minjia Yan, Asian Community Development Council, asked about the \$25 million made available if FRI is extended, wondering if roadway funding and transit funding can be de-coupled and if transit funding can be funded directly. Ms. Maynard replied that all fuel taxes are constitutionally prohibited from being used for anything but roadway funds. There is a small bit of sales tax (1/8 of a percent) that goes into the highway fund. Some of that can be utilized if FRI is extended, but Ms. Maynard again expressed that this is only a short-term fix.

Chair Hardy mentioned that while orange cones may be a part of life as far as transit is concerned, he is hearing from the business community that it does not need to be as bad as it is. He noted that this is not in TRAC’s purview, but he would like to work to minimize impacts to the public and businesses.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

- 5. Receive an overview of the RTC’s Financial Model, including interactive alternative scenario testing

Comments:

Following a detailed PowerPoint presentation [attached], Mr. Guy Hobbs, Hobbs Ong & Associates, began his presentation by sharing a slide that boiled down the questions he had received during the last meeting and since then. He noted that this would form the framework for the presentation while he shared the Regional Transportation Commission of Southern Nevada (RTC) financial model and

interactive scenario testing. Before launching into the financial model, Mr. Hobbs introduced his associate, Mr. Brian Haynes, Applied Analysis, who would be navigating the financial model as Mr. Hobbs spoke.

Mr. Hobbs addressed the question of when the Fuel Revenue Index (FRI) reauthorization would occur. Without there being some intervention, FRI will expire in 2027. The only type of intervention would be the legislature taking action in the 2025 session, the 2027 session, or a ballot question. In the model, it has been assumed that there will be some form of intervention. Mr. Hobbs noted that FRI is constitutionally required to go to maintenance and repair/building of roads. This is also true for certain vehicular fees, such as electric vehicle (EV) fees. He mentioned that the model showed roadways and an inflection point around Fiscal Year (FY) 2033 where the financial model goes into negative cash. Before reaching this point, Mr. Hobbs said policies are in place for maintaining a certain level of reserves prior to going zero cash. This is done for several reasons such as revenue source volatility. The goal is to not go below this reserve target. The graphic shared showed the financial model if nothing were to be done. Mr. Hobbs then had Mr. Haynes turn on the FRI option within the model. The difference was evident, with the cash flow staying positive, revenues exceeding expenditures year-over-year, and proceeds from bonding are included. This bonding does not extend beyond FY 2033, but Mr. Hobbs noted that FRI makes it possible to acquire additional bonded funding. Without FRI, the ability to consider other options is limited. For example, Q10 sales tax is dependent on FRI.

Next, Mr. Hobbs addressed the flexibility with the Q10 dollars. This would involve \$25 million over a four-year period. Mr. Hobbs populated this funding within the financial model, which would provide additional support to transit. He noted that the previous inflection point was FY 2033. With Q10 funding, this extends to FY 2035. This provides more time for things like additional planning, future ballot questions and so on. More time means more choices.

Mr. Hobbs discussed what happens to the bottom line with an EV parity fee. Mr. Hobbs implemented an EV fee to the financial model, and doing so showed a little bit of a swing upward in cash available. It is added to what is already a positive cash position and makes something like Q10 sales tax more affordable.

EV fee projections, Mr. Hobbs continued, are only based on electric vehicles within the model, but the goal is to eventually include hybrid vehicles as well. The model utilized a \$100 fee as an example for illustration. Mr. Hobbs noted that the distribution of that revenue, which is still yet to be determined, will likely be based on a replacement for fuel tax. Even at the \$100 level, it can be compared to FRI. The EV fee certainly helps, but all benefits are on the roadway side of the discussion.

Finally, Mr. Hobbs discussed if an alternative conveyance fee would solve the problem. He spoke to a question asked during a previous agenda item about whether or not transit-focused funding can be more sustainable. One of the concepts envisioned is what Mr. Hobbs calls the alternative conveyance fee. Mr. Hobbs noted that he had been tasked with finding any and all additional revenue sources, and this was a result of that. The concept stemmed from the introduction of Transportation Network Companies (TNC), like Uber and Lyft. These had a direct financial impact on the RTC. Prior to their introduction, the Las Vegas Strip was generating a \$7-8 million revenue surplus that the RTC was able to use to offset costs. TNCs eliminated this, and the Strip corridor became a subsidized route. Mr.

Hobbs said that these TNCs are still part of the overall transit community, and as such they should be held accountable for their road usage. The alternative conveyance fee attempts to include things like current TNCs as well as not-yet-realized future transportation impacts. For example, Mr. Hobbs brought up delivery fees or the concept of an AirBnB for cars (Turo).

Mr. Hobbs then navigated through the financial model to exemplify what an alternative conveyance fee might look like. This was determined on a per-ride basis. A fee of \$1.50 was used as an example, and that was bumped up to \$2.00 in 2029 for illustration. The financial model shows the point of inflection on the transit side disappearing. The downward trend in cash from the peak in FY 2032 is still there, but the positive cash position is still available.

Mr. Hobbs again reiterated this alternative conveyance fee could include things like delivery fees and yet-to-be determined transportation modes that have not been implemented into the financial model. He noted that this is a robust number when seen from a revenue assumptions perspective, and a robust number is necessary to make the model work. He said this is a way to stabilize the model, stay cash positive, and allow for other revenue sources that are yet to be talked about around aspirational mobility and the like.

Mr. Hobbs concluded his presentation by noting that while not all questions shared in the first PowerPoint slide were addressed in the order presented, he believed he answered all questions asked in a roundabout way.

Mr. Vinny Spotleson, Sierra Club, asked if Mr. Hobbs had considered within the model a more robust transit system. For example, a more robust bus service that could compete with Uber and Lyft for something like airport pickups. Mr. Hobbs said it can certainly be considered, but it would have to be observed. The change in behavior/market segment that may be more prone to using Uber/taxi cabs/renting a car from someone on an app would need to be studied. Having something as broad as an alternative conveyance fee could include this. Mr. Spotleson brought up the Gameday shuttles, which are very popular, and believed that if another, less-expensive option were made available at a broader scale, people would use it. He then spoke to his experience as a teacher and how some of his students are not getting cars and are instead opting to travel via Uber, and he observed that fees related to alternative transit like Uber may stay the same because of something like this as revenue from transit on the strip declines over time. Mr. Hobbs agreed, saying younger demographics have different tastes and preferences, and that applies to new technology and transit.

Ms. Yolanda King, Nevada Taxpayers Association, commented that the alternative conveyance fee seems to be intended to essentially pay for usage as ridership increases from those types of services. Mr. Hobbs said this was part of the thinking, but it was also considered because services like those provided by TNCs directly impact RTC revenue. Ms. King then asked about bonding capacity and current bonds outstanding, saying that it was shown that FRI was responsible for \$300 million, and she wanted to know if this was annually or in total. Mr. Hobbs responded by saying much discussion was had around bonding. For example, even if the ability to bond for \$500 million was available for projects, there's a natural limit as to the amount of projects that can be discharged within the construction community in a given year. Revenue is a good limitation and bonding helps, but those projects need to be shovel-ready and there needs to be a capacity to get those projects done. All of that was built into the model. That is why \$300 million was the number chosen. Ms. King mentioned

that, based on this, it seems like the maximum amount of bonding potential has not been reached for future consideration, but without being able to go to construction, bond contracts would be broken if funding cannot be allocated, but there is more bonding capacity available. She asked if these were on a 10-year basis, and Mr. Hobbs said the RTC has a policy of 20-year fixed-rate bonds. He posited that this 20-year limit could be compared to the life of the road, or, similarly, the bond could be extended out to 30 years, for example, to “squeeze a little more out of it,” but there would be more interest over time. Mr. Hobbs for this reason, 20-year bonds are preferred.

Ms. Tina Frias, Southern Nevada Home Builders Association, asked about ballot authorization, wondering if the people vote down FRI extension, if it then needs to be brought back for a vote again for the overturn to be counteracted. Mr. Hobbs deferred to Ms. Angela Castro, Deputy Chief Executive Officer for the RTC, to clarify. Ms. Castro explained that when the FRI program expires, the RTC has the option to bring it to the ballot for a vote in 2026. If it is brought to the ballot, and voters turn it down, the RTC would need to seek enabling legislation to bring it back to a vote when ready as authority is needed to go to the ballot.

Ms. Irene Bustamente Adams, Workforce Connections, said that for a long time, modernization of tax policies has been discussed and asked, with this in mind, if something like an alternative conveyance fee would need to be piecemealed to be enacted or if it could be bundled, for example, with something else. Mr. Hobbs replied that this becomes a bit of a strategic element, saying that the legislature could allow the county to impose this kind of fee. It could also be preceded at some point by an advisory ballot question, but there are risks associated with ballot questions. He stated that he would like to think the importance of being able to stabilize public transit is something that would occur to legislators as a matter of such great importance that they would be willing to take something like that on at some point. He doesn’t know when that would be, but he believes the Transportation Resource Advisory Committee can make the case for it. The thing that drives everything is service hours of buses. The only way to modify expenditures is to cut service hours of buses as that is the only other way to make the financial model equation work. When that is being done, services are being reduced, which is not ideal.

Chair Hardy added that anything done at that level would need a two-thirds majority legislative action. As such, it would need to be part of a larger tax study. He stressed that the tax structure does not match the revenue structure across the board, and he hopes TRAC members go back to their constituents to look at the entire tax structure of Nevada. The TRAC is meant to make recommendations to the RTC and to the county. What they decide to do beyond that is up to them. Chair Hardy expressed his desire to present the best, most well-reasoned recommendation possible in terms of what the community believes is the best solution.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

- 6. Conduct an open discussion on the Fuel Revenue Indexing Program and other topics related to TRAC

Comments:

Ms. Fran Almaraz, Nevada Silver Haired Forum, said that while models shown and figures shared showed usage examples of people driving 10,000 miles, seniors do not drive that much, maybe once or twice a week. She would like to see the senior population taken into consideration when determining fees. She liked the idea of the odometer reporting. She also mentioned students who cannot afford something like a flat \$500 fee with registration.

Ms. Ann Barnett, Nevada Contractors Association, said that while she may come across as biased in wanting more Fuel Revenue Indexing (FRI) and more construction, it is because she represents the industry, but she echoes the sentiment that it is about more than construction; it is about the entire community. When having these conversations with boards and members, the effects of the community need to be considered. She urged those present to have the Regional Transportation Commission of Southern Nevada (RTC) present to their respective organizations. Chair Warren Hardy shared her sentiment.

Ms. Minjia Yan, Asian Community Development Council, agreed. She noted that she was a new Transportation Resource Advisory Committee (TRAC) member, and while conversations around transit revenue are important, she wants to see TRAC also talk about mass public transit solutions. She believes the community wants to see more of this. Additionally, in regard to electric vehicles (EV), she does support solutions in that realm, but she would like to see discussions had around transitioning the city to be less car-dependent in general. Even if everyone drives an EV, transit is still car dependent. Lastly, she reiterated a point she made earlier about finding more revenue for transit services and de-coupling transit funding from roadway funding. Even with a 10-year plan, that is only a short-term solution. She would like to see more long-term solutions discussed by TRAC as well.

Ms. Helen Foley, Foley Public Affairs, informed TRAC that the next TRAC meeting committee was scheduled for Thursday, November 21, at 3:00 p.m. Additionally, there will be an upcoming legislative bus tour, and there will be a transportation day at the legislature.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

7. Conduct a comment period for citizens participation

Comments:

Chair Warren Hardy, Warren Hardy Strategies, introduced the second comment period for citizens participation.

Mr. Aaron Harris made the following comment:

I took the time to come out here, so I'm not going to pass up my opportunity to get the chance to speak. I do appreciate the conversation here today, and I think there is some good data that we have here with regards to the revenue sources. I think that we have to be looking at all revenue sources, including those that haven't been brought up here today. I think the other one I mentioned, which is a sales and use tax on new vehicles purchased in Southern Nevada, a sales and use tax in general on new vehicles, would be another revenue source that we should really seriously be considering. Looking to Oregon, for example, is one of those that has both the tiered-registration fees as well as the sales and

use tax on new cars. So, they're kind of looking at it as an "and" approach, and I think we need to look at something similar especially considering we have a similar population state. I want to go back to the part about the proposed transit cuts. We have to really consider that transit is a public utility. Cutting off transit to communities, you might as well just cut off their electricity or water, because that is how important it is. We need to be looking at other things on the chopping block before we start looking at cutting off service. I was looking at the maps up there, and I wouldn't be able to get here today. I wouldn't be able to get here at all based on the maps that were shown here today. Which would be a huge detriment to my quality of life. I would have to sell my place and move. So, really seriously consider taking a look at cutting other things first before we start looking at cutting transit service. Like I said, three times as many new vehicles are sold in Nevada as there are EVs. I think that there does need to be some parody. We have to consider that the number of EVs is relatively small compared to the number of, for example, new vehicles sold here in Nevada. Also, to the point about behavior changing. I think there's kind of this ability to be nimble and respond to behavior. But the truth is people's behavior is based on the environment and the stimuli that they're presented with, and if they're presented with a better option, they're going to use it. And if they're presented with options being taken away, like transit, then they're going to start doing other things like driving or moving away. So, that's why I think we need to understand that behavior is something that we have an effect on. It's not something that just kind of happens in a vacuum. And looking especially at the revenue numbers, behavior will change depending on what kind of incentives you give. For example, when we build more roads, more lanes, more people drive. When we build more transit, and more bus service, more rail service, more people do take transit. These numbers have been shown time and time again. The other point I want to bring up, I know one of the things that has been mentioned is that we are constitutionally limited in the sense that fuel revenue can only go towards roads, and I think that negates the fact that there's a huge benefit to people that drive for people that take transit. Let me rephrase that. There's a huge benefit for people that take transit that is felt by drivers. Right? Every single person that takes transit is one less car on the road. That's less congestion. It is a benefit to drivers to have that transit service. And taking away that service is a negative on those drivers that use our roads. So, I think it's important that we either look at potentially changing the constitution to open up that gas tax funding that it should apply to our transportation network, because it is a whole system. It is not just roads. It is road and transit and TNCs and everything else, walking and biking and everything that we've discussed. We're moving towards a multi-modal world. If we want to keep our budgets in check. If we just want to let our budgets explode, sure, just build cars all day long. I think the other point to bring up about transit is that every dollar spent on transit adds \$5.00 to our economy. And I think that's important that when we're cutting transit dollars, we're cutting money from our economy. When we look at marginal dollars spent on roads, the number is much lower. In fact, maybe closer to for every dollar spent on roads, we're looking at \$0.80 improved economic activity. So, we have to really prioritize what makes sense, because it's not just those who are taking the bus that benefit from it. It's really all of us that benefit from people who take the bus and other transit. And, like I said...

At this point, Chair Hardy spoke up saying time had been allotted, and Mr. Harris said he would wrap up his remarks there.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

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Meeting of October 23, 2024
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ADJOURNMENT

The meeting adjourned at 5:07 p.m.

Respectfully submitted,

Signed by:

Melanie Swick

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Melanie Swick, Recording Secretary

DocuSigned by:

Marek Biernacinski

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Marek Biernacinski, Transcription Secretary



LET'S GO

TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION

WE'RE GOING PLACES. LET'S GO TOGETHER

1

AGENDA ITEMS

<p style="font-size: 48pt; opacity: 0.5;">01</p> <p>Citizens Participation</p> <p>Conduct a Comment Period For Citizens Participation</p>	<p style="font-size: 48pt; opacity: 0.5;">02</p> <p>Approve the Minutes</p> <p>Approval of Minutes Meeting of September 26, 2024 <i>(For Possible Action)</i></p>	<p style="font-size: 48pt; opacity: 0.5;">03</p> <p>NDOT Presentation</p> <p>Receive a Presentation From NDOT Regarding the Continuation of the Sustainable Transportation Funding Alternatives</p>	<p style="font-size: 48pt; opacity: 0.5;">04</p> <p>FRI Discussion</p> <p>Receive a Presentation From the RTC on Potential Impacts Without the Extension of FRI</p>
<p style="font-size: 48pt; opacity: 0.5;">05</p> <p>RTC's Financial Model</p> <p>Overview of the RTC's Financial Model, Including Alternative Scenario Testing</p>	<p style="font-size: 48pt; opacity: 0.5;">06</p> <p>Open Discussion</p> <p>Conduct an Open Discussion on FRI and Other Topics Related to TRAC</p>	<p style="font-size: 48pt; opacity: 0.5;">07</p> <p>Citizens Participation</p> <p>Conduct a Comment Period For Citizens Participation</p>	

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AGENDA ITEMS

<p>01</p> <p>Citizens Participation Conduct a Comment Period For Citizens Participation</p>	<p>02</p> <p>Approve the Minutes Approval of Minutes Meeting of September 26, 2024 <i>(For Possible Action)</i></p>	<p>03</p> <p>NDOT Presentation Receive a Presentation From NDOT Regarding the Continuation of the Sustainable Transportation Funding Alternatives</p>	<p>04</p> <p>FRI Discussion Receive a Presentation From the RTC on Potential Impacts Without the Extension of FRI</p>
<p>05</p> <p>RTC's Financial Model Overview of the RTC's Financial Model, Including Alternative Scenario Testing</p>	<p>06</p> <p>Open Discussion Conduct an Open Discussion on FRI and Other Topics Related to TRAC</p>	<p>07</p> <p>Citizens Participation Conduct a Comment Period For Citizens Participation</p>	

3

AGENDA ITEMS

<p>01</p> <p>Citizens Participation Conduct a Comment Period For Citizens Participation</p>	<p>02</p> <p>Approve the Minutes Approval of Minutes Meeting of September 26, 2024 <i>(For Possible Action)</i></p>	<p>03</p> <p>NDOT Presentation Receive a Presentation From NDOT Regarding the Continuation of the Sustainable Transportation Funding Alternatives</p>	<p>04</p> <p>FRI Discussion Receive a Presentation From the RTC on Potential Impacts Without the Extension of FRI</p>
<p>05</p> <p>RTC's Financial Model Overview of the RTC's Financial Model, Including Alternative Scenario Testing</p>	<p>06</p> <p>Open Discussion Conduct an Open Discussion on FRI and Other Topics Related to TRAC</p>	<p>07</p> <p>Citizens Participation Conduct a Comment Period For Citizens Participation</p>	

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AGENDA ITEMS

- 01

Citizens Participation
Conduct a Comment Period For Citizens Participation
- 02

Approve the Minutes
Approval of Minutes Meeting of September 26, 2024
(For Possible Action)
- 03

NDOT Presentation
Receive a Presentation From NDOT Regarding the Continuation of the Sustainable Transportation Funding Alternatives
- 04

FRI Discussion
Receive a Presentation From the RTC on Potential Impacts Without the Extension of FRI
- 05

RTC's Financial Model
Overview of the RTC's Financial Model, Including Alternative Scenario Testing
- 06

Open Discussion
Conduct an Open Discussion on FRI and Other Topics Related to TRAC
- 07

Citizens Participation
Conduct a Comment Period For Citizens Participation

5

Electric & Hybrid Vehicle Parity Fee Information

Transportation Resource Advisory Committee and Community Collaboration
Regional Transportation Commission of Southern Nevada
October 23, 2024
3:00 PM

Jeff Doyle, J.D.,
Transportation Advisory Services
CDM Smith

Travis Dunn, Ph.D.,
Transportation Advisory Services
CDM Smith

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Introduction

CDM Smith Inc. Transportation Advisory Services was retained by the Nevada Department of Transportation to provide financial and policy analysis and support for the Nevada Sustainable Transportation Funding Study and 29-member Advisory Working Group (AWG), originally commissioned by AB 413 (2021) to investigate transportation funding needs and sustainable revenue options for Nevada’s transportation system.

CDM Smith continues to provide analysis in support of the Final Recommendations issued by the Advisory Working Group.

Presenting today:

Jeff Doyle, J.D.,
CDM Smith

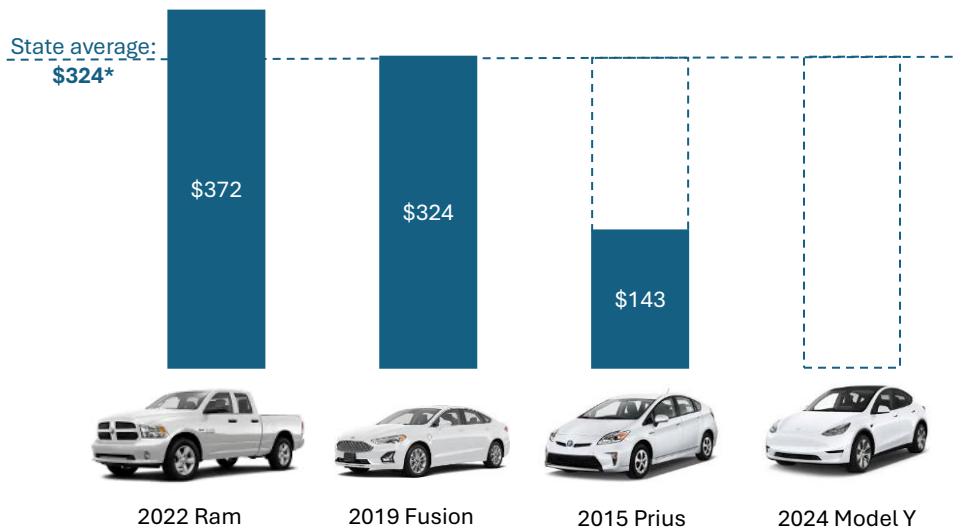
Travis Dunn, Ph.D.,
CDM Smith

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Electric drive vehicles and hybrids contribute less than average (or for EVs, zero) in gas tax revenue needed for the upkeep and maintenance of the state’s roads and bridges

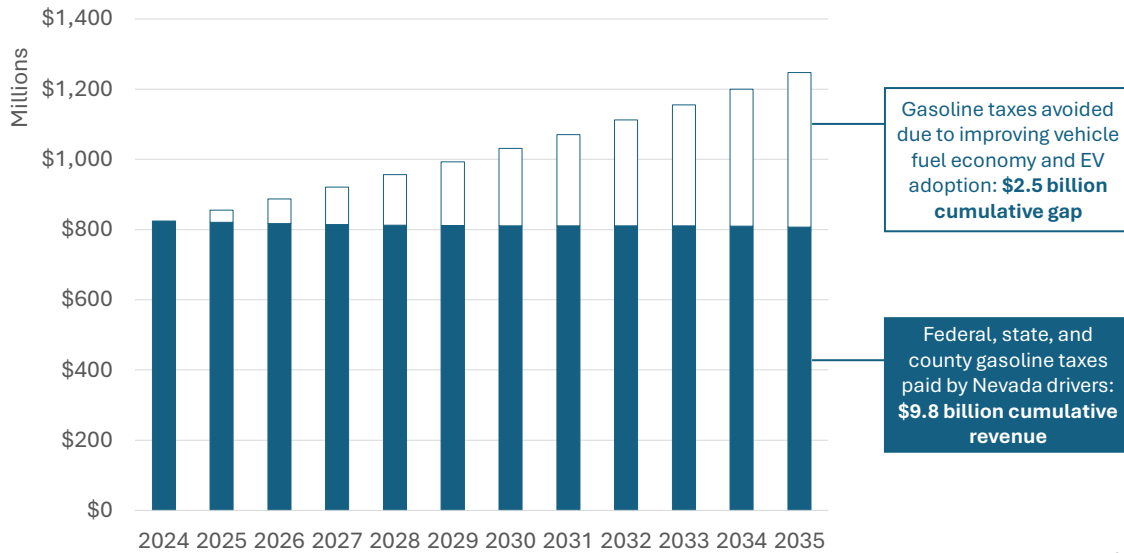
Federal, state, and county gasoline taxes paid in Clark County* per 10,000 miles driven



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In aggregate, avoided contributions of federal, state, and county gasoline taxes by EVs and hybrid vehicles will grow to over \$400 million per year by 2035

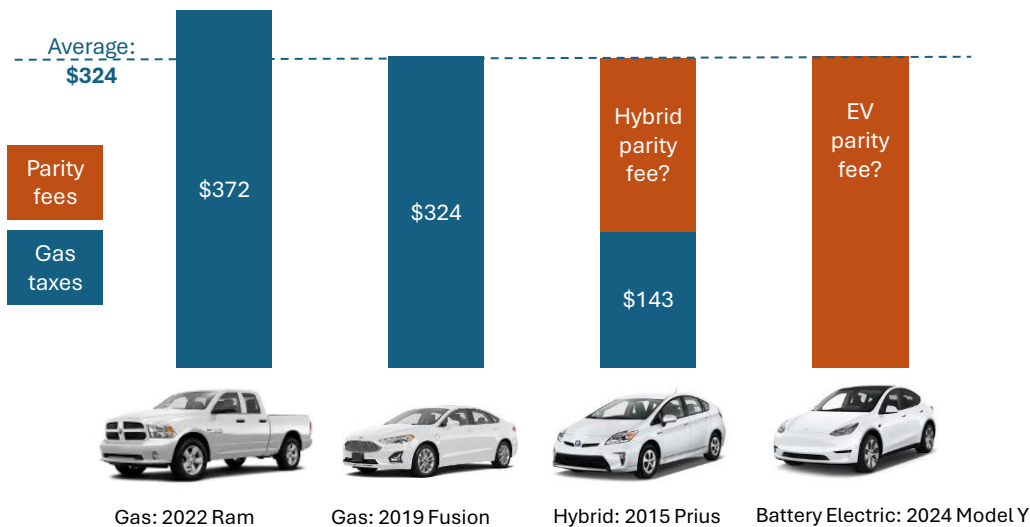


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Options exist for achieving gasoline tax parity through additional vehicle registration fees – “Parity Fees”

Federal, state, and county gasoline taxes paid in Clark County* per 10,000 miles driven



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Considerations for establishing parity fees for electric and hybrid vehicles

Fairness

- ▶ Fixed registration fees approximate parity with gas taxes *on average*. Fees that vary by vehicle fuel economy and/or miles driven provide a closer approximation to parity with gas taxes on an individual basis.

Complexity of implementation

Revenue yield

11

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Considerations for establishing parity fees for electric and hybrid vehicles

Fairness

- ▶ Fixed registration fees approximate parity with gas taxes *on average*. Fees that vary by vehicle fuel economy and/or miles driven provide a closer approximation to parity with gas taxes on an individual basis.

Complexity of implementation

- ▶ Nevada DMV will be responsible for collecting parity fees. More complex fee structures such as fees that vary by county of residence or vehicle characteristics will require additional time and effort to program, whether on DMV's legacy system or the modernized system.

Revenue yield

12

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Considerations for establishing parity fees for electric and hybrid vehicles

Fairness

- ▶ Fixed registration fees approximate parity with gas taxes *on average*. Fees that vary by vehicle fuel economy and/or miles driven provide a closer approximation to parity with gas taxes on an individual basis.

Complexity of implementation

- ▶ Nevada DMV will be responsible for collecting parity fees. More complex fee structures such as fees that vary by county of residence or vehicle characteristics will require additional time and effort to program, whether on DMV's legacy system or the modernized system.

Revenue yield

- ▶ Depending on how parity fee rates are set, a portion of the revenue gap created by declining gas tax contributions can be addressed. Parity fees do not address the revenue gap created by highly fuel-efficiency conventional cars.

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Considerations for establishing parity fees for alternative fuel vehicles

Fairness

- ▶ Fixed registration fees approximate parity with gas taxes *on average*. Fees that vary by vehicle fuel economy and/or miles driven provide a closer approximation to parity with gas taxes on an individual basis.

Complexity of implementation

- ▶ Nevada DMV will be responsible for collecting parity fees. More complex fee structures such as fees that vary by county of residence or vehicle characteristics will require additional time and effort to program, whether on DMV's legacy system or the modernized system.

Revenue yield

- ▶ Depending on how parity fee rates are set, a portion of the revenue gap created by declining gas tax contributions can be addressed. Parity fees do not address the revenue gap created by highly fuel-efficiency conventional cars.

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Example Parity Fee Approaches

Example 1: Fixed Parity Fee. Electric and hydrogen fuel cell vehicles pay a fixed yearly amount that varies by county. Hybrids that do not plug in pay 50% of the Parity Fee.
Less fair, simpler to implement

The average vehicle in Nevada drives 9,234 miles per year at 23 miles per gallon. In Clark County, this translates to \$299 per year in federal, state, and county gasoline taxes.

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Example 1: Fixed Annual Fee Schedule by County

Based on federal, state, and county gasoline taxes paid for a statewide average vehicle (driven 9,234 miles per year at 23 miles per gallon)

County	EV and PHEV	Hybrid
Washoe	\$402	\$201
Clark	\$299	\$150
9-cent counties*	\$206	\$103
4-cent counties**	\$186	\$93
Statewide average	\$304	\$152

*Carson City, Churchill, Douglas, Elko, Humboldt, Lander, Lyon, Mineral, Nye, Pershing, White Pine
 **Esmerelda, Eureka, Lincoln, Storey

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Example Parity Fee Approaches

Example 2: Usage-based Parity Fee. All vehicles subject to the Parity Fee pay an amount that varies based on the vehicle's county of residence, MPG or MPGe rating, and annual usage (measured in miles driven).

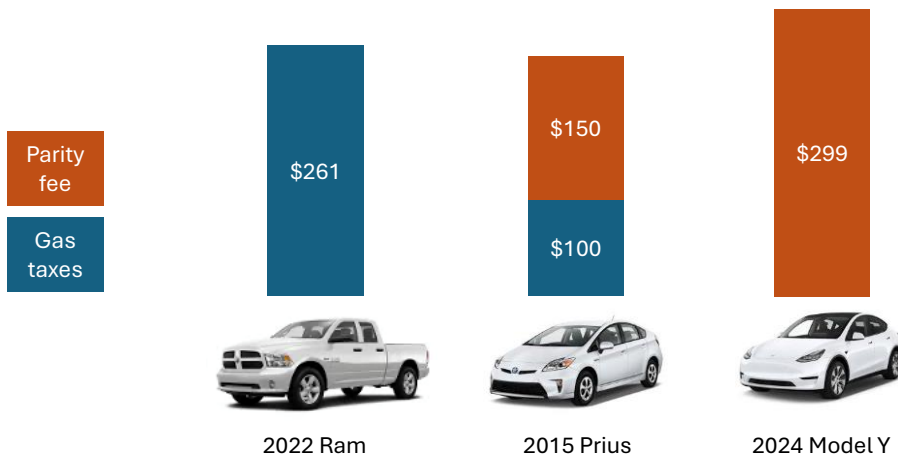
More fair, more complex to implement

Fees can vary depending on choices made in the development of a rate table. In this example, fees vary from \$28 to \$724 per year depending on county, vehicle type, MPG rating, and annual miles driven.

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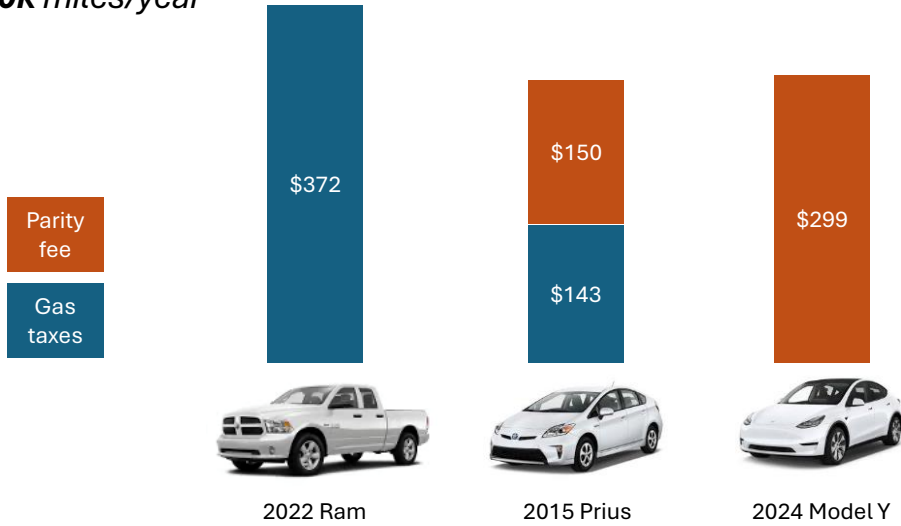
Example 1: Fixed Fee, Clark County, 7k miles/year



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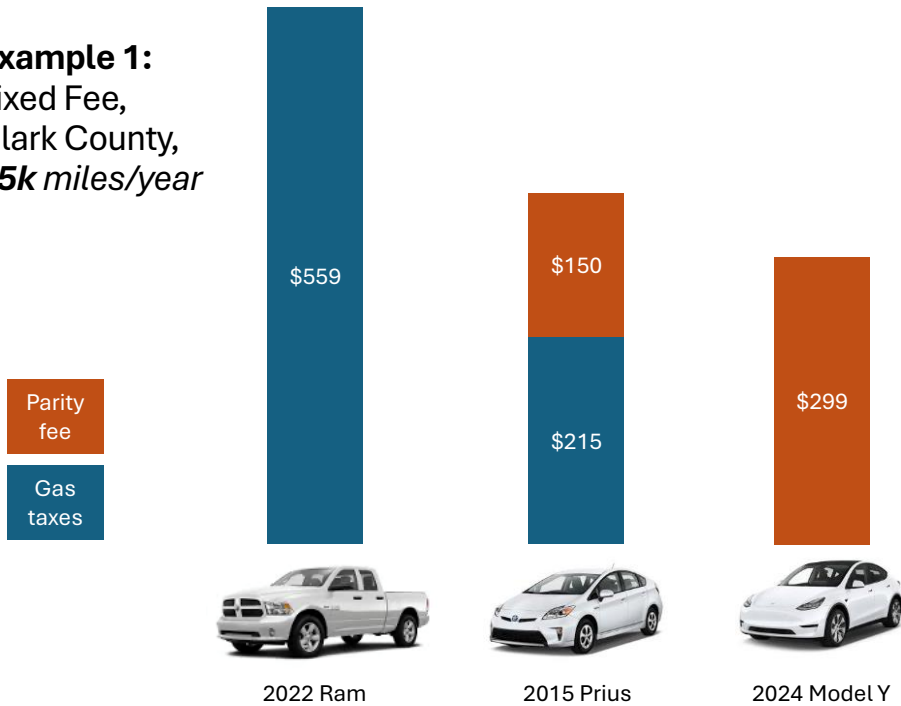
Example 1:
Fixed Fee,
Clark County,
10k miles/year



19

19

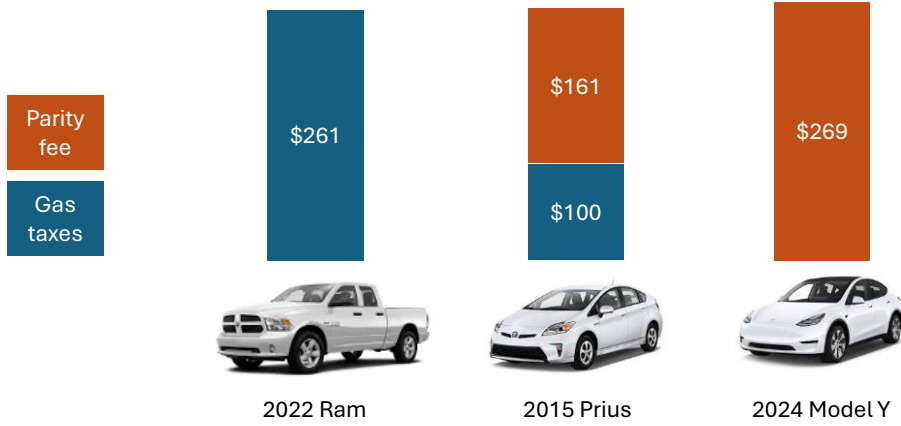
Example 1:
Fixed Fee,
Clark County,
15k miles/year



20

20

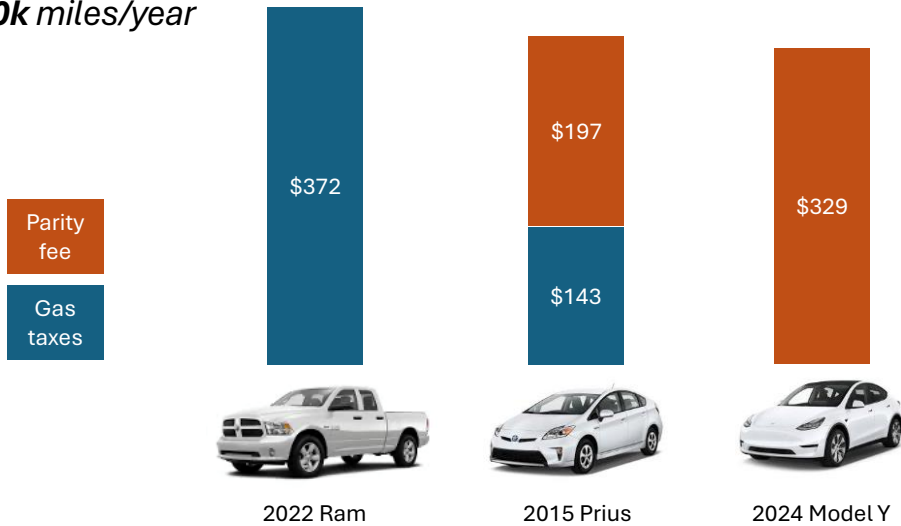
Example 2:
Variable Fee,
Clark County,
7k miles/year



21

21

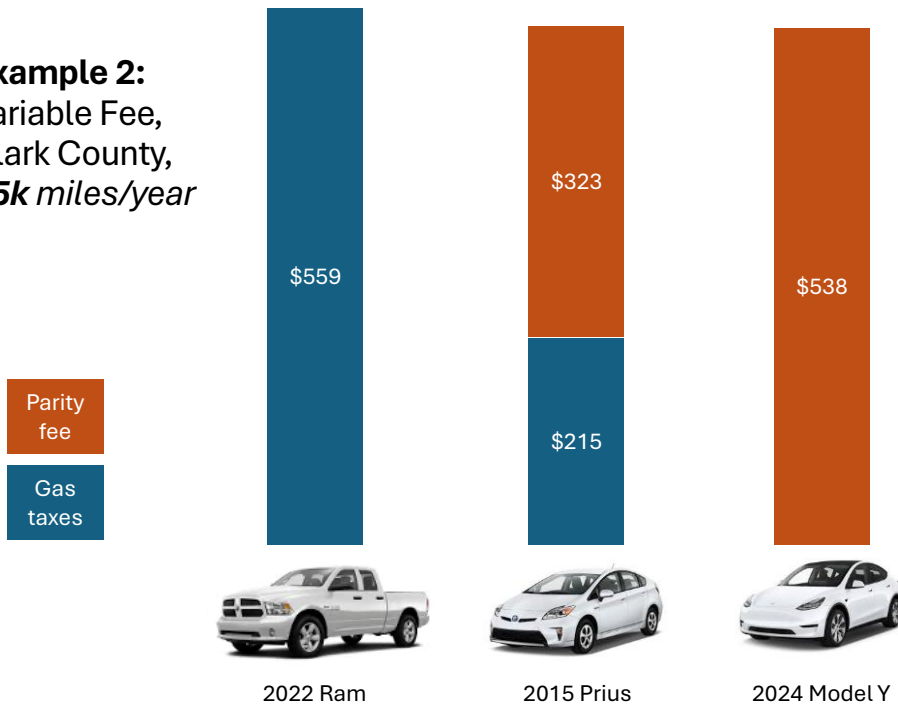
Example 2:
Variable Fee,
Clark County,
10k miles/year



22

22

Example 2:
Variable Fee,
Clark County,
15k miles/year

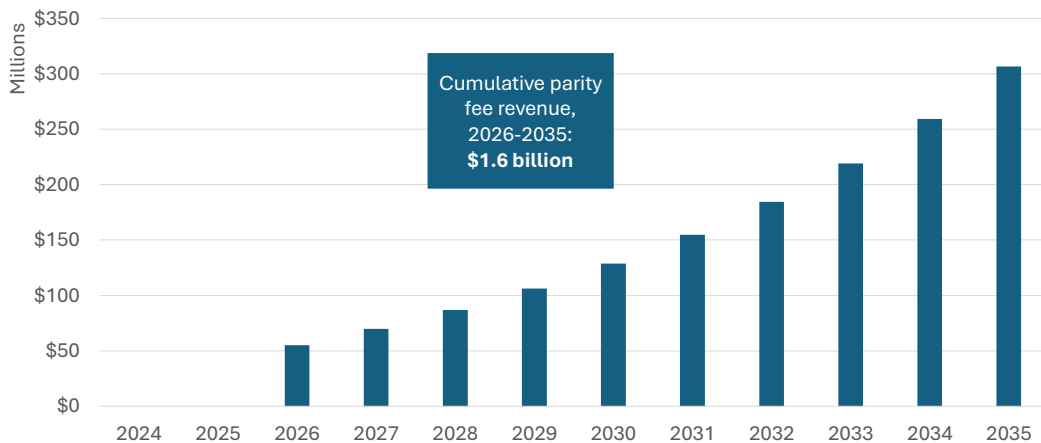


23

23

Estimated Annual Parity Fee Revenues

Note: inflation index assumed at 2.5% per year

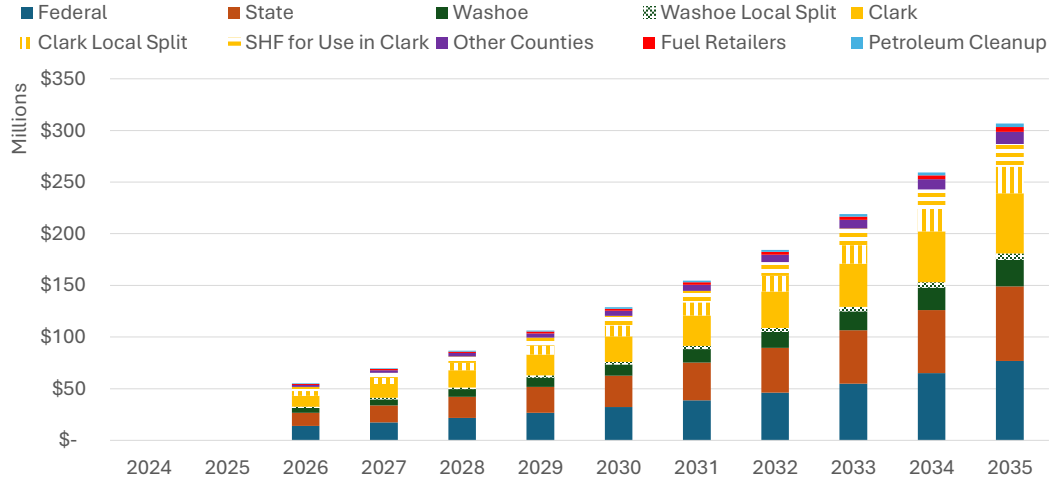


24

24

Distribution of Parity Fee Revenues Following Motor Fuel Tax Statutes*

* Estimates assume all counties opt in to a county parity fee

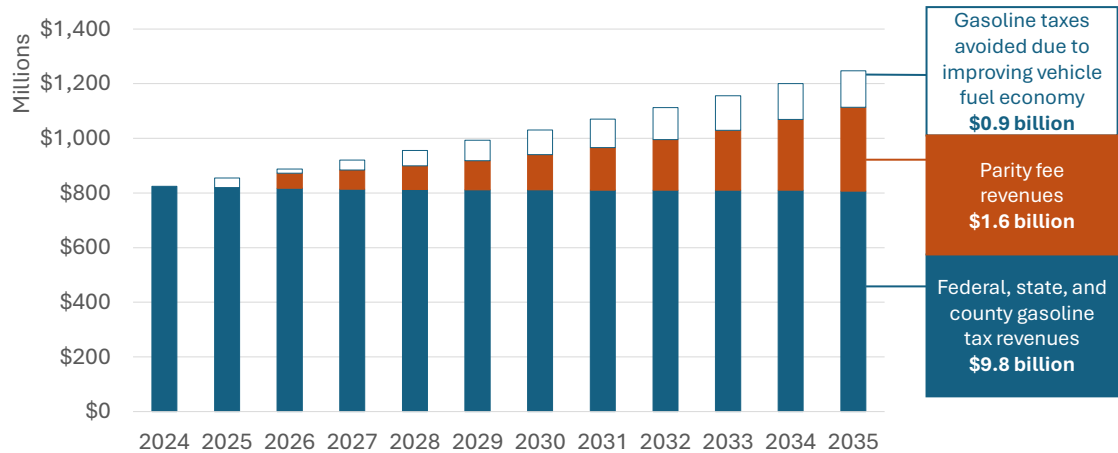


25

25

Parity fees fill a portion of the statewide gas tax revenue gap

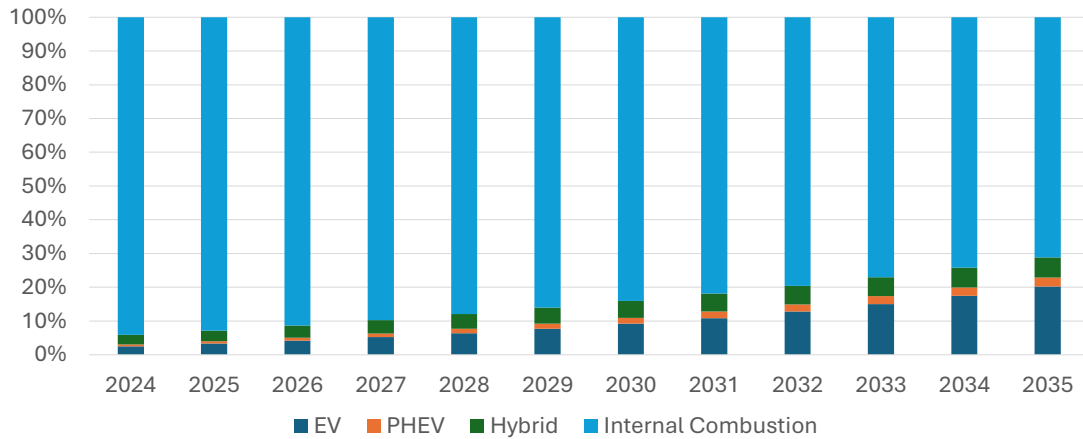
Note: inflation index assumed at 2.5% per year



26

26

Assumed Vehicle Population



27

27

Questions?

Travis Dunn, Ph.D.,
 Transportation Advisory Services
 CDM Smith

Dunnntp@CDMSmith.com

Thank you.

28

28

AGENDA ITEMS

01 Citizens Participation

Conduct a Comment Period For Citizens Participation

02 Approve the Minutes

Approval of Minutes Meeting of September 26, 2024 (For Possible Action)

03 NDOT Presentation

Receive a Presentation From NDOT Regarding the Continuation of the Sustainable Transportation Funding Alternatives

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Conduct a Comment Period For Citizens Participation

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RTC SOUTHERN NEVADA FUEL INDEXING PROGRAM
THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC) HAS IDENTIFIED EXTENDING FUEL REVENUE INDEXING BEYOND 2026 AS ITS TOP PRIORITY DURING THE 2025 NEVADA LEGISLATIVE SESSION.

ABOUT FUEL REVENUE INDEXING (FRI)

- FRI enables the RTC to keep pace with rising costs by tying fuel taxes to inflation ensuring continued funding for the roadway projects that Southern Nevada relies on.
- It is a program that adjusts the fuel tax portion of every gallon of gasoline purchased in Clark County to fund transportation projects.
- On average, motorists contribute 29 cents per day.
- The current FRI program is set to run through 2026.

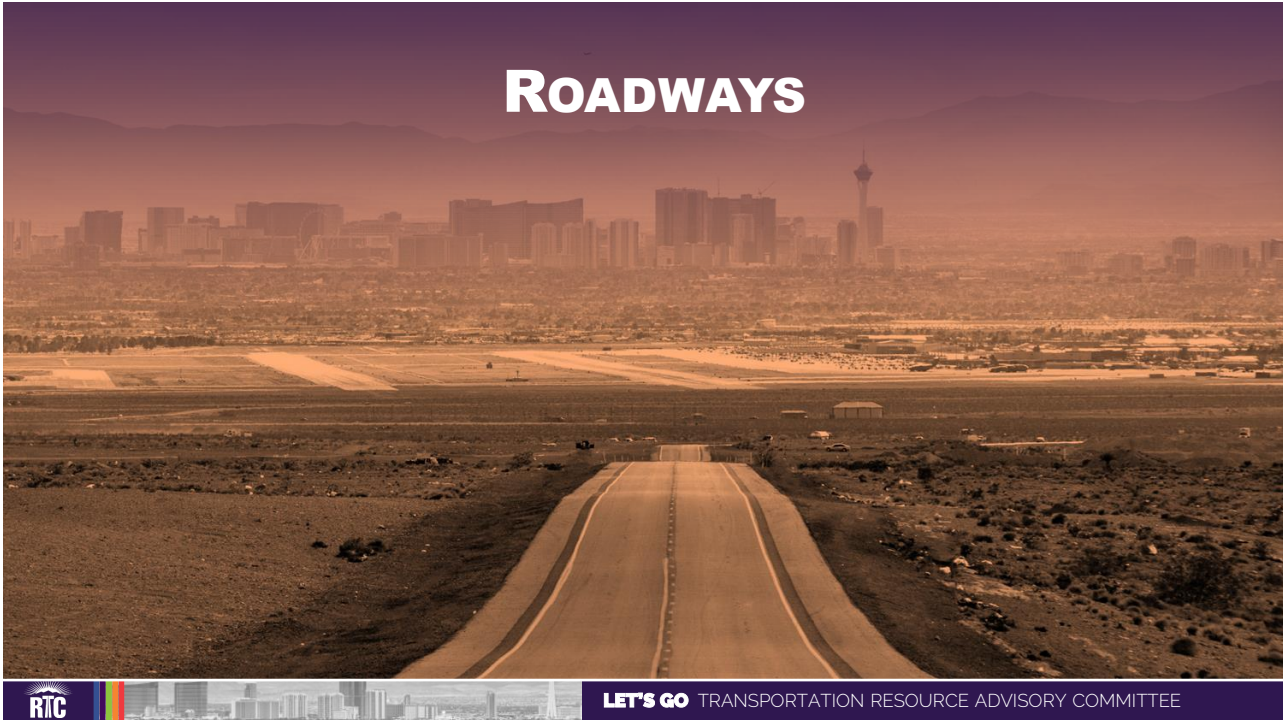
THE SUCCESS OF FRI

- Since its inception in January 2014, FRI has generated over \$900 million in additional funding to support hundreds of roadway projects across Southern Nevada.
- With FRI, the RTC's roadway funding program has supported the local economy sustaining over 19,820 jobs, supporting 78 local small businesses, and generating over \$1 billion for transportation investments.
- These projects have significantly improved Southern Nevada's infrastructure, reducing congestion, expanding road capacity, and supporting economic growth.

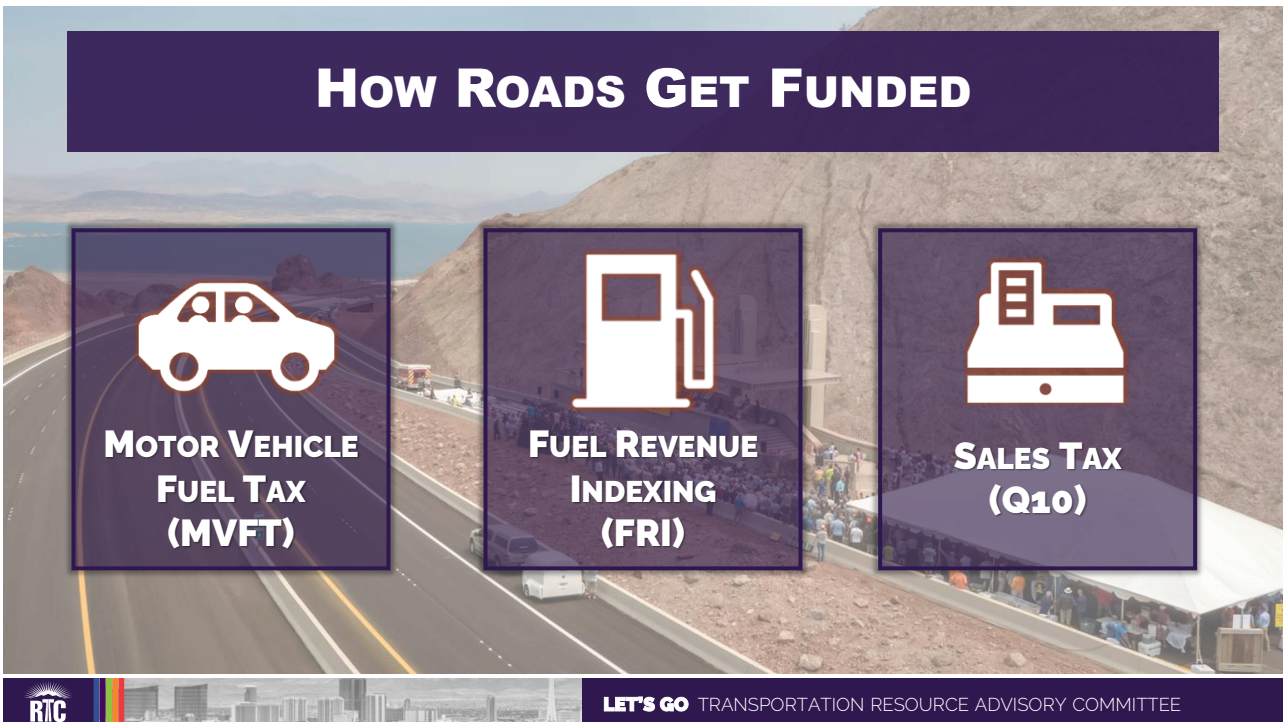
CONSEQUENCES OF LOSS

- The continuation of FRI is crucial for maintaining the RTC's ability to fund long-term mobility and economic development projects.
- While the current program is set to expire in 2026, the loss of FRI would have significant consequences for the region's transportation infrastructure and economic vitality.

30



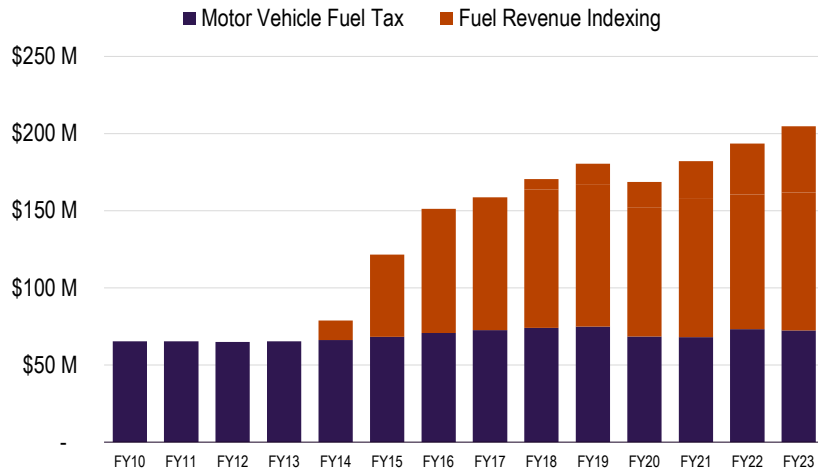
31



32

RTC FUEL TAX COLLECTIONS

ACTUAL



While Motor Vehicle Fuel Tax revenue has remained flat for more than a decade, FRI has generated **\$900+ MILLION** to help fund critical roadway projects.

Source: Regional Transportation Commission. Note: Totals include revenue for gasoline and special fuels such as diesel.



FUEL TAX BREAKDOWN

HOW MUCH HAVE WE COLLECTED?



Despite rising gas prices, we collect **75 cents** in taxes.

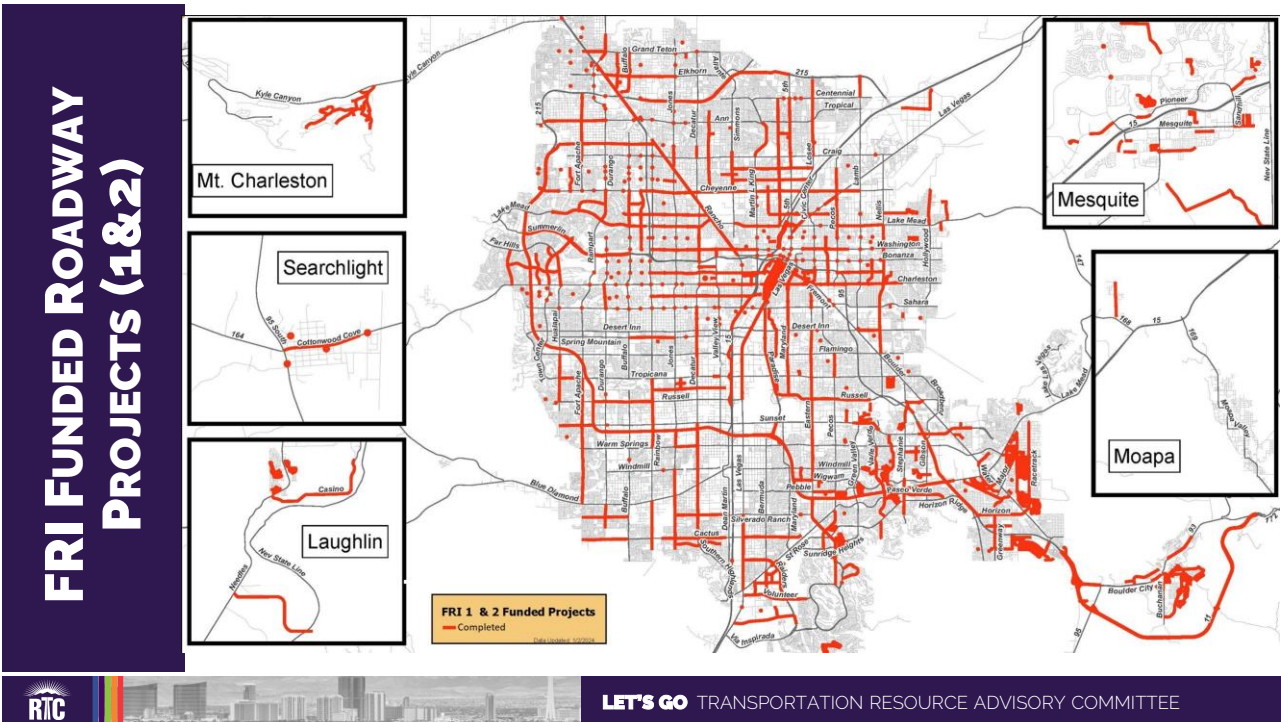
- ✓ **24.6 cents** goes to the RTC
- ✓ **9 cents** goes to the county
- ✓ **23 cents** goes to the state
- ✓ **18.4 cents** goes to the federal government



FRI EXTENSION COST PER VEHICLE

ON AVERAGE, VEHICLE OWNERS PAY 29 CENTS PER DAY TOWARD FRI.

Source: Nevada Department of Motor Vehicles; U.S. Bureau of Labor Statistics; FHWA; and Applied Analysis



ROADWAY FUNDING PROGRAM



78

LOCAL SMALL
BUSINESSES SUPPORTED



\$2.8 B

AWARDED IN
ROADWAY PROJECTS

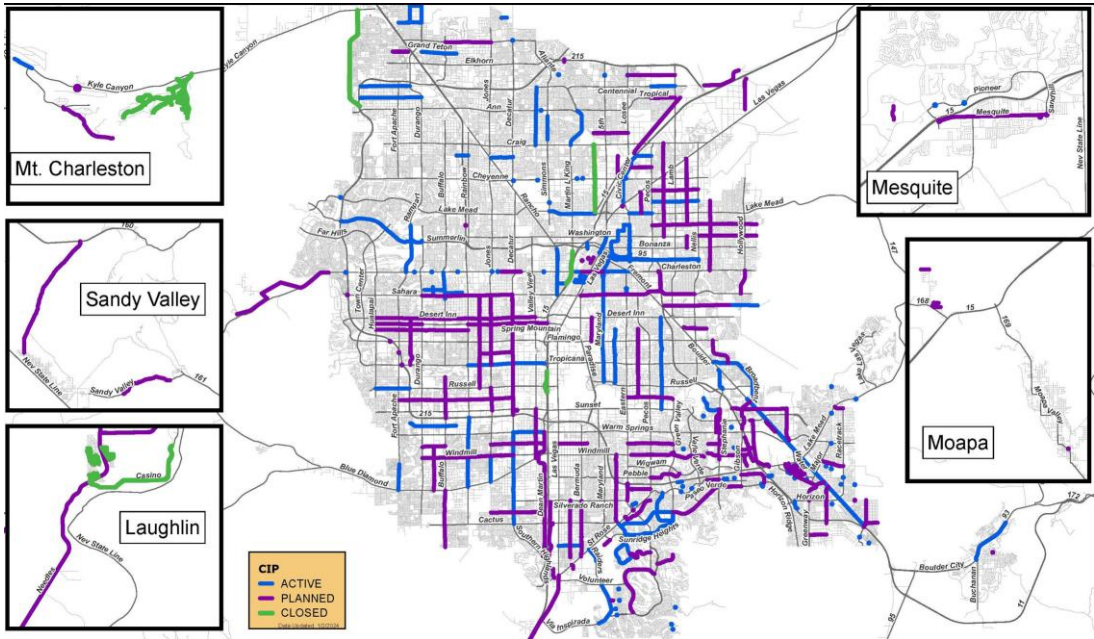


19K+

JOBS
CREATED

37

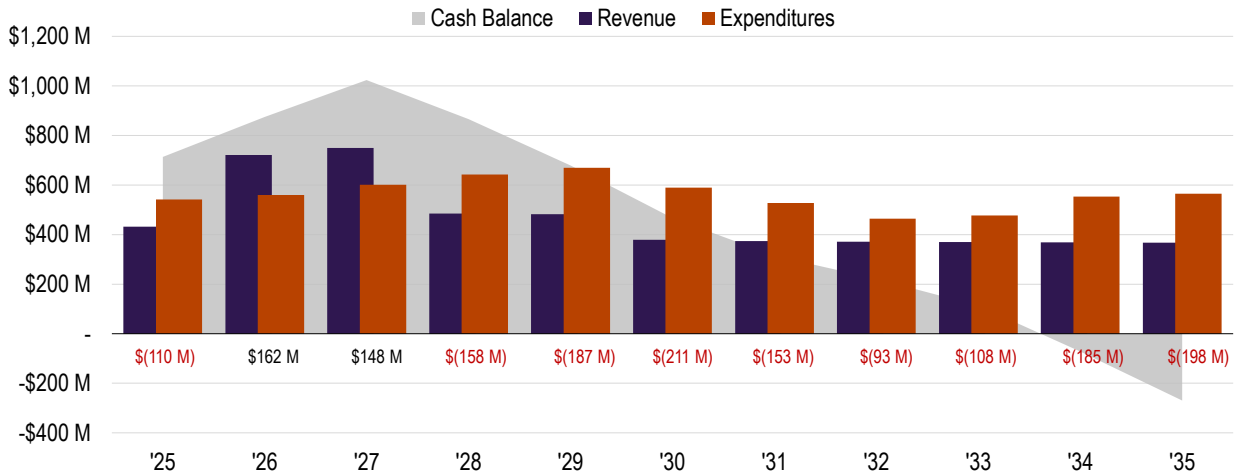
CAPITAL IMPROVEMENT PROGRAM (CIP)



38

RTC CASH BALANCE

ROADWAYS



RTC **LET'S GO** TRANSPORTATION RESOURCE ADVISORY COMMITTEE

REGIONAL OVERVIEW

45M VISITORS

2.3M RESIDENTS

±10K MILES OF ROADWAY

~~\$300 Million~~

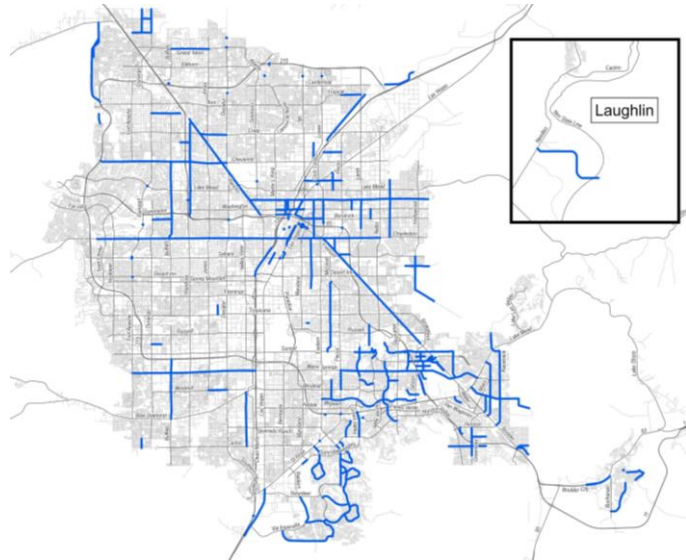
ANNUAL ROADWAY DEVELOPMENT AND MAINTENANCE SPEND

RTC **LET'S GO** TRANSPORTATION RESOURCE ADVISORY COMMITTEE

IDENTIFIED UNFUNDED PROJECTS

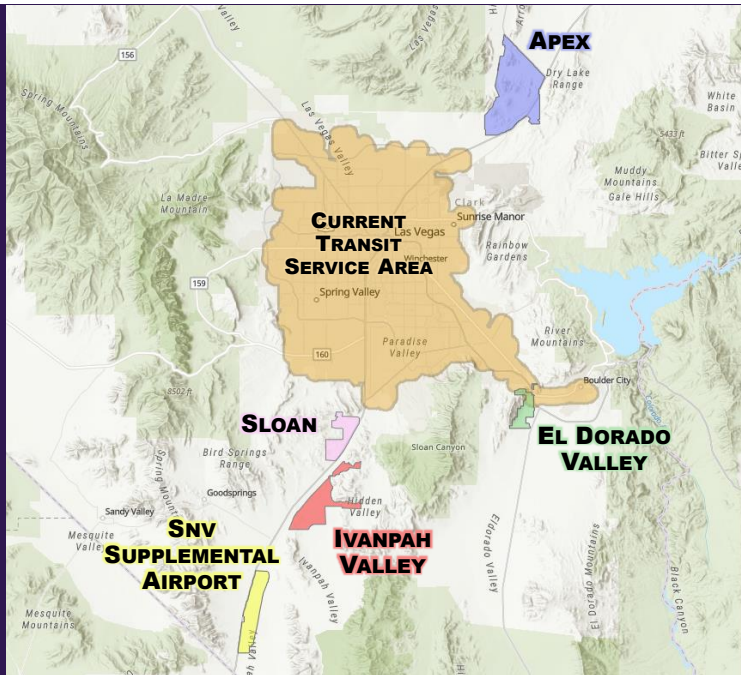
166
UNFUNDED
PROJECTS

\$2.2 B
ESTIMATED
PROJECT COST



LET'S GO TRANSPORTATION RESOURCE ADVISORY COMMITTEE

FUTURE ECONOMIC DEVELOPMENT




LET'S GO TRANSPORTATION RESOURCE ADVISORY COMMITTEE




43


CURRENT TRANSIT OPERATIONS



39
Fixed Transit Routes





52M
Fixed-Route Passenger Rides



80%
Of Riders Are Employed
or Seeking Work

Note: As of Fiscal Year 2024

LET'S GO TRANSPORTATION RESOURCE ADVISORY COMMITTEE

44

BUDGET ADJUSTMENTS

- ☒ Deferring Capital Projects
- ☒ Cutting Contracted Services up to 15%
- ☒ Implementing a Hiring Freeze
- ☒ Significantly Cutting or Reducing Mobility Service, such as:
 - Transit Routes
 - Senior and Veterans' Services
 - Paratransit Service Area
 - On-Demand Service
 - Game Day Services

Source: RTC of Southern Nevada. Note: Capital projects include bus and land purchases. Disclaimer: Based upon current projections in October 2024, the RTC may move forward with these proposed reductions.



45

IMPACTS TO TRANSIT

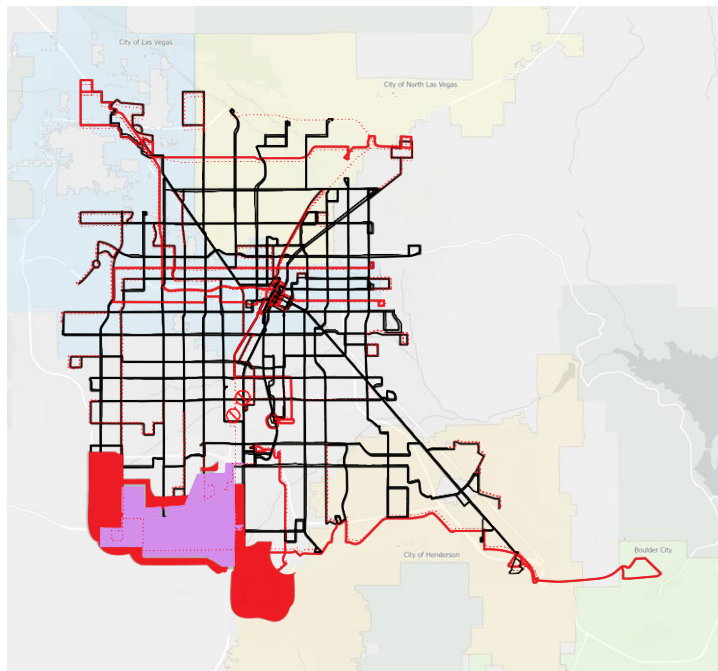
Transit Would Cover **36% Less** of Southern Nevada

Completely Eliminates **7 Routes**
Reduces **20 Routes**

Reduces Game Day Express by 50%
(3 Locations)

Reduces RTC OnDemand Zone by 50%

Disclaimer: Based upon current projections in October 2024, the RTC may move forward with these proposed reductions.



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IMPACTS TO TRANSIT

Eliminates Service to **343K Residents (19%)** of Current Population



57,000+

Jobs would be **inaccessible**



22,000+

Residents **living below the poverty line** would lose service



4,600+

Residents **without access to a car** will be without transit service

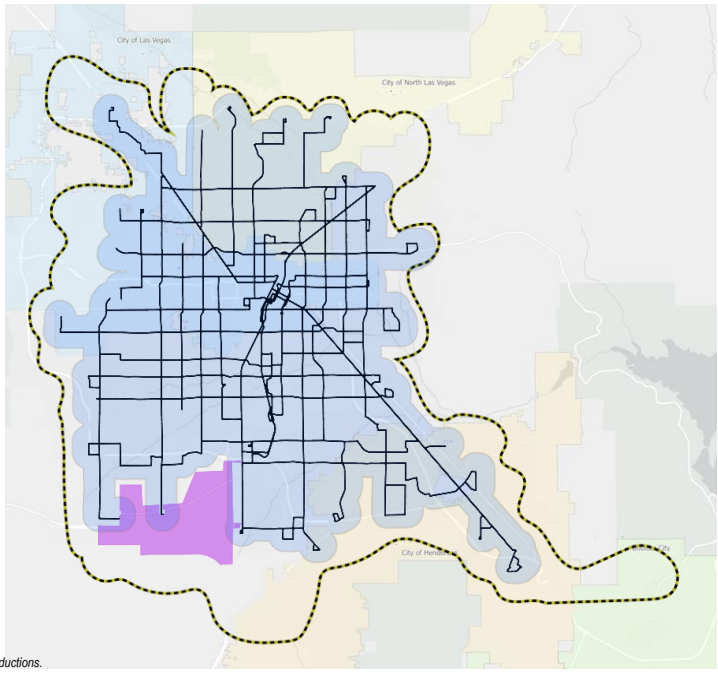
Disclaimer: Based upon current projections in October 2024, the RTC may move forward with these proposed reductions.



IMPACTS TO PARATRANSIT AND SPECIAL SERVICES

Reduces service area by 93.6 miles

- Eliminates services to **3 major hospitals**
- Reduces **paratransit service by 6,200 rides monthly** to impacted businesses and medical facilities
- Reduces **senior and veteran services**
- Reduces Community Mobility Grants, impacting **6 nonprofits** that support seniors and persons with disabilities
- Reduces supplemental Medicaid adult day care trips to **9 providers**



Disclaimer: Based upon current projections in October 2024, the RTC may move forward with these proposed reductions.



OVERALL IMPACTS

Directly Impacts Local Schools, Businesses and Healthcare Facilities



Disclaimer: Based upon current projections in October 2024, the RTC may move forward with these proposed reductions.



AGENDA ITEMS

<p>01</p> <p>Citizens Participation Conduct a Comment Period For Citizens Participation</p>	<p>02</p> <p>Approve the Minutes Approval of Minutes Meeting of September 26, 2024 <i>(For Possible Action)</i></p>	<p>03</p> <p>NDOT Presentation Receive a Presentation From NDOT Regarding the Continuation of the Sustainable Transportation Funding Alternatives</p>	<p>04</p> <p>FRI Discussion Receive a Presentation From the RTC on Potential Impacts Without the Extension of FRI</p>
<p>05</p> <p>RTC's Financial Model Overview of the RTC's Financial Model Including Alternative Scenario Testing</p>	<p>06</p> <p>Open Discussion Conduct an Open Discussion on FRI and Other Topics Related to TRAC</p>	<p>07</p> <p>Citizens Participation Conduct a Comment Period For Citizens Participation</p>	

SOME QUESTIONS SINCE LAST MEETING



- ⚙️ When would the FRI reauthorization occur?
- ⚙️ Is the revenue potential for extending FRI enough on its own?
- ⚙️ Can you demonstrate the flexibility with the Q10 dollars?
- ⚙️ What happens to the bottom line with an EV parity fee?
- ⚙️ Would an alternative conveyance fee solve the problem?
- ⚙️ Can you explain the ballot question authorization?
- ⚙️ Can't we simply reduce long-term transportation investments?
- ⚙️ How significant would the transit cuts be?
- ⚙️ What happens if you get nothing?



51



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AGENDA ITEMS

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FINAL MEETING

- Thursday, November 21, 2024, 3 p.m.




LET'S GO TRANSPORTATION RESOURCE ADVISORY COMMITTEE

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BIPARTISAN LEGISLATIVE BRANCH PANEL DISCUSSION

HEAR FROM A PANEL OF BIPARTISAN LEGISLATORS
WHO WILL SHARE THEIR VALUABLE INSIGHTS
RELATIVE TO TRANSPORTATION.



LET'S GO TRANSPORTATION RESOURCE ADVISORY COMMITTEE

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AGENDA ITEMS

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WE'RE GOING PLACES. LET'S GO TOGETHER

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Proposed TRAC Resolution Discussion
Petitioner:	M.J. Maynard, Chief Executive Officer, RTC
Recommendation by Petitioner:	Review and discuss a proposed TRAC resolution (FOR POSSIBLE ACTION)
Goals:	Enhance public awareness and support of the regional transportation system
Meeting:	Transportation Resource Advisory Committee and Community Collaboration - Nov 21 2024

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

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

ATTACHED:

[TRAC Resolution v.5 \(DRAFT\)](#)

**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, 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 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.

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.

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

**** DRAFT ****

3. Coordinate and 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.

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.

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.

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

Subject:	TRAC Next Steps
Petitioner:	M.J. Maynard, Chief Executive Officer, RTC
Recommendation by Petitioner:	Discuss TRAC next steps
Goals:	Enhance public awareness and support of the regional transportation system
Meeting:	Transportation Resource Advisory Committee and Community Collaboration - Nov 21 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

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
Meeting:	Transportation Resource Advisory Committee and Community Collaboration - Nov 21 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.