

Notice and Agenda of Public Meeting



**TRANSPORTATION RESOURCE ADVISORY
COMMITTEE AND COMMUNITY COLLABORATION**

Thursday, October 13, 2022, 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; 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 4 are items for possible action. Items 1, 3, 5, 6, and 7 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 June 2, 2022 (FOR POSSIBLE ACTION)
[TRAC Minutes 2022-06-02](#)
[MINUTES BACKUP: TRAC Comprehensive Meeting Deck 2022-06-02](#)
3. Recap the 2022 TRAC meetings and TRAC's overall goal for 2022
[Recap of 2022 TRAC Meetings and TRAC's Overall Goal for the Year - Pdf](#)
4. Discuss the RTC's transit operations current and future short-term baseline funding needs and alternative funding options and potentially make a recommendation for staff's continued exploration of these funding options (FOR POSSIBLE ACTION)
[Funding Alternatives for Transit Operations Short-Term Baseline Funding Needs - Pdf](#)
5. Receive an update from the Nevada Department of Transportation on the Nevada Sustainable Transportation Funding Study and Advisory Working Group
[NDOT Advisory Working Group Update - Pdf](#)
6. Conduct an open discussion on closing remarks related to TRAC and next meeting expectations
[Topics of Interest and Closing Remarks - Pdf](#)
7. 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
JUNE 2, 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 MAY 25, 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

Chair Warren Hardy called the meeting to order at 3:06 p.m. in the Mead Room of the Las Vegas Valley Water District.

MEMBERS PRESENT:

Warren Hardy, Chair, Warren Hardy Strategies
Ann Barnett, Nevada Contractors Association
Irene Bustamante Adams, Workforce Connections
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
James Halsey, IBEW Local 357
Jim Long, Sun City Anthem Resident
Erin McMullen Midby, Boyd Gaming
Paul Moradkhan, Metro Chamber of Commerce
Amanda Moss, SNHBA
Jean Peyton, Blindconnect
Tina Quigley, Las Vegas Global Economic Alliance
Tony Sanchez, NV Energy
Todd Sklamberg, Sunrise Hospital
Rick Smith, Henderson Development Association
Tiffany Tyler-Garner, Children's Advocacy Alliance
Virginia Valentine, Nevada Resort Association
Bryan Wachter, Retail Association of Nevada

MEMBERS ABSENT:

Danny Thompson, Vice Chair, Labor Consultant
Steve Hill, Las Vegas Convention and Visitors Authority
Karlos LaSane, Caesars Entertainment
Frank Marretti, III, G2 Capital Development
Hayim Mizrachi, NAIOP
Duy Nguyen, Asian Community Development Council
Brandon Roberts, Las Vegas Realtors

Minutes – Transportation Resource Advisory Committee and Community Collaboration
Meeting of June 2, 2022
Page 2 of 7

MEMBERS ABSENT (continued):

Paul Selberg, Nevada Conservation League
Matt Walker, The Howard Hughes Corporation
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, Deputy Chief Executive Officer
Marc Traasdahl, Chief Financial Officer

CONSULTANT TEAM:

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

INTERESTED PARTIES:

Kami Dempsey, AC NV
Guy Hobbs, Hobbs Ong & Associates
Jim Keane, Boulder City
Jacob Snow, Atkins
Mike Sullivan, Boyd Gaming
Tim Reesman, City of North Las Vegas
Sondra Rosenberg, NDOT

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

Item:
2. Approve the Minutes: Meeting of April 28, 2022 (FOR POSSIBLE ACTION)
Comments: No comment was made.
Motion: Chair Warren Hardy made a motion to approve the 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, James Halsey, Warren Hardy, Jim Long, Paul Moradkhan, Jean Peyton, Tina Quigley, Todd Sklamberg, Rick Smith, Tiffany Tyler-Garner, Virginia Valentine, Bryan Wachter Nays: None Absent: Irene Bustamante Adams, Steve Hill, Karlos LaSane, Frank Marretti, III, Erin McMullen Midby, Hayim Mizrachi, Amanda Moss, Duy Nguyen, Brandon Roberts, Tony Sanchez, Paul Selberg, Danny Thompson, Matt Walker, Tommy White

Item:
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)
Comments: Following a detailed PowerPoint presentation [attached], Mr. Guy Hobbs, Hobbs Ong & Associates, discussed funding solutions for the Regional Transportation Commission of Southern Nevada’s (RTC) baseline transit system. He began with an overview of baseline funding, which he defined as “the cost of maintaining consistent service levels and complying with federal requirements on a going forward basis.” He noted that it does not include any enhancements to the existing transit system. Next, Mr. Hobbs presented charts showing the RTC’s transit budget and projected deficits beginning in Fiscal Year (FY) 2023. The projected deficits are attributed to multiple factors with one being funding sources. The RTC is primarily funded through sales tax, leaving operational revenues susceptible to changes in the local economy. He explained that although the budget deficit begins in FY 2023, increases in one-time federal funding related to the pandemic are sufficient to cover operating deficits until FY 2028. Mr. Ken Evans asked about possible repercussions if there are delays in addressing the fiscal cliff. Mr. Hobbs responded about the urgency in addressing the matter as soon as possible. To illustrate his point, he discussed possible aberrations in the economy, such as a recession, that could accelerate the cliff due to a decline in sales tax revenue.

Mr. David Frommer requested more detail on the projection's assumptions. Mr. Hobbs explained that the projections are based on conservative estimates and historical data. He added that it is difficult to predict every possible scenario, especially aberrations that have never occurred. Since the full impact of the pandemic on the economy is still unknown, FY 2019 is used as a baseline in the financial models.

Ms. M.J. Maynard, Chief Executive Officer (CEO) for the RTC, commented that it would not be feasible to wait until FY 2028 to carry out transit service and staff reductions in response to the deficit. The reductions would need to begin as early as FY 2024.

Ms. Amanda Moss requested an additional scenario showing the outcome of a mild recession. Mr. Hobbs noted that the current figures are a baseline scenario and do not take into consideration a future recession. He stated that RTC staff would follow up with her request.

Mr. Bryan Wachter inquired about the requirement to upgrade the RTC fleet with electric vehicles and requested a more detailed budget for FY 2024 and FY 2025. Ms. Maynard reviewed the Federal Transit Administration's (FTA) eligibility requirements, which include upgrading to an electric fleet in order to apply for future grant funding. She noted that the electric vehicles purchased to date were mostly paid for through federal funding. In terms of the significant increase between FY 2024 and FY 2025, she explained that starting in FY 2025, capital outlay expenses will increase because of the need to upgrade and replace vehicles at the end of their lifecycles. The capital outlay expense will be there regardless of whether it is a gas or electric vehicle. She added that she would follow up with a more detailed budget breakdown.

Mr. Rick Smith requested details on the allocation of COVID-related funding and asked if the RTC had to address similar shortfalls in the past. Mr. Hobbs responded that the RTC received approximately \$300 million in federal funding. The funds are held in reserve and will be used to cover the deficits for FY 2023 through FY 2027. Ms. Maynard added that the last time the RTC had to cut services and experienced such a significant shortfall was during the 2008 Great Recession.

Mr. Marc Traasdahl, Chief Financial Officer (CFO) for the RTC, reviewed a detailed breakdown of the RTC's transit revenue and operating expenses. He noted that contracted services account for the majority of the RTC's operating budget for a total of \$214.5 million. Ms. Maynard added that contracting with the private sector and internal controls on passenger minimums for new service routes help the RTC maintain a low cost per passenger.

Mr. Evans recommended working with developers and new large employers to ensure the limitations on transit services are known.

Mr. Smith recommended a special designation in areas with a high amount of industrial growth.

Next, Ms. Moss inquired about fare increases. Ms. Maynard explained the difficult dynamics surrounding fare increases. RTC fares are in line with the national averages. She noted that unlike some European countries, most agencies, including the RTC, do not have a framework in place to automatically adjust pricing according to economic conditions, such as inflation.

Continuing, Mr. Traasdahl provided a chart comparison of the RTC and a peer agency's bus cost-revenue per trip. He also discussed the RTC's use of federal grant funding. Ms. Maynard added that pursuing federal funding is a priority for the RTC. Mr. Traasdahl then provided a list of possible budget reductions for implementation. Mr. Hobbs followed with a list of tax system principles to serve as guidelines if a new tax revenue source is pursued as a means of addressing the fiscal cliff.

Mr. Wachter highlighted the principles of ease of administration, transparency, and simplicity as priorities in the development of a new tax source and asked for clarification on the concept of nexus. Mr. Hobbs used fuel taxes utilized to build roads to illustrate this concept. While a revenue source does not need to be tied to transportation, he suggested that it would be beneficial if it was.

Ms. Tiffany Tyler-Garner commented on the opportunity presented by applying the concept of nexus and recommended conducting an analysis to determine if ridership needs are tied to other issues such as food deserts or access to health care.

Mr. Smith felt that the tax should correlate with usage. Mr. Hardy commented that he agreed with Mr. Smith but cautioned that it could also lead to singling out specific industries or groups.

Mr. Evans suggested a tax akin to an impact fee.

Ms. Moss pointed out the need to consider equity within the tax system.

Mr. James Halsey agreed with the idea that people who benefit from the transit system should contribute more but he suggested broadening the concept to look at employers. In response to Mr. Halsey's comment, Ms. Maynard noted that there is a misconception about the RTC's ridership, which consists primarily of people using the system to get to work. She added that the RTC is working on an origin and destination study that should provide additional information.

Next, Mr. Hobbs reviewed a breakdown showing the national average of transit funding according to source organization.

Mr. Wachter asked if the RTC receives state funding. Ms. Maynard confirmed that it receives state funding via Medicare reimbursement for paratransit operations. She also noted that other peer agencies receive more federal funding because they have an existing funding mechanism to support programs such as high-capacity transit that are eligible for federal funding.

Continuing, Mr. Hobbs reviewed a list of alternative revenue suggestions. As he discussed the list of potential fees or taxes for consideration, he highlighted those that would require legislative action.

Mr. Wachter asked if there is a threshold amount that needs to be raised in order to avert the fiscal cliff. Mr. Hobbs responded that a conservative estimate would be \$40 million annually.

Mr. Evans asked if the impact of electric vehicles is factored into the potential taxes or fees. Ms. Maynard noted that the Nevada Department of Transportation (NDOT) has a committee that is working on alternative revenue sources for street and highway projects.

Mr. Hobbs continued with his overview of potential fees or taxes, discussing imposing a 50-cent per-ride fee on alternative conveyance services, such as Uber, Lyft, and other private conveyances.

Mr. Guzman and Chair Hardy commented on the precariousness of the alternative conveyance services’ business models.

Mr. Halsey recommended focusing on cost reduction.

Ms. Maynard reiterated that the RTC provides a low cost per ride but stated that if the cost-reduction strategy is pursued, there will be a service reduction.

Mr. Hobbs also highlighted other options, such as a new delivery fee, transit fee increase, sales tax increase, vehicle surcharge, road usage fee, and congestion charge.

Of the list of suggestions provided, Mr. Wachter said that broadening the sales tax should be analyzed further.

Mr. Barry Gold agreed that the sales tax increase should be further studied.

Chair Hardy noted that all items on the list should be considered as potential funding sources but that the Transportation Resource Advisory Committee and Community Collaboration (TRAC) should focus on the items that would not fall under the purview of other agencies. In his opinion, this included a delivery fee, transit fee increases, and an alternative conveyance fee.

Mr. Frommer agreed to focusing on Chair Hardy’s suggestion.

Mr. Wachter disagreed with solely focusing on the items outlined by Chair Hardy.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

- 4. Receive closing remarks and discuss topics of interest and future meeting expectations for TRAC

Comments:

Ms. Helen Foley announced that the Thursday, July 7, 2022, meeting was cancelled. The next meeting will be held on Thursday, September 29, 2022.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

- 5. Conduct a comment period for citizens participation

Comments:

Chair Warren Hardy called on Ms. Sondra Rosenberg, Nevada Department of Transportation, who provided the following comment:

Sorry, I know it's past time. Sondra Rosenberg, NDOT, for the record. I just want to clarify a couple of comments on the gas tax, as well as the road usage charge. Our Article 9, Section 5 of the Nevada Constitution requires that both of those sources, as well as vehicle registration fees, be spent on construction and maintenance of highways. So, it would require not only legislative action but a constitutional amendment to spend those dollars on transit. So, I just want to get that on the record so that everyone understands.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

ADJOURNMENT

The meeting adjourned at 5:06 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 APRIL 28, 2022
(FOR POSSIBLE ACTION)



TRAC COMMITTEE 2022

AGENDA ITEM #3

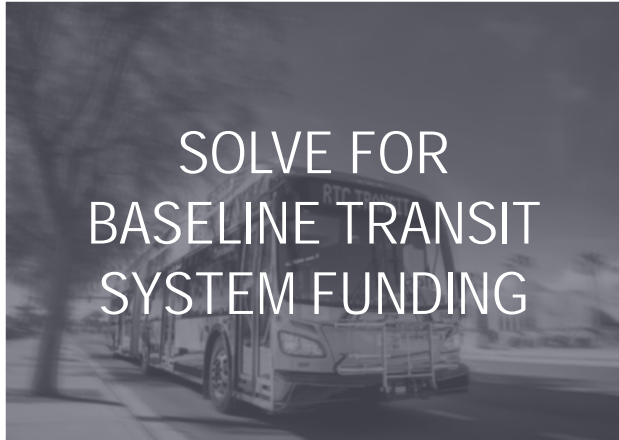
DISCUSS FUNDING

SOLUTIONS FOR THE RTC'S
BASELINE TRANSIT SYSTEM
(FOR POSSIBLE ACTION)



TRAC COMMITTEE 2022

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.



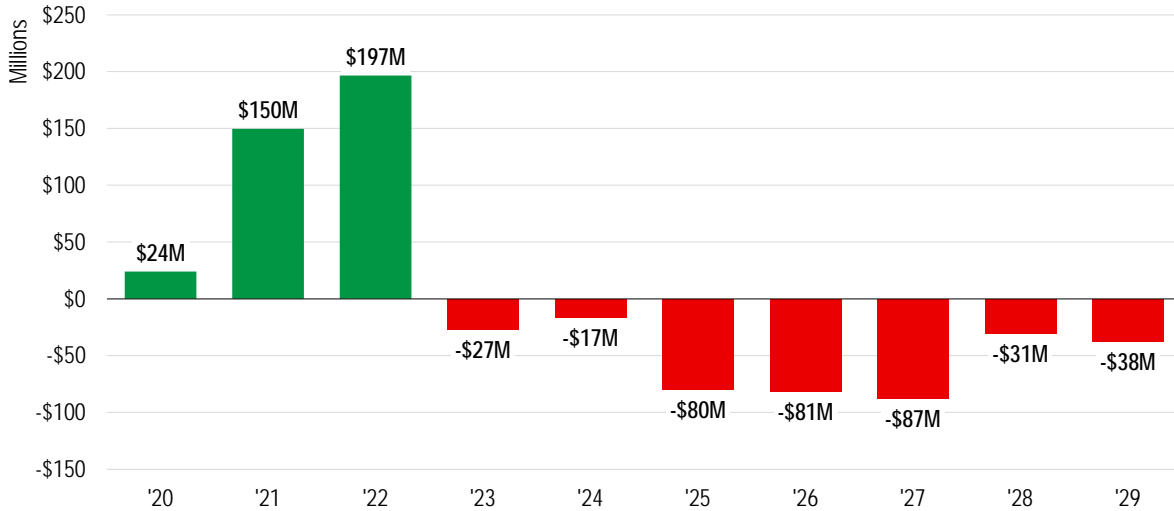
TRAC COMMITTEE 2022

DEFINING THE FISCAL CLIFF



TRAC COMMITTEE 2022

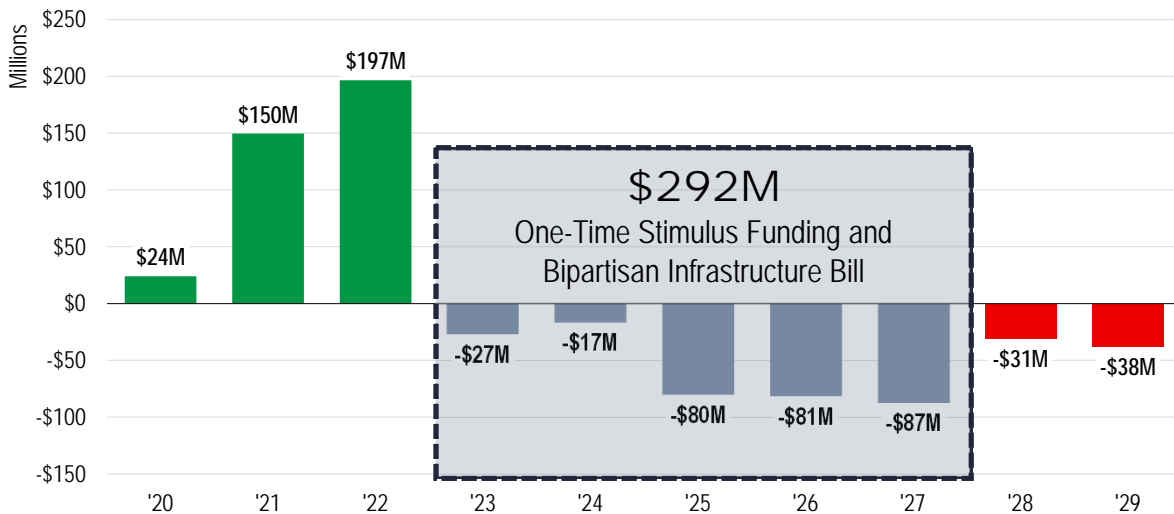
Transit Projected Budget Surplus/Deficit



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



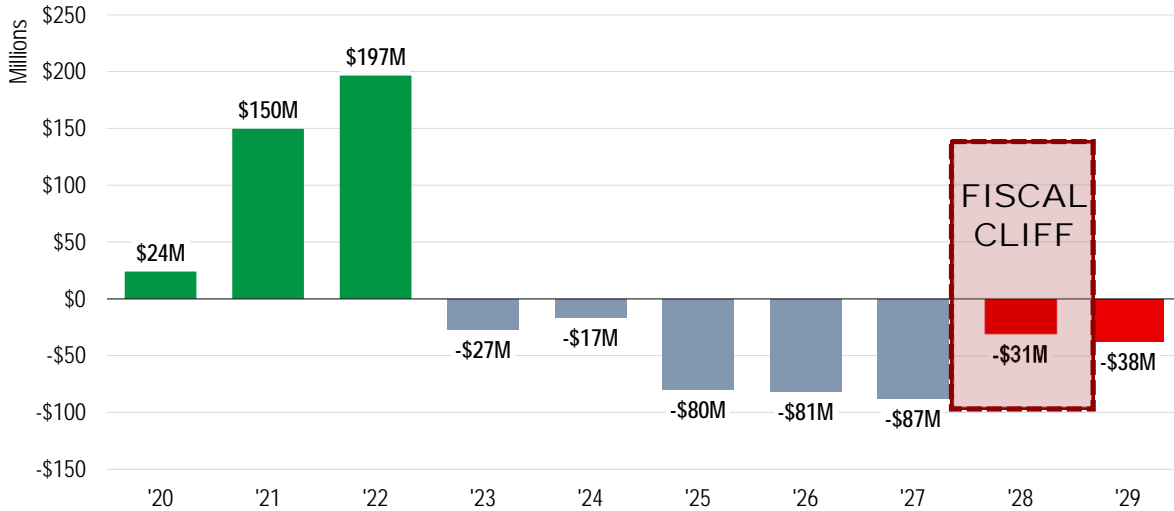
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Transit Projected Budget Surplus/Deficit



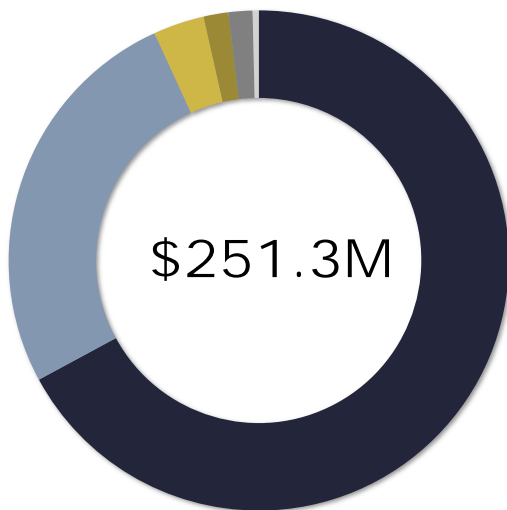
Source: RTC of Southern Nevada. Note: Based on current projections effective January 2022 and subject to change due to sales tax, federal grants and capital expenditures



TRAC COMMITTEE 2022

Budgeted Transit Operating Revenue

Pre-COVID | Fiscal Year 2020



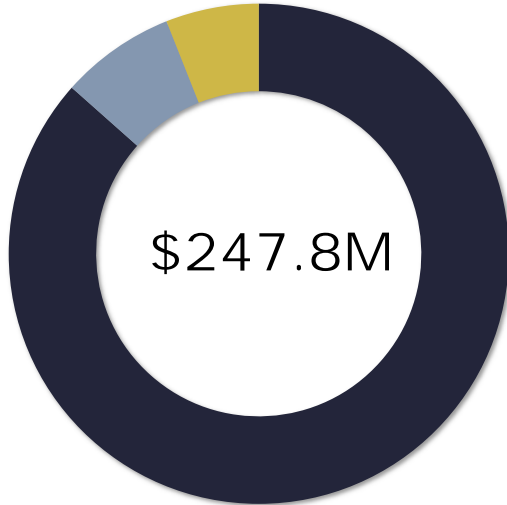
Type	Revenue	Share
Sales Tax	\$168.6M	67.1%
Passenger Fares	\$65.5M	26.1%
Medicaid	\$8.3M	3.3%
Advertising	\$4.0M	1.6%
Microtransit	\$3.9M	1.6%
Other	\$1.0M	0.4%
TOTAL	\$251.3M	100%



TRAC COMMITTEE 2022

Budgeted Transit Operating Expenditures

Pre-COVID | Fiscal Year 2020



Type	Expenditures	Share
Contracted Services	\$214.5M	86.6%
Salaries & Benefits	\$18.4M	7.4%
Transfers Out	\$14.9M	6.0%
TOTAL	\$247.8M	100%



TRAC COMMITTEE 2022

Budgeted Transit Operating Expenditures

Pre-COVID | Fiscal Year 2020



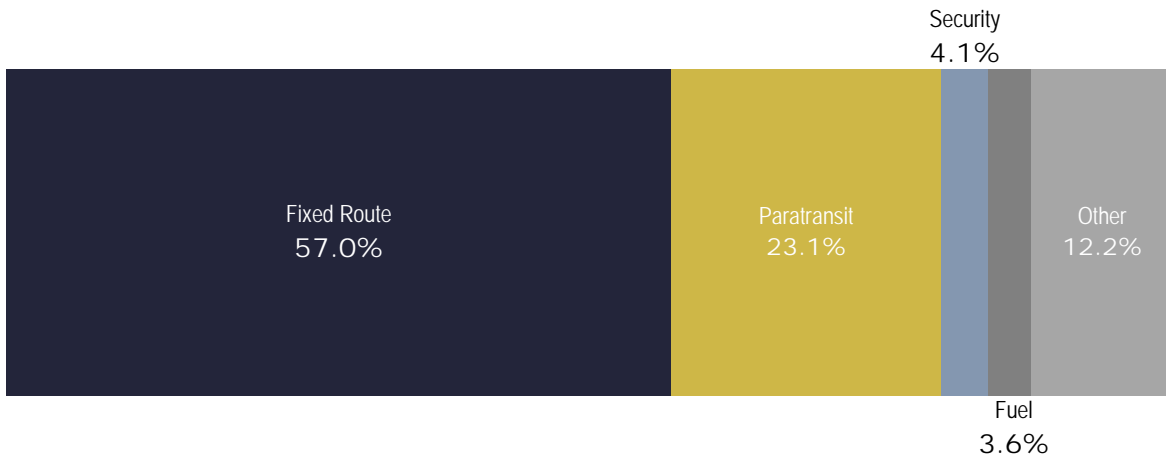
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TRAC COMMITTEE 2022

Contracted Services

Pre-COVID | Fiscal Year 2020



Highlights of Transit Capital Budget

Pre-COVID | Fiscal Year 2020

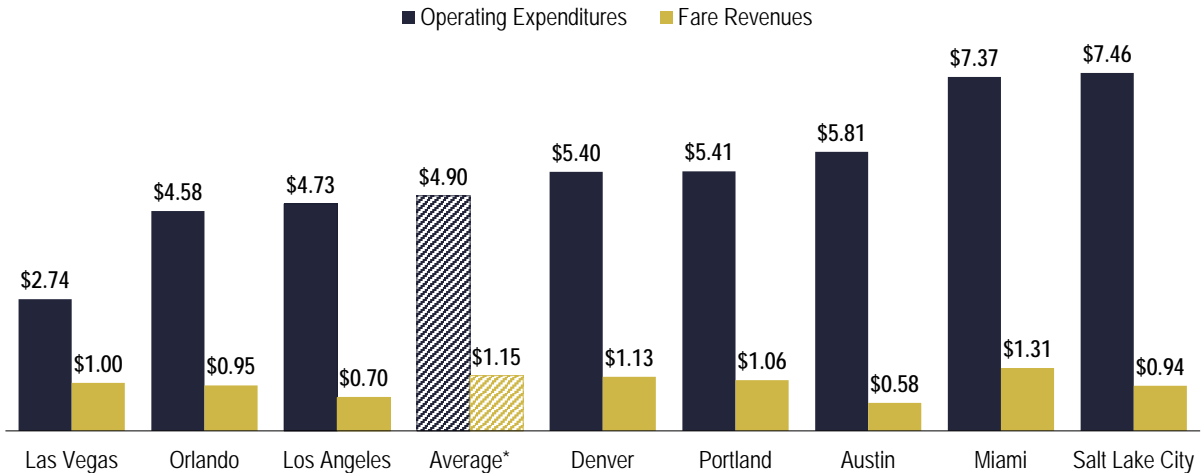
\$76.4 Million
Total Budget

\$58.3 Million
Grant Funding



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.



Budget 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: Capital projects include bus and land purchases.



PRINCIPLES OF EFFECTIVE TAX SYSTEMS

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/Scalability (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

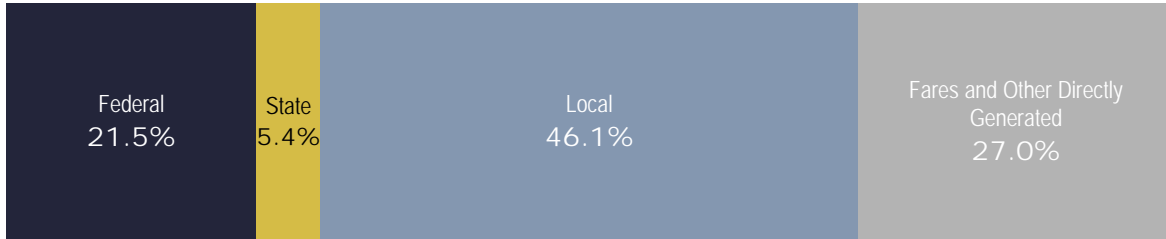
PRINCIPLES OF EFFECTIVE TAX SYSTEMS

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TRAC COMMITTEE 2022

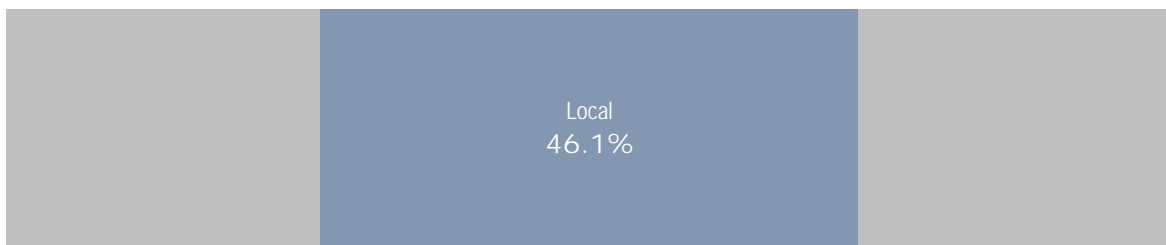
National Share of Transit Funding by Type All Organizational Types



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.



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?













TRAC COMMITTEE 2022

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?



TRAC COMMITTEE 2022



2/3 Majority Required

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

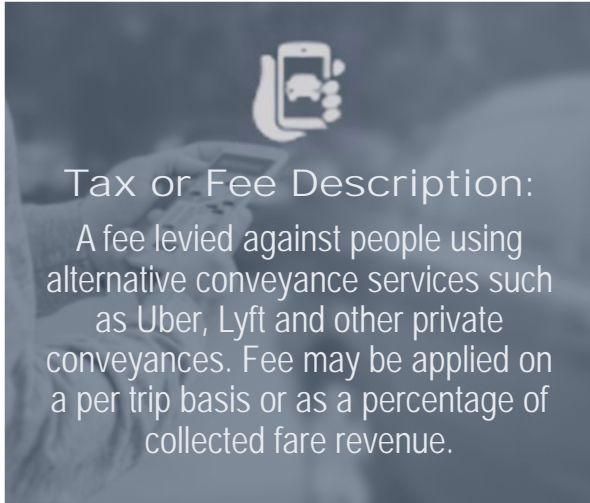


Photo Credit: Kippy S. Spiker, Geminal Graphics & Photography



TRAC COMMITTEE 2022

Alternative Conveyance Fees



Tax or Fee Description:

A fee levied against people using alternative conveyance services such as Uber, Lyft and other private conveyances. Fee may be applied on a per trip basis or as a percentage of collected fare revenue.

39.4M

2019 BASE (TOTAL RIDES)

\$0.50/Ride

POTENTIAL IMPOSED FEE

\$19.7M

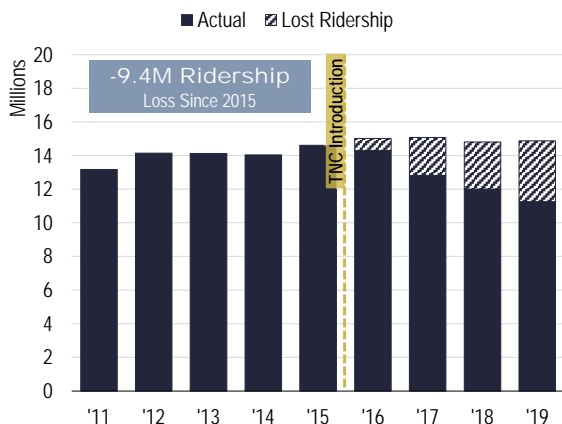
REVENUE POTENTIAL (CLARK COUNTY)

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

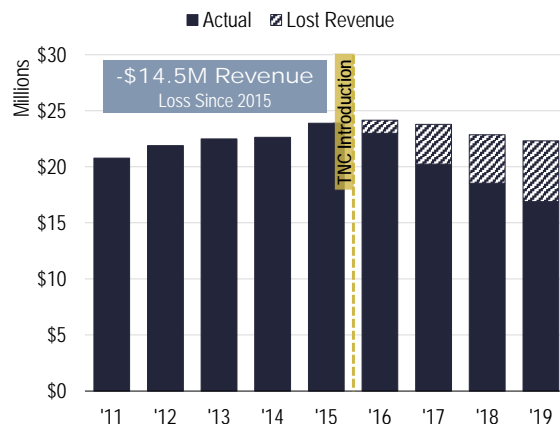


TNC Impact on RTC – Resort Corridor Routes

RTC Resort Corridor Ridership
Actual vs. Projected



RTC Resort Corridor Revenue
Actual vs. Projected



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.

70.3M
 2019 BASE (TOTAL DELIVERIES)

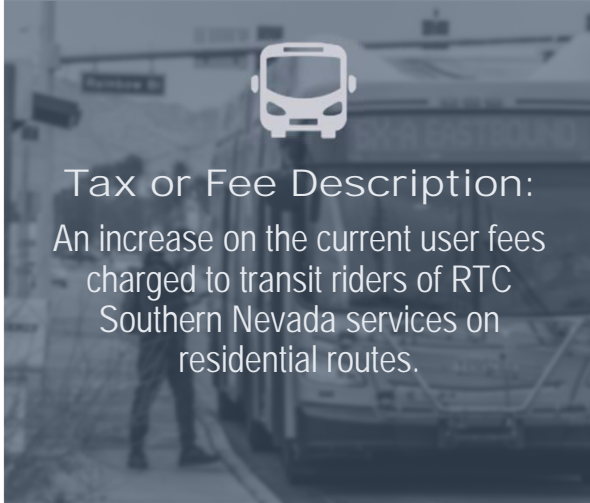
\$0.30/Delivery
 POTENTIAL IMPOSED FEE

\$21.1M
 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.



Increased Transit Fees | Residential



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

10.5M

2019 BASE (TOTAL PASSES SOLD)

15%-25%

FEE INCREASE

\$3.8-\$6.0M

REVENUE POTENTIAL



TRAC COMMITTEE 2022

Increased Transit Fees | Resort Corridor



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

1.7M

2019 BASE (TOTAL PASSES SOLD)

12%-25%

FEE INCREASE

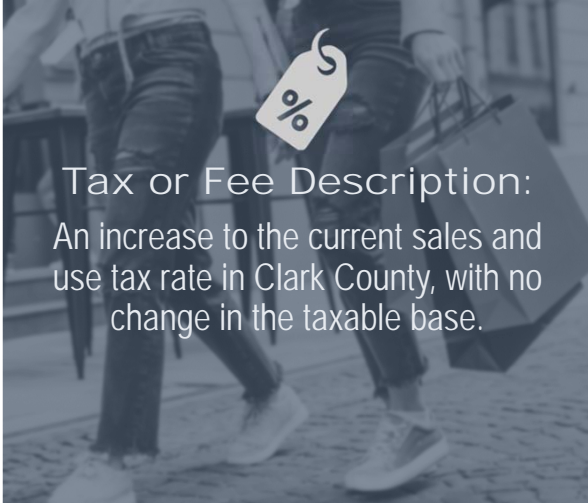
\$1.1-\$1.7M

REVENUE POTENTIAL



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

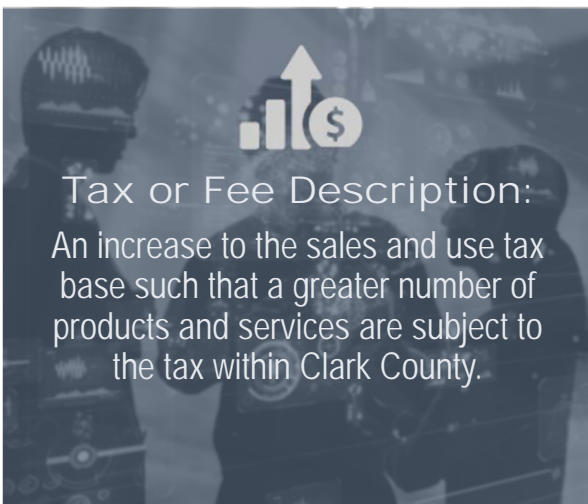
\$57.4M

REVENUE POTENTIAL
(CLARK COUNTY 0.125% INCREASE)

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



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)

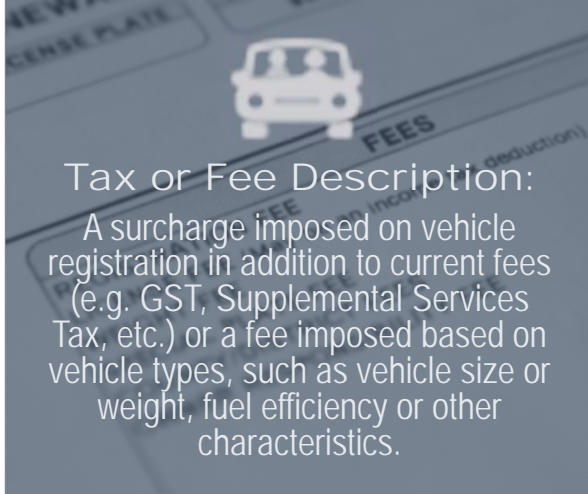
\$12.5M

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.



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

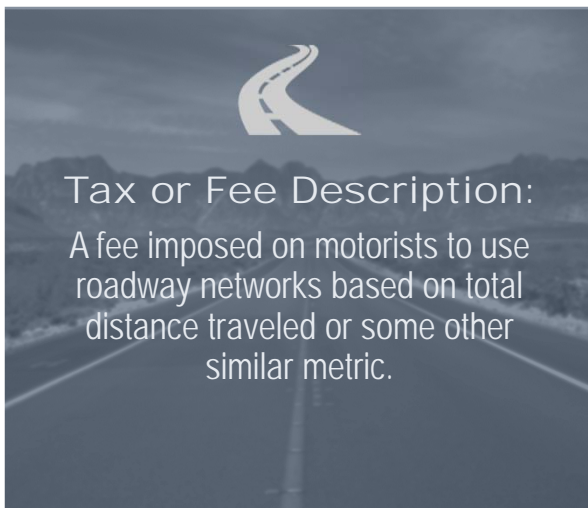
\$5.1M

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.



Road Usage Fee



Tax or Fee Description:

A fee imposed on motorists to use roadway networks based on total distance traveled or some other similar metric.

28.8B

2019 BASE (VEHICLE MILES TRAVELED)

\$0.01/Mile

POTENTIAL IMPOSED FEE

\$287.9M

REVENUE POTENTIAL (NEVADA)

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.



Congestion Charge



Tax or Fee Description:

A fee imposed in congested areas or during peak times (e.g. the Strip on weekends). Fee may be imposed upon taxis and ride shares or upon all drivers.

19.5M

2019 BASE (RIDESHARE STRIP TRIPS)

\$0.50/Ride

POTENTIAL IMPOSED FEE

\$9.8M











REVENUE POTENTIAL (CLARK COUNTY)

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













Discussion | Potential Revenue Options

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?



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>



FUTURE DIRECTION

“The Transportation Resource Advisory Committee recommends that staff further develop **ALTERNATIVE CONVEYANCE FEES, DELIVERY FEES AND INCREASED TRANSIT FEES (RESIDENTIAL & RESORT CORRIDOR)** as potential revenue options to solve for baseline transit system funding.”



AGENDA ITEM #4

TOPICS OF INTEREST AND CLOSING REMARKS



TRAC COMMITTEE 2022

FUTURE MEETING DATE CHANGES

- IF NEEDED: Thursday, July 7 from 3-5 p.m.
- REMOVE: Thursday, August 25 from 3-5 p.m.
- NEW DATE: Thursday, September 29 from 3-5 p.m.
- IF NEEDED: Thursday, October 27 from 3-5 p.m.



TRAC COMMITTEE 2022

AGENDA ITEM #5

FINAL CITIZENS

PARTICIPATION



TRAC COMMITTEE 2022



TRAC COMMITTEE 2022

TRANSPORTATION RESOURCE ADVISORY COMMITTEE & COMMUNITY COLLABORATION

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Recap of 2022 TRAC Meetings and TRAC's Overall Goal for the Year
Petitioner:	M.J. Maynard, Chief Executive Officer, RTC
Recommendation by Petitioner:	Recap the 2022 TRAC meetings and TRAC's overall goal for 2022
Goals:	Enhance public awareness and support of the regional transportation system

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

Regional Transportation Commission of Southern Nevada (RTC) staff and Transportation Resource Advisory Committee and Community Collaboration (TRAC) staff will provide a recap of the 2022 TRAC meetings. Additionally, staff will also review TRAC's overall goal for 2022.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Funding Alternatives for Transit Operations Short-Term Baseline Funding Needs
Petitioner:	M.J. Maynard, Chief Executive Officer, RTC
Recommendation by Petitioner:	Discuss the RTC's transit operations current and future short-term baseline funding needs and alternative funding options and potentially make a recommendation for staff's continued exploration of these funding options (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 discuss the RTC's finances and short-term baseline funding for transit operations. The Transportation Resource Advisory Committee and Community Collaboration (TRAC) will discuss RTC staff's continuation to explore funding alternatives for transit operations.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	NDOT Advisory Working Group Update
Petitioner:	M.J. Maynard, Chief Executive Officer, RTC
Recommendation by Petitioner:	Receive an update from the Nevada Department of Transportation on the Nevada Sustainable Transportation Funding Study and Advisory Working Group
Goals:	Maintain and improve transportation system infrastructure

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

Assembly Bill 413 of the 2021 Nevada Legislative Session requires the Nevada Department of Transportation (NDOT) to convene an Advisory Working Group (AWG) to study issues related to sustainable transportation funding. The AWG will study the multimodal transportation needs of the state and recommend funding options that provide long-term financial sustainability for Nevada's transportation system, while also considering the needs for social and user equity and the urgency in reducing greenhouse gas emissions from the transportation sector.

NDOT is currently coordinating with stakeholders from public, civic, business, and social sectors through the AWG. This coordination will enhance understanding of the challenges, impacts, and opportunities for new approaches to transportation funding. Ultimately, the AWG will identify general consensus around viable funding options for Nevada's transportation system, presenting its activities, findings, conclusions, and recommendations to the Nevada Legislature by December 21, 2022. More information can be found on NDOT's website: <https://www.dot.nv.gov/doing-business/nevada-sustainable-transportation-funding-study-and-advisory-working-group>.

NDOT consultant will provide an update on the sustainable funding strategy and the AWG.

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:	Conduct an open discussion on closing remarks related to TRAC and next meeting expectations
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 October 13, 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.