

Notice and Agenda of Public Meeting



**TRANSPORTATION RESOURCE ADVISORY
COMMITTEE AND COMMUNITY
COLLABORATION**

Wednesday, October 23, 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 September 26, 2024 (FOR POSSIBLE ACTION)
[TRAC Minutes 2024-09-26](#)
[MINUTES BACKUP: RTC TRAC Meeting Deck 9.26.24](#)
3. Receive a presentation from NDOT regarding the continuation of the Sustainable Transportation Funding Alternatives
[NDOT Presentation on Sustainable Transportation Funding Alternatives - Pdf](#)
4. Receive a presentation from the RTC on potential impacts without the extension of Fuel Revenue Indexing
[Potential Impacts without the Extension of Fuel Revenue Indexing - Pdf](#)
5. Receive an overview on the RTC's Financial model, including interactive alternative scenario testing
[RTC Financial Model and Interactive Alternative Scenario Testing - Pdf](#)
6. Conduct an open discussion on the Fuel Revenue Indexing program and other topics related to TRAC
[Discussion on the FRI Program and Other Topics of Interest to TRAC - Pdf](#)
7. Conduct a comment period for citizens participation
[Final Citizens Participation - Pdf](#)

MINUTES
TRANSPORTATION RESOURCE ADVISORY COMMITTEE
AND COMMUNITY COLLABORATION
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
SEPTEMBER 26, 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 SEPTEMBER 20, 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 3:03 p.m. in the Mead Room of the Las Vegas Valley Water District.

MEMBERS PRESENT:

Warren Hardy, Chair, Warren Hardy Strategies
Danny Thompson, Vice Chair, Labor Consultant
Fran Almaraz, Nevada Silver Haired Forum
Lou DeSalvio, Laborers Local 872
Heidi Dexheimer, ACEC-NV
Tina Frias, Southern Nevada Homebuilders Association
David Frommer, University of Nevada, Las Vegas
Peter Guzman, Latin Chamber of Commerce
James Halsey, IBEW Local 357
Erik Hansen, Campus for Hope
Yolanda King, Nevada Taxpayers Association
Karlos LaSane, Caesars Entertainment
Erin McMullen Midby, Boyd Gaming
Scott Muelrath, Henderson Chamber
Jean Peyton, Blindconnect
Sarah Quinn, Opportunity Village
Virginia Valentine, Nevada Resort Association
Matt Walker, The Howard Hughes Corporation
Minjia Yan, Asian Community Development Council

MEMBERS ABSENT:

Ann Barnett, Nevada Contractors Association
Irene Bustamante Adams, Workforce Connections
Cassie Catania-Hsu, NAIOP
Asha Jones, Brightline West
Frank Marretti, III, G2 Capital Development
Paul Moradkhan, Metro Chamber of Commerce
Tina Quigley, Las Vegas Global Economic Alliance
Todd Sklamberg, Sunrise Hospital
Bryan Wachter, Retail Association of Nevada

MEETING FACILITATOR:

Helen Foley, Foley Public Affairs

RTC STAFF:

M.J. Maynard, Chief Executive Officer

Angela Castro, Chief Strategy, Policy & Marketing Officer

Marc Traasdahl, Chief Financial Officer

Andrew Kjellman, Senior Director Metropolitan Planning Organization

David Clyde, Chief Legal Officer

Marin DuBois, Government Affairs Supervisor

Catherine Busche, Director of Government Affairs and Media Relations

Mallory Cyr, Purchasing Manager

Antonette Braddock, Senior Director of Paratransit and Specialized Services

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:

Jeff Doyle, CDM Smith, Inc.

Alyssa Rodriguez, City of Henderson

Shani Coleman, Clark County

Jared Luke, City of North Las Vegas

Joey Paskey, Las Vegas Public Works

Sondra Rosenberg, NDOT

Steve Conne, City of Henderson

Christina Richter, City of Henderson

Joe Harrington, NDOT

Randy Rorison, City of Las Vegas

Shannon Reiman, Boulder City

Kami Dempsey, ACNV

Aaron Harris, Resident

Tim Reesman, City of North Las Vegas

Cassie Snow, Climate Reality Las Vegas

<p>Item:</p> <p>1. Conduct a Comment Period for Citizens Participation</p>
<p>Comments:</p> <p>Mr. Aaron Harris made the following comment: <i>Hi. My name is Aaron, and I live down in Henderson, and I took the bus here today. It's about 12.6 miles. It took about two hours total. I left at 12:57, and for that distance, we're covering about seven miles an hour. I've ridden transit in plenty of other places, and it doesn't take that long to travel that distance. I've ridden transit in Denver, in Seattle, in Chicago, even here close by in Tempe, and it takes about 30 minutes to travel around that same distance. So, I don't think it's a problem in transit modes themselves. I think it's a problem with how we're doing transit. So, I'd like to point attention to, I'm one of the few people that can drive, can afford to drive, but I actually prefer to take the bus. Our roads here are, quite frankly, kind of a warzone really. Thousands of people every day here in the valley are being injured, and people want alternatives to having to drive. And taking away someone's driver's license shouldn't be taking away their livelihood and allowing them to meet the people that they know the most and getting to the job opportunities they would rather have. And so, I encourage you to think of transit not as simply as cost to society but really a benefit to society. Numerous studies have shown that every dollar spent on transit leads to between four and 12 dollars of economic benefit. Not just for people that are saving money, but also the money that we save on our roads. I really encourage you, when we look at the future of transit, it's not the issue of transit itself. It's how we can make transit more of a joy to ride—something that people want to take. So, looking at not simply cutting service because there's less funding, but looking at the fact that our funding is going down, let's invest in transit because that's going to give people better economic opportunities and ultimately lead to better ridership. I think that the metric we should be looking at is not fare recovery but ridership, because every person that rides transit is a person not costing us in maintaining our roads as well as our firefighters and first responders and our police personnel that have to clean up the mess after people tragically get hurt or lose their lives on the road. Thank you for your time.</i></p>
<p>Motion:</p> <p>No motion was necessary.</p>
<p>Vote/Summary:</p> <p>No vote was taken.</p>

<p>Item:</p> <p>2. Approve the Minutes: Meeting of August 29, 2024 (FOR POSSIBLE ACTION)</p>
<p>Comments:</p> <p>No comments were made.</p>
<p>Motion:</p> <p>Warren Hardy made a motion to approve the meeting minutes</p>
<p>Vote/Summary:</p> <p>19 Ayes. 0 Nays. The motion carried. Ayes: Chair Warren Hardy, Vice Chair Danny Thompson, Fran Almaraz, Lou DeSalvio, Heidi Dexheimer, Tina Frias, David Frommer, Peter Guzman, James Halsey, Erik Hansen, Yolanda King, Karlos LaSane, Erin McMullen Midby, Scott Muelrath, Jean Peyton, Sarah Quinn, Virginia Valentine, Matt Walker, Minjia Yan Nays: None</p>

Absent: Ann Barnett, Irene Bustamante Adams, Cassie Catania-Hsu, Asha Jones, Frank Marretti III, Tina Quigley, Sarah Quinn, Todd Sklamberg, and Bryan Wachter

Item:
 3. Receive Information from a Local Government Panel on the Perceptions of Transportation and the Future

Comments:
 Following a detailed PowerPoint presentation [attached], Ms. Helen Foley, Meeting Facilitator, began by bringing forward the panelists for the local and state government discussion. The panel included experts from local government, economic development, public works, and the Nevada Department of Transportation (NDOT). She noted that while these representatives were from different agencies, they share their use of funds from the Regional Transportation Commission of Southern Nevada (RTC) for mobility and infrastructure projects. The panel was an opportunity for local officials to inform the Transportation Resource Advisory Committee and Community Collaboration (TRAC) about current and unmet needs.

Next, Ms. Foley introduced the panel, which included the following: Ms. Shani Coleman, Director of Community and Economic Development, Clark County (County); Mr. Jared Luke, Director of Government Affairs and Economic Development, City of North Las Vegas (North Las Vegas); Ms. Alyssa Rodriguez, Assistant City Manager, City of Henderson (Henderson); Ms. Joey Paskey, Director of Public Works, City of Las Vegas (Las Vegas); Ms. Sondra Rosenberg, Deputy Director for Planning and Administration, NDOT.

Ms. Foley’s noted that Southern Nevada has seen remarkable growth, with employment rising by 5.6 percent in 2023, nearly twice the national average. The state’s GDP also surged by 11 percent last year, and the region is on track to add one million more residents by 2060. She added that there is a real emphasis in the County and Las Vegas for infill projects and asked if the County and City of Las Vegas were planning for this growth about some key projects and asked Ms. Coleman and Ms. Paskey about this.

Ms. Coleman agreed that the County was looking at infill and stated that the County had recently reestablished its redevelopment agency with part of the agency’s goal being to look at more mature neighborhoods that need to shift from a suburban model to a denser urban model. She mentioned this shift will be challenging for roadways, so the County is looking for opportunities to use public transportation, such as switching from required parking to shared parking, as an example. A public transportation network that supports a big-city dense environment is important moving forward.

Ms. Foley asked for some project examples. Ms. Coleman said one focus right now is a commercial center around Maryland Parkway and Sahara Avenue, reporting that the County was hoping to take advantage of the RTC project on Maryland Parkway with some strategic acquisitions and tying in redevelopment of the commercial center. Another redevelopment is taking place around Spring Mountain, where parking is an issue, and the goal is to reduce the number of cars in the area using public transportation. The question is how to move people back and forth in that area, as it is used by both residents and tourists frequently. There are also several affordable housing projects underway as well as a micro-business project along Lake Mead Boulevard and D Street that will have approximately 79 affordable housing units. Ms. Coleman shared that there is also around 25,000 square feet of small

business incubator space in the same area, with public transit meant to serve both. Some longer-term projects include looking into the Sloan area as a manufacturing facility hub, but the only way to get out there is by car. She mentioned that the County also owns about 9,000 acres in Laughlin that is ripe for industrial development. As the County thinks of diversifying the economy, the question of moving people back and forth is always a crucial one.

Ms. Foley asked Ms. Paskey what was on the drawing board for Las Vegas. Ms. Paskey began by saying the extraordinary growth has prompted Las Vegas to reevaluate how it plans and uses public transportation. Infill and redevelopment are on the docket as well as mixed use and greater use of transit-oriented development. She mentioned the 2050 Master Plan was organized a few years prior and an extension of that is individual neighborhood planning—16 different neighborhoods each with their own land use plans and visions. Two of these plans include the Charleston corridor high-capacity transit study (through the RTC) and the La Madre Foothills area. On the more proactive side, Ms. Paskey referred to a Mobility Master Plan, which is a blueprint for looking at short-term and long-term projects/goals and how those suite the organization’s needs.

Next, Ms. Foley recalled how Henderson and North Las Vegas are expanding economically around manufacturing and warehousing and asked what this growth entails and how it is impacting existing transportation infrastructure. She inquired as to what was on the drawing board for their respective cities. Ms. Rodriguez responded first by saying diversification across the valley is of critical importance. A study was completed looking at what industries within the City of Henderson were going to be targeted, and manufacturing was one of the primary targets. Ms. Rodriguez noted the “crown jewel” was an area in West Henderson that has land set aside specifically for workforce-type development. Groundbreaking for a 2.4 million square-foot Haas Automation facility was scheduled for the following week. Ms. Rodriguez said this facility is anticipated to attract other similar workforce-type facilities. Also, adjacent to that facility, a Center for Excellence campus was built for the College of Southern Nevada with the goal being to facilitate training for future opportunities.

Ms. Rodriguez also mentioned several companies with facilities either built or being built in the area. These include Aristocrat, Levi’s, Amazon, Chicken N Pickle, a family-friendly field house, and more. She noted that with a lot happening in that area, and it being on the edge of town, the question is how to handle transportation. Some research was done prior to development to help visualize what roadways and elements like trailways might look like. Her team also pioneered some of the wastewater and power line infrastructure in the area. She is anticipating close proximity to homes and thanked the Henderson resident who spoke earlier in the day, noting that while the RTC had been able to extend bus service in the area, it is still difficult to get people out there. Now, the importance is flexibility, frequency, and duration of rides and improving that in the future. On top of that, as infrastructure ages, it will need to be maintained.

As for upcoming projects, Ms. Rodriguez mentioned land being looked at for similar workforce-type development as part of the Southern Nevada lands bill. She also spoke briefly about an El Dorado Valley parking garage that has been purchased and will be turned into a family-focused development site, a revamped study around land in the Nevada State University area. She emphasized all of these come with transportation challenges, and Henderson is working closely with NDOT on things like new interchanges around Via Nobilia and the college area as well as work around the Lakeview corridor, anticipating transportation challenges in the future. She noted that creative collaborations, such as

providing the money for design and working with NDOT/the County for construction, will be beneficial as resources dwindle.

Finally, Ms. Rodriguez said short-distance amenities such as bicycle facilities are good but long-term, long-distance transportation solutions are necessary.

Mr. Luke detailed that the goal with his and others' comments is to determine where the need is, what it is going to cost, and where different agencies are going in terms of project management. He explained that the North Las Vegas has a unique opportunity with a site called Apex Industrial Park (Apex). Apex is 18,000 acres, with 8,000-9,000 acres of developable land. Given the nature of the site, and the growth over time, North Las Vegas has experienced historically low vacancy rates. He reported that new numbers confirm development will only continue to grow, with projected vacancy over the next year expected to be roughly 10 percent, compared to similar sites like Inland Empire's 30 to 40 percent vacancy rate. Apex has the only two single-pad million-square-foot industrial buildings in the Las Vegas Valley. Mr. Luke noted that the investment dollars anticipated to go into Apex over the next 15 years is approximately \$9 billion in private investment, creating a minimum of 70,000 jobs. He pointed out that this figure does not contemplate shift work in a 24-hour cycle, so that 70,000 jobs can be multiplied by two or three times, realistically.

Mr. Luke said the biggest concern right now is infrastructure. Following development in North Las Vegas from the Golden Triangle Industrial Park and down to the Speedway Industrial Center (both were test cases for Apex), the biggest contributor to the success of those areas was infrastructure. Once water and sewer were introduced, development increased. This has been parlayed into Apex. A waterline has broken ground, and a major transmission line and return sewer line are expected soon. Once those are fully functional, there is really nothing holding Apex back, Mr. Luke remarked. There is already planning around 40 million square feet of space. Equate this to one potential working person per square foot, and you have a large workforce that needs to be transported. He stressed that employers in the area are not sure how they will get employees up and down Interstate-15 (I-15) more effectively, and a possible new interchange is being discussed. Moving 70,000 to 100,000 people from not only North Las Vegas but from across the Las Vegas Valley will be a challenge.

Next, Mr. Luke stated Apex has become a catalyst for everything else in development in North Las Vegas. The entire city is undergoing a development surge, mentioning projects like a \$250 million Lake Mead Parkway and Rancho Drive project as well as a 135-acre medical campus near Pecos Road and 215. He pointed out that 2,000 acres owned by the University of Nevada, Las Vegas (UNLV) and 3,500 acres owned by North Las Vegas north of the I-215 (a total of 5,500 acres of mixed-use property) will eventually be developed. He stressed that infrastructure and transit need to be in place, and reiterated the high number of people that will need to be transported to make a livelihood.

Ms. Foley surmised that all comments have a common thread of how to pay for the mobility of individuals (transit) as well as the infrastructure that is needed. She asked that, as agencies think about projects in their jurisdictions, to consider how many are on the RTC list of committed funding as opposed to wish list items.

Ms. Paskey could not provide a number of committed projects, as the list is an extensive one, but she did offer that Las Vegas' most obvious challenge is that needs to accommodate growth are being seen

as much higher than available resources. Key projects that have been planned for years are currently being designed, but without additional funding, Las Vegas may need to postpone. She cited a proposed \$78 million pedestrian bridge at Las Vegas Boulevard and Sahara Avenue, a circular bridge concept which had been identified in RTC's Transportation Investment Business Plan from 2016. The project is approximately 90 percent designed, with a focus on pedestrian safety and movement through the Resort Corridor, but the \$78 million dollar budget is not guaranteed. Ms. Paskey also brought up infrastructure maintenance as a priority that is imperative to keeping assets, old or new, in operable shape. Balancing maintenance and new projects is a challenge.

Ms. Foley emphasized the importance of discussing current projects that may not happen without appropriate funding.

Ms. Rosenberg, NDOT, said work on Tropicana Avenue is still underway and NDOT is also working with Henderson on the Henderson Interchange. It has been decided that the project needs to be repackaged and presented differently due to increasing costs. She also noted that the Downtown Access Project may not move forward. It will likely be a less robust Downtown improvement project, due to a lack of funding resources. Ms. Rosenberg reported on projects still underway such as Via Nobila and interchanges on I-15. The big question for NDOT now is when. The more projects are delayed, the more expensive they get. At the same time, she echoed the sentiment that it is important to maintain assets already available like bridges, as it is less expensive to maintain than to rebuild.

Ms. Rosenberg said NDOT is excited to work with partner agencies, and hearing about others' projects means investments are coming into the area. The goal is to work that into transportation. Lastly, she said I-15 is the economic lifeline for the community, and some concerns cross state lines, so NDOT is continuing to work as a team with state agencies in California and Utah for improved/increased multi-state operations such as cross training for emergency response.

Mr. David Frommer, UNLV, asked if any strategies are being seen to partner on the funding of transportation/transit/infrastructure from colleagues or other states/entities/businesses. He said the scale of these issues may require new types of solutions that others may be implementing.

Ms. Coleman responded by citing The Boring Company as an example of a company that is completely privately funded. She said private funding and partnering with, for example, a project like Las Vegas Convention and Visitors Authority's monorail project, could be potential funding and transit opportunities.

Ms. Rodriguez said partnerships with manufacturing facilities have been explored in the past to pay for things like Uber and Lyft type rides to connect to transit facilities. She also stated that what has traditionally always been done is developers pay for their portion of the roadway section. The challenge there is that if developments do not extend the length of the road, you have an incomplete roadway.

Next, Ms. Minjia Yan, Asian Community Development Council, stated that the manufacturing industry was responsible for the most acreage needed but provides the least number of jobs. She also noted

the housing crisis and asked how the land use between manufacturing and housing needs of residents is balanced.

Mr. Luke responded by saying North Las Vegas is lucky enough to have Apex. Land is available. Apex is a catalyst, and adjacent areas are developing residential land in response.

Ms. Coleman agreed, saying density is the key and looking at redevelopment is imperative. She noted that, comparatively, Las Vegas is a young city in terms of development around things like professional sports teams, and people are starting to look at Las Vegas as somewhere you can make a home. As a big city, density is a challenge. Developing housing as well as jobs necessary for people to be is the challenge.

Ms. Yan then asked if investments in different transportation modes have been made as well given that many investments are in projects focused on infrastructure elements such as roadways and construction.

Ms. Rodriguez replied affirmatively, saying that roadway infrastructure includes a Complete Streets component, which includes, but is not limited to, a robust trail system, an on-street bicycle system, adjacent pedestrian systems, and more. The challenge with transit is that a transit rider market must exist to make economic sense to run a bus. That said, planning does include space to allow for additional future transit systems.

Ms. Foley summarized that funding from the state or other sources was necessary in order to provide adequate transportation and mobility.

Chair Warren Hardy, Warren Hardy Strategies, said the conversation may call for further discussion as there are likely more questions.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

4. Receive an Update from RTC Staff on Transit and Transportation

Comments:

Ms. M.J. Maynard, Chief Executive Officer for the Regional Transportation Commission of Southern Nevada (RTC), began by saying ridership numbers are not quite back to pre-pandemic levels. In Fiscal Year 2024 (FY 2024), the RTC had a total ridership of 52.5 million, which marked a 5.3 percent gain from the previous year. Additionally, the RTC took in \$57.4 million in total revenue, which was up 4.7 percent from the previous year.

Next, Ms. Maynard noted that transportation and mobility does not just extend to able bodied individuals. The RTC is the sixth largest paratransit system in the country, and in FY 2024 the RTC provided 1.67 million paratransit rides, with 5,000-6,000 daily rides. Similarly, RTC-OnDemand, implanted during the pandemic, continues to be popular with 114,850 rides in FY 2024.

Ms. Maynard said that while the law does not require transportation for senior citizens or sporting events, it is good for the community and economy. Many grant- and city-funded initiatives continue to thrive. She reported the following numbers for FY 2024: Senior Services had 51,131 rides, Veteran Services had 29,232 rides, Student Services had 165,000 trips, and Game Day Express had 159,626 trips.

Lastly, Ms. Maynard spoke about a recent customer satisfaction survey, which garnered 1,217 submissions. Most responses were collected from customers on the RTC's busiest routes (Maryland Parkway, Flamingo Road, Charleston Boulevard, and Tropicana Avenue). Survey demographics included 44 Southern Nevada zip codes surveyed, 46 percent Black/African American, 24 percent Hispanic/Latino, 24 percent White/Caucasian, 5 percent Asian. Questions included which route was taken as well as occupation/reason for travel. She detailed the scope of survey respondents and added that the 80 percent customer satisfaction shows that, generally, riders are happy. She alluded to the citizen's comment earlier in the meeting and decreased frequency being an expressed issue. Other areas of concern included route expansion/addition and additional bus stops.

Ms. Maynard turned the floor over to Mr. Andrew Kjellman, Senior Director of the Metropolitan Planning Organization for the RTC, to speak on roadways. Following a detailed PowerPoint presentation [attached], Mr. Kjellman provided an overview of local roadway funding in Southern Nevada. He detailed a breakdown of the RTC's fuel tax collections and stated local gas tax really breaks down into two funding sources – Motor Vehicle Fuel Tax (MVFT) (\$.09/gallon) and the Fuel Revenue Indexing (FRI) program. The main takeaway is that the MVFT has remained flat even while the region has grown. Conversely, the FRI tax has grown with inflation, which has enabled the RTC and local agency partners to invest \$900 million in the local roadway system. He reported on where the \$900 million has been invested throughout Southern Nevada. This included 674 roadway projects with 439 of those completed since 2014, mostly thanks to FRI.

Next, Mr. Kjellman walked through a few Complete Streets projects throughout the region funded by the RTC. These included the following: Clark County, Ann Road/215 to Durango Drive improvements; City of Las Vegas, Main Street expansion; City of North Las Vegas, Lamb Boulevard Centennial/215 connection; City of Mesquite, Oasis Boulevard roundabout; City of Boulder City, I-11 bypass in conjunction with NDOT. Mr. Kjellman stressed how critical FRI is to bringing people to and throughout Southern Nevada.

Next, Mr. Kjellman spoke about the RTC's 10-year Capital Improvement Program for Fiscal Year 2025. He reported that this program is fiscally constrained, meaning planned with affordability in mind. He provided the details of the 10-year outlook, which included approximately 278 projects, with different colors corresponding to different phases/project types on the map. The goal to improve safety through FRI-funded development and FRI funding was instrumental in acquiring a recent \$40 million federal U.S. Department of Transportation grant, as FRI was used for match funding required for the grant.

Mr. Kjellman then spoke about how the RTC has also identified projects that do not fit within the 10-year program and budget constraints. This includes 179 unfunded projects totaling almost \$3 billion. This is just a snapshot in time, and as more maintenance, study, and development occurs, funding needs will increase. He noted two specific unfunded project areas – Boulder Highway in the City of

<p>Henderson and Charleston Boulevard in the City of Las Vegas. Alternative route studies have been conducted, but most any option will be unfunded.</p>
<p>Mr. Kjellman concluded by saying FRI money will be crucial to pursuing further investment opportunities.</p>
<p>Motion: No motion was necessary.</p>
<p>Vote/Summary: No vote was taken.</p>

<p>Item:</p> <p>5. Receive an Overview of the RTC’s Financial Model, Including a Baseline Scenario Demonstration</p>
<p>Comments:</p> <p>Following a detailed PowerPoint presentation [attached], Mr. Jeremy Aguero, Applied Analysis, and Mr. Guy Hobbs, Hobbs Ong & Associates, provided an overview of the Regional Transportation Commission of Southern Nevada’s (RTC) financial model. Mr. Aguero reiterated discussion from the previous meeting that the RTC is facing challenges and noted that this could become a crisis moving forward. He spoke to challenges mentioned by agency leaders such as planned developments, unfunded projects, and transit/higher mobility solutions. He made it known that when he discusses a baseline as far as funding is concerned, he is talking about what is needed to preserve a status quo, which would ideally keep up with projected growth.</p> <p>Mr. Aguero reported on the funding expectations and sources over the next 10 years. The main takeaway was that projected expenditures will continually outpace funding, and the RTC will be forced to dip into its “savings,” so to speak, to maintain this status quo. He stated that the RTC cannot deficit spend – if there is no money, no money can be spent, and the release valve would be a reduction in service, which is a worst-case scenario.</p> <p>Next, Mr. Aguero shared additional details related to projected roadway spending and funding and noted that the charts in the presentation look different due to the RTC using 100 percent of its bonding capacity to fund all projects, as exemplified by the earlier presentation by RTC staff, and partnerships with agencies like the Nevada Department of Transportation (NDOT). He noted that assuming the RTC exhausts its bonding capacity, roadway funding sources are estimated to remain stable despite the region’s growth due to Fuel Revenue Index funding.</p> <p>Mr. Aguero stressed that there is a lot of dialogue, space, and alternative funding between unfunded projects and a blank check. Additionally, he said that there are solutions to challenges that will not break the bank, so to speak, to get things done, and finding that balance is what will be discussed today.</p> <p>Mr. Hobbs provided an overview of the tool/model used to collect information to inform the RTC’s funding model and offered to provide more detail to anyone interested in a more complex tour of the model.</p>

Mr. Hobbs reiterated that the baseline established by Mr. Aguero is to maintain the status quo, to keep pace with growth, and inflate costs/anticipate revenues moving forward. He discussed the data, showing transit funding over time. One metric shown was ending cash balance and another was the cash reserve requirement, which the RTC should not go below. Mr. Hobbs showed that as time progressed (into the 2030s), this becomes a problem. Cash balance becomes an issue, which is fatal in Fiscal Year 2034, and in Fiscal Year 2033 the RTC goes below the reserve requirements. This is the baseline transit problem, and the problem is effectively the same for roadways (as reflected in the model).

Mr. Hobbs further explained that transit and roadways are remarkably different in terms of financial composition. Roadways rely heavily on FRI and fuel tax revenue, and transit is largely dealing with sales tax and fare revenue and those types of things. What they have in common is at a point in time, both will become a problem. Adjustments and reductions will be made to, ideally, keep things in check. Without identifying additional funding, which Mr. Hobbs said is the goal of the Transportation Resource Advisory Committee and Community Collaboration (TRAC), the only way to make these adjustments is to control the expenditures side of the equation. It would need to be reduced below the baseline level. This would mean fewer services and fewer projects.

Next, Mr. Hobbs walked TRAC members through several model functionalities that could be utilized to test various ideas. He spoke as Mr. Haynes adjusted various elements and variables to adjust model projections.

These included scenarios/tools such as:

1. Extending Fuel Revenue Indexing and how it could impact stabilizing funding of roadways projects; Allocating tax money available to roadways that is portable to the transit side (what is referred to as Question 10 (Q10) Money). Typically, with funding sources reduced in both roadways and transit, this would normally be a zero-sum reallocation. However, with FRI providing funding on the roadways side, which is something that can be considered for transit.
2. How something like electric vehicle (EV) fees might be utilized. He showed how, for example, a \$250 EV fee could impact revenue in future fiscal years.
3. Alternative conveyance like transportation network companies (TNC) and how associated per-ride fees could impact future revenues.
4. Delivery fees like those investigated by other states.

Mr. Hobbs expressed that the goal of today’s demonstration was not to make any decisions around these scenarios but rather to see what the model could do, mathematically and in real-time, and to have deeper discussions around possible solutions during follow-up meetings.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

6. Conduct an Open Discussion on Topics Related to TRAC

Comments:

Chair Warren Hardy, Warren Hardy Strategies, began open discussion by asking if there was any

Transportation Resource Advisory Committee and Community Collaboration (TRAC) member present that was unsatisfied that the Regional Transportation Commission of Southern Nevada (RTC) has a problem, based on what Mr. Guy Hobbs, Hobbs Ong & Associates, just presented. If so, he encouraged them to take Mr. Hobbs up on his offer to provide a more in-depth analysis of RTC's financial model.

Chair Hardy also made it known that, based on past discussion, it was generally agreed upon that where taxation and the RTC are concerned, taxes should be based on use of services – those who use the services should be taxed for their use. He brought this up to allow any new members to refute that claim if they choose to do so, as that is the assumption being made moving forward.

Chair Hardy also noted that the focus on the reauthorization of Fuel Revenue Indexing (FRI) is central to discussion for a reason, as the impact is clear. That said, he expressed a desire to come to a decision on things like EV and alternative conveyance fees, but numbers would need to be decided upon. FRI reauthorization is critical, though. He also stated that he believes the job of the TRAC committee is to do two things, (1) be able to present to policy makers that this is real, has been investigated, and is not hyperbolic; (2) make a preferred recommendation about how the RTC solves these challenges.

Vice Chair Danny Thompson, Labor Consultant, said the renewal bill had been passed during the last legislative session, but the governor vetoed it in the final hours. He stated that everyone knew it would be bad but did not know it would be that bad, and he shared that in order to get FRI initially passed, it took collaboration from all agencies and that was expensive. He asked that if this goes back to a vote of the people, and it is not passed, then the only way to change the decision is to bring it before the people again for a vote. Vice Chair Thompson stressed that if that happens, waiting another two years for a legislative session could have dire consequences for businesses, the economy, and citizens. It would be disastrous, and he said a strong recommendation is needed.

Ms. Yolanda King, Nevada Taxpayers Association, asked for clarification as to what FRI reauthorization meant. She wondered if not reauthorizing meant it is completely wiped out. Chair Hardy said that without reauthorization, in January 2027, indexing stops. There is no more indexing moving forward. Mr. Hobbs confirmed, saying indexing that has been pledged to bonds continues, but you do not get a new increment of indexing. It is no longer keeping up.

Ms. Fran Almaraz, Nevada Silver Haired Forum, said she remembered this veto but could not remember specific wording around the veto and asked if anyone could restate it. Chair Hardy asked that the veto message be provided to the TRAC members and summarized that, essentially, the Governor did not "want to take away the voice of the people," which Chair Hardy said was a reasonable position to take and it was not his place to criticize the decision.

Next, Mr. Scott Muelrath, Henderson Chamber, voiced that he was grateful to see the RTC financial model in action and that electric vehicles (EV) were also included in the model. He then asked for confirmation that EV discussion and policy surrounding them would be included during the next meeting. Chair Hardy said that regardless of how long it takes and how many meetings it takes, TRAC will have the important discussions necessary to get this right. He said, yes, the intent of the next meeting will be to drill down further on alternatives.

Mr. Muelrath continued by saying the stumbling block during the last legislative session ballot question authorization was the vote of the people. The legislative committee could not support the bill based on that. They did not oppose but they did stand down, and that was noticed. He was glad to see that the vote of the people option back on the ballot was included, as it would be consistent and make it more clear as far as messaging to legislators is concerned. He noted that this is how FRI was initially included after a strong campaign aimed at the people and their approving vote.

Mr. Muelrath then spoke to the idea of continued construction, development, service interruptions, and the sentiment of the public, saying that messaging like “Cones for Progress” falls flat. He cited a few specific recent projects and negative community feedback surrounding those projects. He reiterated that public sentiment is not in RTC’s favor right now. How the public has been informed or not informed is problematic, and things like businesses dealing with lane closures continue to be a point of ongoing frustration.

Chair Hardy thanked Mr. Muelrath for his comments and expressed that the state of affairs is reminiscent of when FRI was initially passed. He asked if the businesses are comfortable making a recommendation around similar legislation that was passed last time. That said, Chair Hardy stressed that Mr. Muelrath’s second point, the issue of citizens/businesses seeing road closures with no apparent cause, is extremely important. Conflating these two issues will be disastrous at the ballot box.

Chair Hardy urged respective agency representatives to speak with their agencies and to have a discussion during the next meeting that leads to a recommendation. Whether that be a vote of the people and what that might look like, or reworking and presenting the ballot issue again, there are options to avoid the fiscal cliff being projected.

Ms. Heidi Dexheimer, ACEC-NV, asked about the RTC financial model spreadsheet and what is the appropriate timeframe for “the horizon of moving the red out” in a worst-case scenario. Ms. M.J. Maynard, Chief Executive Officer for the RTC, responded by saying the model showed the red figures appearing starting in FY 2030, but the RTC would not let that happen. Measures would be taken beforehand to counter this, such as making transit cuts around Fiscal Year 2026 or Fiscal Year 2027 to reduce/mitigate the deficit.

Next, Vice Chair Thompson shared Mr. Muelrath’s concern that people do not realize how bad the situation is. He cited the congestion and strain around the industrial park in Reno as well as traffic even now around Apex. When that same kind of congestion problem happens in Southern Nevada, it will be an expensive fix.

As a follow-up, Ms. King asked Ms. Maynard what percentage of services would need to be cut to eliminate the structural deficit shown in Fiscal Year 2030. Ms. Maynard responded, and Mr. Marc Traasdahl, Chief Financial Officer for the RTC, confirmed that cuts would start around 10 to 12 percent and increase to 13 to 18 percent adjusted in future years. This has been effective in the past around things like the pandemic. Ms. King asked if, for example, 50 percent of bus line services could be cut, and Ms. Maynard said something that drastic would never happen. She expressed that this kind of scenario was something the RTC was preparing for its Board of Commissioners and could be presented to the TRAC committee.

Ms. King then asked for clarification that the financial model was only to keep things at baseline, the status quo, and did not take into consideration expansions to service or the like. Mr. Hobbs confirmed this to be the case, as that was a separate challenge. This was separated on purpose, the stabilization of the baseline, to then be able to look at other mobility enhancement options. Mr. Hobbs expressed that mixing the two together is complicated. Everything essentially boils down to service hours and a reduction of service hours/reduction of a route, etc.

Chair Hardy stated that this kind of discussion is critical as the TRAC committee cannot deal with hypotheticals moving forward. For example, if FRI reauthorization does not pass, what kinds of cuts will need to be made? In conclusion, he believed there was no disagreement that funding transportation is one of the essential functions of government and it ought to be done well. That is what policy makers do, and he was discouraged by the idea that this issue resorts to a vote of the people. It cannot continue to be kicked down the road, and a recommendation from the TRAC committee, and an understanding of the levity of the situation, is essential for the next meeting.

Ms. Foley stated that the next meeting is set for October 23, 2024, and the following meeting would be on November 21, 2024.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

7. Conduct a Comment Period for Citizens Participation

Comments:

Mr. Aaron Harris made the following comment:

I wanted to take this opportunity to speak and thank all of you for the due diligence that you're doing looking down the line. I know we talked about communicating down the road. I'm glad to see that we are facing the hard reality. Unfortunately, we have some hard pills to swallow. A couple of points to mention: When you're talking about cutting transit service, it's kind of like going to a doctor and saying 'Doctor, I'm sick, please help me. What can I do?' and then him saying 'How about I cut off your arm. That way less of you will be sick.' And when you talk about cutting transit service, that means you're forcing people onto your roadways whether it's them driving or them Ubering or whatever, and it leads to now all the sudden your road expenditures are going to go up. The thing is, we know that road expenditures, the only way we can reduce congestion, is to give people high-quality alternatives to driving. Why are our road costs going up? I'd really like to take a hard look at why that is taking place. And it's because our economic and population growth is not decoupled from our transportation network, and that's ultimately what we need to get to. We need to get to a point that we can continue to grow our economy and grow our population without having to grow our infrastructure liabilities. When you look at places like especially East Coast, D.C., New York. They have the same roads they had 100 years ago, but their economy has 20-fold increased, 100-fold increased from what it was 100 years ago. And we have to start getting to a point like that, too. By doing that, we can make the investments into making sure we keep our taxes low and our quality of life very high. When I look at the cost of road construction and it has gone up 25 percent, 50 percent, in some cases it's even doubled. But we're still spending money on projects. I point out, the Boulder Highway project has been mentioned a couple times in this meeting, and it's great because it's one of the first projects, one of the first road

projects that we've seen that was not about making drivers more comfortable but about making everyone more comfortable. And we need to see more projects like that. Unfortunately, I'm dismayed to see that the country is continuing to push forward on expanding 215 in Henderson between Pecos and Gibson. They're building into 2050 traffic projections. Well, last time I checked it was 2024, and we're spending \$130 million on that project. Looking at Summerlin Parkway, 215, we're looking into spending over \$120 million on that project. And again, this is areas where we don't have the congestion. We're just looking at projective future congestion. So, I think we should really take a look at all things on the table. Final point I wanted to make, to that point, we're looking to other state— Colorado, Minnesota, Washington—they have all basically said any road projects that aren't currently funded, we're not going to work on any road widening projects that aren't already funded because the costs have just become so high. The more we build our roads, the liability we're doing in the future because the roads have to be maintained. They have the lowest service lives. When you put in a train, that train lasts 200 years. When you put in a road, that road lasts 50 years if you're lucky. The final comment I wanted to make, when you look at transit and roads, two separate things, the thing is it's not a zero-sum game. The truth is, we need big ideas that are going to move the needle in terms of improving our ways of getting around. When you look at like talking about the EV rebate, the thing is a lot of EV drivers are coming from out of state from a particular state that has very high gas costs. They're paying nothing to use our roads. You look at Texas that found themselves in a similar situation 20 to 25 years ago where their gas tax is no longer covering the costs of their roads, they had to install tolls on almost all of their highways in their major metropolitan regions, and we may be facing the same thing here. So, we really have to look at how we are making these investments that are not just going to meet our short-term financial projections but also our long-term financial goals as well as our sustainability goals. There are things about land use that can all see that aren't covered. We have to be looking at all cards on the table to see how are we really going to be solving this problem. Not just in the next five years but also in the next 50 years. Thank you.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

ADJOURNMENT

The meeting adjourned at 5:04 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



1



2

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 August 29, 2024 (For Possible Action)</p>	<p>03</p> <p>Panel Discussion Local Government & NDOT Panel Discussion on Perceptions of Transportation and the Future</p>	<p>04</p> <p>RTC Update RTC Update on Transit and Roadways</p>
<p>05</p> <p>RTC's Financial Model Overview of the RTC's Financial Model, Including Baseline Scenario Demonstration</p>	<p>06</p> <p>Open Discussion Conduct an Open Discussion on 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 August 29, 2024 (For Possible Action)</p>	<p>03</p> <p>Panel Discussion Local Government & NDOT Panel Discussion on Perceptions of Transportation and the Future</p>	<p>04</p> <p>RTC Update RTC Update on Transit and Roadways</p>
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4

AGENDA ITEMS

01 Citizens Participation

Conduct a Comment Period For Citizens Participation

02 Approve the Minutes

Approval of Minutes: Meeting of August 29, 2024 (For Possible Action)

03 Panel Discussion

Local Government & NDOT Panel Discussion on Perceptions of Transportation and the Future

04 RTC Update

RTC Update on Transit and Roadways

05 RTC's Financial Model

Overview of the RTC's Financial Model, Including Baseline Scenario Demonstration

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07 Citizens Participation

Conduct a Comment Period For Citizens Participation

5

LOCAL GOVERNMENT & NDOT PANEL DISCUSSION



SHANI COLEMAN

Clark County Director of Community & Economic Development



JARED LUKE

North Las Vegas Senior Director of Government Affairs and Economic Development



ALYSSA RODRIGUEZ

Henderson Assistant City Manager



JOEY PASKEY

Las Vegas Public Works Director



SONDRA ROSENBERG

NDOT, Deputy Director, Planning and Administration

Hear from a panel of local government leaders and NDOT who will share their insights, experiences, and strategies as they discuss current and future transportation challenges and opportunities related to the region's growth.



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

6

AGENDA ITEMS

01

Citizens Participation

Conduct a Comment Period For Citizens Participation

02

Approve the Minutes

Approval of Minutes Meeting of August 29, 2024 (For Possible Action)

03

Panel Discussion

Local Government & NDOT Panel Discussion on Perceptions of Transportation and the Future

04

RTC Update

RTC Update on Transit and Roadways

05

RTC's Financial Model

Overview of the RTC's Financial Model, Including Baseline Scenario Demonstration

06

Open Discussion

Conduct an Open Discussion on Topics Related to TRAC

07

Citizens Participation

Conduct a Comment Period For Citizens Participation

7

Page 6

TRANSIT

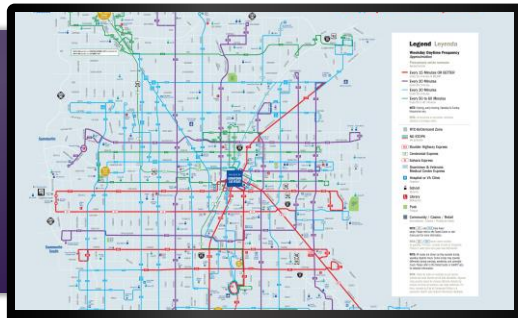
LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

8

TRANSIT OPERATIONS

TOTAL: RESIDENTIAL AND STRIP

52.2 M
Total Ridership



\$57.4 M
Total Revenue



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

9

MOBILITY SERVICES

PARATRANSIT



1.67 Million Rides
in FY '24

RTC-ONDEMAND



114,850 Rides
in FY '24



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

10

MOBILITY SERVICES

SENIOR SERVICES



51,131 Rides
in FY '24

VETERAN SERVICES



29,232 Rides
in FY '24

STUDENT SERVICES



165,000 Trips
in Academic
Year '23-'24

GAME DAY EXPRESS



159,626 Trips
in '23-'24
Season

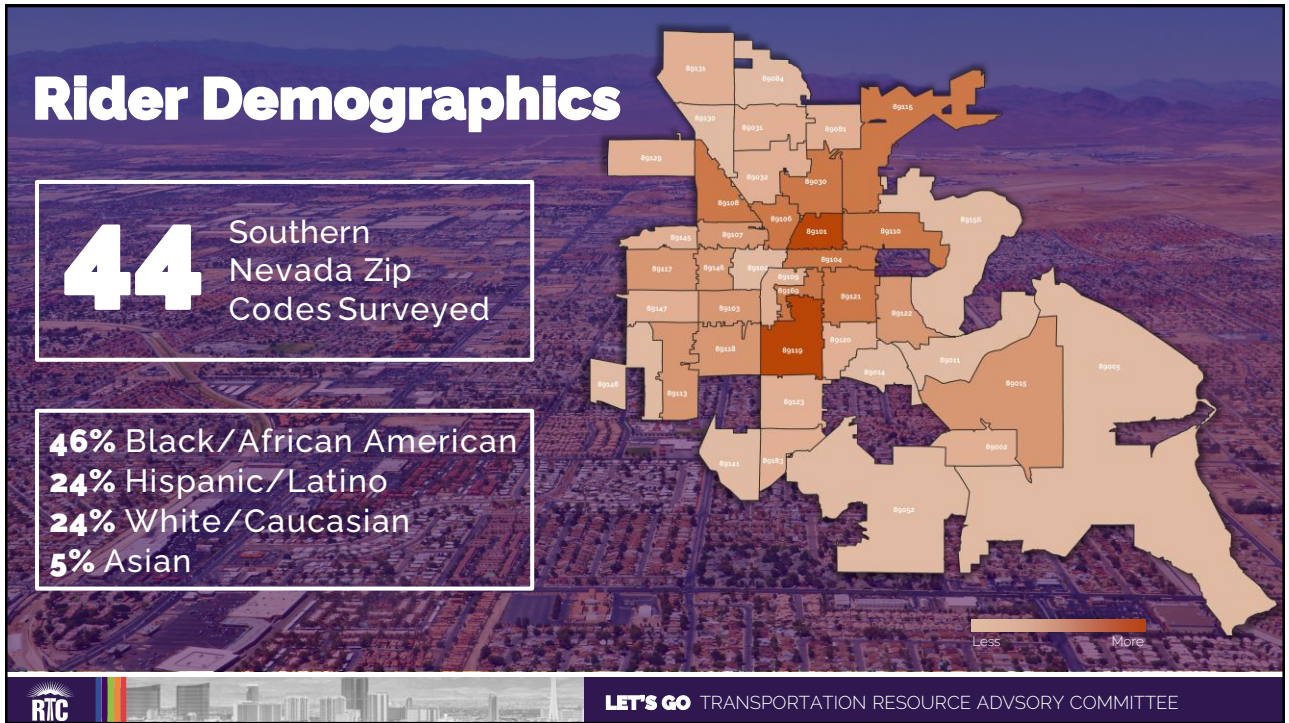


LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

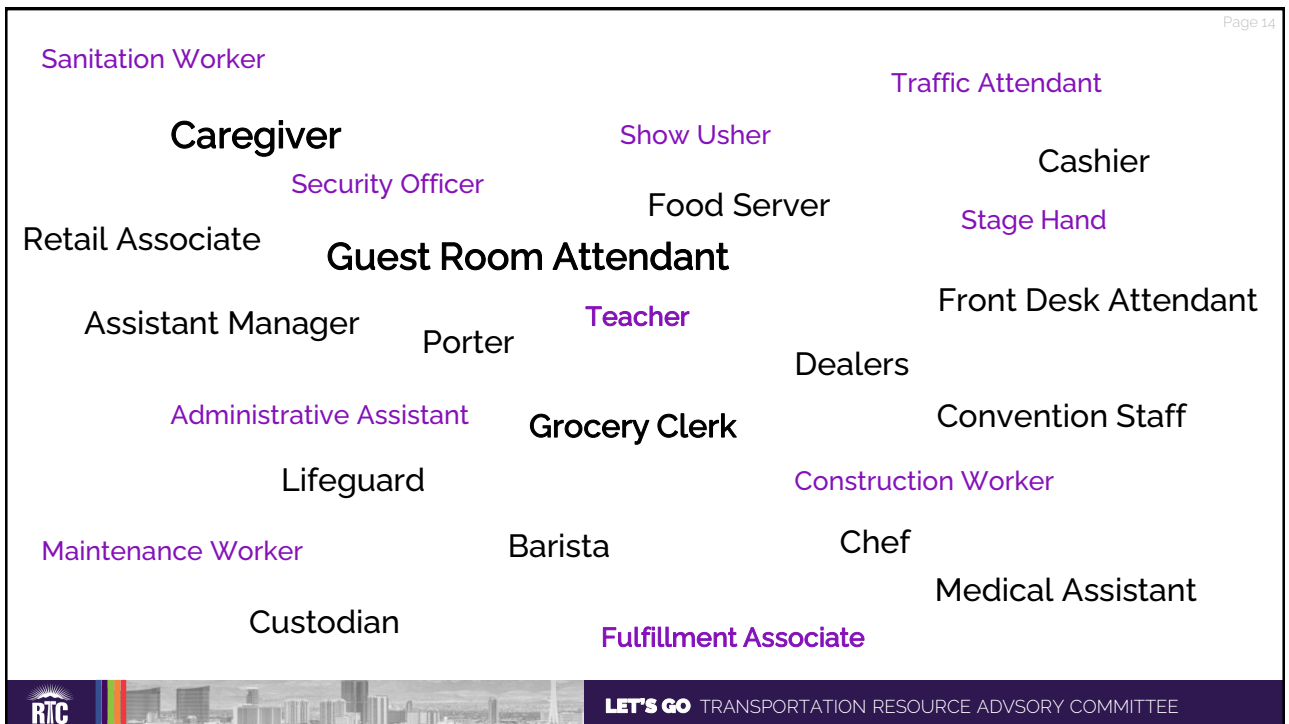
RTC'S MOST RECENT TRANSIT SURVEY



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE



13



14

RIDER EXPERIENCE

TRANSIT RIDER SURVEY



80%

Of Riders are Satisfied

N - 1,200

Areas of Improvement

- 1 Bus Frequency
- 2 Route Expansion/Addition
- 3 Additional Bus Stops



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

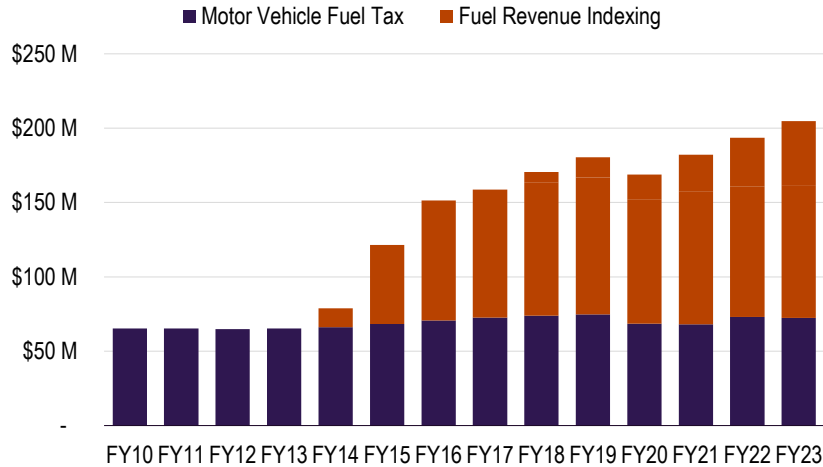
ROADWAYS



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

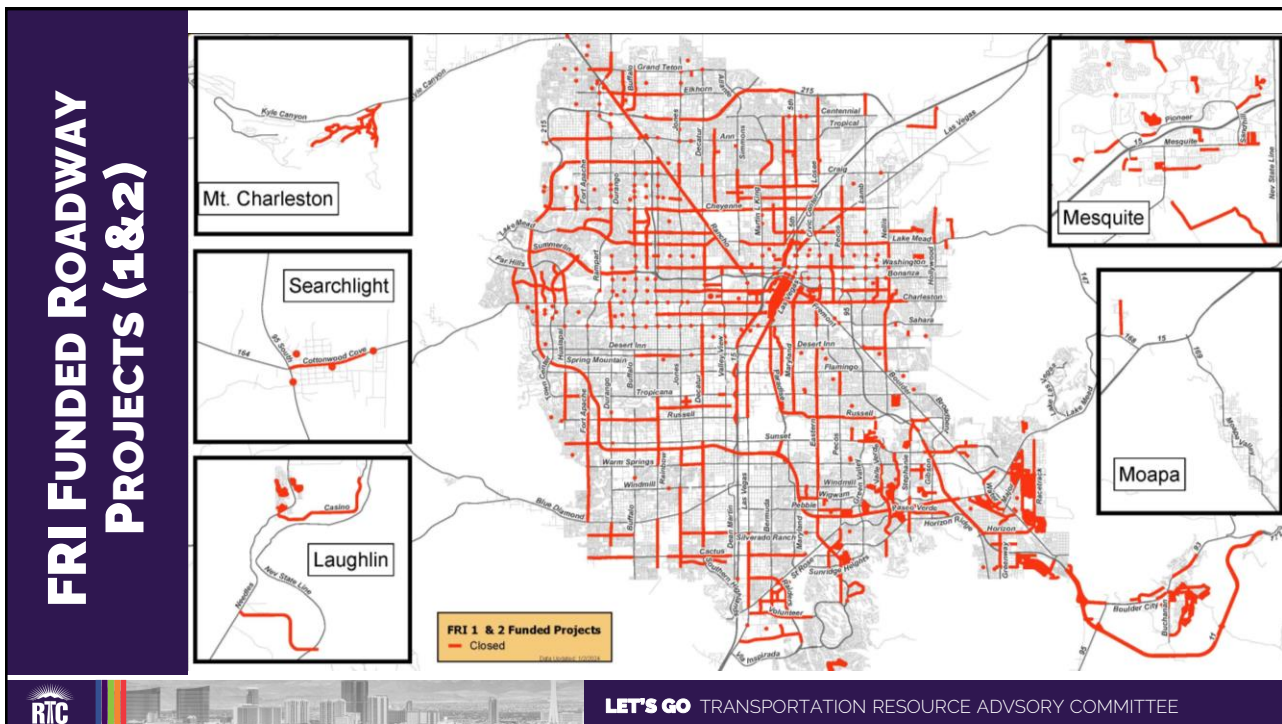
RTC FUEL TAX COLLECTIONS

ACTUAL



WHILE MOTOR VEHICLE FUEL TAX REVENUE HAS REMAINED FLAT FOR MORE THAN A DECADE, FUEL REVENUE INDEXING (FRI) HAS GENERATED **MORE THAN \$900 MILLION** TO HELP FUND CRITICAL ROADWAY PROJECTS.

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



RTC

Completed Roadway Projects

LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

19

CLARK COUNTY

ANN ROAD - 215 TO DURANGO

Before

After

LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

20

CITY OF LAS VEGAS MAIN STREET



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

21

CITY OF NORTH LAS VEGAS LAMB BOULEVARD



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

22

MESQUITE

OASIS BOULEVARD

BOULDER CITY

I-11



Before



Before



After



After



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

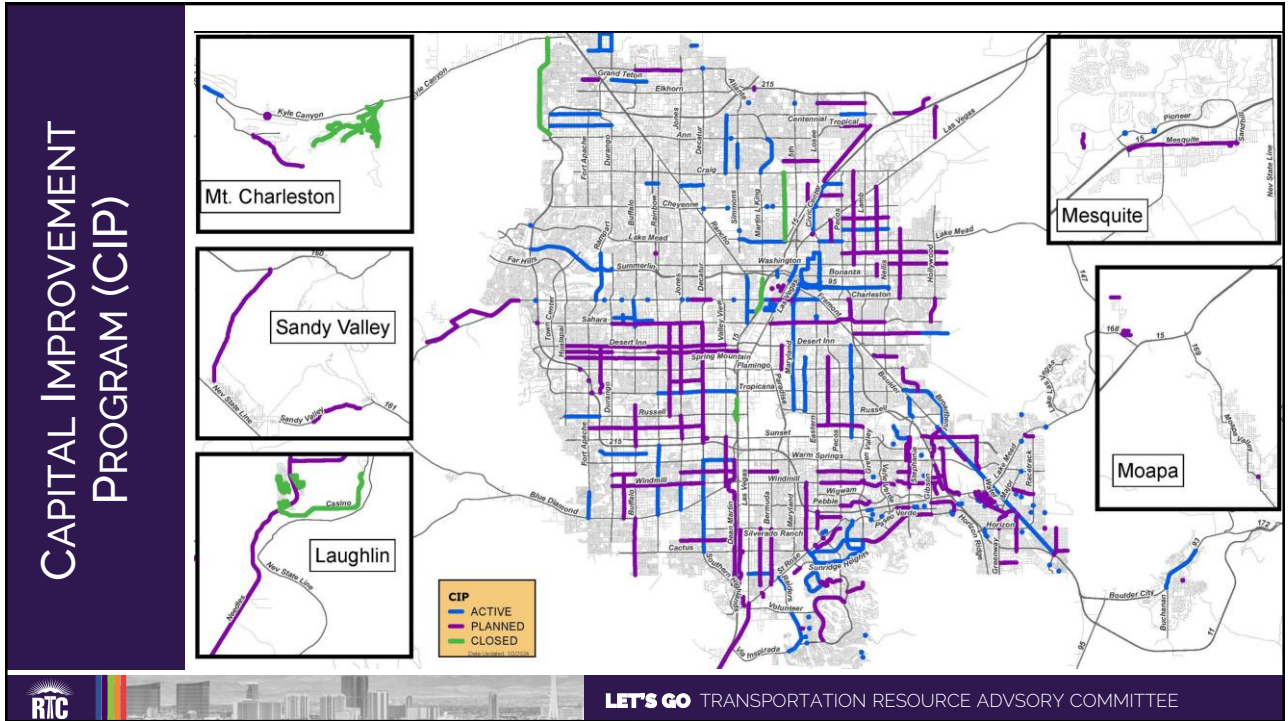
REGIONAL TRANSPORTATION COMMISSION

CAPITAL IMPROVEMENT PROGRAM

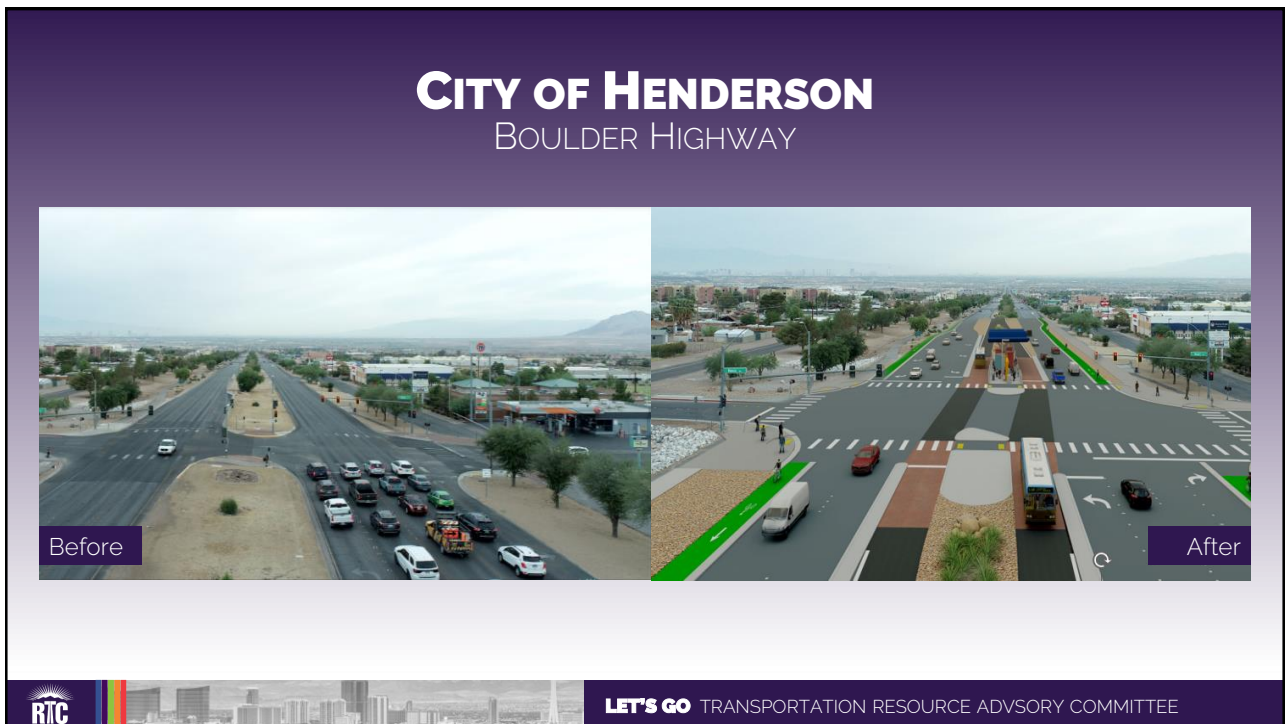
FY 2025 – FY 2034



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE



25



26

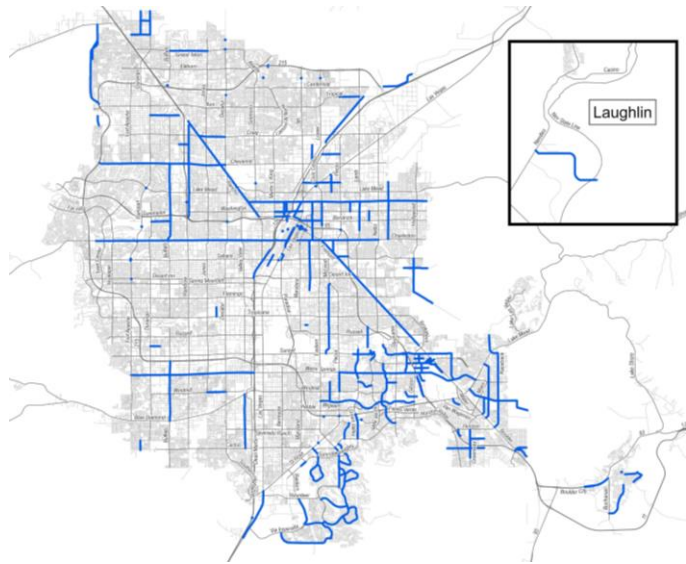
UNFUNDED PROJECTS



179
Unfunded
Projects



\$2.8 B
Estimated
Project Cost



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE



Charleston Blvd. Alternatives Analysis

USDOT | Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

AGENDA ITEMS

01 Citizens Participation
Conduct a Comment Period For Citizens Participation

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Approval of Minutes Meeting of August 29, 2024 (For Possible Action)

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RTC Update on Transit and Roadways

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Overview of the RTC's Financial Model, Including Baseline Scenario Demonstration

06 Open Discussion
Conduct an Open Discussion on Topics Related to TRAC

07 Citizens Participation
Conduct a Comment Period For Citizens Participation

29

PRIOR MEETING RECAP

- RTC IS DEALING WITH A **NEW REALITY**
- THESE NEW REALITIES WILL AFFECT BOTH **TRANSIT AND TRANSPORTATION**
- RTC HAS **EVALUATED ALL POTENTIAL REVENUE OPTIONS** AND **HAS A STRATEGY** TO MOVE FORWARD THROUGH OUTREACH AND COMMUNICATION PLANS
- THIS STRATEGY MUST BE **ADAPTABLE**

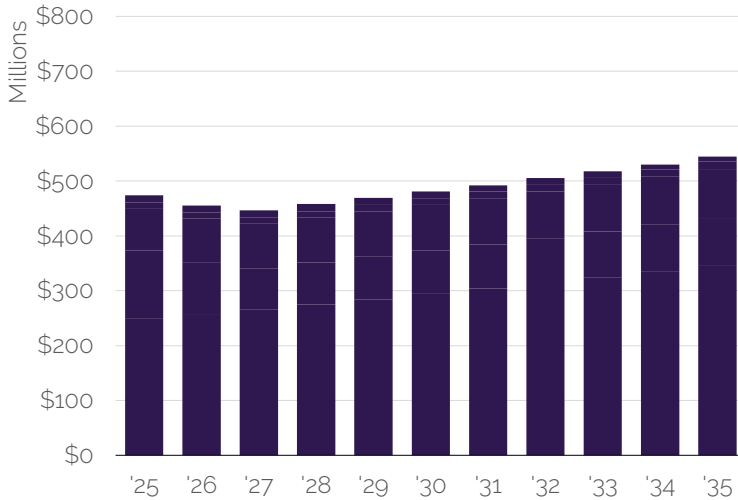


LET'S GO TRANSPORTATION RESOURCE ADVISORY COMMITTEE

30



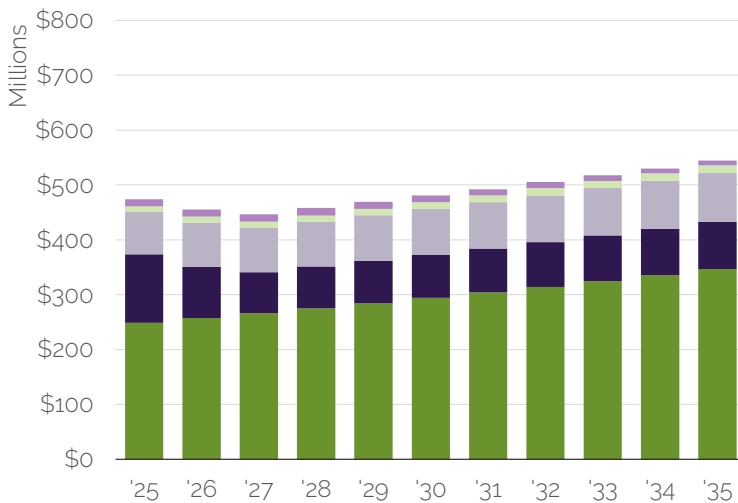
TRANSIT FUNDING SOURCES



Using baseline assumptions, the RTC's transit revenue is estimated to **increase by 15.0%** over the projected 10-year timeframe, reaching **\$544.7 million in 2035**.



TRANSIT FUNDING SOURCES



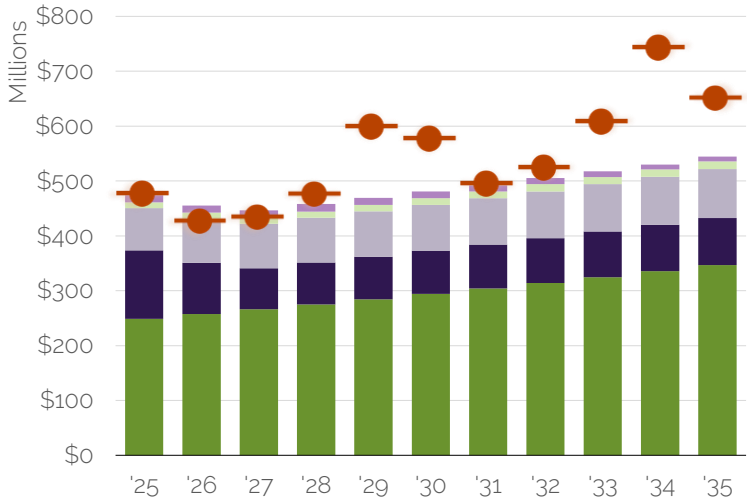
Type	Share ^[1]
Sales And Excise Tax	60.5%
Federal Grants	17.5%
Transit Fees	17.1%
Medicaid Reimbursement	2.5%
Other	2.4%
Total	100%

Note: [1] Share is for total sources for 2025 through 2035.





TRANSIT FUNDING SOURCES



Type	Share ^[1]
Sales And Excise Tax	60.5%
Federal Grants	17.5%
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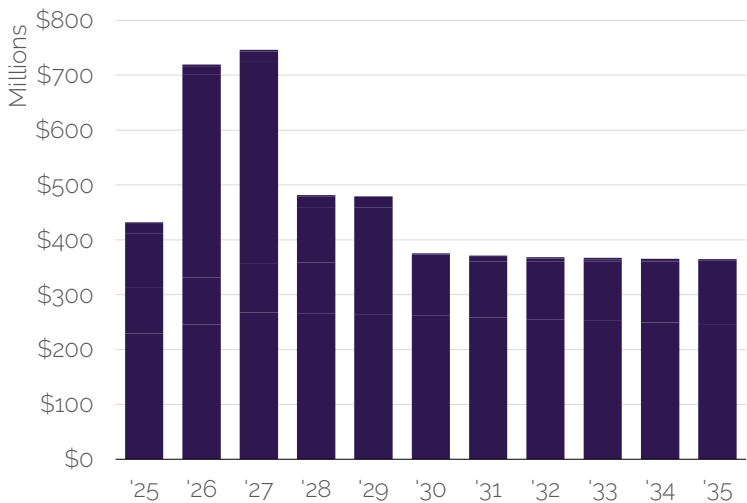
Note: [1] Share is for total sources for 2025 through 2035.



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE



ROADWAY FUNDING SOURCES



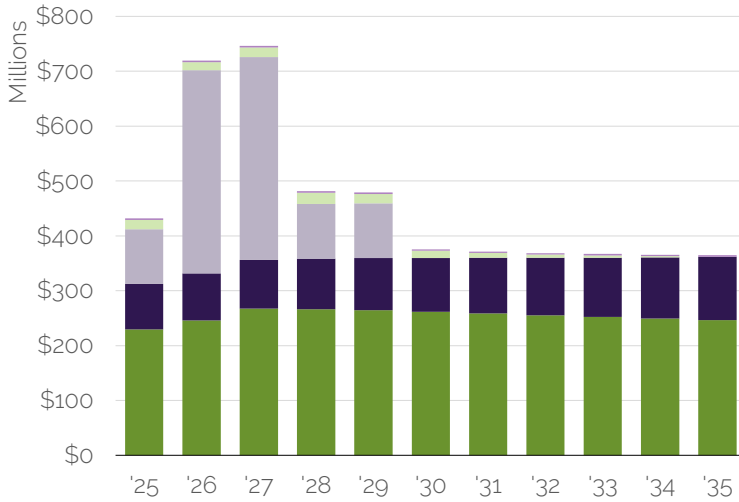
Assuming the RTC exhausts its bonding capacity by fiscal year 2029, roadway funding sources are estimated to **remain stable despite the region's growth.**



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE



ROADWAY FUNDING SOURCES



Type	Share ^[1]
Fuel Taxes	55.2%
Sales Tax (Question 10)	21.4%
Bond Proceeds	20.5%
Interest	2.4%
Other	0.6%
Total	100%

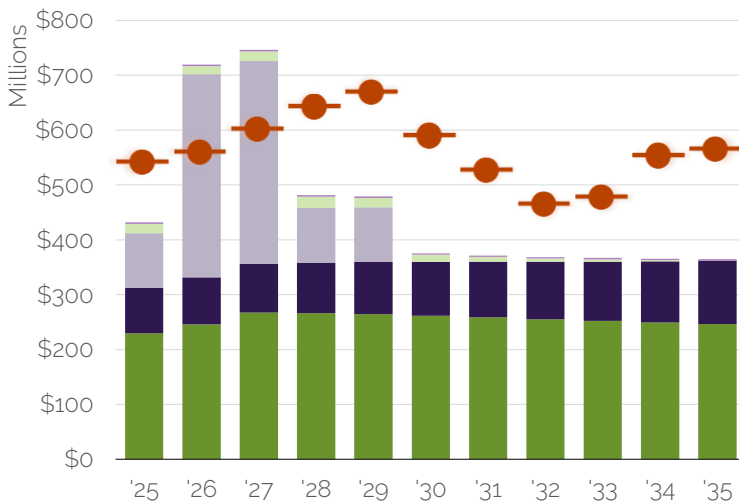
Note: [1] Share is for total sources for 2025 through 2035.



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE



ROADWAY FUNDING SOURCES



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Sales Tax (Question 10)	21.4%
Bond Proceeds	20.5%
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Total	100%

Note: [1] Share is for total sources for 2025 through 2035.



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

In a Perfect World...

2025

Session:

- Reauthorization of FRI
- EV Parity Fee
- Alternative Conveyance Fee
- Flexibility for Q10 Dollars
- Ballot Questions Authorization
- No Reduction in Transit Service

2026

Election:

- Transit/Transportation Sales Tax Question
- No Reduction in Transit Service

2027

Forward:

- On Board Build Out
- Enhanced Transit Service

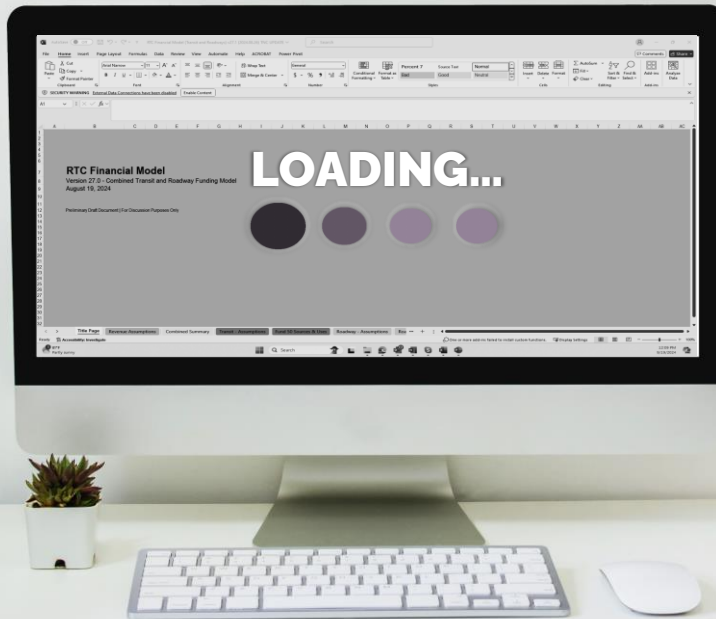


- FRI Reauthorization
- EV Parity Fee
- Flexibility for Q10 Dollars
- Alternative Conveyance Fee
- Ballot Question Authorization
- Reduce Long-Term Transportation Investments
- Transit Cuts



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

37



LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

38

AGENDA ITEMS

- 01 Citizens Participation**
Conduct a Comment Period For Citizens Participation
- 02 Approve the Minutes**
Approval of Minutes Meeting of August 29, 2024 (For Possible Action)
- 03 Panel Discussion**
Local Government & NDOT Panel Discussion on Perceptions of Transportation and the Future
- 04 RTC Update**
RTC Update on Transit and Roadways
- 05 RTC's Financial Model**
Overview of the RTC's Financial Model, Including Baseline Scenario Demonstration
- 06 Open Discussion**
Conduct an Open Discussion on Topics Related to TRAC
- 07 Citizens Participation**
Conduct a Comment Period For Citizens Participation

39

FUTURE MEETINGS

- Wednesday, October 23, 2024, 3 p.m.
- Thursday, November 21, 2024, 3 p.m.

LET'S GO TRANSPORTATION RESOURCE ADVSORY COMMITTEE

40

AGENDA ITEMS

01

Citizens Participation

Conduct a Comment Period For Citizens Participation

02

Approve the Minutes

Approval of Minutes Meeting of August 29, 2024 *(For Possible Action)*

03

Panel Discussion

Local Government & NDOT Panel Discussion on Perceptions of Transportation and the Future

04

RTC Update

RTC Update on Transit and Roadways

05

RTC's Financial Model

Overview of the RTC's Financial Model, Including Baseline Scenario Demonstration

06

Open Discussion

Conduct an Open Discussion on Topics Related to TRAC

07


Citizens Participation

Conduct a Comment Period For Citizens Participation

41



RTC
TRANSPORTATION RESOURCE ADVISORY COMMITTEE & COMMUNITY COLLABORATION



LET'S GO

TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION

WE'RE GOING PLACES. LET'S GO TOGETHER

42

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	NDOT Presentation on Sustainable Transportation Funding Alternatives
Petitioner:	M.J. Maynard, Chief Executive Officer, RTC
Recommendation by Petitioner:	Receive a presentation from NDOT regarding the continuation of the Sustainable Transportation Funding Alternatives
Goals:	Enhance public awareness and support of the regional transportation system
Meeting:	Transportation Resource Advisory Committee and Community Collaboration - Oct 23 2024

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

The Nevada Department of Transportation (NDOT) and CDM Smith will present materials and conduct a discussion about sustainable funding, including alternative fuels, and funding vital infrastructure in Nevada.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Potential Impacts without the Extension of Fuel Revenue Indexing
Petitioner:	M.J. Maynard, Chief Executive Officer, RTC
Recommendation by Petitioner:	Receive a presentation from the RTC on potential impacts without the extension of Fuel Revenue Indexing
Goals:	Enhance public awareness and support of the regional transportation system
Meeting:	Transportation Resource Advisory Committee and Community Collaboration - Oct 23 2024

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

Regional Transportation Commission of Southern Nevada (RTC) staff will provide an overview of the potential impacts to roadways and transit if the Fuel Revenue Indexing program is not extended.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	RTC Financial Model and Interactive Alternative Scenario Testing
Petitioner:	M.J. Maynard, Chief Executive Officer, RTC
Recommendation by Petitioner:	Receive an overview on the RTC's Financial model, including interactive alternative scenario testing
Goals:	Enhance public awareness and support of the regional transportation system
Meeting:	Transportation Resource Advisory Committee and Community Collaboration - Oct 23 2024

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

Mr. Jeremy Aguero, Applied Analysis, and Mr. Guy Hobbs, Hobbs Ong & Associates, will provide an overview of the Regional Transportation Commission of Southern Nevada's financial model, including interactive alternative scenario testing.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Discussion on the FRI Program and Other Topics of Interest to TRAC
Petitioner:	M.J. Maynard, Chief Executive Officer, RTC
Recommendation by Petitioner:	Conduct an open discussion on the Fuel Revenue Indexing program and other topics related to TRAC
Goals:	Enhance public awareness and support of the regional transportation system
Meeting:	Transportation Resource Advisory Committee and Community Collaboration - Oct 23 2024

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

The Transportation Resource Advisory Committee and Community Collaboration (TRAC) will discuss the Fuel Revenue Indexing program. This will also be an opportunity for TRAC members to share information about activities, news, and other topics of interest pertaining to the Committee, as well as review discussion from the TRAC October 23, 2024, agenda, in an informal manner. While no action may be taken on the subjects discussed, this item provides an opportunity for the exchange of information and may serve as a forum to suggest topics for future Committee meetings.

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 - Oct 23 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.