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NOTICE AND AGENDA
OF PUBLIC MEETING

TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION

2:30 P.M. OCTOBER 11, 2018

Southern Nevada Water Authority
100 N. City Parkway, Suite 700
Las Vegas, NV 89106
(702) 676-1500

Note:
Meeting Date and Time Change

This agenda with full backup is available at the Regional Transportation Commission Administration Building, 600 S. Grand Central Pkwy, Las Vegas, Nevada; the Regional Transportation Commission's website, http://www.rtcsnv.com; or by contacting Marin DuBois at (702) 676-1836.

THIS MEETING HAS BEEN PROPERLY NOTICED AND POSTED IN THE FOLLOWING LOCATIONS:

Clark County Government Center 500 S. Grand Central Pkwy. Las Vegas, NV 89155	City of Henderson Office of the City Clerk 240 Water Street Henderson, NV 89015	CC Regional Justice Center 200 Lewis Ave. Las Vegas, NV 89155	RTC 600 S. Grand Central Pkwy. Las Vegas, NV 89106	RTC website www.rtcsnv.com Nevada Public Notice https://notice.nv.gov

DocuSigned by:
Marin DuBois
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BY: _____

Item 2 is for possible action. Items 1 and 3 through 9 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.

1. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

2. APPROVAL OF MINUTES: Meeting of June 7, 2018 (FOR POSSIBLE ACTION)

3. RECEIVE AN OVERVIEW OF THE TRAC GOALS, FRAMEWORK AND AGENDA, AND INTRODUCE NEW MEMBERS

4. RECEIVE AN OVERVIEW OF PARATRANSIT, SENIORS AND VETERANS SERVICES

5. RECEIVE AN UPDATE ON THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA'S "ON BOARD – YOUR FUTURE TRANSIT PLAN" INITIATIVE

6. RECEIVE AN UPDATE ON THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA'S 2019 LEGISLATIVE SESSION

7. DISCUSS UPCOMING EVENTS

8. CONDUCT AN OPEN DISCUSSION ON TOPICS OF INTEREST AND REVIEW TOPICS FROM THE TRAC AGENDA

9. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

During the initial Citizens Participation, any citizen in the audience may address the Committee on an item featured on the agenda. During the final Citizens Participation, any citizens in the audience may address the Committee on matters within the Committee's jurisdiction, but not necessarily featured on the agenda. No vote can be taken on a matter not listed on the posted agenda; however, the Committee can direct that the matter be placed on a future agenda.

Each citizen must be recognized by the Chair. The citizen is then asked to approach the microphone at the podium, to state his or her name, and to spell the last name for the record. The Chair may limit remarks to three minutes' duration, if such remarks are disruptive to the meeting or not within the Committee's jurisdiction.

The Regional Transportation Commission of Southern Nevada 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 Regional Transportation Commission of Southern Nevada appreciates the time citizens devote to be involved in this important process.

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

The Regional Transportation Commission of Southern Nevada Meeting Room and Conference Room are 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 a forty-eight hour advance request to the Regional Transportation Commission of Southern Nevada offices. Phone: (702) 676-1500 TDD (702) 676-1834

Any action taken on these items is advisory to the Regional Transportation Commission.

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REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [ ]	Transit [ ]	Administration and Finance [X]
SUBJECT: CITIZENS PARTICIPATION		
PETITIONER: TINA QUIGLEY, GENERAL MANAGER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		

FISCAL IMPACT:

None

BACKGROUND:

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

Respectfully submitted,

DocuSigned by:
Tina Quigley
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TINA QUIGLEY
General Manager

mld

TRAC Item #1
October 11, 2018
Non-Consent

MINUTES
TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
JUNE 7, 2018

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.

THIS MEETING WAS PROPERLY NOTICED AND POSTED IN THE FOLLOWING LOCATIONS ON MAY 31, 2018

Clark County Government Center 500 S. Grand Central Pkwy. Las Vegas, NV 89155	City of Henderson Office of the City Clerk 240 Water Street Henderson, NV 89015	CC Regional Justice Center 200 Lewis Ave. Las Vegas, NV 89155	RTC 600 S. Grand Central Pkwy. Las Vegas, NV 89106	RTC Website www.rtcsnv.com Nevada Public Notice https://notice.nv.gov

CALL TO ORDER

Mr. Don Snyder, Chair, called the meeting to order at 11:07 a.m. in the Colorado River Room of the Southern Nevada Water Authority offices located in the Molasky Corporate Center.

MEMBERS PRESENT:
Don Snyder, Chair, Community Advocate
Mauricia Baca, Outside Las Vegas Foundation
Ann Barnett, Nevada Contractors Association (Alternate)
MaryKaye Cashman, Cashman Equipment
Krista Darnold, Las Vegas Convention and Visitors Authority (Alternate)
James Duddlesten, GCW
Ken Evans, Urban Chamber of Commerce
Barry Gold, AARP
Warren Hardy, Associated Builders and Contractors
Lynn Hunsinger, Nevadans for the Common Good
Alan Jeskey, AJB General Contractor
Windom Kimsey, Henderson Development Association
Brian Knudsen, BP2 Solutions
Ken Liu, Culinary Union 226 (Alternate)
Jim Long, Sun City Anthem Resident
Keith Lynam, Greater Las Vegas Association of Realtors
Mike Mixer, Colliers International and NAIOP
Paul Moradkhan, Metro Chamber of Commerce
Tommy Morley, Laborers Local 872
Jonas Peterson, Las Vegas Global Economic Alliance
Jean Peyton, Blindconnect
Todd Sklamberg, Sunrise Hospital
Vinny Spotleson, Nevada Conservation League (Alternate)
Judy Stokey, NV Energy
Danny Thompson, Labor Consultant
Virginia Valentine, Nevada Resort Association
Bryan Wachter, Retail Association of Nevada
Matt Walker, Southern Nevada Homebuilders Association
Tom Warden, The Howard Hughes Corporation

MEMBERS ABSENT:
Cindy Creighton, Nevada Taxpayers Association

MEMBERS ABSENT CONTINUED:
Paul Enos, Nevada Trucking Association
Peter Guzman, Latin Chamber of Commerce
Mike Feldman, Team Las Vegas Cyclery
Betsy Fretwell, Switch
Ram Kumar, Kumar Consulting Services
Robert List, Kolesar and Latham

MEETING FACILITATOR:
Deborah Campbell, Deborah Campbell and Associates

RTC STAFF:
Larry Brown, Clark County Commissioner and Chair of the RTC Board of Commissioners
David Ballweg, City of Mesquite Councilman and Member of the RTC Board of Commissioners
M.J. Maynard, Deputy General Manager
Fred Ohene, Deputy General Manager
David Swallow, Senior Director of Engineering and Technology
Marc Traasdahl, Senior Director of Finance
Angela Castro, Senior Director of Government Affairs and Media Relations
David Clyde, Associate General Counsel
Catherine Lu, Manager of Government Affairs and Media Relations and Marketing
Joe Damiani, Manager of Engineering
Marin DuBois, Management Analyst

CONSULTANT TEAM:
Guy Hobbs, Hobbs Ong & Associates

INTERESTED PARTIES:
Nancy Amundsen, Clark County Comprehensive Planning
Sue Baker, Clark County
Erin Breen, University of Nevada, Las Vegas
Denis Cederburg, Clark County Public Works
Kami Dempsey, AC Nevada
Helen Foley, Faiss Foley Warren
Mike Janssen, City of Las Vegas
Bob Leuck, Clark County Public Works
Michael Naft, Office of Congresswoman Dina Titus
Joey Paskey, City of Las Vegas
Bob Scales, Parsons
Mike Schneider
Rick Smith, Henderson Chamber of Commerce
Jacob Snow, The JABarrett Company
Ben Sprague, Atkins
Amber Stidham, Henderson Chamber of Commerce
Tammi Tiger, Clark County Public Works
Kaizad Yazdani, Clark County Public Works

Item:
1. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

Comments:
Chair Don Snyder began the meeting by calling on Ms. Deborah Campbell, Meeting Facilitator, to recognize several guests attending the meeting. Ms. Campbell then introduced several Transportation Resource Advisory Committee and Community Collaboration (TRAC) member alternates and special guests as well as Councilman David Ballweg, City of Mesquite, who is a member of the Regional Transportation Commission of Southern Nevada (RTC) Board of Commissioners.

Then, Chair Snyder called on Mr. Mike Naft, who made the following comments:

Thank you, Chairman Snyder, members of the committee. Michael Naft, District Director to Congresswoman Dina Titus, Nevada's first district. We've been closely following your hard work and sincerely appreciate the efforts of this committee, particularly those being made on the Maryland Parkway corridor, which spans the heart of District 1. The questions that you've asked and the issues you've discussed will no doubt lead to a well-informed recommendation, and we thank you for that. We welcome any efforts to revitalize this important corridor and continue to stand ready as your partner at the federal level—anything you need. So, thank you so much.

Chair Snyder thanked Mr. Naft for the partnership with Congresswoman Titus's office and its engagement in the Maryland Parkway Corridor discussion.

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.

Item:
2. APPROVAL OF MINUTES: Meeting of April 5, 2018 (FOR POSSIBLE ACTION)

Comments:
No comments were made.

Motion:
Mr. Tommy Morley made a motion to approve the meeting minutes.

Vote/Summary:
23 Ayes. 0 Nays. 0 Abstained. The motion carried.
Ayes: Ann Barnett, MaryKaye Cashman, Krista Darnold, James Duddlesten, Barry Gold, Warren Hardy, Lynn Hunsinger, Alan Jeskey, Windom Kimsey, Ken Liu, Jim Long, Keith Lynam, Mike Mixer, Paul Moradkhan, Tommy Morley, Jonas Peterson, Jean Peyton, Todd Sklamberg, Don Snyder, Danny Thompson, Bryan Wachter, Matt Walker, Tom Warden
Nays: None
Absent: Mauricia Baca, Cindy Creighton, Paul Enos, Ken Evans, Mike Feldman, Betsy Fretwell, Peter Guzman, Brian Knudsen, Ram Kumar, Robert List, Vinny Spotleson, Judy Stokey, Virginia Valentine

Item:
3. RECEIVE AN OVERVIEW OF THE TRAC GOALS, FRAMEWORK, AND AGENDA

Comments:
Ms. Deborah Campbell, Meeting Facilitator, took a moment to go over several housekeeping items, such as validating parking and speaking directly into the microphone. She also announced that the August Transportation Resource Advisory Committee and Community Collaboration (TRAC or Committee) meeting would instead be held on September 6, 2018 to accommodate travel schedules.

Ms. Campbell then described TRAC's Phase 3 goals, which include: learning about Southern Nevada's mobility challenges; new developments and opportunities; learn about smart communities, emerging technologies and how these efforts can impact and improve mobility, accessibility, and safety in Southern Nevada; and obtain input and feedback, and then make recommendations on how to best address mobility solutions. She highlighted Phase 3 of the Committee's framework to include the following:

- Meeting 6 – September 6, 2018 – "On Board – Your Future Transit Plan" (On Board) update to include: Enhanced Transit; Technology-Driven Public-Private Partnerships; Paratransit, Seniors and Veterans Update
- Meeting 7 – November 1, 2018 – On Board High-Capacity Transit update to include: Additional High-Capacity Transit Corridors & Resort Corridor; Emerging Transit Technology; 2019 Legislative Ask
- Meeting 8 –January 3, 2019 – 2019 Legislative Ask; Overall On Board Recommendations and Funding

Ms. Lynn Hunsinger raised a concern that the discussion regarding paratransit and seniors had been postponed on several occasions and requested that the subject be locked in for the September 6 meeting so as not to push the discussion back any further. She also asked if the Committee would meet during the 2019 Nevada Legislative Session (Session). Chair Don Snyder acknowledged Ms. Hunsinger's concern about the topic's multiple postponements and committed to locking in the meeting date to discuss this topic. Mr. Barry Gold took the opportunity to inform the Committee that he would not be able to attend on that date, and Ms. Hunsinger pointed out that Mr. Gold was scheduled to co-present at that meeting. Chair Snyder acknowledged the scheduling issue and said it would be good for him to also attend the meeting, but was wary of sliding the meeting further back, so the situation would be considered.

Ms. Helen Foley responded to Ms. Hunsinger's question about the Session time period and pointed out that during the 2017 Session, though the Committee was on hiatus, many members were still very active and that many emails were sent during that time. She anticipates the coming 2019 Session will see similar activity. However, as the Session nears and the On Board public information meetings reveal new insights, new legislative needs may be identified. Ms. Campbell then provided a brief overview of the Committee meeting's agenda.

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.

Item:
4. RECEIVE A RECAP OF THE TRANSIT-ORIENTED DEVELOPMENT SYMPOSIUM

Comments:
Chair Don Snyder commended the successful organization of the Transit-Oriented Development (TOD) Symposium (Symposium). He complimented the list of speakers, saying they helped make the event very meaningful. The transportation challenges mentioned during the Symposium outlined the opportunities for the Maryland Parkway Corridor. He cited the transformative decisions made in Denver, Colorado; Salt Lake City, Utah; and Los Angeles, California that led to high-capacity transit (HCT) and economic activity. He shared his redefined understanding of TOD as having the needs of daily life within walking distance, and TOD being transportation opportunity development. A short video was played, highlighting the Symposium.

Mr. Danny Thompson referred to advice given by former U.S. Secretary of Transportation, Anthony Foxx, who advised not to wait with transportation projects because the federal government will have a smaller role in financing such projects as time goes on. Delayed projects may not end up happening at all. Chair Snyder agreed and added that it reminded him of how greater federal funding helped propel transportation projects in Salt Lake City.

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.

Item:
5. RECEIVE A PRESENTATION ON TRANSIT-ORIENTED DEVELOPMENT (TOD) COMMUNITY COMPARISONS

Comments:
Mr. Mike Mixer, Executive Managing Director for Colliers International, preceded his presentation by reading a Las Vegas Review-Journal article that described how the members of the Washington Capitals, Washington D.C.'s NHL team used the subway to skip traffic to get to their game. He used this as an example of future possibilities in the Las Vegas Valley.

Following a detailed PowerPoint presentation [attached], Mr. Mixer started his presentation by noting Colliers International's experience in understanding what drives people in their real estate needs and noting how it is a good match for understanding how transportation-related development impacts them. To better understand Southern Nevada's high-capacity transit (HCT) needs, the company canvassed multiple locations and found 10 cities that served as good examples. This included Kansas City, Missouri; Phoenix, Arizona; Portland, Oregon; Sacramento, California; Salt Lake City, Utah; San Francisco Bay Area, California; San Diego, California; Denver, Colorado; Los Angeles, California; and Charlotte, North Carolina. The survey asked 17 questions focusing on issues the Transportation Resource Advisory Committee and Community Collaboration (TRAC) has looked into in recent months.

Mr. Mixer highlighted some of the takeaways from the survey. This included the following:

- Transit Types: Approximately 70 percent of surveyed cities had both Bus Rapid Transit (BRT) and Light Rail Transit (LRT), and 10 percent for each of the other responses: BRT only, LRT only, traditional-only transit. He described the rapid transit types present in several of the cities, noting that only three of the cities had true BRT.
- Funding: This varied greatly from city to city. He said that several respondents reported having access to higher federal funding levels at the time projects were built than what is available today. For example, Portland received 83 percent federal funding in the mid-1980s. Today, project funding is reliant on multiple sources depending on the community.
- Airport Connectivity – This was an important factor for many respondents, and most of the communities do connect to their airports. Mr. Mixer explained that the percentage of communities with airport connectivity was actually a little higher than what was shown in the presentation (62 percent) because Denver's response (yes to connectivity) came late and was not included in the slide.
- Relaxed Zoning Requirements – The survey found that there is a substantial need for relaxing zoning requirements in order to attract transit-oriented development (TOD). Most communities surveyed had some level of zoning requirements (78 percent).

  - Phoenix had in-depth transit-oriented zoning overlay to areas adjacent to light rail. Phoenix ended up drastically changing zoning requirements around the rail lines, and as a result, has seen more than $10 billion in investment around those lines since 2005.
  - Rent prices and demand around light rail lines in Portland are higher than those around bus lines thanks to density bonuses.
  - Sacramento has created a zone around all light rail that provides incentives for developers.
  - San Diego has yet to implement any changes, but is evaluating options.
  - Charlotte increased density allowances and lowered the amount of parking within a half mile of transit stations.
  - Los Angeles put together an extensive bonus program for development near Orange Line stations, especially higher trafficked stations. The program includes further bonuses for any affordable housing built within said developments, providing developers with added density and Los Angeles with needed affordable housing.
- Ridership Demographics – Mr. Mixer began by defining the Maryland Parkway corridor as spanning from McCarran International Airport to Downtown Las Vegas, including the University of Nevada, Las Vegas (UNLV), retail centers, medical facilities, and medical campus. Linking these areas is highly desirable, he noted, and the Regional Transportation Commission of Southern Nevada (RTC) had an opportunity to do so. He pointed out that other communities reported initially believing tourists would be the heaviest user group of new LRT lines, but they found the opposite to be true, with locals represented a more dominant share. Employees and students representing 25 percent and 31 percent of total ridership, respectively, on average. He then highlighted some of the user demographics within the surveyed cities.
  - Phoenix: Approximately 39 percent are commuters, with 54 percent employed full-time. Average age of 35 years old. Students make up 27 percent. Transit access is within a quarter mile or less for 83 percent of users and 48 percent of riders have access to a vehicle. Nearly 1/3 of all riders use an all-day pass.
  - Sacramento: Approximately 64 percent of riders were of a minority.
  - San Francisco Bay Area: Riders include employees, students, tourists, and shoppers. Mr. Mixer also noted that the Bay Area transit system reaches 100 percent capacity multiple times each day. He pointed to Silicon Valley as an important factor in this as many workers travel between their residence and workplaces in Silicon Valley.
  - Los Angeles Orange Line: The Orange Line started out in 2010 and experienced 22,000 boardings per weekday. In 2013, this number peaked at 29,000, and had 25,000 in 2016.
  - Charlotte: Much of the ridership is accounted for by students and employees of the nearby community college, and employees of the nearby hospitals. He noted that Ms. Carolyn Flowers, former Acting Administrator of the Federal Transit Administration, served as Charlotte's head of transit systems and was one of the survey respondents.
  - Moving on, Mr. Mixer said that respondents confirmed many previous points already heard by TRAC. They namely stressed the increased demand from tenants and developers around permanently fixed rail lines due to the security of the line always being there. Charlotte, for example, said the development around BRT line paled in comparison to that witnessed around LRT lines. Salt Lake City said its light rail system, TRAX, has been a successful incentive for development. In Portland, a higher quality of tenants is found and development across the board around all fixed rail lines. Sacramento continues to see quality transit-related development.

Mr. Mixer concluded his presentation by stressing the importance of working with local zoning leaders as the project moves forward in order to ensure success.

Mr. Alan Jeskey inquired as to how many of the cited city examples had center-lane and side-running systems. Mr. Mixer could not recall the exact numbers, but believed less than half were center-lane systems. He noted that such systems require more real estate and right-of-way, and involve more eminent domain issues. That said, those who had center-lane systems felt it was more efficient.
Mr. Keith Lynam next asked which of the cited markets is most similar to what the RTC was looking into as well as what made this particular project unique when compared to other markets and what opportunities it presented. Mr. Mixer responded that the original survey involved nearly 18 cities, which were then narrowed down to those most closely resembling the Las Vegas community and the planned Maryland Parkway Corridor project. All of the cities were similar in some ways, he said. However, he believed the RTC has the advantage of learning from others' mistakes and complete the project correctly from the onset. He thought each city's system should be explored further and mentioned each city had indicated a willingness to answer further questions.

Next, Mr. Tom Warden asked if tax revenue generation had been part of the study. However, Mr. Mixer said that was not part of the original scope of the survey since the discussions revolved around talking to brokers and tenants. He mentioned that the survey revealed higher property values were common and agreed that would be an important aspect to study in the future. Mr. Warden stressed that the project is not just about spending money, but also about tax revenue generation as a result.

Chair Don Snyder added that in many of the cities the TRAC members visited, they heard about the assessed values of properties going up as a result of rapid transit systems and the resultant increases in tax revenues and the ability to create tax districts. He isolated Phoenix as an example, where the public investment was just over $1 billion and resulted in around $10 billion in private investment since 2005 – a high rate of return on investment. He also pointed out that several of the cities listed in Mr. Mixer's study had many commonalities with the Las Vegas region and their examples would help to take much of the guesswork out of getting things right the first time around.

Mr. Ken Liu observed that Las Vegas has a unique distribution of employee worksites due to the Las Vegas Strip layout and asked if any other city had a similar geographic workplace layout. He asked if that could be made into a primary goal of transit planning. While he acknowledged the Maryland Parkway Corridor represented an important and long overdue need, he felt a Strip-centered plan represented an underserved employee-based need rather than one solely focused on redevelopment. Chair Snyder concurred with Mr. Liu's points, noting that these issues would be delved into further at the next meeting. He also agreed that finding similarities to other cities was important, and that so too was finding unique differences. He pointed to the “On Board – Your Future Transit Plan” (On Board) surveys, which were conducted in order to inform the RTC on where such transit corridors should be developed. Mr. Mixer responded saying many of the cities found that workers were a dominant demographic using the transit lines.

Next, Mr. Vinny Spotleson asked where zoning changes came into the process and what best practices Mr. Mixer could recommend. Mr. Mixer said he did not have an answer based on the survey, but he believed that such conversations should begin immediately if the project is given the go ahead. Mr. David Swallow, Senior Director of Engineering and Technology for the RTC, remarked that both Clark County and the City of Las Vegas had both been proactive in investigating the potential for development along the proposed transit corridors. He pointed to the Maryland Parkway Corridor as an example and said Clark County had already created an overlay district for the corridor specifically to create more flexibility for developers. The City of Las Vegas had also acknowledged the corridor in its downtown and mobility masterplans. Chair Snyder said a common message from many of the cities

studied was stressing the importance of collaboration and partnership across municipalities and jurisdictions.

Ms. Judy Stokey followed up on the zoning change discussion by clarifying that utilities had franchising agreements with municipalities and there were certain things they could and could not do. Should zoning changes be needed, she asked for help for the utilities, advising that they need a certain amount of space for their purposes. Mr. Warden clarified that the discussions on relaxed zoning were better defined as flexible zoning, which provides more opportunity. When doing mixed-use zoning in Summerlin, he added, flexibility is key.

Mr. Ken Evans asked which of the cities looked at in the survey did the best job of incorporating housing affordability in their policies, regulations, and in working with developers. Mr. Mixer cited Los Angeles as having the best platform for addressing affordability, partially due to an urgent need thanks to high real estate prices. He also mentioned Portland as having a long-term program. Phoenix was an example of a city that was starting on that journey, but is still testing ideas out. He brought up that Los Angeles did not seen much success with the first iteration of its plan, and only after the plan was reworked did it find success. Chair Snyder also pointed to Salt Lake City as a good example.

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.

Item:
6. RECEIVE AN UPDATE ON THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA'S "ON BOARD – YOUR FUTURE TRANSIT PLAN" INITIATIVE

Comments:
Following a detailed PowerPoint presentation [attached], Mr. David Swallow, Senior Director of Engineering and Technology for the Regional Transportation Commission of Southern Nevada (RTC), updated the Transportation Resource Advisory Committee and Community Collaboration (TRAC) on the "On Board – Your Future Transit Plan" (On Board) initiative. He began by restating the importance of the On Board plan and its role in putting feedback into action. He briefly walked through the processes undertaken thus far, pointing out three particular areas prioritized in the plan: current traditional transit, new high-capacity transit (HCT) services, and emerging transit technologies. These efforts are being led by the RTC, but the plan overall is a community effort. It includes the input of entities, key stakeholders, and the community as a whole. Capturing all this feedback has been instrumental in shaping the plan's development.

Among these goals, Mr. Swallow stated that HCT corridors are crucial, as they have the highest potential for drawing investment. Assessment of potential HCT corridors is an important part of the On Board plan, a process which included a Feasibility Study that will be completed by the end 2018. Ultimately, a universe of corridors will be created to determine which lines best connect the community and where an HCT system makes sense. He detailed this process and described how the RTC reached out to other jurisdictions for opinions and feedback on which corridors best serve their communities. These corridors were slowly being pared down to determine a viable set of options. Mr. Swallow displayed several maps that highlighted these potential HCT corridors. Detailing how the RTC used its data, he reviewed how each corridor was classified, segmented, and assessed. In Phase 2, the universe of corridors reduced to a couple dozen, which would continue to be reviewed.

Mr. Swallow observed the connection between HCT and Transit-Oriented Development (TOD), describing how land use development affects these conversations. The idea was to examine where TOD developments were occurring, or where the entities wanted them to occur, and then determine how these typologies would affect future HCT projects. He noted there were nine of these typologies developed in the plan. This includes the following: Las Vegas Strip, Downtown – Regional, Downtown – Local, Urban Neighborhood, Town Center, Entertainment District, Employment District, Medical District, and Educational Campus.

Mr. Swallow continued by explaining the community engagement efforts undertaken thus far, noting that over 15,000 surveys were completed. Staff attended over 93 community events and performed 66 speaking engagements. A total of 16 technical advisory group meetings were held, as well as five TRAC meetings and four public meetings. He noted that the entire plan was expected to be finished and finalized by the end of 2018. Then, Mr. Swallow introduced Ms. Angela Castro, Senior Director of Government Affairs and Media Relations for the RTC, to discuss the next steps.

Ms. Castro began by noting that On Board was developed with the intention of accommodating changing transit standards as they develop. This flexibility was necessary to design the plan around each jurisdiction's needs. She briefly explained the different groups who were engaged in the On Board approval process and detailed the plans that allowed them to solicit all key community members when making these decisions. She brought the conversation around to where the representatives fit in, detailing how the RTC was reliant on their contributions. She outlined the upcoming TRAC meeting timeline and pointed out the key topics of each meeting.

Mr. Warren Hardy asked for more details about the legislative ask and questioned the timetable of the bill draft. He asked if the RTC had access to bill draft requests (BDR) or if it has to go through legislators. Ms. Castro said the conversations were ongoing, and the current legislation was still being examined. However, she noted that staff would have to work through legislators at this point. Mr. Hardy suggested speaking with specific legislators to put a placeholder BDR in, just in case it was needed. Ms. Castro agreed, saying the recommendation would go to the RTC Board of Commissioners.

Mr. Ken Evans asked Ms. Castro for further clarification on what would be included in a legislative ask. Ms. Castro answered that the specifics were premature at this point and that the concrete details of the ask would depend on recommendations and feedback received from partners. Chair Snyder agreed and stressed the importance of having conversations on context to further define these issues. These conversations would inform the plan as a whole for years down the line.

Ms. Judy Stokey wanted to know about incentive programs, questioning whether these would need to be done at the state or local levels. Mr. Swallow believed it occurred more at the local level. Ms. Castro added that should a legislative ask occur, the RTC would be looking more closely at the results of the On Board study and work with local governments to decide the best way to move forward. In closing, Mr. Evans praised the On Board efforts, specifically noting the collaboration between the technical and community sides of things.

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.

Item:

7. RECEIVE A PRESENTATION ON THE MARYLAND PARKWAY ALTERNATIVES BACKGROUND SUMMARY REPORT

Comments:

Following a detailed PowerPoint presentation [attached], Mr. Bob Scales, Program Director for Parsons, provided an update on the Maryland Parkway Alternatives Background summary report. He began by describing his own history in Las Vegas project management, many of which featured similar processes to projects being performed today. He described how Maryland Parkway was previously identified as a corridor for high ridership and was one of the best potential options for high-capacity transit (HCT). However, it was also one of the most difficult corridors to make improvements due to the holistic nature of the corridor. He detailed planning that had been done on ways to implement changes to the corridor. However, a perfect solution had yet to be found.

Mr. Scales gave an overview of Maryland Parkway and why it is such a desirable route for development. First, Maryland Parkways connects to 21 transit lines (including the five busiest lines). Additionally, it is a high productivity route that links key destinations, is home to more than 85,000 jobs, and has more than 93,000 residents. He detailed that Maryland Parkway bus route routinely moves over 9,000 passengers per day. This equates to roughly 1,000 passengers per route mile. When compared to the transit industry as a whole, this is considered highly successful. The corridor shows great potential for redevelopment, and with the right support, it can achieve specific outcomes such as improve mobility, maximize transportation choices, have faster, more reliable and attractive transportation, instill a sense of place, and improve economic development.

Mr. Scales then described ridership forecasts for the different HCT improvements. He reiterated that Maryland Parkway currently has 9,000 boardings per day on existing service. With HCT improvements, the ridership would increase to 10,000 per day with enhanced services, 13,000 per day with bus rapid transit/priority lanes, and 16,000 with light rail. However, Mr. Scales wanted to emphasize that the land use underlying these forecasts is the same under all four conditions. The ridership forecast does not take into account the economic development that would be spurred on by the light rail investment. He stressed that redeveloping certain areas, such as the Boulevard Mall that added additional retail and commercial units, intensification would occur. This would further boost the ridership numbers well beyond the initial forecasts. This information is critical to understand when comparing investments across transit modes.

Mr. Ken Evans asked why improvements had not occurred along Maryland Parkway sooner, after supposedly being identified as a high-value corridor. He noted that value may have been lost over the 20-year delay. He inquired about the potential impacts of this. Mr. Scales replied that the Regional Transportation Commission of Southern Nevada (RTC) was a notably frugal transit agency, and that historically, members have not gone out on a limb to risk money on investments. In the past, there was little bus rapid transit or other vital services, but with the increases in population and development, these transit options are developing and gaining traction. HCT is an example of a service that, while expensive, would have significant impacts in moving the economy along.

From there, Mr. Scales addressed how there was some confusion about terminology for some of these transit options, such as light rail, streetcar, and more. He provided a brief overview of these options and noted that in some cases, definitions are defined by the specific regions in which the typologies are used. For Maryland Parkway, there are many physical characteristics and amenities that make it great for HCT. The components are all there, so nearly any advancement will aid in ridership. What matters is making the right investments in the right places to achieve the best results.

Next, Mr. Scales addressed the issue of side-running vs. center-running lines, noting that this was discussed at length in previous TRAC meetings. However, most of the comments made had been general observations based on general applications and may have overlooked some elements. Specifically, Mr. Scales said, most of the benefits of center-running installations apply to regional light rail systems. Most side-running installations happen to be streetcars. To further expand on this, he detailed the features of each type of installation and when each may be most appropriate. Side-running allows for more efficient transit operations, requires less right-of-way, offers better safety overall when assessed in the context of adjacent traffic, has slightly slower speeds, and has lower capital costs. Whereas center-running means less efficient traffic operations, requires more right-of-way, travels at slightly faster speeds, and has higher capital costs. Mr. Scales detailed the transit requirements for each of these options and reviewed a few scenarios where each works best. He then stressed that the businesses on these corridors also needed to be considered, describing how the center-running lanes were more problematic in this area. It would be a good idea to consult with business owners before committing to a center-running plan.

Chair Snyder agreed that the impacts on local businesses are important, particularly issues with safety. He believed that, per the information provided, the side-running options were the most practical and feasible for the corridor. He asked if any other TRAC members had feedback on this concept. Mr. Evans replied that it was too premature to make a claim either way, but was open to continuing the discussion as it developed. Mr. David Swallow, Senior Director of Engineering and Technology for the RTC, noted that Maryland Parkway was unique when compared with many of the other available examples. Maryland Parkway would function more like urban light rail, with more frequent stops and slower speeds to better serve the uses along the route. The TRAC members briefly debated the benefits and flexibilities of each option. Chair Snyder restated the importance of the conversation, adding that the members need not come to a consensus at this meeting. Mr. Warren Hardy pointed out that the discussions should be focused more on redevelopments rather than new developments, and that these decisions must be made with the input of all TRAC members.

Mr. Bryan Wachter mentioned that a priority for the business owners would be making sure access to their companies was not restricted during times of construction. This was particularly important for the smaller businesses along Maryland Parkway. Mr. Scales agreed, but remarked that a common concern for business owners was having pedestrians near stops cluttering their entryways. This was an inevitable concern for business owners but did not apply in this situation. Mr. Swallow continued to discuss the features of the center-running lines, noting that the left-turn traffic aspect of this layout could significantly impact access to businesses. Mr. Danny Thompson commented on the safety aspects of the center-running line. He described that restricting access to left turns could make congestion worse and create more dangerous situations for drivers. Side-running options would be considered safer in this regard.

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.

Item:
8. DISCUSS TRANSIT OPTIONS ON MARYLAND PARKWAY AND MAKE RECOMMENDATIONS TO THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (FOR POSSIBLE ACTION)

Comments:
Chair Don Snyder explained that this item was to discuss proposed transit options on Maryland Parkway and make recommendations to the Regional Transportation Commission of Southern Nevada (RTC). He said this item entailed making specific recommendations for whether or not to move forward with high-

capacity transit (HCT) on Maryland Parkway. He introduced Mr. David Swallow, Senior Director of Engineering and Technology for the RTC, to discuss the potential recommendation of options and other considerations for this decision. Following a detailed PowerPoint presentation [attached], Mr. Swallow began by providing a brief overview of the "On Board – Your Future Transit Plan" (On Board) initiative and how Maryland Parkway fit into it. He described all the corridors in Southern Nevada and potential connectivities for the transit network. Maryland Parkway is one of 39 total routes, although he noted that Maryland Parkway was particularly significant for the region. He shared the benefits of the proposed HCT improvements on Maryland Parkway. It would connect McCarran International Airport to Downtown Las Vegas along an 8.7-mile route with 25 station locations. The technology options include enhanced transit, bus rapid transit (BRT), and light rail (LRT). He continued to explain that the system would contain many elements that would increase connectivity, improve livability, and support job growth in the area.

From there, Mr. Swallow provided an overview of the decisions facing the Transportation Resource Advisory Committee and Community Collaboration (TRAC) members in this item. First, staff was looking for a recommendation on whether to move forward with HCT transit improvements on Maryland Parkway. If the RTC should move forward with these improvements, which build alternatives should be considered – enhanced transit, BRT, or LRT.

Mr. Swallow explained that enhanced transit is the most minimal approach of the three. It involves leveraging existing buses in the network to improve connectivity. Working on this option could increase connectivity in the area without significant investments or developments. He said it attracts more riders, but fewer than BRT or LRT. There is minimal opportunity for transit-oriented development (TOD). Enhanced transit has the least construction impact and the lowest capital and annual operations and maintenances costs. The increased service can be phased in faster than BRT or LRT. Overall, the mode involves taking the existing bus network and optimizes it as much as possible.

Several BRT options, Mr. Swallow continued, already existed in southern Nevada. BRT features several significant characteristics that set it apart from other transit options. It has increased service frequency, faster travel time, and higher ridership while operating like light rail transit, but with fewer riders. It may attract some TOD. BRT requires major reconstruction of the corridor and has higher capital, annual operations, and maintenance costs. Mr. Swallow played a brief video demonstrating examples of BRT options and how a BRT network would fit into the existing transit system.

Next, Mr. Swallow discussed LRT as the third option. He said that rail systems engender positivity in the community, acting as an excellent driver of economic interest in its areas. LRT improves community image and attracts new riders. It has increased frequency, the fastest travel time, and enjoys the highest ridership. Also, it provides the greatest opportunity for economic and TOD. However, it requires major reconstruction of the corridor and utility relocations, and has the highest capital, annual operations and maintenance costs. Mr. Swallow played a brief video that provided a few examples of similar regions that had deployed LRT options successfully.

Ms. Judy Stokey asked if one of these options was more preferable for emergency vehicles, citing the corridor's proximity to the medical facilities. Mr. Swallow replied that there was no preference, as the transit options would not obstruct the normal flows of traffic. Ms. Stokey then brought up the issue of center-running and side-running lines, asking if that made a difference. Mr. Swallow replied that center-running lines do inhibit left turn access in some areas. Ms. Stokey expressed concern about this connectivity, as Maryland Parkway was unique in its proximity to several large medical centers. Efficient traffic flow was crucial to the area. Mr. Todd Sklamberg interjected that representatives from Sunrise

Hospital had met with the RTC to discuss the need for access. He agreed that access was a priority, regardless of which option was chosen.

Mr. Swallow continued, explaining that the goal of these improvements was not to create ridership but to better serve the ridership that was already there. He cited the efficiency of transit systems used in several peer cities and the importance of serving existing riders.

From there, Mr. Swallow introduced and Mr. Guy Hobbs, Hobbs Ong & Associates, to discuss project costs and funding. He prefaced his presentation by explaining that these projections were meant to demonstrate the different ways the plan could potentially be funded through coordination of federal and local dollars. He said that while the plan was subject to change, it was important to show that the potential was there to get the project off the ground.

Mr. Hobbs stated that federal funding was projected to cover 49 percent of total project costs, though he noted that there was no way to guarantee that this level of funding could be achieved. If it was not, it would increase pressure on the local funding sources to make up the difference. Mr. Hobbs spent some time reviewing the funding sources and listing each to explain where each source came from. He also reviewed how each transit modality spurred real estate investment, noting several specific figures based on reviews of peer cities, which include the following:

- Regional Light Rail - $3 real estate return for every dollar of transit investment
- Bus Rapid Transit - $9 real estate return for every dollar spent
- Urban Light Rail - $17 real estate return for every dollar spent

After covering these numbers, Mr. Hobbs pointed out that these figures only took into account private investments that followed public dollars. They did not include values such as tax revenue, increasing population density issues, increasing employment needs, property values, and more.

Chair Snyder brought up the Fuel Revenue Indexing funding source, noting that it could only be used for certain road projects. He asked what it would take to make the funds more available. Mr. Hobbs replied he would need to speak to the attorneys before making any claims, as there were legal issues to address that determined how the funding could be used. Mr. Hobbs briefly mentioned the concept of value capture, describing how the beneficiaries of certain investments could participate in the investments. He stated that it could be beneficial to explore these options as a potential contributor to the overall funding mix.

Mr. Bryan Wachter asked if there were any additional local funding sources to note. Mr. Hobbs noted that sales tax could potentially be included. Chair Snyder remarked how the funding model was complex, but it would be beneficial to explore creative options. From there, Chair Snyder requested that TRAC move into its final evaluation stages for this item and move towards recommendations. He introduced Ms. Helen Foley, Faiss Foley Warren, to continue.

Ms. Foley spoke briefly to review the steps that had been taken on the Maryland Parkway project thus far, describing events and panels occurring back in January 2018, February 2018, and the RTC Salt Lake City field trip in March 2018. There were also panels in the following months that covered further topics, with the overall consensus being that HCT investments were doable. Ms. Foley also noted that, despite extensive discussions that had occurred in the meeting on center-running versus side-running lines, that particular issue would not be voted on today. Chair Snyder agreed and explained that the upcoming vote would only cover the following issues: 1) Whether TRAC should recommend moving forward with HCT on the Maryland Parkway corridor; 2) If no, which improvements would need to occur, if any, along Maryland Parkway; and 3) If yes, which system option does TRAC recommend?

From there, Chair Snyder led the members in a vote for each of the aforementioned issues. Mr. James Duddlesten brought up that his company was involved in the study on Maryland Parkway, and noted that due to his involvement, he was abstaining from this vote and any follow-up voting. Ms. Krista Darnold stated that the Las Vegas Convention and Visitors Authority's (LVCVA) supports transportation infrastructure improvements to create a better experience for visitors to travel throughout the destination and residents who work in the Resort Corridor, as they are the backbone of the hospitality industry. She continued to say that while the LVCVA supports transportation improvements on Maryland Parkway, the LVCVA would abstain from voting as the project does not directly impact the LVCVA campus nor that of its resort stakeholders. Mr. Tommy Morley, Laborers Local 872, made a motion to support moving forward with HCT in the Maryland Parkway corridor.

Next, Chair Snyder asked for a vote on the most appropriate transit modality to suggest for Maryland Parkway. Mr. Morley made a motion to recommend LRT. In response, Mr. Wachter mentioned that the Retail Association supported this. Ms. Stokey of NV Energy also agreed. Mr. Warren Hardy also agreed that LRT was his preferred option and would be most beneficial to the community. Mr. Matt Walker expressed his preference for LRT. Ms. Darnold spoke to affirm her commitment to improving infrastructure in the Maryland Parkway area, but restated that she would be abstaining from the vote.

Continuing the conversation, Mr. Ken Evans, spoke to the importance of investments in the area and stated his support of LRT on Maryland Parkway. Mr. Keith Lynam mentioned the importance of examining all options as they related to attainable housing in the area while stating his support of LRT on Maryland Parkway. Mr. Sklamberg acknowledged the efforts of the Maryland Parkway Coalition over the years in supporting these initiatives. Mr. Danny Thompson praised the projected job growth that these options could create and affirmed that he would support LRT on Maryland Parkway.

In closing, Chair Snyder restated the motion and called for a final vote for all members. Those voting unanimously supported the motion. Chair Snyder thanked the TRAC members for their contributions and efforts thus far.

Motion #1:
Mr. Tommy Morley made a motion to support moving forward with high-capacity transit in the Maryland Parkway corridor.

Vote/Summary #1:
26 Ayes. 0 Nays. 3 abstained. The motion carried.
Ayes: Mauricia Baca, Ann Barnett, MaryKaye Cashman, Ken Evans, Barry Gold, Warren Hardy, Lynn Hunsinger, Alan Jeskey, Windom Kimsey, Brian Knudsen, Ken Liu, Jim Long, Keith Lynam, Mike Mixer, Paul Moradkhan, Tommy Morley, Jonas Peterson, Jean Peyton, Todd Sklamberg, Vinny Spotleson, Don Snyder, Danny Thompson, Bryan Wachter, Matt Walker, Tom Warden Judy Stokey,
Nays: None
Absent: Cindy Creighton, Paul Enos, Mike Feldman, Betsy Fretwell, Peter Guzman, Ram Kumar, Robert List
Abstained: Krista Darnold, James Duddlesten, Virginia Valentine

Motion #2:
Mr. Tommy Morley made a motion to support light rail as the locally preferred alternative for the Maryland Parkway corridor.

Vote/Summary #2:
26 Ayes. 0 Nays. 3 abstained. The motion carried.
Ayes: Mauricia Baca, Ann Barnett, MaryKaye Cashman, Ken Evans, Barry Gold, Warren Hardy, Lynn Hunsinger, Alan Jeskey, Windom Kimsey, Brian Knudsen, Ken Liu, Jim Long, Keith Lynam, Mike

Mixer, Paul Moradkhan, Tommy Morley, Jonas Peterson, Jean Peyton, Todd Sklamberg, Vinny Spotleson, Don Snyder, Danny Thompson, Bryan Wachter, Matt Walker, Tom Warden Judy Stokey, Nays: None Absent: Cindy Creighton, Paul Enos, Mike Feldman, Betsy Fretwell, Peter Guzman, Ram Kumar, Robert List Abstained: Krista Darnold, James Duddlesten, Virginia Valentine

Item: 9. DISCUSS UPCOMING EVENTS
Comments: Ms. Deborah Campbell, Meeting Facilitator, announced that the Interstate-11 grand opening was scheduled for August 9, 2018. She encouraged the Transportation Resource Advisory Committee and Community Collaboration members to attend.
Motion: No motion was necessary.
Vote/Summary: No vote was taken.

Item: 10. CONDUCT AN OPEN DISCUSSION ON TOPICS OF INTEREST AND REVIEW TOPICS FROM THE TRAC AGENDA
Comments: No comments were made.
Motion: No motion was necessary.
Vote/Summary: No vote was taken.

Item: 11. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION
Comments: No comments were made.
Motion: No motion was necessary.
Vote/Summary: No vote was taken.

ADJOURNMENT

The meeting adjourned at 1:58 p.m.

Respectfully submitted,

DocuSigned by:
Marin DuBois
67F25985C7F8458...

Marin DuBois, Recording Secretary

DocuSigned by:
Marek Biernacinski
26AA405162134B0...

Marek Biernacinski, Transcription Secretary

TRAC

TRANSPORTATION
RESOURCE ADVISORY
COMMITTEE & COMMUNITY
COLLABORATION

June 7, 2018

TRAC

Item #1

CITIZENS PARTICIPATION

Item #2

APPROVAL OF MINUTES

Item #3

TRAC GOALS, FRAMEWORK & AGENDA REVIEW

COMMITTEE GOALS

- Learn about Southern Nevada's mobility challenges, new developments and opportunities.
- Learn about smart communities, emerging technologies and how these efforts can impact and improve mobility, accessibility and safety in Southern Nevada.
- Obtain input and make recommendations on how to best address and prioritize mobility solutions.

MEETING FRAMEWORK

Meeting 6 – September 6, 2018 – On Board Transit update to include: Enhanced Transit; Technology-Driven Public-Private Partnerships; Paratransit, Seniors and Veterans Update

Meeting 7 – November 1, 2018 – On Board High-Capacity Transit update to include: Additional High-Capacity Transit Corridors & Resort Corridor; Emerging Transit Technology; 2019 Legislative Ask

Meeting 8 –January 3, 2019 – 2019 Legislative Ask; Overall On Board Recommendations and Funding

AGENDA REVIEW

- Transit-Oriented Development (TOD) Symposium Recap
- TOD Community Comparison
- On Board Update
- Maryland Parkway Alternatives Background
- TRAC Recommendations for Maryland Parkway
- Upcoming Events

Item #4

TRANSIT-ORIENTED DEVELOPMENT (TOD) SYMPOSIUM RECAP

TRANSIT-ORIENTED DEVELOPMENT Symposium
APRIL 25, 2018
THANK YOU TO OUR SPONSORS
UNLV
School of
COMMUNITY
HEALTH SCIENCES
LAS VEGAS
SOUTHERN NEVADA
HOME BUILDERS
ASSOCIATION
THE STATION
ON WASHINGTON

TRANSIT-ORIENTED DEVELOPMENT Symposium
APRIL 25, 2018
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ASSOCIATION
THE STATION
ON WASHINGTON

TRAC

Item #5

TOD COMMUNITY COMPARISON

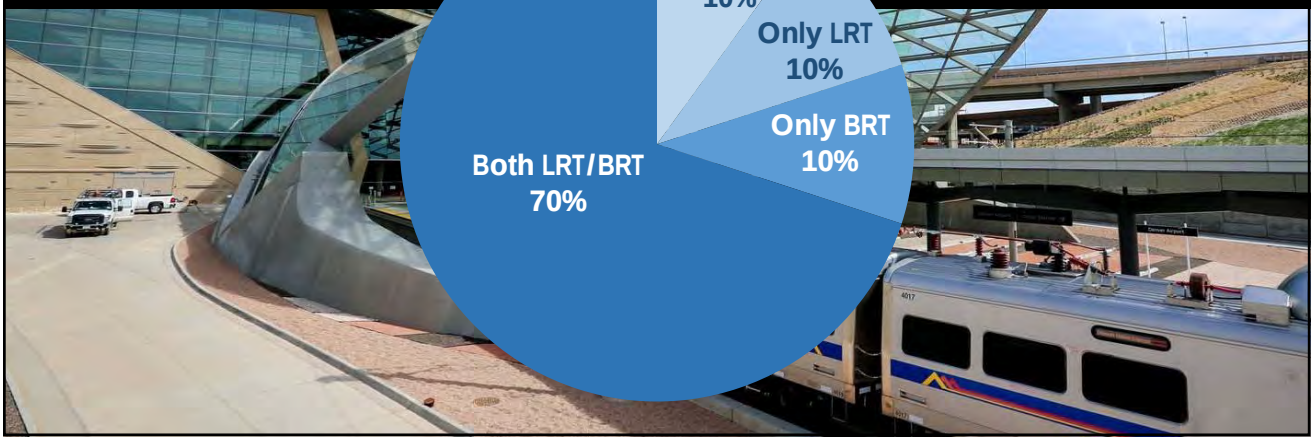
Communities Surveyed

- Kansas City
- Phoenix
- Portland
- Sacramento
- Salt Lake City
- San Francisco Bay Area
- San Diego
- Denver
- Los Angeles – Orange Line
- Charlotte, NC

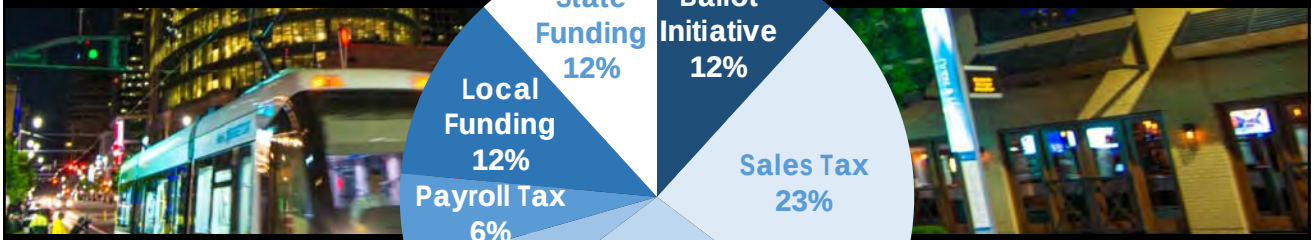
What did we ask?

- BRT, LRT, both
- Funding
- Special taxing districts
- Airport connection
- Right-of-way
- Relaxed zoning
- Development
- Enticements for developers
- Land values
- Types of users

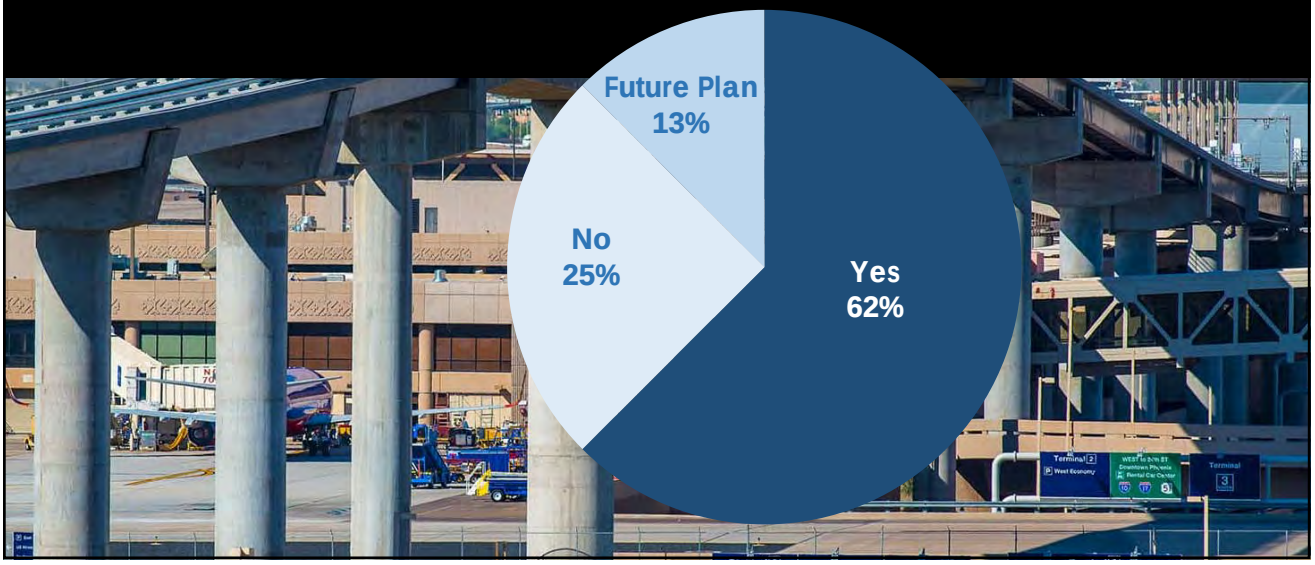
Traditional Transit - LRT – BRT - Both



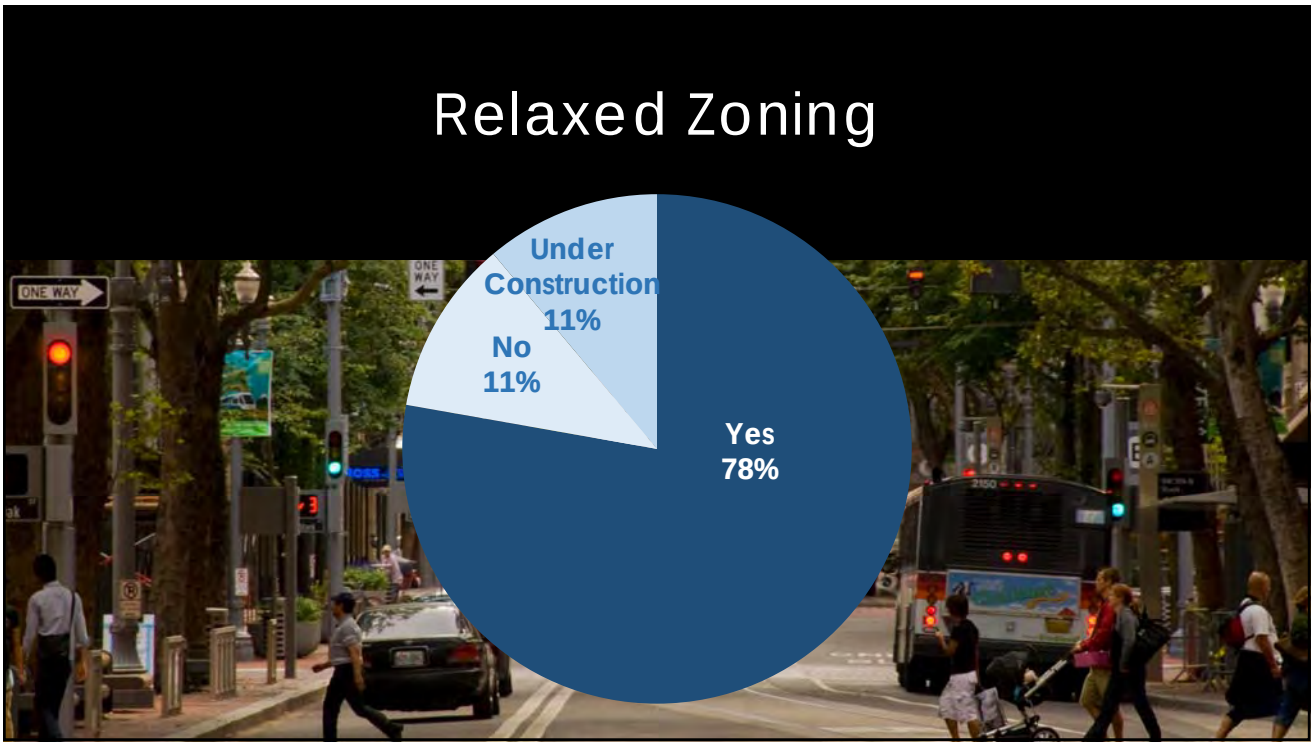
Funding & Special Tax Districts



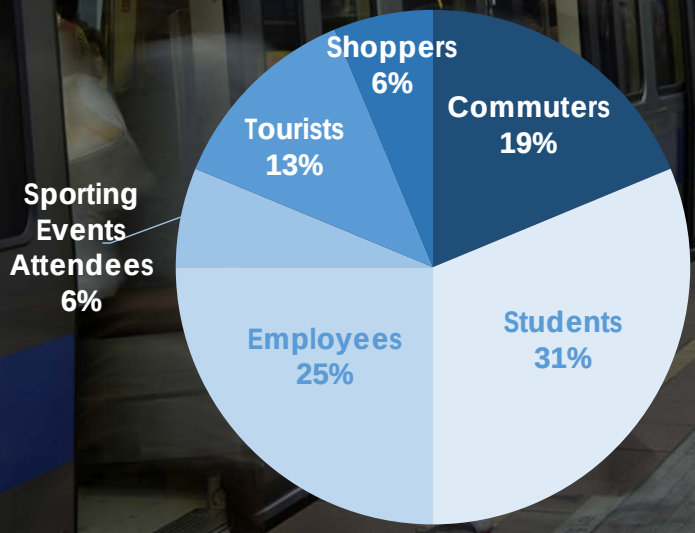
Airport Connection



Relaxed Zoning



Who is riding transit?



Who is riding transit in **Phoenix**?

- 39 percent are commuters
- 35 is the average age
- 54 percent are employed full-time
- 27 percent are students

Who is riding transit in **California**?

- Sacramento
  - 64% minority
  - 36% non-minority
- San Francisco Bay Area
  - Employees
  - Students
  - Tourists
  - Shoppers
- LA Orange Line
  - Employees
  - Students
  - Tourists

Who is riding transit in **Charlotte**?

- Students and employees of the nearby community college
- Employees of nearby hospitals
- Commuters

Transit-Oriented Development

“Intense development around light rail.”

“Light rail has been so successful as incentive for development.”

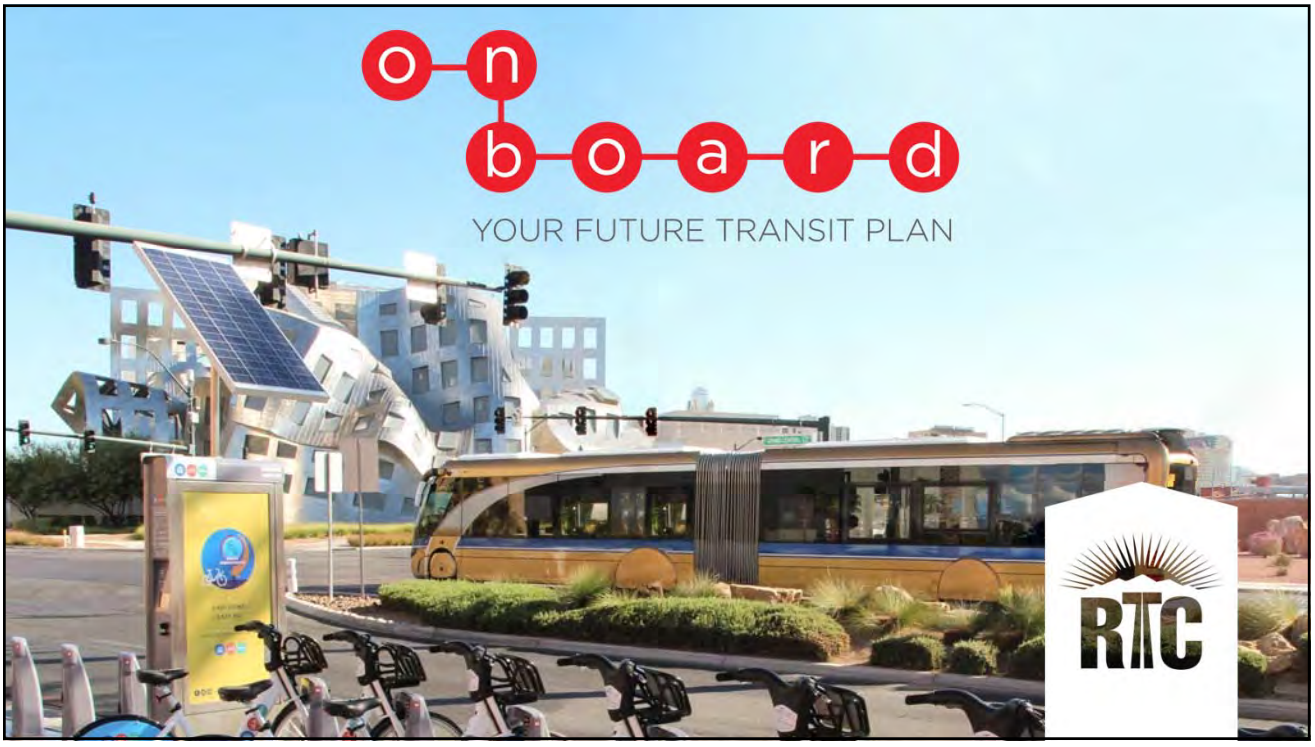
“Higher quality uses around light rail.”

“Property values have increased.”

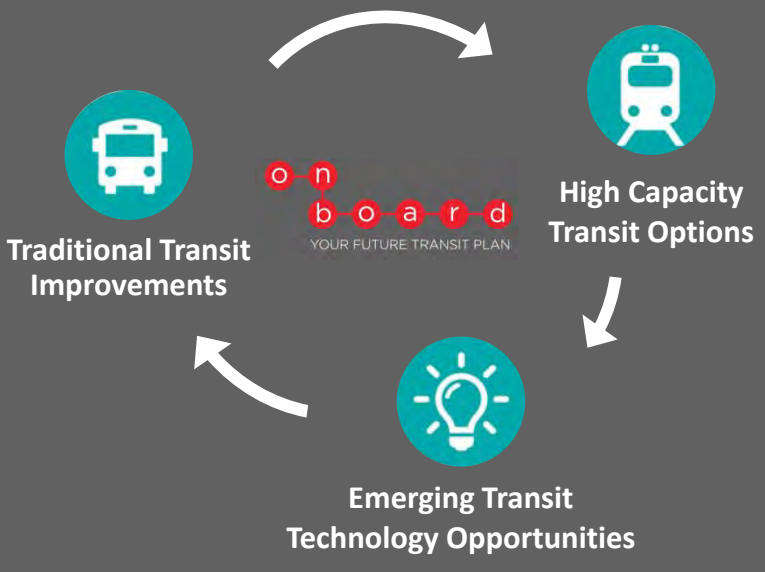
Discussion

Item #6

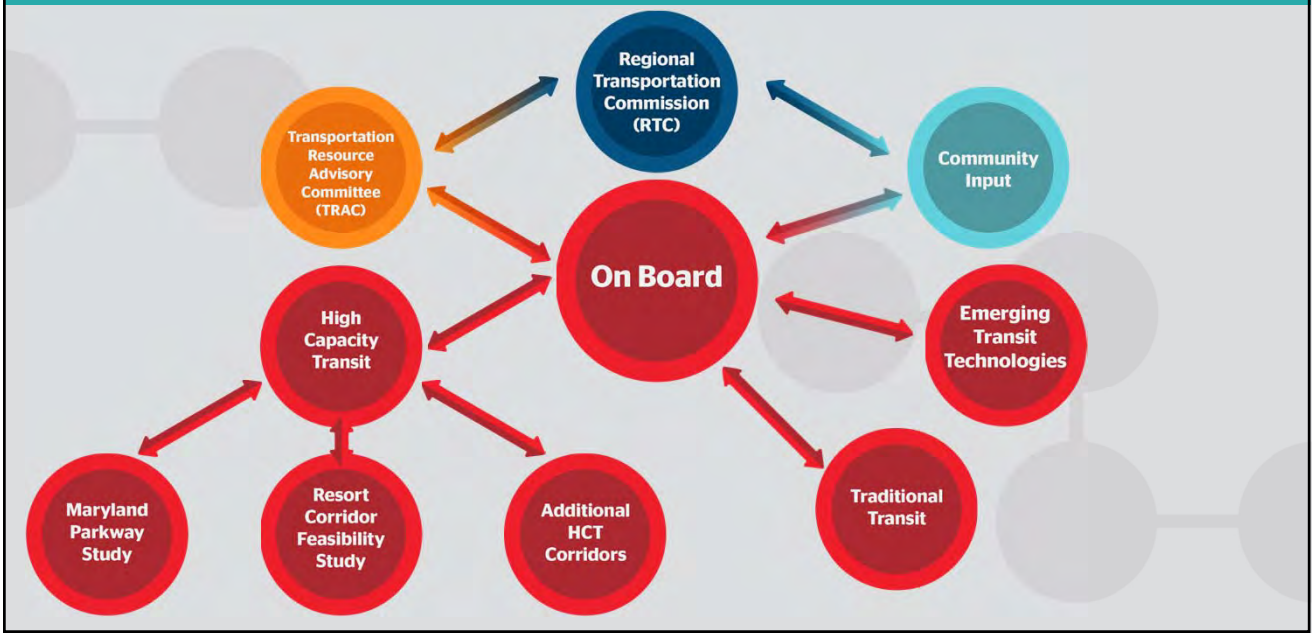
ON BOARD UPDATE



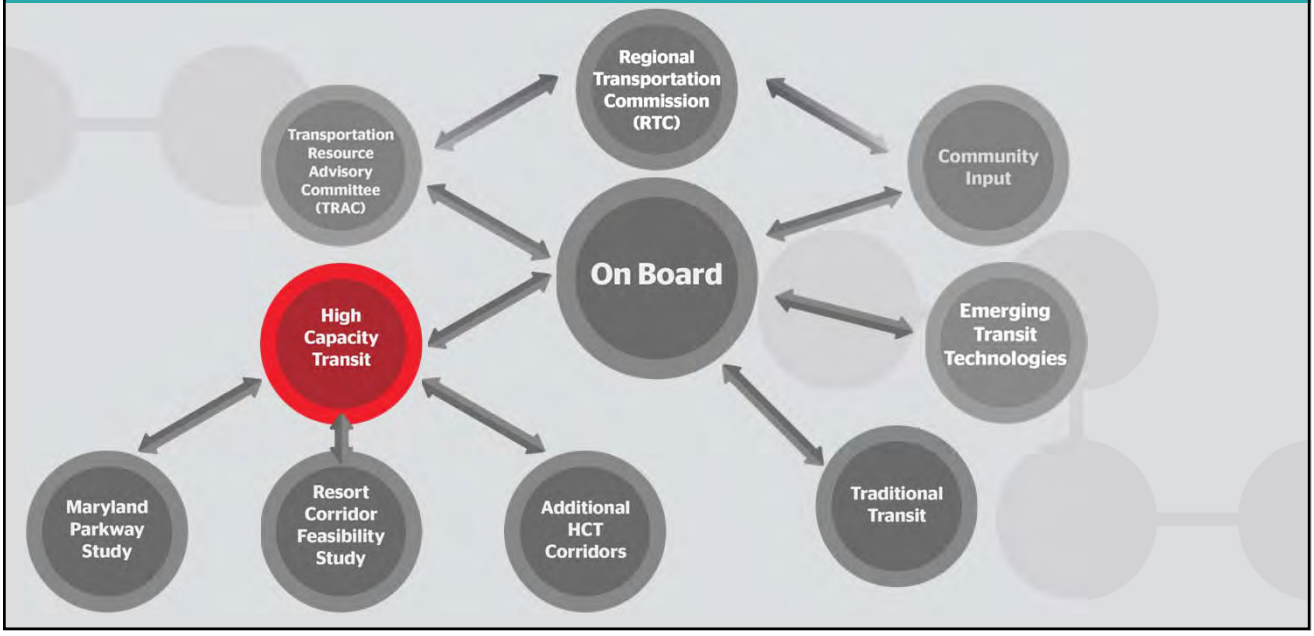
WHAT WILL ON BOARD DO?



ON BOARD



ON BOARD



CORRIDOR SCREENING

Identify universe of corridors

↓

Segment corridors

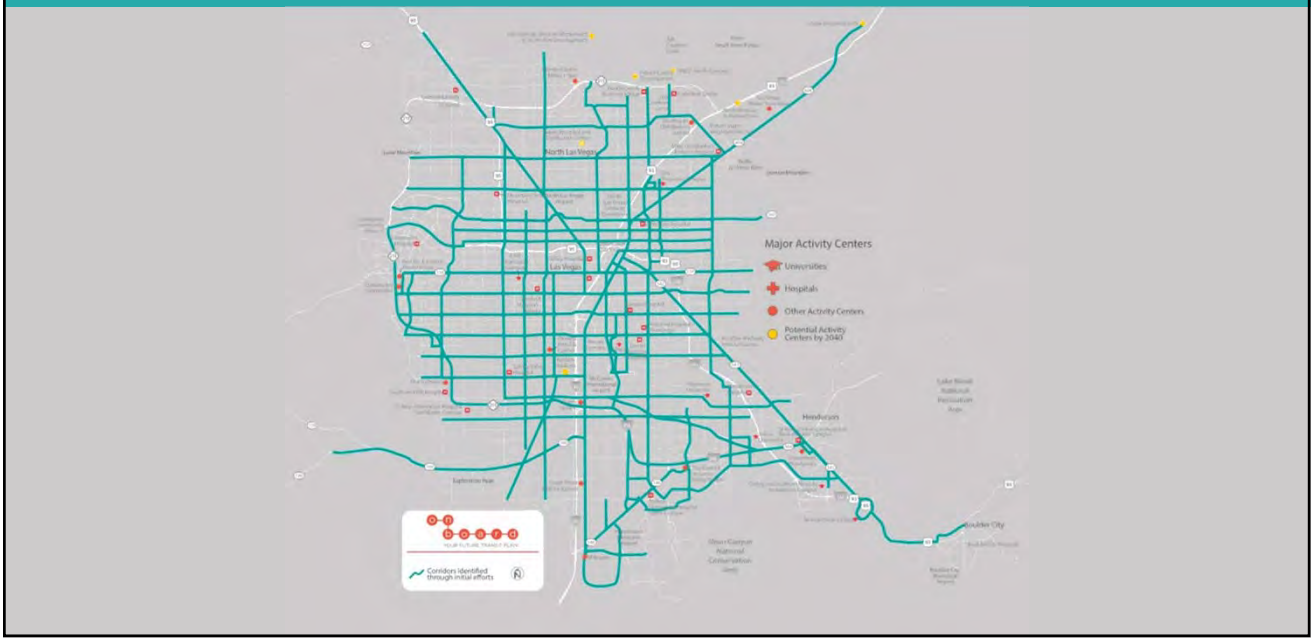
↓

Screen / evaluate

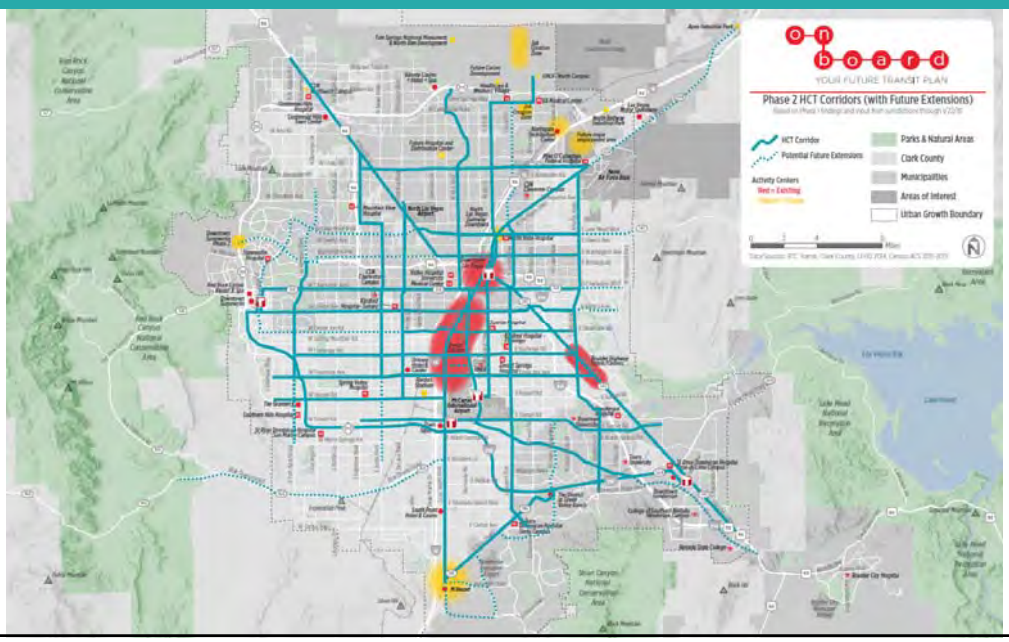
↓

Top corridors for next round

UNIVERSE OF CORRIDORS



PHASE 2 CORRIDORS



TOD TYPOLOGIES

Las Vegas Strip

Downtown - Regional

Downtown - Local

Urban Neighborhood

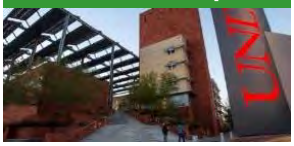
Town Center

Entertainment District

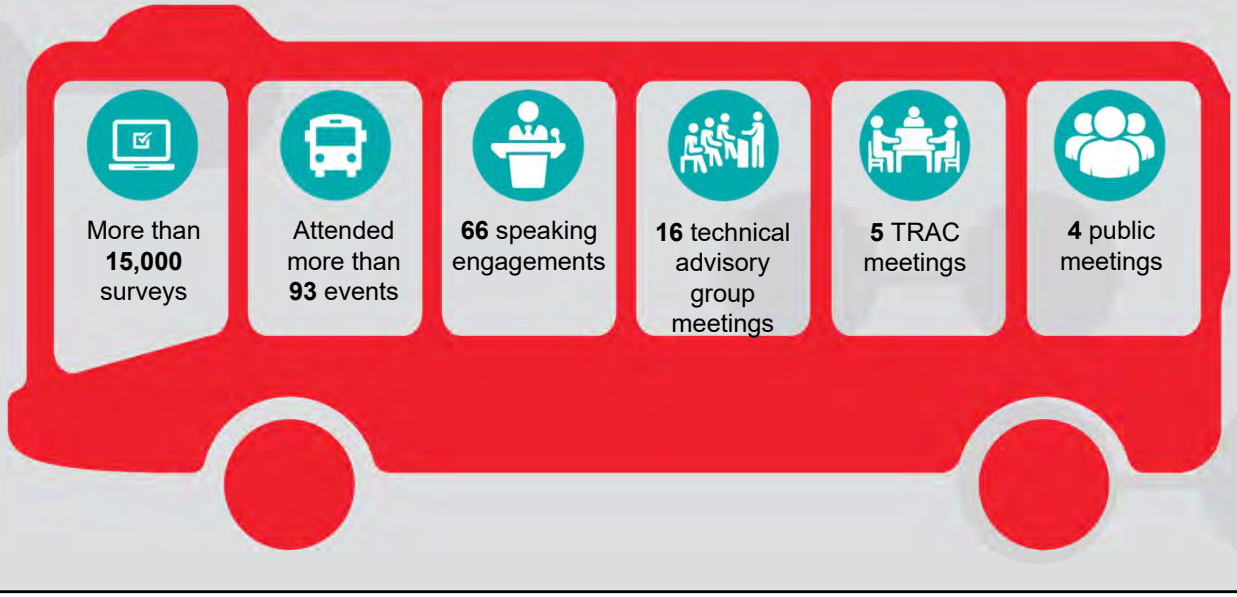
Employment District

Medical District

Educational Campus

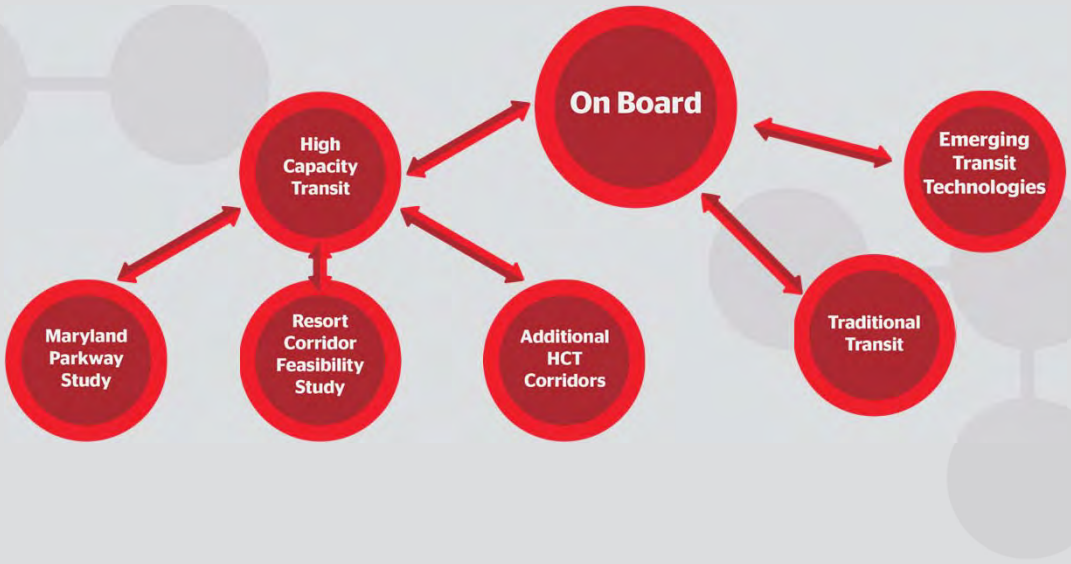


WHERE WE'VE BEEN



NEXT STEPS

ON BOARD AND TRAC NEXT STEPS



On Board Approval Process

YOUR FUTURE TRANSIT PLAN

Technical Advisory Group
Local Municipal Planning and Engineering Representatives

Public Stakeholder Community
Interested Businesses, Community Organizations, Local Jurisdictions and Elected Officials

Transit Riders / General Public

TRAC
RTC Committees
Local Government Boards

RTC Board

UPCOMING TRAC MEETING TIMELINE

On Board - Transit
Enhanced Transit | Technology-driven Public-Private Partnerships | Paratransit, Seniors & Veterans

SEPTEMBER 2018

On Board – High-Capacity Transit
Additional High-Capacity Transit Corridors | Resort Corridor | Emerging Transit Technologies | **2019 Legislative Ask**

NOVEMBER 2018

2019 Legislative Ask | Overall On Board Recommendations & Funding

JANUARY 2019

Community Input for On Board Recommendations & Priorities

JANUARY-JUNE 2019

Legislative Update | On Board Community Input Update

JUNE 2019

Recommendations on On Board Priorities

AUGUST 2019

Made it!

YOUR FUTURE TRANSIT PLAN

Item #7

MARYLAND PARKWAY ALTERNATIVES BACKGROUND

WHY MARYLAND PARKWAY?

Connects to **21 transit lines**

High-productivity route

Links **key destinations**

85,685 Jobs

93,096 Residents

WHAT ARE WE TRYING TO ACHIEVE?

- Improve mobility
- Maximize transportation choices
- Faster, more reliable and attractive
- Instill a sense of place
- Foster economic development

PROPOSED ROUTE

- **Downtown to Airport**
- **8.7-Mile Route**
- **Technology Options:**
  - Bus Rapid Transit
  - Light Rail
- **25 Station Locations**

  0.35-mile spacing

Las Vegas Medical District
12,000

Downtown Las Vegas
30,000

Sunrise Hospital
4,600

Boulevard Mall
1,000

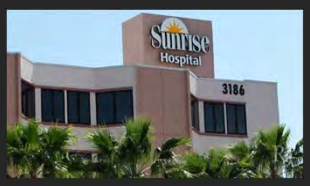
UNLV
5,500 employees
30,000 students

McCarran International Airport
16,000

KEY CONNECTIONS

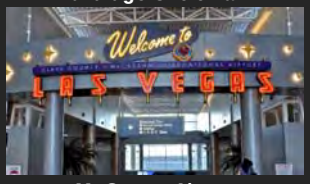
UMC

Huntridge Circle Park



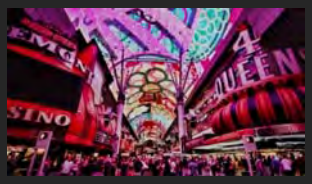
Sunrise Hospital

Bonneville Transit Center



McCarran Airport

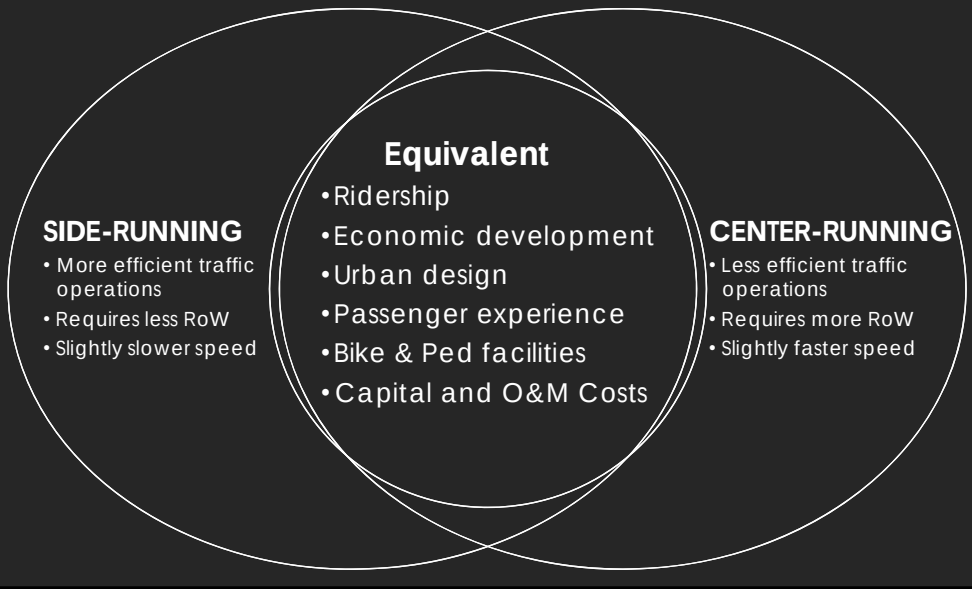
The Boulevard Mall


Fremont Street Experience

University of Nevada at Las Vegas (UNLV)

Container Park

CONFIGURATION COMPARISON



Side-running vs. Center-running

Transit lanes allow right turns	No shared use of transit lanes
More left-turn access points	Very limited left-turn access points
More efficient traffic operations	Less efficient traffic operations
Lower capital cost	Higher capital cost
Limited Right-of-Way acquisition ~ 3 acres	Significant Right-of-Way acquisition ~ 35 acres

CONFIGURATION OPTIONS

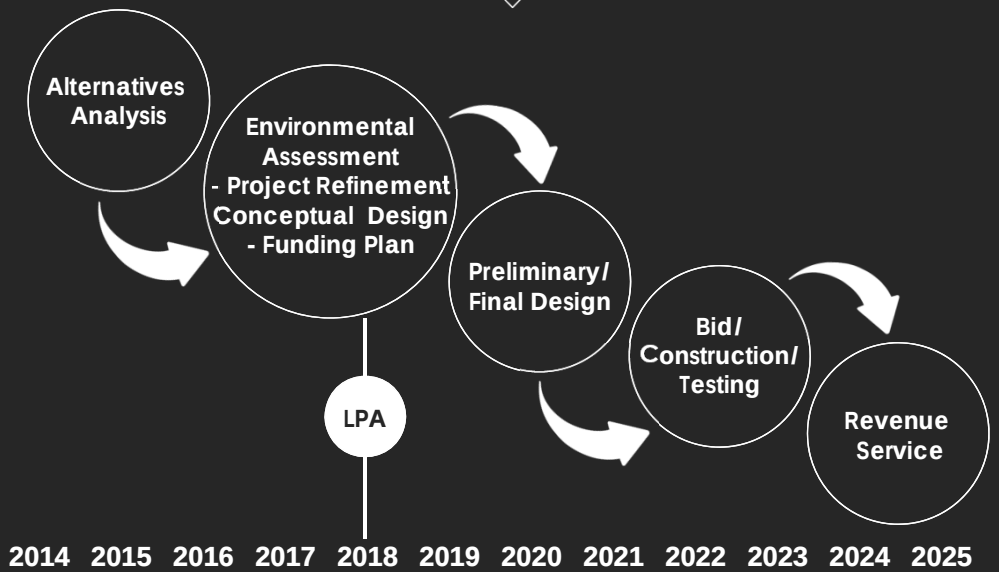
Center-Running

Side-Running

NEXT STEPS

- 30-Day Public Comment Period
- Input from Local Jurisdictions
- Input from RTC Advisory Committees
- RTC Board Adopts Locally Preferred Alternative

PROJECT IMPLEMENTATION SCHEDULE



Item #8

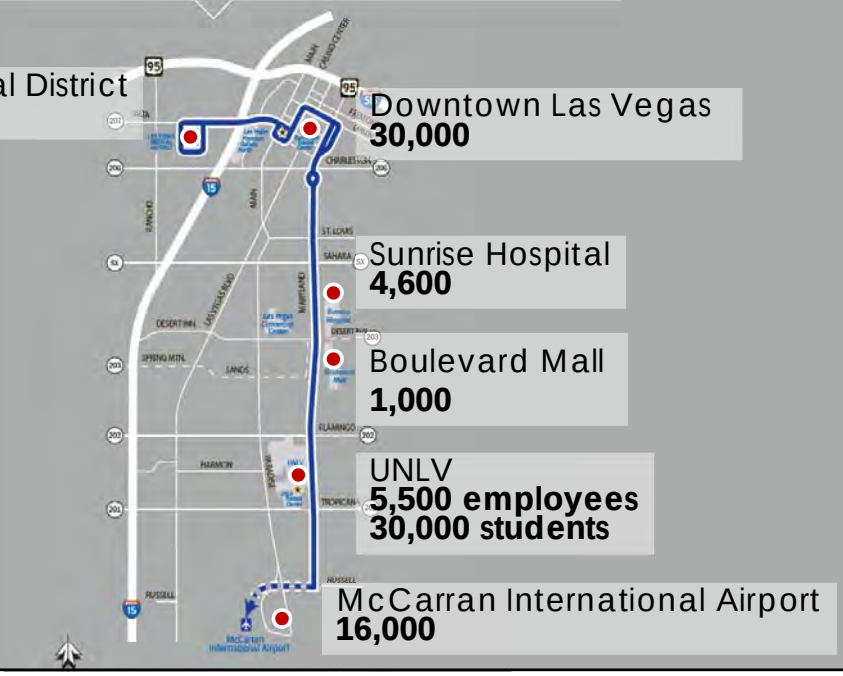
TRAC RECOMMENDATIONS FOR MARYLAND PARKWAY

Maryland Parkway & On Board

PROPOSED ROUTE

- **Downtown to Airport**
- **8.7-Mile Route**
- **Technology Options:**
  - Bus Rapid Transit
  - Light Rail
- **25 Station Locations**

  0.35-mile spacing



ENHANCED TRANSIT

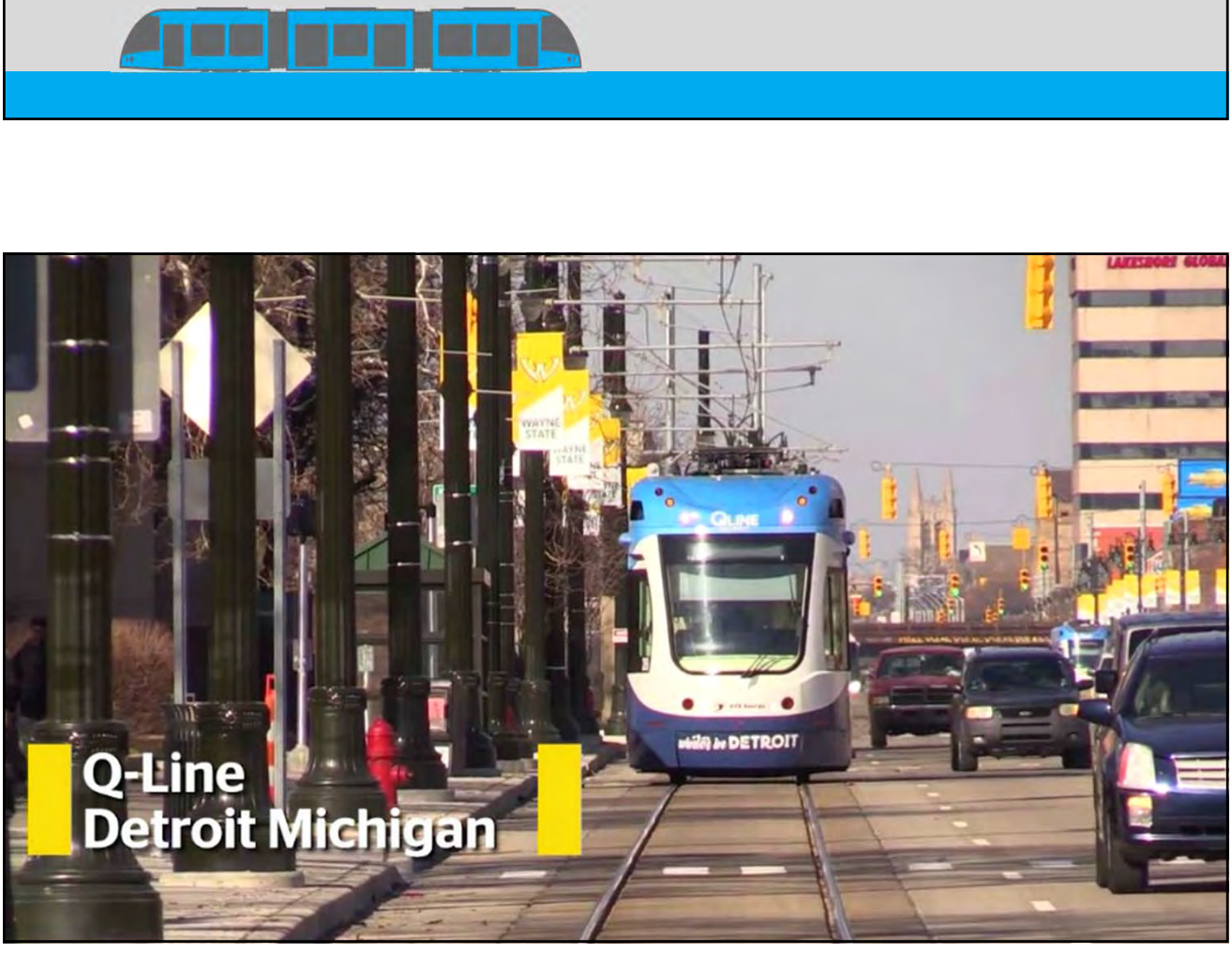
- Attracts more riders but less than bus rapid transit (BRT) and light rail (LRT)
- Minimal opportunity for transit-oriented development
- Least construction impact
- Increased service can be phased in faster than BRT or LRT
- Lowest capital and annual operations & maintenances costs

BUS RAPID TRANSIT

- Increased frequency, faster travel time, higher ridership
- Operates like light rail transit, but not as many riders
- May attract some transit-oriented development
- Major reconstruction of the corridor
- Higher capital and annual operations & maintenance costs

URBAN LIGHT RAIL

- Improves community image and attracts new riders
- Increased frequency, fastest travel time, highest ridership
- Greatest opportunity for economic and transit-oriented development
- Major reconstruction of the corridor
- Highest capital and annual operations and maintenance costs

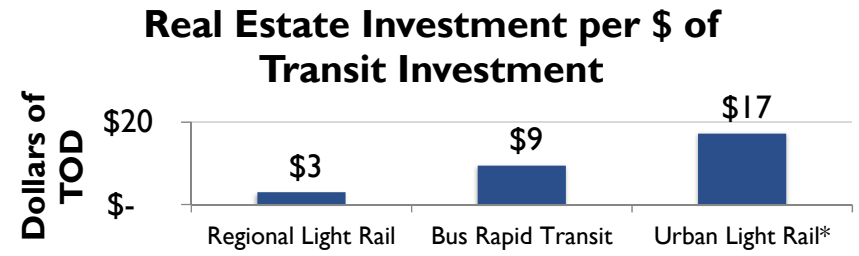


Community Collaboration

PROPOSED PROJECT COSTS ESTIMATED IN FUTURE DOLLARS

		Bus Rapid Transit	Light Rail Transit
FEDERAL	FTA New Starts	$164,150,000	$367,500,000
	CMAQ	$45,850,000	$163,687,643
LOCAL SOURCE:	Fuel Tax Indexing II	$125,000,000	$125,000,000
	Value Capture	---	$50,000,000
	Other Local Source	---	$43,812,357
	Total	$335,000,000	$750,000,000

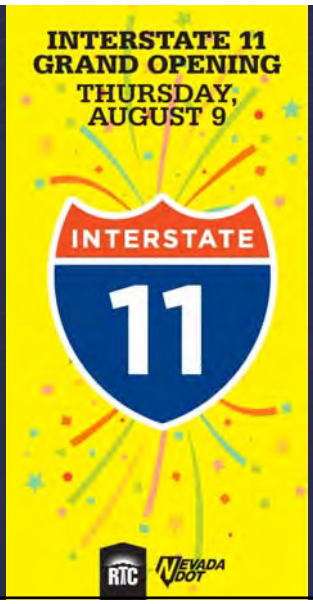
Real Estate Investment Near Transit



Observed cities:			
	• Charlotte • Denver (max: $15) • Los Angeles (min: $1) • Phoenix • Portland	• Boston (min: $1) • Cleveland (max: $115) • Eugene • Kansas City • Las Vegas • Ottawa • Pittsburgh	• Atlanta • Detroit • Kansas City • Portland • Salt Lake City • Seattle (max: $32) • Tucson (min: $5)

Note: (*) Typically referred to as Modern Streetcar Rail with an average investment length under three miles. Portland's loop is the longest system in this dataset at 7.2 miles and saw roughly $9 in real estate development per dollar invested in transit.
Source: Based on research related to Maryland Parkway: ECONorthwest & Arthur C. Nelson; "Literature Review: Effects of Transit on Economic Activity and Land Development"; 2015. Adapted from ITDP report ("More Development for Your Transit Dollar" 2013) with recent streetcar data gathered by ECONorthwest

Item #9 - Upcoming Events



Item #10

OPEN DISCUSSION

Item #11

FINAL CITIZENS PARTICIPATION

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Transit Technology Options

ENHANCED TRANSIT

60 ft. articulated bus

CAPITAL COSTS $29 MILLION

- *Attracts fewer riders than light rail*
- *Less transit oriented development*
- *Can phase in service instead of waiting for entire system to be completed*
- *Lower capital costs for initial infrastructure investment*

BUS RAPID TRANSIT

60 ft. articulated bus

CAPITAL COSTS $335 MILLION

- *Operates like light rail transit*
- *Attracts fewer riders than light rail*
- *Less transit oriented development*
- *Can phase in service instead of waiting for entire system to be completed*
- *Lower capital costs for initial infrastructure investment*

URBAN LIGHT RAIL

91 ft. single unit train

CAPITAL COSTS $750 MILLION

- *Improves community image and attracts new riders*
- *Increased frequency and faster travel times*
- *Higher levels of economic development and transit oriented development*
- *Higher capital costs for initial infrastructure investment*

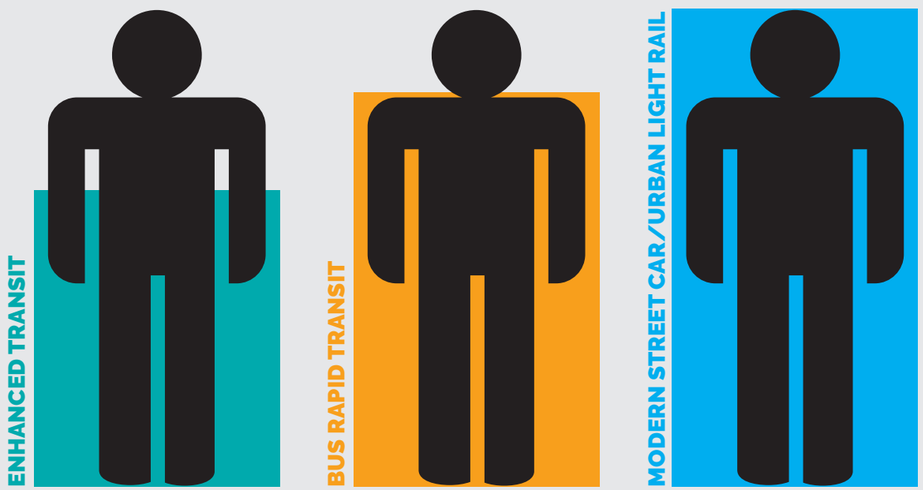
Average Travel Time

ENHANCED TRANSIT — **44** minutes

BUS RAPID TRANSIT — **38** minutes

URBAN LIGHT RAIL — **32** minutes

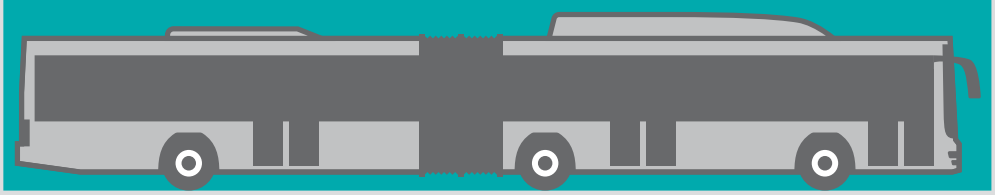
Daily Ridership



RTC onboard

MARYLAND PARKWAY
Transit Technology Options

ENHANCED TRANSIT
10,000 passengers daily



CAPACITY:
90 passengers
per vehicle
VEHICLE TYPE:
60 ft. articulated bus
STATION SPACING:
1/4 mile
ESTIMATED TRAVEL TIME:
44 minutes
CAPACITY COSTS:
$29 million
O&M COST:
$6.8 million

BUS RAPID TRANSIT
13,300 passengers daily

CAPACITY:
90 passengers
per vehicle
VEHICLE TYPE:
60 ft. articulated bus
STATION SPACING:
1/3 mile
ESTIMATED TRAVEL TIME:
38 minutes
CAPACITY COSTS:
$335 million
O&M COST:
$7.2 million

URBAN LIGHT RAIL
16,100 passengers daily

CAPACITY:
140 passengers
per vehicle
VEHICLE TYPE:
91 ft. single-unit train
STATION SPACING:
1/3 mile
ESTIMATED TRAVEL TIME:
32 minutes
CAPACITY COSTS:
$750 million
O&M COST:
$11.5 million

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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [ ]	Transit [ ]	Administration and Finance [X]
SUBJECT: TRAC MEETING OVERVIEW		
PETITIONER: TINA QUIGLEY, GENERAL MANAGER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION RECEIVE AN OVERVIEW OF THE TRAC GOALS, FRAMEWORK AND AGENDA, AND INTRODUCE NEW MEMBERS		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		

FISCAL IMPACT:

None

BACKGROUND:

The Transportation Resource Advisory Committee and Community Collaboration (TRAC) will review and discuss the TRAC goals, framework and meeting 6 agenda, in addition to introducing new members of TRAC Phase 3.

Respectfully submitted,

DocuSigned by:
Tina Quigley
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TINA QUIGLEY
General Manager

TRAC Item #3
October 11, 2018
Non-Consent

js

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REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [ ]	Transit [X]	Administration and Finance [ ]
SUBJECT: PARATRANSIT, SENIORS AND VETERANS SERVICES OVERVIEW		
PETITIONER: TINA QUIGLEY, GENERAL MANAGER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION RECEIVE AN OVERVIEW OF PARATRANSIT, SENIORS AND VETERANS SERVICES		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		

FISCAL IMPACT:

None

BACKGROUND:

The Transportation Resource Advisory Committee and Community Collaboration (TRAC) will receive an overview of paratransit, seniors and veterans services. The discussion will include a community engagement update, a panel discussion that includes members of TRAC, followed by a presentation of Paratransit Peer Review results.

Respectfully submitted,

DocuSigned by:
Tina Quigley
1EF079E7DF294EE...

TINA QUIGLEY
General Manager

TRAC Item #4
October 11, 2018
Non-Consent

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DocuSign Envelope ID: 08A3A255-EBE4-4333-AE3C-E8F58736CBA0

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [ ]	Transit [ ]	Administration and Finance [X]

SUBJECT: "ON BOARD – YOUR FUTURE TRANSIT PLAN" UPDATE

PETITIONER: TINA QUIGLEY, GENERAL MANAGER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION RECEIVE AN UPDATE ON THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA'S "ON BOARD – YOUR FUTURE TRANSIT PLAN" INITIATIVE

GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM

FISCAL IMPACT:

None

BACKGROUND:

In November 2016, the Regional Transportation Commission of Southern Nevada (RTC) awarded a contract to study high-capacity transit in Southern Nevada. Work on this plan commenced shortly thereafter, and the effort has now been rebranded as "On Board – Your Future Transit Plan" (On Board). On Board focuses on three areas: 1) traditional transit improvements; 2) high-capacity transit options; and 3) emerging transit technology opportunities.

RTC staff will provide the Transportation Resource Advisory Committee and Community Collaboration (TRAC) with an On Board update and a summary of the On Board Technical Advisory Group (TAG) process. This will be followed by a transit panel discussion with members of TRAC.

Respectfully submitted,

DocuSigned by:
Tina Quigley
1EF079E7DF294EE...

TINA QUIGLEY
General Manager

js

TRAC Item #5
October 11, 2018
Non-Consent

DocuSign Envelope ID: 08A3A255-EBE4-4333-AE3C-E8F58736CBA0

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [ ]	Transit [ ]	Administration and Finance [X]
SUBJECT: 2019 LEGISLATIVE SESSION UPDATE		
PETITIONER: TINA QUIGLEY, GENERAL MANAGER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION RECEIVE AN UPDATE ON THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA'S 2019 LEGISLATIVE SESSION		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		

FISCAL IMPACT:

None

BACKGROUND:

Regional Transportation Commission of Southern Nevada (RTC) staff will provide the Transportation Resource Advisory Committee and Community Collaboration (TRAC) with an update on the RTC's 2019 legislative priorities.

Respectfully submitted,

DocuSigned by:
Tina Quigley
1EF079E7DF294EE...

TINA QUIGLEY
General Manager

js

TRAC Item #6
October 11, 2018
Non-Consent

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REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [ ]	Transit [ ]	Administration and Finance [X]
SUBJECT: UPCOMING EVENTS		
PETITIONER: TINA QUIGLEY, GENERAL MANAGER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION DISCUSS UPCOMING EVENTS		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		

FISCAL IMPACT:

None

BACKGROUND:

The Transportation Resource Advisory Committee and Community Collaboration (TRAC) will receive ongoing announcements of upcoming events related to transportation and TRAC Phase 3 discussions occurring in Southern Nevada.

Respectfully submitted,

DocuSigned by:
Tina Quigley
1EF079E7DF294EE...

TINA QUIGLEY
General Manager

TRAC Item #7
October 11, 2018
Non-Consent

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REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [ ]	Transit [ ]	Administration and Finance [X]

SUBJECT: OPEN DISCUSSION

PETITIONER: TINA QUIGLEY, GENERAL MANAGER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION (TRAC) CONDUCT AN OPEN DISCUSSION ON TOPICS OF INTEREST AND REVIEW TOPICS FROM THE TRAC AGENDA

GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM

FISCAL IMPACT:

None

BACKGROUND:

The Transportation Resource Advisory Committee and Community Collaboration (TRAC or Committee) can share information about activities, meetings, news, and other topics of interest pertaining to the Committee, as well as review discussions from the TRAC October 11, 2018 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 meetings of the Committee.

Respectfully submitted,

DocuSigned by:
Tina Quigley
1EF079E7DF294EE...

TINA QUIGLEY
General Manager

mld

TRAC Item #8
October 11, 2018
Non-Consent

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REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [ ]	Transit [ ]	Administration and Finance [X]
SUBJECT: CITIZENS PARTICIPATION		
PETITIONER: TINA QUIGLEY, GENERAL MANAGER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		

FISCAL IMPACT:

None

BACKGROUND:

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

Respectfully submitted,

DocuSigned by:
Tina Quigley
1EF079E7DF294EE...

TINA QUIGLEY
General Manager

mld

TRAC Item #9
October 11, 2018
Non-Consent