On March 22, 2020, the State of Nevada Executive Department issued Declaration of Emergency Directive 006, which suspends the requirement contained in Nevada Revised Statute 241.023(1)(b) that there be a physical location designated for meetings of public bodies where the public can attend and participate. Pursuant to Directive 006, the Regional Transportation Commission of Southern Nevada will not provide a physical location for the public to attend the meeting of the Southern Nevada Strong Steering Committee.

The meeting of the Southern Nevada Strong Steering Committee will be available to livestream at the following link https://www.rtcsnv.com/about/meetings-agendas/southern-nevada-strong-steering-committee/.

Additionally, the Regional Transportation Commission of Southern Nevada encourages citizen participation at its public meetings and will be accepting public comment via email. Public comment relating to the Southern Nevada Strong Steering Committee may be submitted via email to PublicComments@rtcsnv.com. Please make sure to include your name and the agenda item number you wish to comment on. Also, please indicate if you would like your comment read on the record as part of the record or just added to the backup for the record. Only the first 500 words of comments submitted to be read into the record will be read aloud. The remaining words will be included in the written record.

This meeting will be accessible to the public online. A sign language interpreter for the deaf will be made available with a 48-hour advance request to the Regional Transportation Commission of Southern Nevada offices. Phone: 702-676-1500  TDD: 702-676-1834

This agenda, including the supporting materials, is available at the Regional Transportation Commission of Southern Nevada’s website, http://www.rtcsnv.com; or by contacting Marin DuBois via mail at 600 S. Grand Central Pkwy, Ste. 350, Las Vegas, Nevada 89106, by calling (702) 676-1836, or by email at duboism@rtcsnv.com.

In accordance with the State of Nevada Executive Department’s Declaration of Emergency, Directive 006, which includes exceptions to Open Meeting Law, it is hereby noted that this meeting agenda has been properly noticed and posted at the following locations:

<table>
<thead>
<tr>
<th>RTC Website</th>
<th>Nevada Public Notice</th>
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<tbody>
<tr>
<td><a href="http://www.rtcsnv.com">www.rtcsnv.com</a></td>
<td><a href="https://notice.nv.gov">https://notice.nv.gov</a></td>
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BY: ________________________________
Items 2, 4, and 6 are items for possible action. Items 1, 3, 5, and 7 are discussion items and no action can be taken. Please be advised that the Southern Nevada Strong Steering Committee 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 January 30, 2020 (FOR POSSIBLE ACTION)
3. RECEIVE A PRESENTATION ON THE SOUTHERN NEVADA STRONG REGIONAL PLAN’S VISION RELATED TO ECONOMIC RECOVERY EFFORTS THAT COULD BE APPLICABLE IN RESPONSE TO THE COVID-19 PANDEMIC
4. RECEIVE AN UPDATE ON THE REGIONAL WORK PROGRAM (FOR POSSIBLE ACTION)
5. DISCUSS CURRENT WORK ACTIVITIES AND PRIORITIES RELATED TO IMPLEMENTATION OF THE REGIONAL PLAN
6. DISCUSS FUTURE AGENDA ITEMS (FOR POSSIBLE ACTION)
7. 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.

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

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.

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

SUBJECT: CITIZENS PARTICIPATION

PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE SOUTHERN NEVADA STRONG STEERING COMMITTEE CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

GOAL: SUPPORT REGIONAL PLANNING EFFORTS TO IMPROVE ECONOMIC VITALITY AND EDUCATION AND INVEST IN COMPLETE COMMUNITIES

FISCAL IMPACT:
None

BACKGROUND:
In accordance with State of Nevada Open Meeting Law, the Regional Transportation Commission of Southern Nevada (RTC) Southern Nevada Strong Steering Committee (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,

CRAIG RABORN
Director of Metropolitan Planning Organization

SNS Item #1
May 28, 2020
Non-Consent
CALL TO ORDER
Mayor Debra March, Chair, called the meeting to order at 1:03 p.m. in Meeting Room 108 of the Regional Transportation Commission Administration Building.

MEMBERS PRESENT:
Debra March, Chair, Regional Transportation Commission of Southern Nevada
Nancy Amundsen, Vice-Chair, Clark County (Alternate)
Shane Ammerman, Conservation District of Southern Nevada
Nicole Bungum, Southern Nevada Health District (Alternate)
Lisa Corrado, City of Henderson
Joselyn Cousins, Federal Reserve Bank of San Francisco
Delen Goldberg, City of North Las Vegas
Shawn Gerstenberger, University of Nevada, Las Vegas
Michael Mays, City of Boulder City (Alternate)
Janet Quintero, United Way of Southern Nevada
Craig Raborn, Regional Transportation Commission of Southern Nevada (Alternate)
Sondra Rosenberg, Nevada Department of Transportation (Alternate)
Marco Velotta, City of Las Vegas (Alternate)

MEMBERS ABSENT:
Mike Casey, Clark County School District
Robert Fielden, Urban Land Institute
Jonas Peterson, Las Vegas Global Economic Alliance
Doa Meade, Southern Nevada Water Authority
Deborah Reyes, Las Vegas Metropolitan Police Department
Chad Williams, Southern Nevada Regional Housing Authority

RTC STAFF:
Andrew Kjellman, Manager of Transportation Planning
Rae Lathrop, Manager of Regional Planning
Deborah Reardon, Principal Transportation Planner
Daniel Fazekas, Senior Transportation Planner
Michelle Larime, Senior Regional Planner
David Gloria, Administrative Specialist

INTERESTED PARTIES:
Taj Ainlay, Sierra Club
Erin Breen, University of Nevada Las Vegas

SNS Item #2
May 28, 2020
Non-Consent
INTERESTED PARTIES CONTINUED:
Jarrett DeCorte, Conservation District of Southern Nevada
Aleta Dupree
Chris Magee, Conservation District of Southern Nevada
Jaina Moan, The Nature Conservancy
Colby Pallegrino, Southern Nevada Water Authority

Item:
1. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

Comments:
Chair Debra March, first called on Ms. Aleta Dupree, who made the following comments:

Chairperson March and members, Aleta Dupree for the record. I’m going to simply touch on a posted agenda item here, which is about On Board. It’s probably the biggest reason why I’m here. And I did take the survey a while back about these eight things, so, these are all good items. And I hope to hear more from you about them. So just a few things that are kind of my pet projects. Short trip mobility is important, we have the bike share, but it’s limited. The bikes are nice, but they still require you to pedal, which is hard for some. And I do feel that in certain, lower density areas, that we should be looking at the scooters. You know the little things. They’re road legal now in Nevada now. They have little handle bars. I wouldn’t ride them on the Strip or Fremont Street. I don’t think they belong there. But in the neighborhoods, for those half mile and mile trips. Even to get to the bus stop. And to have a more sustainable thing, part eight, we still have to look at fuel. So, if we’re forced to buy these little vehicles, then we should buy vehicles that run on renewable diesel. As much as I’d like to see us go all CNG, I can live with renewable diesel, which is cleaner and most likely cheaper, rather than buying the straight diesel that we have been using for the last 100 years in this country. So, I look forward to you talking about On Board today. It’s important that we look at what’s out there and see what we can do to bring it home.

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.

Item:
2. APPROVAL OF MINUTES: Meeting of July 25, 2019 (FOR POSSIBLE ACTION)

Comments:
No comments were made.

Motion:
Vice-Chair Nancy Amundsen, Clark County, made a motion to approve the minutes.

Vote/Summary:
11 Ayes. 0 Nays. The motion carried.
Ayes: Shane Ammerman, Nancy Amundsen, Nicole Bungum, Lisa Corrado, Shawn Gerstenberger, Debra March, Michael Mays, Janet Quintero, Craig Raborn, Sondra Rosenberg, Marco Velotta
Nays: None
Absent: Mike Casey, Joselyn Cousins, Robert Fielden, Delen Goldberg, Jonas Peterson, Doa Meade, Deborah Reyes, Chad Williams

Item:
3. RECEIVE AN UPDATE ON IMPLEMENTATION PROGRESS OF THE REGIONAL PLAN

Comments:
Following a detailed PowerPoint presentation, Ms. Rae Lathrop, Manager of Regional Planning for the Regional Transportation Commission of Southern Nevada (RTC), described how collaboration is a key part of Southern Nevada Strong (SNS), and with that in mind, there were several presenters lined up to speak on the various themes included in the SNS Regional Plan (Regional Plan). She first introduced Ms. Colby Pallegrino of the Southern Nevada Water Authority (SNWA).

**SNWA Overview**

Ms. Pallegrino began by describing the role of SNWA in Southern Nevada and the roles that climate change has had on water conservation efforts. Southern Nevada has a unique type of closed loop system wherein water is reused, and future conservation efforts were a crucial part of sustainability moving forward. She explained the scenario-based approaches used by SNWA in determining conservation variables, many of which help produce long-term estimations on water supply and demand. These include population growth and water conservation scenarios in the long-term.

Within this water conservation plan, SNWA applies several specific strategies:

- Universal Metering - meter repair/replacement and meter reading/monitoring
- Incentive Pricing and Billing - tiered rates, water budgets and surcharges, and water waste fees
- Water Waste Enforcement - notices, citations, and fees
- Water Efficiency Standards - sinks, faucets, toilets, showerheads, etc...
- Development Codes and Standards - watering restrictions, vehicle washing, turf installation, mist systems, golf water budgets, fountains or water features, and water waste

Ms. Pallegrino explained that these efforts are only part of the solution. To meet conservation goals, education and outreach would be essential as well. She described several of these engagement efforts, programs, and innovations that helped identify sources of wasted water, both at the commercial and residential levels. To support these efforts, the SNWA adopted its Out-of-Valley Water Use Policy, which helps maximize regional water supplies with respect to out-of-valley developments. She also described the use of certain programs, such as functional turf restrictions, to support these goals. This restriction means that turf is limited to certain applications in public and private parks. Any turf application must meet criteria to be accepted. Overall, the SNWA has made great progress towards its conservation goals, though progress has slowed in recent years. She detailed factors such as climate change and drought would increase strain on the water system, so more work would need to be done to keep conservation steady. She remarked that while the region’s population was up by 46 percent since 2002, per capita water use was down 46 percent, producing a decrease in Colorado River water consumption by 25 percent overall. In terms of future goals, the SNWA is exploring several high-impact conservation opportunities such as evaporative cooling solutions, new development standards and reviews, and continuing to use artificial intelligence and smart technology to drive down water use.

Chair Debra March asked if the slide data in today’s presentation would be uploaded online. Ms. Pallegrino replied that it would be made available. This concluded SNWA’s presentation. From there, Ms. Lathrop introduced the next speaker, Mr. Jarrett DeCorte of the Conservation District of Southern Nevada (Conservation District).

**Conservation District Overview**

Mr. DeCorte briefly explained the background of the Conservation District, reviewing how it initially began in the 1930s. There are 28 conservation districts in Nevada, with the Conservation District primarily serving Clark County. To address the needs of Southern Nevada, the Conservation District put together a needs assessment, which included contractor reviews of both rural and urban regions. He reviewed the rural area assessments, briefly noting several of the challenges stated in the studies and
how each assessment helped provide information on the issues. In terms of the urban area assessments, he described several of the educational programs utilized, including a water conservation workshop and outreach efforts to reach students at the elementary schools.

Mr. DeCorte then reviewed urban agriculture and community gardens, designed to combat the decline of crops and food shortages. He described several features of this concept, displaying slides that showed proposed designs for community garden layouts. He also highlighted several volunteer efforts undertaken in this regard, including a donation of fruit trees from the MGM Grand hotel. He then commented on the development of around 400 school gardens to be integrated in schools across the region. Mr. DeCorte mentioned that there was an online portal available for those interested in learning more about urban agriculture and the school garden programs in use.

Ms. Nicole Bungum, Southern Nevada Health District, mentioned that her agency had been approached about building community gardens and asked if the issues with hoop houses had been resolved. Mr. DeCorte replied that for several reasons, including vandalism, the hoop house issues were delayed until later. Then, Ms. Bungum asked about the online portal. Mr. DeCorte replied that information about community gardens was available, but that several of them were separated by homeowners associations (HOA) and that only some parts were viewable by the public.

Ms. Lathrop commended these efforts, and then introduced the next speaker, Mr. Daniel Fazekas, Senior Transportation Planner for the RTC, to provide his presentation.

**Maryland Parkway Update**

Mr. Fazekas began by describing several of the initiatives undertaken since the completion of the Regional Plan, including an On Board mobility transit-oriented development (TOD) briefing book. However, he wanted to focus primarily on the Maryland Parkway TOD plan. He briefly provided background behind the Maryland Parkway TOD plan to assess various station areas that could be improved. These land use plans align closely with what SNS developed in its own strategies across transportation options. He highlighted one component in particular, which was workforce housing developments. This issue often causes gentrification and displacement, so this was being assessed as well. Although the RTC is involved in these discussions, Mr. Fazekas explained that the RTC cannot make land use decisions about TOD for the jurisdictions. The RTC is an implementation partner, but each jurisdiction would make the final decisions. From there, he showed maps of the study areas along Maryland Parkway. Each jurisdiction would be responsible for choosing its own station areas. He stated that the project was just beginning and was in the process of conducting early stakeholder and technical group meetings. He remarked that the RTC was still in its study phase of the program. However, once more aspects are identified, the project team would begin a workforce housing plan that would help determine how to mitigate displacement while encouraging investment in the area. Once completed, there would be a station area plan draft in the Spring or Summer 2020. From there, the project team would look at creating value capture toolkits and performance measures to help benchmark progress. In about a year’s time, there would be a final TOD plan for the public to view and comment on. Mr. Fazekas pointed out that the educational component of this program would be essential, as the RTC would need to raise awareness to the public of some of these issues.

Ms. Lisa Corrado, City of Henderson, asked if the RTC was working with consultants on the project. Mr. Fazekas replied they were working with MIG, Purdue Marion, and Paceline Consulting. The project team is also working with an economic firm named EPS. Then, Ms. Corrado asked if the final TOD plan would include land use updates or code changes that might affect other projects or toolkits in use. Vice-Chair Nancy Amundsen, Clark County, mentioned that Clark County had consultants
working on its comprehensive plans, and that would likely finish around the same time, where new standards could be incorporated around Clark County. Mr. Marco Velotta, City of Las Vegas (Las Vegas), described how these plans helped Las Vegas get closer to fulfilling its goals, and that Las Vegas staff would do a deeper dive soon to update its own master plans.

Then, Ms. Corrado asked about how data was captured to the Federal Transit Administration’s (FTA) standards and what that meant for the project. Vice-Chair Amundsen said Clark County will be following the RTC’s Board of Commissioners’ recommendations for transit, though she acknowledged that there may be different opportunities down the road. Mr. Fazekas agreed, stating that there would be separate plans for different regions so that each jurisdiction could personalize the desired value capture metrics. Vice-Chair Amundsen agreed and said that dynamic areas required flexible approaches. Mr. Fazekas added that the focus was around the areas of the stations and how they are connected. Each jurisdiction could take its own approach, but the overall plan would take the original, FTA-approved bus rapid transit (BRT) side running option. Within this, the project team will examine a quarter-mile to half-mile range from the stations. This data would be used as a tool for assessing future corridors down the road.

Ms. Lathrop thanked Mr. Fazekas and introduced Ms. Deborah Reardon, Principal Transportation Planner for the RTC, to provide the next update.

**RTC Public Participation Plan**

Ms. Reardon provided an overview of the RTC’s updated Public Participation Plan and the way that the Regional Plan had been integrated into this planning document. She began by explaining the background of the Public Participation Plan, noting that it had last been updated in December 2019. It was a key tool in developing outreach plans, processes for revising the Transportation Improvement Program (TIP), and ways to get involved in transportation planning efforts. She reviewed three key updates to the plan related to SNS. The first update improved public involvement policies to reflect the latest federal regulations, best practices, and strategies from the SNS. This includes making outreach more convenient, making engagement more equitable by seeking input from all populations, and expanding use of online tools. Another update involved reviewing tools and tactics, which includes the new SNS Community Engagement Toolkit. It also references best practices for online surveys, email marketing, and special events. This update also involved RTC committee list updates.

Ms. Reardon explained some of the outreach efforts undertaken to share information about these updates, noting that most residents preferred to receive updates online. The link is live and available for anyone who wanted more information.

Ms. Lathrop closed the discussion by reminding everyone that the RTC is always looking for new partners or ideas worth highlighting in these discussions, and thanked the Southern Nevada Strong Steering Committee members for their presentations.

**Motion:**

No motion was necessary.

**Vote/Summary:**

No vote was taken.

**Item:**

4. RECEIVE AN UPDATE ON DEVELOPMENT OF ON BOARD, THE REGIONAL MOBILITY PLAN (FOR POSSIBLE ACTION)

**Comments:**
Following a detailed PowerPoint presentation, Mr. Craig Raborn, Director of Metropolitan Planning Organization for the Regional Transportation Commission of Southern Nevada (RTC), reviewed recent progress on the On Board Regional Mobility Plan (On Board Plan). He began by providing background on the On Board Plan, describing how On Board is a comprehensive, long-term transportation plan that includes eight big strategies to help address the top transportation priorities that the community has identified through several years of engagement and feedback. This feedback included contact with nearly 80,000 people, which produced the following strategies:

1. Build a high-capacity transit (HCT) system with dedicated right-of-way, designed to build out approximately 200 miles of HCT across 18 high-demand routes.

2. Expand transit service to maximize access to housing and jobs, providing core transit functions throughout the region beyond what is currently offered. Part of this will include on-demand services such as those provided by Transportation Network Companies (TNC) like Uber or Lyft.

3. Make all travel options safe and more secure through emphasizing security as a core value in the area, as well as building out additional lighting, shelters, and other safety features for pedestrians and transit users.

4. Make short trips easier with features like bike lanes, widened sidewalks, pedestrian crossings, shade, landscaping, and dedicated transit lanes to accommodate all users.

5. Expand dedicated service for seniors, veterans, and persons with disabilities by doubling options that are currently available for these audiences to increase access to medical appointments, community centers, grocery shopping and other important services.

6. Improve connections to major destinations including McCarran International Airport as well as major job centers and event venues, with the goal of improving congestion and reducing delays around major events.

7. Provide reliable transit for the Las Vegas Strip and Downtown Las Vegas employees by developing routes and public transit services that operate directly to and from the Las Vegas Strip and Downtown Las Vegas, with short waits, convenient, and reliable service to employee entrances.

8. Leverage technology to improve mobility and sustainability, which would include leveraging promising transportation technology options to make it easier to plan, book, and pay for trips. This includes real-time bus arrival information, and more options for using smart phones to pay for transit fares.

Mr. Raborn mentioned that each of these strategies had several key measures associated with it to help the RTC track and monitor progress of its implementation. In terms of next steps, Mr. Raborn described that the On Board Plan is currently in a 90-day community engagement effort, with the final plan expected to be ready in March 2020. It would then go for another 90-day community outreach effort beginning in April, at which time long-term funding options would be reviewed as well.

Ms. Sondra Rosenberg, Nevada Department of Transportation (NDOT), asked about the performance metrics and whether the RTC planned to measure reduction in vehicle miles traveled. Mr. Raborn
replied that vehicle miles traveled was being tracked as part of the five primary outcomes hoping to be achieved through the On Board Plan. It is a nested set of criteria that are built into the planning efforts.

Mr. Marco Velotta, City of Las Vegas (Las Vegas), mentioned that many of Las Vegas’ master plans are based off of the On Board transit components and asked if there would be a full document provided that has all the comments lined out. Mr. Raborn replied in the affirmative, and that draft recommendations would be added to a 20-page document with individual project details included. He mentioned that the RTC was still in the early stages and there was still more work to be done. Ms. Rosenberg praised this approach and said that these efforts would support larger state agency goals as well.

Chair Debra March pointed out that the RTC may need to revisit some of the comments in the interest of expanding the service area to make sure as many citizens were served possible. She suggested alternative approaches to this, including working with school districts to educate students on public transit usage. Vice-Chair Nancy Amundsen, Clark County, mentioned that the Clark County Board of Commissioners had already informed the RTC that it wanted extended lines in the service areas. Mr. Raborn replied that he had received that information and would incorporate it at future meetings. He also mentioned several of the projects yet to be implemented, including improvements to add new transit routes, but those were dependent on funding.

Motion:
Vice-Chair Nancy Amundsen, Clark County, made a motion to accept the report.

Vote/Summary:
13 Ayes. 0 Nays. The motion carried.
Ayes: Shane Ammerman, Nancy Amundsen, Nicole Bungum, Lisa Corrado, Joselyn Cousins, Shawn Gerstenberger, Delen Goldberg, Debra March, Michael Mays, Janet Quintero, Craig Raborn, Sondra Rosenberg, Marco Velotta
Nays: None
Absent: Mike Casey, Robert Fielden, Jonas Peterson, Doa Meade, Deborah Reyes, Chad Williams

Item:
5. RECEIVE AN UPDATE ON IMPLEMENTATION ACTIVITY OF THE REGIONAL PLAN THROUGH 2019

Comments:
Following a detailed PowerPoint presentation, Ms. Rae Lathrop, Manager of Regional Planning for the Regional Transportation Commission of Southern Nevada (RTC), stated that part of the RTC’s goal, aside from administrating the Southern Nevada Strong Regional Plan (Regional Plan), is to continually compile data to monitor and track the progress of plan implementation. Every year, the RTC puts together a report card that outlines this data. Within this framework, the Regional Plan’s progress is assessed with several different tracking strategies such as an indicator dashboard, live stories, and activity tracking. The indicator dashboard includes 20 regional metrics adopted at the end of the planning phase of drafting the Regional Plan. These have largely been followed over the past few years, designed to monitor progress throughout the Las Vegas Valley. These are available for viewing in an interactive tool on the RTC’s website. Additionally, the RTC has a visualization tool for seeing how far each strategy is moving, with color-coded tools that indicate how successful each strategy has been. She compared these data points side by side to illustrate the differences, pointing out that the gray colored data points merely indicated a lack of data; not a lack of progress.
Overall, Ms. Lathrop explained, this is a long-range plan, so it may be adapted based on what data is found during these annual assessments. She said that the RTC was actively working to make sure that each jurisdiction was involved in this process.

Ms. Lisa Corrado, City of Henderson, remarked that much of this research seemed time consuming and asked if the jurisdictions could take a more active role in managing some of these issues to help balance the workload. Ms. Lathrop stated that the RTC did have some partnership ideas in that regard to help each jurisdiction implement the plan, so that focus might be shifted in the coming years. The RTC tracks activity and how each strategy aligns with the broader regional plan, including the efforts made by each jurisdiction. Ms. Corrado asked if these metrics were being used to specifically prioritize the work plan goals. Mr. Raborn answered that these ideas were meant to help develop themes for how stakeholders were implementing the plan, then using that to understand how to work with each entity.

**Motion:**
No motion was necessary.

**Vote/Summary:**
No vote was taken.

**Item:**
6. RECEIVE AND DISCUSS A PROPOSED PROJECT TO RESEARCH UPDATES OF THE OPPORTUNITY SITE PLANS SINCE ADOPTION OF THE REGIONAL PLAN IN 2015 (FOR POSSIBLE ACTION)

**Comments:**
Mr. Craig Raborn, Director of Metropolitan Planning Organization for the Regional Transportation Commission of Southern Nevada (RTC), stated that since the July 2019 Southern Nevada Strong (SNS) Steering Committee meeting, the RTC had been developing a report on the ongoing progress of each opportunity site. This included stakeholder meetings and direct actions towards goals. He introduced Ms. Michelle Larime, Senior Regional Planner for the RTC, to provide the update.

**Opportunity Sites Update**
Following a detailed PowerPoint presentation, Ms. Larime listed the four opportunity sites for the members: Boulder Highway at Gibson Road and Broadbent Boulevard, the Downtown North Las Vegas gateway site, the Las Vegas Medical District, and the Maryland Parkway corridor. These four sites were chosen in the SNS Regional Plan to showcase different ways to implement plan policies at varying scales. She described that as part of the administration of the plan, regional planning staff is conducting five-year progress reports designed to highlight what the past five years of planning have produced in the region. It would also help identify key challenges in implementation moving forward. Each opportunity site is unique with specific strategies to be applied. Ms. Larime briefly provided an overview of the project timeline, estimating it would take 18 months to work through all opportunity sites.

**Boulder Highway at Gibson Road and Broadbent Boulevard**
This site is primarily focused on analyzing development potential of vacant land around Gibson Road/Broadbent Boulevard and Boulder Highway. Ms. Larime detailed several of the key deliverables detailed for this site:
- Technical assistance in developing a redevelopment request for proposals (RFP) for the site
- Assist with research relating to regional and national marketing for the site
- Research best practices for supporting public and private partnerships for transit-oriented development (TOD) and developing neighborhood centers
Las Vegas Medical District
This site is focused on creating a world class medical district and incorporating a strong educational component through the University of Nevada, Las Vegas. Key deliverables include the following:
- Summarize the lessons learned from implementing form-based code
- Explore new community engagement strategies
- Explore new opportunities for regional connections
- Research best practices for retrofitting a car-centric district

Maryland Parkway Corridor
The priority for this site is to improve the corridor through strategic use of TOD. However, the RTC is waiting until the TOD Planning Study is completed before conducting the 5-year progress report. Planned deliverables for this region include the following:
- Retool implementation strategies
- Re-engage key stakeholders along the corridor and identify ongoing challenges and barriers
- Research best practices for retrofitting a car-centric district

Downtown North Las Vegas Gateway Site
This site’s goals include catalyzing redevelopment and revitalization of the downtown area to make it a more vibrant downtown destination. Key deliverables here include the following:
- Support the development of marketing/promotional tools
- Provide new strategies and tools for overcoming language barriers and communication challenges
- Support continuing planning efforts within the study area and identify opportunities for districts and catalyst developments

Ms. Larime explained that the RTC working on the Downtown North Las Vegas 5-year Progress Report first and is currently finishing the data collection phase for this first site. The RTC plans to send out a first draft of the report for the Downtown North Las Vegas site by next week. RTC staff will be meeting with stakeholders to get feedback and build potential partnership opportunities. The next step includes moving into site-specific deliverables, providing recommendations, and doing research around specific case studies. Based on all the data collected thus far, RTC staff had also put together a downtown North Las Vegas district concept map that provided a proposed overview of what previous planning efforts envisioned for the site.

Ms. Nicole Bungum, Southern Nevada Health District (Health District), mentioned that the Health District was working with the City of North Las Vegas to develop wayfinding signage around points of interest. Ms. Larime confirmed she had heard that and said the RTC would work that feature into planning efforts.

Ms. Lisa Corrado, City of Henderson, asked if the Livable Centers could be incorporated into the opportunity site list, as it should be considered just as active. Mr. Raborn agreed that this was a good idea, noting that future agenda items would allow members to suggest improvements like these.

Motion:
Vice-Chair Nancy Amundsen, Clark County, made a motion to accept the report.

Vote/Summary:
13 Ayes. 0 Nays. The motion carried.
Ayes: Shane Ammerman, Nancy Amundsen, Nicole Bungum, Lisa Corrado, Joselyn Cousins, Shawn Gerstenberger, Delen Goldberg, Debra March, Michael Mays, Janet Quintero, Craig Raborn, Sondra Rosenberg, Marco Velotta
Item:
7. DISCUSS THE WORK PROGRAM ACTIVITIES FOR ADMINISTERING THE SOUTHERN NEVADA STRONG REGIONAL PLAN (FOR POSSIBLE ACTION)

Comments:
Following a detailed PowerPoint presentation, Mr. Craig Raborn, Director of Metropolitan Planning Organization (MPO) for the Regional Transportation Commission of Southern Nevada (RTC), described that an ongoing goal as the region’s MPO, the RTC had to standardize its Unified Planning Work Program (UPWP) and associated activities. He briefly explained the background behind the UPWP and the RTC’s role in its implementation. The UPWP is amended as needed, with several elements proposed in the 2020-2021 UPWP Amendment Two, including:

- Add funding for the General Outreach task to conduct surveys that gather public opinions and attitudes about transportation-related issues.
- Amend the Planning Administration task to clarify RTC membership in national membership organizations, and add funding to support the full range of activities required for multimodal transportation planning.
- Add additional software programs under the Miscellaneous task as potential programs to be utilized to enhance transportation planning.
- Add a new project to perform land use and transportation scenario planning to inform regional planning efforts.

Specifically, Amendment Two adds two new tasks related to agency planning activities:

- Adds Task 501: Regional Policy Plan Administration
  - Regional Plan Core Administration
  - Regional Plan Updates
  - Indicator Tracking and Mapping
  - Community Planning Academy
  - Outreach and Communications
  - Annual SNS Implementation Report

- Adds Task 601: Regional Planning and Research
  - Future Housing Inventory and Needs Analysis
  - Extreme Heat Events Coordinated Response Study
  - Inventory of Regional Sustainability Planning Tools and Techniques
  - Tree Canopy Social Equity Impacts Research Project

Overall, Mr. Raborn described that total funding changes resulting from Amendment Two is an increase of $797,703.00 in Fiscal Years 2020 and 2021 to be reimbursed by the Federal Highway Administration (FHWA). The funding increase is within the budgeted amount projected to be available through Fiscal Year 2021.

Motion:
Vice-Chair Nancy Amundsen, Clark County, made a motion to accept the report.

Vote/Summary:
13 Ayes. 0 Nays. The motion carried.
Ayes: Shane Ammerman, Nancy Amundsen, Nicole Bungum, Lisa Corrado, Joselyn Cousins, Shawn Gerstenberger, Delen Goldberg, Debra March, Michael Mays, Janet Quintero, Craig Raborn, Sondra Rosenberg, Marco Velotta
Nays: None
Absent: Mike Casey, Robert Fielden, Jonas Peterson, Doa Meade, Deborah Reyes, Chad Williams

Item: 8. DISCUSS PARTICIPATION IN A NATIONAL COHORT TO DEVELOP A REGIONAL SPATIAL DATA ANALYSIS TOOL LED BY THE BROOKINGS INSTITUTION (FOR POSSIBLE ACTION)

Comments: Following a detailed PowerPoint presentation, Ms. Rae Lathrop, Manager of Regional Planning for the Regional Transportation Commission of Southern Nevada (RTC), detailed that the regional planning team had been working with the RTC to investigate the opportunity to join a cohort for a new planning tool. This tool is a regional economic value atlas intended to combine performance indicators and create interdisciplinary metrics for measuring goals. She displayed several images showing the layout of the evaluation tool and the mapping features included. Data in the application includes metrics related to job access, labor access, target industries, job activity, affordability, market activity, diversity, and more. Ms. Lathrop reviewed these metrics and briefly provided an overview of potential applications for this type of tool:

- Implications of transit-oriented development and best practice for transit and regional planning
- Translating regional utility projects and other investments into dollars and readiness
- Looking at impacts of public investment, changing demographics and tracking values over time
- Determining where public incentives should go based on shared goals and values

She noted that several peer cities, such as Portland, Oregon; Minneapolis, Minnesota; and Kansas City, Missouri had also been exploring these opportunities, which would provide use cases from which to gather information.

Motion: Vice-Chair Nancy Amundsen, Clark County, made a motion to accept the report.

Vote/Summary:
13 Ayes. 0 Nays. The motion carried.
Ayes: Shane Ammerman, Nancy Amundsen, Nicole Bungum, Lisa Corrado, Joselyn Cousins, Shawn Gerstenberger, Delen Goldberg, Debra March, Michael Mays, Janet Quintero, Craig Raborn, Sondra Rosenberg, Marco Velotta
Nays: None
Absent: Mike Casey, Robert Fielden, Jonas Peterson, Doa Meade, Deborah Reyes, Chad Williams

Item: 9. DISCUSS FUTURE AGENDA ITEMS (FOR POSSIBLE ACTION)

Comments: Ms. Rae Lathrop, Manager of Regional Planning for the Regional Transportation Commission of Southern Nevada (RTC), briefly mentioned that it seemed like there was a lot of interest in the Maryland Parkway Project, so that topic may need to be brought back.

Mr. Craig Raborn, Director of Metropolitan Planning Organization for the RTC, mentioned that an On Board update might be possible soon, based on what was heard from the most recent public engagement process.

Ms. Sondra Rosenberg, Nevada Department of Transportation (NDOT), asked if the Southern Nevada Strong Steering Committee was interested in hearing from the Department of Conservation and Natural Resources on the issue of the greenhouses gases inventory. Chair Debra March agreed this would be helpful.
Ms. Lisa Corrado, City of Henderson, also mentioned that she would soon share an update on the City of Henderson’s progress.

**Motion:**
No motion was necessary.

**Vote/Summary:**
No vote was taken.

**Item:**
10. DESIGNATE OFFICERS FOR 2020 (FOR POSSIBLE ACTION)

**Comments:**
Chair Debra March, Regional Transportation Commission of Southern Nevada (RTC), discussed designating officers for 2020. Mr. Craig Raborn, Director of Metropolitan Planning Organization for the RTC, nominated Chair Debra March and Vice-Chair Nancy Amundsen for another term for the Southern Nevada Strong (SNS) Steering Committee. No members expressed objection.

**Motion:**
Mr. Craig Raborn, Regional Transportation Commission of Southern Nevada, made a motion to elect Mayor Debra March to serve as Chair and Ms. Nancy Amundsen to serve as Vice-Chair of the Southern Nevada Strong (SNS) Steering Committee for 2020.

**Vote/Summary:**
13 Ayes. 0 Nays. The motion carried.

Ayes: Shane Ammerman, Nancy Amundsen, Nicole Bungum, Lisa Corrado, Joselyn Cousins, Shawn Gerstenberger, Delen Goldberg, Debra March, Michael Mays, Janet Quintero, Craig Raborn, Sondra Rosenberg, Marco Velotta

Nays: None

Absent: Mike Casey, Robert Fielden, Jonas Peterson, Doa Meade, Deborah Reyes, Chad Williams

**Item:**
11. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

**Comments:**
Chair Debra March, first called on Ms. Aleta Dupree, who made the following comments:

Chairperson March and members, Aleta Dupree for the record. So, to speak about non-agendized items, we got a lot of work done, definitely time well invested. I think I’m seeing two common themes here that we should really hone in on. I think the elephants in the room are, there are just too many single occupied, privately owned automobiles on the roads at any one time. And I’m not talking about TNCs. I’m talking about those who leave their homes and drive somewhere and then drive home and the car is only used about 4 percent of the time. And I’ve got nothing against cars, and I have a driver’s license, and maybe I’ll rent one someday, but we just can’t build any more lane miles, and so how can we be more transit-oriented and expand the RTC fixed route service area, which then has the collateral effect of expanding the RTC paratransit area in keeping with the three-quarter-mile rule.

So, we want to serve more people, we expand fixed route, and the other theme is about affordable housing. We have to build lots of affordable housing so we don’t end up like San Francisco. I spent a lot of time there so I see it firsthand. We’re a great town because people can afford to live here, so it’s important that we build more housing and do infill development so people don’t have to travel so far, so people can live in the heart of the city, so we can have more frequent transit service. And lastly, to make transit more user friendly, and to educate our elected leaders about new things such as little scooters, and to make it easier to pay for transit, and I have the app, and I go to San Francisco a lot, I have this thing called a clipper card. I’ve had one for ten years. And I ride. It works with like 22...
different systems. So we have our work cut out for us. But we have to keep speaking, and educate the powers that be about the things that are out there, because you can’t live in a vacuum. Thank you.

**Motion:**
No motion was necessary.

**Vote/Summary:**
No vote was taken.

---

**ADJOURNMENT**

The meeting adjourned at 3:15 p.m.

Respectfully submitted,

David Gloria, Recording Secretary

Marek Biernacinski, Transcription Secretary
Implementation Progress and Regional Partner Updates
Southern Nevada Strong Steering Committee
January 2020

Invest in Complete Communities
Southern Nevada Water Authority
MAJOR RESPONSIBILITIES

WATER SUPPLY PLANNING
Developing and managing regional water supplies

CONSERVATION
Incentives, Programs, Regulation and Pricing

WATER QUALITY
Maintaining and protecting water quality

INFRASTRUCTURE
Building and operating major facilities

STEWARDSHIP
Protecting environmental resources

POTABLE WATER SUPPLIES

Colorado River, 90%

Groundwater, 10%
Reducing consumptive water use is an ongoing priority.

Water conservation underpins the community’s long-term water resource picture.
2019 WATER RESOURCE PLAN
SNWA updated its Water Resource Plan in 2019 to include possible changes in supply and demand.

The plan assumes we achieve our current conservation goal of 105 GPCD by 2035.

CONSERVATION PLAN
The SNWA conservation plan describes current water management measures.

- Universal metering
- Incentive pricing and billing
- Water loss management
- Water pressure management
- Water waste enforcement
- Water efficiency standards
- Water reuse
- Development codes and policies
CONSERVATION PLAN
The SNWA and member agencies implemented development codes and policies to support resource efficient development and use.

- Turf Provisions
- Landscape Water Restrictions
- Golf Course Water Budgets
- Water Waste
- Vehicle Washing
- Mist Systems

CONSERVATION PLAN
The Plan also describes education and outreach efforts.

Advertising, Publications & Media
- Television, print & radio
- Interactive website (snwa.com)
- Water Ways
- Videos and multimedia
- Social media

Education, Engagement & Support
- WaterSmart Innovations
- Youth education & school grants
- Conservation Helpline
- Classes and community events
- Demonstration gardens

Community Partnerships
- Water Smart Home
- Water Smart Contractor
- Water Conservation Coalition
- Water Upon Request
- WaterStart Partner

DON’T WATER ON SUNDAY OR PAY FOR IT
ChangeYourClock.com
The SNWA offers incentive and rebate programs for commercial and residential customers.

**SNWA conservation programs:**
- Water Smart Landscapes program
- Water Efficient Technologies program
- Pool Cover program
- Smart Controller program
- Leak Detector program
- Site evaluations
- Indoor retrofits
- Water efficiency code enhancements

**OUT-OF-VALLEY WATER USE POLICY**
The SNWA Board adopted the policy to maximize regional water supplies used for out-of-valley development.

**Key Principles:**
- Return treated wastewater to Lake Mead for return-flow credits whenever feasible.
- Achieve full beneficial use of water through direct or indirect recycling/reuse when returning water to Lake Mead is not feasible.
- Adopt service rules and development codes that rely on industry best practices to minimize consumptive use of water resources.
- Treat wastewater to levels sufficient for reuse.
OUT-OF-VALLEY WATER USE POLICY
The SNWA Board adopted the policy to maximize regional water supplies used for out-of-valley development.

Key Principles (Cont.):

• Implement localized, beneficial direct reuse within the development area (industrial, commercial, schools, parks) where feasible to displace the need for SNWA resources.

• Implement aquifer storage and recovery programs where feasible.

• Prohibit inefficient water uses, for example:
  • Aesthetic uses of water
  • Manmade lakes
  • Wet-cooled power generation
  • Spray turf irrigation (except for schools & parks)

• Limit the use of evaporative coolers.

FUNCTIONAL TURF RESTRICTIONS
SNWA recently adopted a resolution to address non-SFR functional turf in new development.

The installation of turf on public and private parks and schools is limited to active or programmed recreation areas such as sport fields.

• Not less than 1,500 contiguous square feet of grass
• Not less than 30 feet of grass in any dimension
• No grass closer than 10 feet to a street
• No grass in front of entryways to residential neighborhoods or subdivisions where other recreational amenities do not exist
• Not to exceed 25% slope to prevent runoff, except in designated drainage areas
CONSERVATION PLAN

Meeting our conservation goal will require sustained efforts.

Water use has declined significantly since 2002, but continued conservation remains a priority.
HIGH-IMPACT CONSERVATION OPPORTUNITIES
Reducing consumptive water use remains a high priority.

Historic & ongoing focus areas

Next generation efforts

SOUTHERN NEVADA WATER AUTHORITY™
Improve Economic Competitiveness and Education

Conservation District of Southern Nevada

Chris Magee, Chair and Cities Rep.
Shane Ammerman, Vice-Chair and County Rep.
Jarrett DeCorte, Conservation Coordinator

CDSN.ORG
CDSN Presentation Outline:

- Background on the Conservation District of Southern Nevada
- Resource Needs Assessment in Clark County and Conservation Report
- Needs, Concerns and Projects
  - Rural Agriculture Area in Moapa Valley
  - Urban Area of the Las Vegas Valley
- Thank you for your partnership with CDSN!
Top concerns for Moapa Valley Area:
Lack of Water, Loss of Agricultural Lands and Weeds!
**THEME 5: STRATEGY**

**ICC 5.3.1** Support a variety of regulations by local governments to promote efficient use of water resources (e.g., turf restrictions, plumbing code requirement for high efficiency fixtures, etc.).

**ICC 5.3.2** Continue to encourage the use of incentives to manage and reduce overall water use (e.g., providing rebates on water efficient technologies program).

**ICC 5.3.3** Continue and expand education and outreach programs to improve water efficiency (e.g., school programs) and reduce water consumption during peak usage times of day and year.

**ICC 5.3.4** Consider local government adoption of ordinance or other code restricting water usage during peak usage times of day and year to enhance enforcement efforts.

**ICC 5.3.5** Continue SNWA, Las Vegas Valley Water District and local government adoption of progressive/tiered water pricing structure based on quantity and use.

**ICC 5.3.6** Encourage all new golf courses to use recycled water and submit drought-tolerant landscape and irrigation plans.

**ICC 5.3.7** Encourage existing golf courses to submit turf conversion/irrigation management plans. Support the Clark County Flood Control District’s Stormwater Quality Management.

**ICC 5.3.8** Consider adopting Stormwater Management Plan to promote site design standards in large parking lots, such as depressed medians, buffer strips, porous paving and minimized parking standards.

**ICC 5.3.9** Encourage adoption of ordinance or other code for new and existing commercial businesses with water intensive uses that regulate/ restrict water usage and provide other minimum standards. (For example, consider requiring commercial car washes to recycle water on-site or send it to a wastewater treatment facility, where it can be cleaned and returned to the water.)

**ICC 5.4.1** Promote sustainable water practices among businesses, such as dry cleaners, gas stations, hotels and other similar uses.

**ICC 5.4.2** Work toward meeting or surpassing federal, state and local water quality requirements.

**ICC 5.4.3** Encourage solar PV and solar thermal hot water for new homes.

**ICC 5.6.1** Coordinate conservation and development of natural resources by establishing a regional entity that represents the views of the federal, state, and local agencies involved in these efforts, including private and non-profit agencies.

**Top Urban Needs Concern: Lack of Water**

**Stormwater Pollution Awareness**

**Art Contest Selection**

Rupa Delgado, Hyde Park Elementary, 5th grade
Extension-Clark County:
The Center For Urban Water Conservation and Research Orchard

Top Urban Needs Concern:
Loss of Crops and Increase in Shade Structures

Growing Hops in Hoophouse

Zion United Methodist Church Community Garden

BEFORE

AFTER: 64 total raised beds

In Line Drip Irrigation Upgrade

ADA Accessible and Raised Beds Gardening
Fruit Tree Plantings at School Gardens

www.CDSN.org/gardenportal

A COMMUNITY GARDEN HOW TO GUIDE
WHAT YOU NEED TO KNOW ABOUT COMMUNITY GARDENS IN SOUTHERN NEVADA

Welcome to this Community Garden resource page, where you will find most everything you need to know about community gardening in Southern Nevada.

This project is a joint collaboration between the Horticulture Department at the University of Nevada Extension and the Conservation District of Southern Nevada.

Below you will find a list of community gardens in Southern Nevada, with contacts on how to support your local community garden before thinking of starting your own. There are also guides to starting...
Thank you!

Chris Magee, Chair and Cities Rep.
Shane Ammerman, Vice-Chair and County Rep.

Jarrett DeCorte, Conservation Coordinator
CDSN@NVACD.ORG
Increase Transportation Choice

Transit-Oriented Development Planning: Maryland Parkway

Maryland Parkway Corridor
TRANSIT-ORIENTED DEVELOPMENT PLAN

Southern Nevada Strong
Steering Committee
January 29, 2020
MARYLAND PARKWAY CORRIDOR
TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN

WHAT IS TOD?
Transit-Oriented Development (TOD) is a type of development located close to high quality, high capacity transit, that creates a compact, walkable, mixed-use and dense environment. TOD areas contribute to livable communities and serve as activity centers that provide a range of benefits to the region, local community and individual households.

THE BENEFITS OF TOD

**Societal Benefits**
- Transportation Options
- Health
- Quality of Life

**Environmental Benefits**
- Reduced Greenhouse Gas Emissions
- Reduced Suburban Sprawl

**Economic Benefits**
- Reduced Household Transportation Costs
- Efficient Development Pattern
- Increased Sales and Employment

**Equity Benefits**
- Affordable Housing
- Diverse Employment Opportunities
- Increased Transportation Options

STATION AREAS

A station area consists of the area surrounding a transit station. The highest intensity of uses and most dense developments are typically located closest to the station itself, where transit access adds the most value.

Station areas are typically identified as a radius from the transit station platform that ranges from 1/4-mile to 1/2-mile depending on transit service, connectivity, and the quality of the pedestrian environment.

A walkshed is the path that people will walk to get to the station and is typically calculated using a 1/2 mile, or approximately ten-minute walk along existing connections.
PUTTING THE “T” IN TOD

City of Las Vegas and Clark County Study Areas
Project Timeline

1. Winter 2019/20: Existing conditions and needs assessment
2. Spring 2020: Market Analysis of Districts and Transit Stops
3. Summer 2020: Workforce Housing Plan
4. Fall 2020: Draft Station Area TOD Plans
5. Winter 2020/21: Value Capture Toolkit
6. Performance Measures Template
7. Final Station Area TOD Plans

Ongoing Community/Stakeholder Engagement
Public Participation Plan:
RTC MPO and Transit

- Guides outreach for transportation & transit plans
- Establishes Transportation Improvement Program revision process
- Shares how to get involved in transportation planning
Policies for Inclusive Outreach

Tools & Tactics

Community Engagement Toolkit

The Southern Nevada Strong Regional Plan charts our community’s vision for a better future. It was developed through a robust planning process that emphasized community engagement to ensure broad, representative participation informed the plan’s goals.
Together.
Shared
Priorities.
Regionalism.
**Transit-Oriented Development (TOD)** is a type of development located close to high quality, high capacity transit, that creates a compact, walkable, mixed-use and dense environment.

The overarching goal for the Maryland Parkway corridor is to spur transit-oriented development (TOD) in the Las Vegas Valley after years of study. The TOD Plan will evaluate the development around station areas along the corridor, designed for high-capacity transit.

The TOD Plan will locate priority station areas along Maryland Parkway and ensure that the nearby development will build upon existing economic, physical, and social assets to create community amenities unique to the Las Vegas Valley. The plan will create a roadmap for stitching together existing and new destinations and improving the corridor with great streets, exciting public spaces, public art, and a vibrant mix of uses.

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**THE BENEFITS OF TOD**

<table>
<thead>
<tr>
<th>Societal Benefits</th>
<th>Environmental Benefits</th>
<th>Economic Benefits</th>
<th>Equity Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduced Greenhouse Gas Emissions</td>
<td>Reduced Transportation Costs</td>
<td>Efficient Development Pattern</td>
<td>Affordable Housing</td>
</tr>
<tr>
<td>Reduced Suburban Sprawl</td>
<td>Reduced Transportation Costs</td>
<td>Increased Sales and Employment</td>
<td>Diverse Employment Opportunities</td>
</tr>
<tr>
<td>Health</td>
<td>Efficient Development Pattern</td>
<td>Increased Sales and Employment</td>
<td>Increased Transportation Options</td>
</tr>
<tr>
<td>Quality of Life</td>
<td>Increased Sales and Employment</td>
<td>Increased Sales and Employment</td>
<td></td>
</tr>
</tbody>
</table>

**Transit-Oriented Development (TOD)** is a type of development located close to high quality, high capacity transit, that creates a compact, walkable, mixed-use and dense environment.

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**STEPS IN THE PLANNING PROCESS**

1. **Existing conditions and needs assessment**
   - Winter 2019/20
2. **Market Analysis of Districts and Transit Stops**
   - Spring 2020
3. **Workforce Housing Plan**
   - Summer 2020
4. **Draft Station Area TOD Plans**
   - Fall 2020
5. **Value Capture Toolkit**
   - Winter 2020/21
6. **Performance Measures Template**
7. **Final Station Area TOD Plans**
8. **Ongoing Community/Stakeholder Engagement**

For more information on the project, visit rtcnv.com/maryland-parkway/tod/
Desarrollo Orientado al Transporte Público (TOD por sus siglas en inglés) es un tipo de desarrollo urbano ubicado cerca al transporte público de alta calidad y capacidad, creando un entorno compacto, transitable, de uso mixto y denso.

Después de años de estudio, el objetivo principal del corredor de Maryland Parkway es estimular el desarrollo urbano orientado al transporte público (TOD) en el Valle de Las Vegas. Este proyecto de planificación evaluará desarrollos urbanos alrededor de las áreas de estación de transporte a lo largo del corredor, las cuales serán diseñadas para el transporte de alta capacidad.

El plan de TOD ubicará áreas de estaciones prioritarias a lo largo de Maryland Parkway y asegurará que el desarrollo cercano se base en los bienes económicos, físicos y sociales existentes; así como también crear servicios comunitarios únicos para el Valle de Las Vegas. El plan creará una mapa vial para unir destinos existentes y nuevos con el fin de mejorar el corredor con estupendas calles, espacios públicos de gran atractivo, arte público y una vibrante combinación de usos.

**BENEFICIOS DEL TOD**

<table>
<thead>
<tr>
<th>Beneficios Sociales</th>
<th>Beneficios Ambientales</th>
<th>Beneficios Económicos</th>
<th>Beneficios de Equidad</th>
</tr>
</thead>
<tbody>
<tr>
<td>Opciones de Transporte</td>
<td>Reducción de las Emisiones de Gases de Efecto Invernadero</td>
<td>Reducción de Costo de Transporte</td>
<td>Vivienda Asequible</td>
</tr>
<tr>
<td>Salud</td>
<td>Reducción de la Expansión Suburbana</td>
<td>Patrón de Desarrollo Eficiente</td>
<td>Oportunidades de Empleo Diversos</td>
</tr>
<tr>
<td>Calidad de Vida</td>
<td></td>
<td>Aumento de Ventas y Empleo</td>
<td>Mayores Opciones de Transporte</td>
</tr>
</tbody>
</table>

**PASOS SOBRE EL PROCESO DE PLANIFICACIÓN**

- **Invierno 2019/20**: Análisis de Condiciones Existentes y Evaluación de Necesidades
- **Primavera 2020**: Análisis de Mercado de los Distritos y Paradas de Transporte Público
- **Verano 2020**: Plan de Vivienda Laboral
- **Otoño 2020**: Borrador de Áreas de Estación y Planes TOD
- **Invierno 2020/21**: Kit de Herramientas sobre la Recuperación de Plusvalías
- **Modelo de Medidas de Rendimiento**
- **Propuesta Final de Áreas de Estación y Planes TOD**

Para más información sobre el proyecto, visite rtcnv.com/maryland-parkway/tod/
# AGENDA ITEM

<table>
<thead>
<tr>
<th>Metropolitan Planning Organization</th>
<th>Transit</th>
<th>Administration and Finance</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUBJECT: REGIONAL PLANNING VISION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER</td>
<td></td>
<td></td>
</tr>
<tr>
<td>REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RECOMMENDATION BY PETITIONER: THAT THE SOUTHERN NEVADA STRONG STEERING COMMITTEE RECEIVE A PRESENTATION ON THE SOUTHERN NEVADA STRONG REGIONAL PLAN'S VISION RELATED TO ECONOMIC RECOVERY EFFORTS THAT COULD BE APPLICABLE IN RESPONSE TO THE COVID-19 PANDEMIC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GOAL: SUPPORT REGIONAL PLANNING EFFORTS TO IMPROVE ECONOMIC VITALITY AND EDUCATION AND INVEST IN COMPLETE COMMUNITIES</td>
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</tr>
</tbody>
</table>

## Fiscal Impact:
None

## Background:
The COVID-19 pandemic is an exceptional global event that has impacted all of our lives and changed the way that we work. All Southern Nevada entities, including regional partners and stakeholders, are responding to this crisis.

The Southern Nevada Strong Regional Plan, which was written during the economic crisis and recovery following the Great Recession, provides a blueprint for how our community can work together during challenging times. Staff will provide a presentation on the regional vision for economic recovery within the Southern Nevada Strong regional policy plan and discuss how to apply this vision to upcoming recovery planning and coordination.

The Southern Nevada Strong Steering Committee will discuss prioritization of regional plan components based on emerging needs and opportunities at this time.

Respectfully submitted,

CRAIG RABORN
Director of Metropolitan Planning Organization

SNS Item #3
May 28, 2020
Non-Consent
Southern Nevada Strong Steering Committee
May 28, 2020
Craig Rabom, RTC MPO Director

Southern Nevada Strong Regional Plan

- SNS grew from the previous recession
- Jobs, economy, and schools
- Community-driven process
- Approved by local agencies, stakeholders
Southern Nevada Strong Plan Themes

- Improve Economic Competitiveness and Education
- Invest in Complete Communities
- Increase Transportation Choice
- Build Capacity for Implementation

Theme 1: Economic Competitiveness

Goal 1: Match Land Use and Transportation Plans
Goal 2: Attract and Retain Future Workers, Visitors, and Businesses
Goal 3: Embolden Small Businesses to Participate in Revitalization
Goal 4: Support Education Through Land-Use and Transportation
Goal 5: Increase Collaboration Between Governments & Education
Theme 2: Invest in Complete Communities

Goal 1: Strengthen Existing Neighborhoods
Goal 2: Encourage Adequate Supply of Housing Types
Goal 3: Support Access to Health Care, Food, Parks, and Services
Goal 4: Improve Neighborhood Safety and Protect from Pollution
Goal 5: Promote Resource-Efficient Land Use and Development

RTC’s Regional Planning Activities

Adapt our Planning Work Program
SNS Plan Flexibility
Start Identifying Opportunities
Provide Technical Help
Measure What Matters
### Framework for Prioritizing Activities

#### Guiding Question/Line of Sight*: What will it take to ...?

The guiding question defines the line of sight: Where are you heading? What are you trying to achieve? The question should be open-ended and future focused. It should not make assumptions about who is responsible or what the solution is.

<table>
<thead>
<tr>
<th>Current Priority—Still Relevant—Continues Forward (with modified approach)</th>
<th>Pause &amp; Resume when crisis “over!” (assuming a 6-18 month delay—high uncertainty)</th>
</tr>
</thead>
<tbody>
<tr>
<td>These are items that are relevant and possible and will go forward, though perhaps not as planned. Make a few notes on likely modifications.</td>
<td>These items will be paused. They are either not feasible now, or they need to be paused to make room for emergent priorities. You don’t really know for how long. Six to nine months is a ballpark and may be too long or too short.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Emerging Priority or Existing but Newly Prioritized (because of current conditions)</th>
<th>Unknown Status/Approach (need more data, too much in flux to know)</th>
</tr>
</thead>
<tbody>
<tr>
<td>These items are new or newly prioritized items that are on the table (or front burner) because of current conditions. You are being asked to do them or you realize they are necessary and/or urgent.</td>
<td>These are items that are either unclear or too much in flux to decide. You need to have more data, talk to others, or let the dust settle a little bit before deciding.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Honor and Let Go (not going to happen)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Conditions make these items impossible.</td>
<td></td>
</tr>
</tbody>
</table>

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### Prioritizing Activities - Example

**Organization:** Neighborhoods Forward, a community organization in Big City  
**Guiding Question:** What will it take to ensure that our city’s disinvested neighborhoods have the resources they need to weather this crisis and thrive in the future?

<table>
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</table>
| Facilitators training (make virtual; split into four modules) | Gala Event  
| Community development projects implementation (need to review and assess which can still go forward) | Funders’ Neighborhoods Tour  
| Financial training for neighborhood lead organizations (shift orientation to virtual and do individualized workshops for each lead organization; integrate cashflow analysis and scenario planning for downsizing) | Faith community luncheon  
| Fundraising for investment fund (need to reset case statement; should we direct 1/3 of funds to COVID-response?) | All career internships |

<table>
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</table>
| Help fundraise for and staff emergency feeding centers | Policy Roundtable (appetite for non-emergency priorities?)  
| Recruit virtual and in-person (not at-risk) volunteers to support benefits enrollment support and food delivery | Ballot initiative for permanent funding for Affordable Housing Trust Fund  
| Neighborhood-level communications strategy (support to neighborhood hubs’ social media strategy) |  
| Virtual check-ins with all collective impact partners, prioritize faith community members (group and individual sessions) to reset expectations, and recruit for crisis response lead roles |  
| Organize “virtual groundbreaking” for new community center |  
| Reset/expand online fundraising strategy |  |

<table>
<thead>
<tr>
<th>Honor and Let Go (not going to happen)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>South African learning exchange</td>
<td></td>
</tr>
</tbody>
</table>
Craig Rabom, MPO Director
RabomC@rtc.snv.com
SUBJECT: REGIONAL WORK PROGRAM UPDATE

PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE SOUTHERN NEVADA STRONG STEERING COMMITTEE RECEIVE AN UPDATE ON THE REGIONAL WORK PROGRAM (FOR POSSIBLE ACTION)

GOAL: SUPPORT REGIONAL PLANNING EFFORTS TO IMPROVE ECONOMIC VITALITY AND EDUCATION AND INVEST IN COMPLETE COMMUNITIES

FISCAL IMPACT:
None

BACKGROUND:
The Regional Planning function of the Regional Transportation Commission of Southern Nevada (RTC), which administers the Southern Nevada Strong Regional Plan (SNS), recently moved into the Metropolitan Planning Organization (MPO) Department of the RTC. With this transition, it was necessary to develop a regional planning work program that guides staff in effective administration of the Regional Plan. The work program was adopted at the February RTC Board Of Commissioners meeting and received final approval in April 2020 for work to begin. The work program consists of two main tasks: Regional Policy Plan Administration and Regional Planning and Research Projects.

Staff will present an update on progress within these tasks including:
- Changes and additions made to the community engagement toolkit
- Progress on updating the Downtown North Las Vegas Opportunity Site Strategy
- Initial data for the Inventory of Future housing study
- Methodology to the Extreme heat and vulnerability assessment
- Initial findings from interviews regarding the inventory of sustainability planning

Following the presentation, staff will guide a discussion around the possibility of creating a technical advisory committee or advisory working group for each regional research project.

Respectfully submitted,

CRAIG RABORN
Director of Metropolitan Planning Organization

SNS Item #4
May 28, 2020
Non-Consent
Regional Work Program Update
Southern Nevada Strong Steering Committee
May 2020

Regional Policy Plan Administration

- Regional Plan Core Administration
- Regional Plan Update
- Indicator Tracking & Mapping
- Community Planning Academy
- Outreach and Communication
- Annual Report
Regional Policy Plan Administration

- Regional Plan Core Administration
- Community Engagement Toolkit

Community Engagement Toolkit

SNS Community Engagement Spectrum

The SNS Community Engagement Spectrum is designed to help clarify and determine the level of community participation in a public process or decision. It can be used in conjunction with the community engagement worksheet and will assist you with determining the goals, stakeholder and audience roles, and engagement tools and tactics for your community engagement process. The SNS Community Engagement Spectrum will help to clarify and determine the level of community participation in a public process or decision.

SNS Community Engagement Worksheet

This step-by-step worksheet will assist you with developing and executing a public engagement plan. Use the worksheet to help identify the purpose, target audience, and strategies for effective communication and engagement with your intended audience.

SNS Community Data Map
Community Engagement Toolkit

The following are additional resources for conducting online and virtual engagement:

- **7 essential features for your online public engagement toolkit**
  A blog post identifying tools and strategies for virtual engagement.
- **10 Tips for picking the best tech tools for your next virtual meeting**
  Considerations for choosing digital tools for conducting virtual meetings.
- **Equitable community engagement during a global pandemic and beyond.**
  Guidelines for hosting accessible and equitable virtual meetings for all who wish to participate.
- **Extending our reach video series and webinars**
  A short series of videos developed by FHWA to highlight innovative and proven public engagement strategies.

Regional Policy Plan Administration

Opportunity Site Updates

- Where we are
- Downtown North Las Vegas Opportunity Site Strategy Update
**5-yr Progress Report**

**Phase I: Set expectations, goals, and prioritize**
- Broad research; agency interviews; determine scope and goals; prioritize workflow; seek stakeholder input

**Phase II: Research & data gathering**
- Literature review; existing conditions; stakeholder interviews

**Phase III: Analysis & recommendation**
- Update implementation strategies; review accomplishments, milestones, challenges, & barriers; new research and case studies

**Phase IV: Reporting & deliverables**
- Complete 5-yr Progress Report and all deliverables

**Deliverables:**
- 5-yr Progress Report
- Update of SNS web page and resources
- Identify future projects and actions for SNS and partner agencies
- **Site Specific Deliverables (DTNLV)**
  - Support development of marketing and promotional tools
  - Focus on strategies and tools for overcoming language barriers and communication challenges
  - Identify opportunities for districts and catalyst development

---

**Where we're at:**
- Completed literature review, review of existing conditions, and conducted stakeholder interviews (Appendices)
- Consolidated past planning efforts into a vision section
- Completed a review of the planning strategies and assessed progress
- Provided an updated strategies framework complete with recommendations
- Conducted additional case study research
- Completed final draft of 5-year Progress Report

**Next steps:**
- Share report with City of North Las Vegas stakeholders for review
- Obtain final comments and finalize report
- Update the SNS website to reflect these current efforts
Vision: District Concept Map*

Legend
- RDA site development opportunities
- Points of interest
- Site of new Milestone Park
- Existing Parks
- Existing downtown connectivity

*Map is an SNS effort to spatially consolidate planning efforts for communication purposes only.

Strategies reviewed

5 primary actions

- Improve safety for all transportation modes
- Create a safe and attractive environment
- Improve district identity
- Support existing businesses and create opportunities
- Support building rehabilitation and new development
Recommendations

2020 updated actions

1. Improve safety for all transportation modes
2. Create a safe and attractive environment
3. Improve district identity
4. Support existing businesses and create opportunities
5. Support building rehabilitation and new development
6. NEW! Coordinate plan implementation

Recommendations

- Actionable steps for progressing the 2020 updated strategies

Case studies

Before

After
Regional Planning & Research

- Future Housing Inventory and Needs
- Extreme Heat Events Coordinated Response
- Inventory of Regional Sustainability Planning Tools and Techniques
- Tree Canopy Social Equity Impacts

Future Housing Inventory and Needs

- Forecast regional housing surplus or shortfall
- Estimate demand by affordability

Future inventory

- Long-range housing units forecasts
- Population and employment forecasts
- Historic housing production
- Historic housing affordability
Future Housing Inventory and Needs

Southern Nevada’s Jobs-Housing Ratio

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<tr>
<th>YEAR</th>
<th>JOBS-HOUSING RATIO</th>
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<tr>
<td>2010</td>
<td>1.32</td>
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<tr>
<td>2011</td>
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<tr>
<td>2019</td>
<td>1.56</td>
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<tr>
<td>2020</td>
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Extreme Heat Vulnerability

- Vulnerability to extreme heat
- Threat of increasing local temperatures
- Targeted, coordinated response
### Extreme Heat Vulnerability

- Vulnerability to extreme heat
- Threat of increasing local temperatures
- Targeted, coordinated response

### Exposure
- Surface Temperature
- Land Cover (Vegetation, impervious surfaces)

### Sensitivity
- Health Conditions
- Physiological Considerations

### Adaptive Capacity
- Socio-economic Factors
- Demographics

### Indicator Data Description

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<tr>
<th>INDICATOR</th>
<th>DATA DESCRIPTION</th>
<th>DATA SOURCE</th>
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<tbody>
<tr>
<td>Land surface temperature</td>
<td>Difference in daytime and nighttime land surface temperature from June 18 – 25, 2017 (1 km)</td>
<td>NASA, MODIS Land Surface Temperature and Emissivity (MOD11)</td>
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<tr>
<td>Developed land</td>
<td>Percent of developed land (such as cement, asphalt, buildings, etc)</td>
<td>Multi-Resolution Land Characteristics (MRLC) consortium, National Land Cover Database (2016)</td>
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<tr>
<td>Vegetated land cover</td>
<td>Percent of an area covered in vegetation (such as trees, shrubs, grass, etc) from August 29, 2019 (10m)</td>
<td>ESA Sentinel-2 Satellite, Normalized Difference Vegetation Index</td>
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<tr>
<td>Disability</td>
<td>Population ages 18-64 with a disability (hearing, vision, cognitive, ambulatory, self-care, or independent living difficulty)</td>
<td>U.S. Census Bureau, American Community Survey, 5-year Estimates (2014-2018)</td>
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<tr>
<td>Educational attainment</td>
<td>Adults 25 years and older who did not receive a regular high school diploma (or any foreign alternative)</td>
<td>U.S. Census Bureau, American Community Survey, 5-year Estimates (2014-2018)</td>
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<tr>
<td>Isolated older adults</td>
<td>Adults 65 and older who live alone</td>
<td>U.S. Census Bureau, American Community Survey, 5-year Estimates (2014-2018)</td>
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<tr>
<td>Language (limited proficiency)</td>
<td>Population age 5 and older with limited proficiency</td>
<td>U.S. Census Bureau, American Community Survey, 5-year Estimates (2014-2018)</td>
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<tr>
<td>Poverty</td>
<td>Population age 20-64 with an income in the past 12 months below the poverty level</td>
<td>U.S. Census Bureau, American Community Survey, 5-year Estimates (2014-2018)</td>
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<tr>
<td>Race (non-white population)</td>
<td>Population of a race other than White (non-Hispanic or Latino)</td>
<td>U.S. Census Bureau, American Community Survey, 5-year Estimates (2014-2018)</td>
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<td>Unsheltered homeless</td>
<td>Number of unsheltered homeless</td>
<td>Southern Nevada Homeless Continuum of Care, Homeless Census</td>
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<td>Vehicleless households</td>
<td>Households without a vehicle</td>
<td>U.S. Census Bureau, American Community Survey, 5-year Estimates (2014-2018)</td>
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<td>Outdoor workers (TBD)</td>
<td>Percent of workforce working in sectors commonly associated with outdoor work</td>
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<tr>
<td>Older adults</td>
<td>Population age 65 and older</td>
<td>U.S. Census Bureau, American Community Survey, 5-year Estimates (2014-2018)</td>
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<td>Young children</td>
<td>Population age 4 and younger</td>
<td>U.S. Census Bureau, American Community Survey, 5-year Estimates (2014-2018)</td>
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<tr>
<td>Diabetes</td>
<td>Diabetes-related health incidents per 100,000 (age adjusted)</td>
<td>Southern Nevada Health District, Nevada death certificate data (2013-2017); Nevada hospital discharge data (2016-2017)</td>
</tr>
<tr>
<td>Asthma</td>
<td>Asthma-related health incidents per 100,000 (age adjusted)</td>
<td>Southern Nevada Health District, Nevada death certificate data (2013-2017); Nevada hospital discharge data (2016-2017)</td>
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</tbody>
</table>
Exposure Composite score

- Land surface temperature
- Vegetated land cover
- Developed land

Inventory of Regional Sustainability Planning Tools and Techniques

Interviewed communities

- City of Tempe, Arizona
- East Central Florida Regional Planning Council (ECFRPC), Florida
- Triangle J Council of Governments (TJCOG), North Carolina
- Western Riverside Council of Governments (WRCOG), California

Two general approaches to regional sustainability planning

- Create a regional sustainability plan
- Create a regional climate collaborative (RCC) / regional resilience collaborative (RRC)
Inventory of Regional Sustainability Planning Tools and Techniques

**Process**
- Project team
- Scope
- Engagement

**Foundation**
- Knowledge and language
- Goals and Purpose
- Data, gaps, assumptions

**Plan Components**
- Goals
- Deliverables
- Implementation
- Evaluation
- Communication

**Regional Work Program Update**

Metropolitan Planning Subcommittee
May 2020
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

<table>
<thead>
<tr>
<th>Metropolitan Planning Organization [X]</th>
<th>Transit [ ]</th>
<th>Administration and Finance [ ]</th>
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<tr>
<td><strong>SUBJECT:</strong> REGIONAL PARTNER UPDATES</td>
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<tr>
<td><strong>PETITIONER:</strong> M.J. MAYNARD, CHIEF EXECUTIVE OFFICER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>RECOMMENDATION BY PETITIONER:</strong> THAT THE SOUTHERN NEVADA STRONG STEERING COMMITTEE DISCUSS CURRENT WORK ACTIVITIES AND PRIORITIES RELATED TO IMPLEMENTATION OF THE REGIONAL PLAN</td>
<td></td>
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<tr>
<td><strong>GOAL:</strong> SUPPORT REGIONAL PLANNING EFFORTS TO IMPROVE ECONOMIC VITALITY AND EDUCATION AND INVEST IN COMPLETE COMMUNITIES</td>
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**FISCAL IMPACT:**

None

**BACKGROUND:**
Collaboration and coordination are critical to the implementation of the Southern Nevada Strong (SNS) Regional Plan. Regional partners may share recent work activities, challenges, and opportunities that they may have faced or changed during this time of crisis.

Staff will guide a discussion for SNS Steering Committee members to respond to the following questions:
1. How has your work adapted during this time?
2. Which coalitions or taskforce are your agency participating in to address the current crisis?
3. What resources would be helpful for your agency to address the current crisis?
4. What are your agency’s plans as far as returning to work that was started prior to this crisis?

Respectfully submitted,

CRAIG RABORN
Director of Metropolitan Planning Organization

SNS Item #5
May 28, 2020
Non-Consent
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

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<td>SUBJECT: SOUTHERN NEVADA STRONG STEERING COMMITTEE AGENDA ITEMS</td>
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<tr>
<td>PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER</td>
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<tr>
<td>REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA</td>
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<tr>
<td>RECOMMENDATION BY PETITIONER:</td>
<td>THAT THE SOUTHERN NEVADA STRONG STEERING COMMITTEE DISCUSS FUTURE AGENDA ITEMS (FOR POSSIBLE ACTION)</td>
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<td>GOAL: SUPPORT REGIONAL PLANNING EFFORTS TO IMPROVE ECONOMIC VITALITY AND EDUCATION AND INVEST IN COMPLETE COMMUNITIES</td>
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</table>

FISCAL IMPACT:

None by this action

BACKGROUND:

The Regional Transportation Commission of Southern Nevada (RTC), as core administrator of the Southern Nevada Strong (SNS) Regional Plan, seeks guidance from the SNS Steering Committee (Committee) on future agenda items. Staff desires to keep meetings of the Committee engaging and informational and would like direction on future agenda items which would further advance the implementation of the Regional Plan.

Respectfully submitted,

CRAIG RABORN
Director of Metropolitan Planning Organization

SNS Item #6
May 28, 2020
Non-Consent
### REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

**AGENDA ITEM**

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<tr>
<td><strong>SUBJECT:</strong> CITIZENS PARTICIPATION</td>
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<tr>
<td><strong>PETITIONER:</strong> M.J. MAYNARD, CHIEF EXECUTIVE OFFICER</td>
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<td>REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA</td>
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<tr>
<td><strong>RECOMMENDATION BY PETITIONER:</strong> THAT THE SOUTHERN NEVADA STRONG STEERING COMMITTEE CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION</td>
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<tr>
<td><strong>GOAL:</strong> SUPPORT REGIONAL PLANNING EFFORTS TO IMPROVE ECONOMIC VITALITY AND EDUCATION AND INVEST IN COMPLETE COMMUNITIES</td>
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</table>

**FISCAL IMPACT:**

None

**BACKGROUND:**

In accordance with State of Nevada Open Meeting Law, the Regional Transportation Commission of Southern Nevada (RTC) Southern Nevada Strong Steering Committee (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,

CRAIG RABORN
Director of Metropolitan Planning Organization

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SNS Item #7
May 28, 2020
Non-Consent