



# TRAC COMMITTEE 2022

TRANSPORTATION RESOURCE ADVISORY COMMITTEE & COMMUNITY COLLABORATION

## AGENDA ITEM #1

# INITIAL CITIZENS PARTICIPATION



**AGENDA ITEM #2**

# **APPROVE THE MINUTES**

MEETING OF MARCH 31, 2022  
(FOR POSSIBLE ACTION)



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**AGENDA ITEM #3**

# **DISCUSS TRAC'S**

GOALS AND RECEIVE AN  
UPDATE FROM STAFF



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**AGENDA ITEM #4**

# **TRAC STAFF UPDATE**

REGARDING PRIOR MEETING  
FOLLOW-UP RESEARCH



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**FOLLOW UP TOPIC:  
PEER AGENCY COMPARISONS  
FUNDING SOURCES**  
*(DAVID FROMMER)*

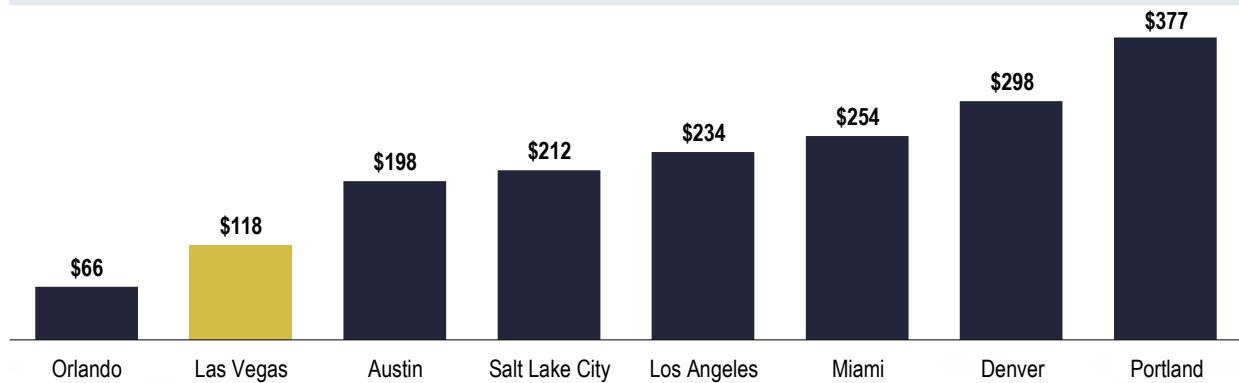


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## Per Capita Investment In Transit

Total Expenditures | 2019

**\$80 to \$259** Greater Per Capita Spending by Peer Agencies on Transit<sup>[1]</sup>



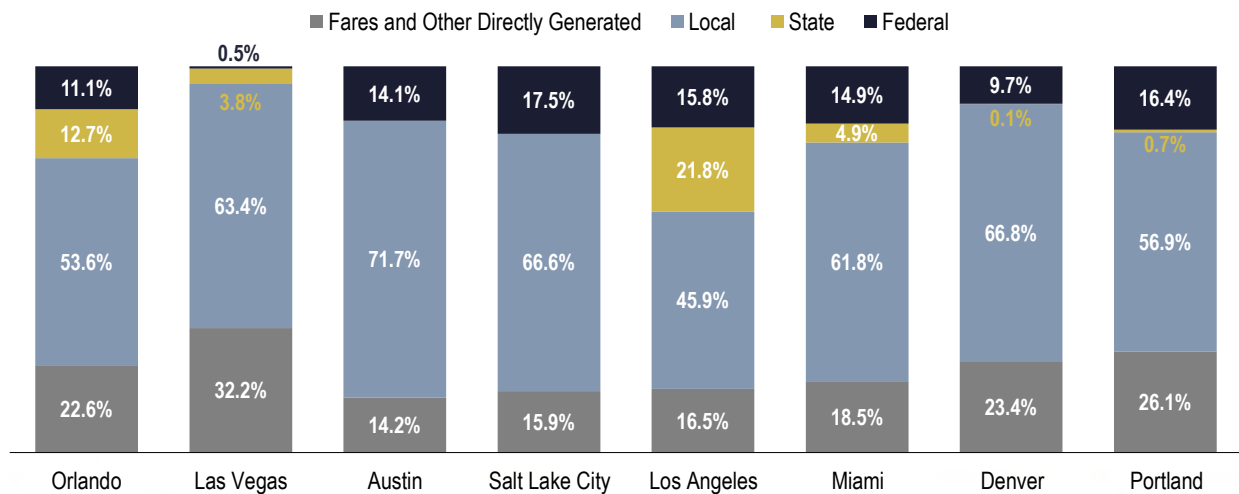
Source: Federal Transit Administration; Applied Analysis. Note: Locations included large western metros most similarly positioned to RTC Southern Nevada. Florida locations were included because of the similarity of the tourism economy to Nevada. Population refers to service area population. [1] With exception of Orlando, FL.



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## Operating Funds

By Source | 2019



Source: Federal Transit Administration; Applied Analysis. Note: Locations included large western metros most similarly positioned to RTC Southern Nevada. Florida locations were included because of the similarity of the tourism economy to Nevada.



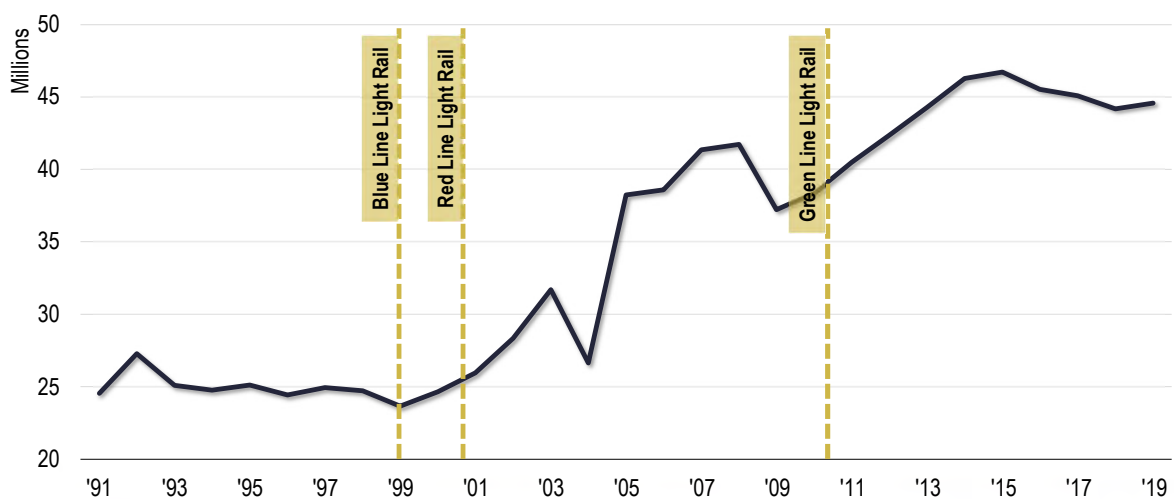
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# FOLLOW UP TOPIC: PEER AGENCY COMPARISONS TRANSIT MODES (WARREN HARDY AND KEN EVANS)



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## Salt Lake City Annual Unlinked Trips



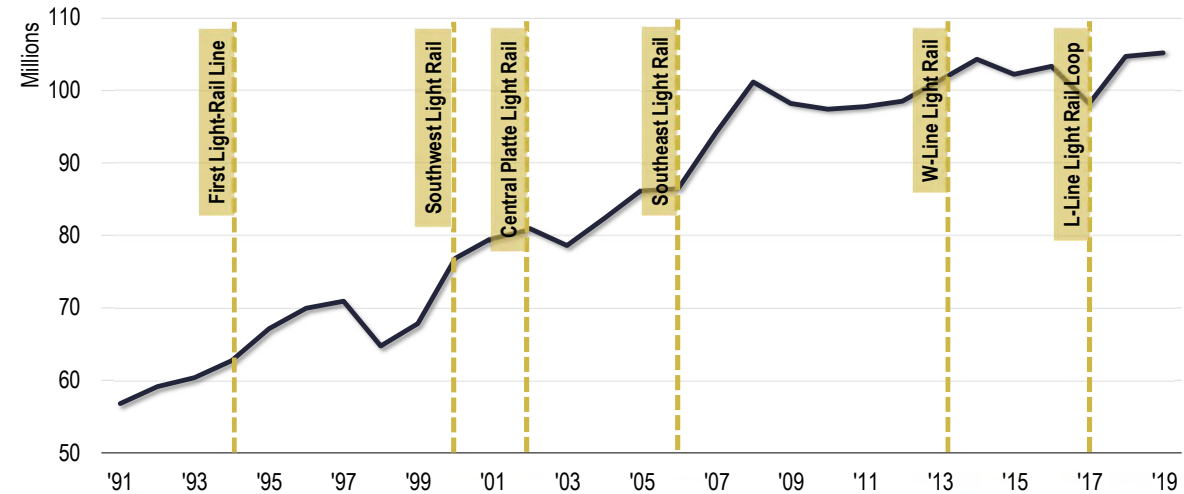
Source: Federal Transit Administration.



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# Denver

## Annual Unlinked Trips



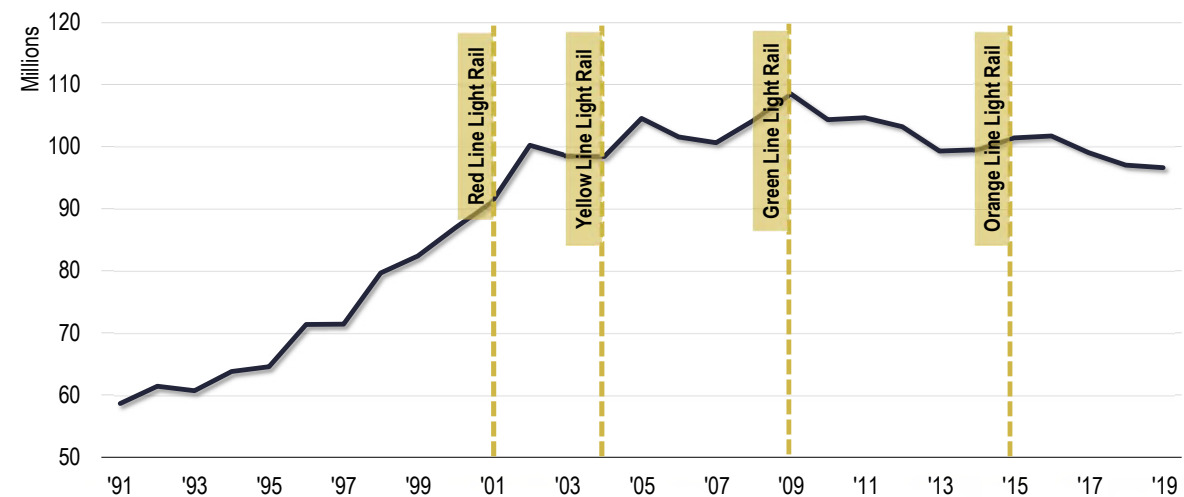
Source: Federal Transit Administration.



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# Portland

## Annual Unlinked Trips



Source: Federal Transit Administration. Note: Portland's first light rail system, the blue line, opened in 1986.



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## Los Angeles

### Annual Unlinked Trips



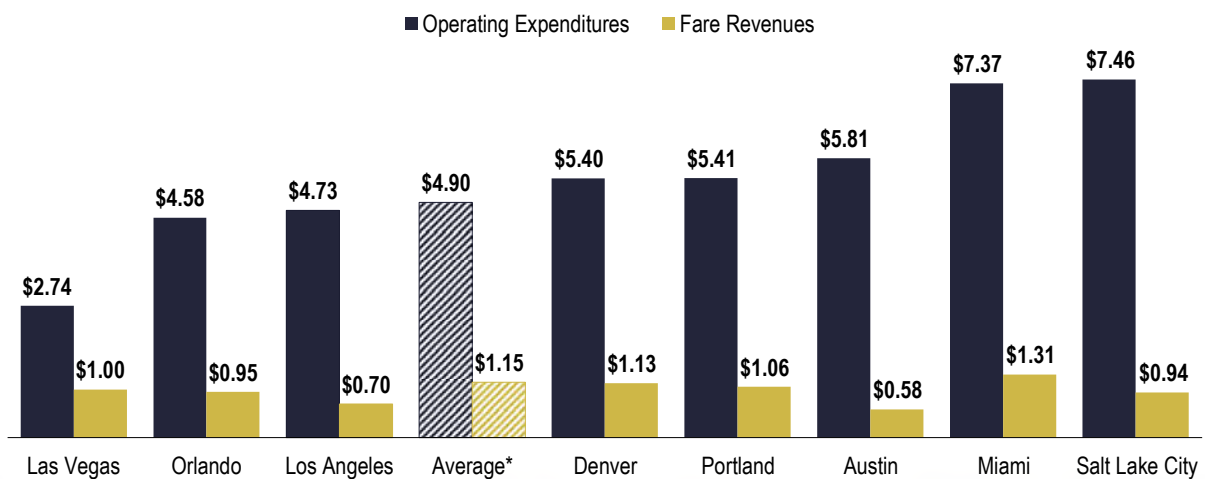
Source: Federal Transit Administration. Note: Light rail is part of the Los Angeles Metro Rail consisting of two subway and four light rail lines. The first part of the light rail opened in 1990.



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## Bus Cost-Revenue Per Trip

### By Peer Agency | 2019



Source: Federal Transit Administration; Applied Analysis. Note: Average only includes top 50 reporters. Trips are annual unlinked trips.

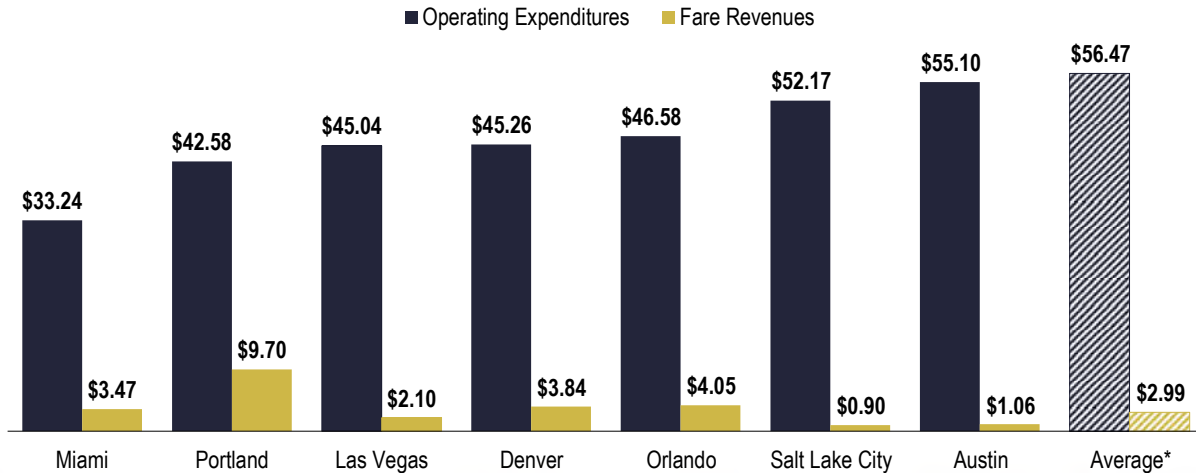


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## Paratransit Cost-Revenue Per Trip

By Peer Agency | 2019



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**FOLLOW UP TOPIC:**  
**PEER AGENCY COMPARISONS**  
**TRANSIT INVESTMENT (PRE-COVID)**  
*(STEVE HILL)*

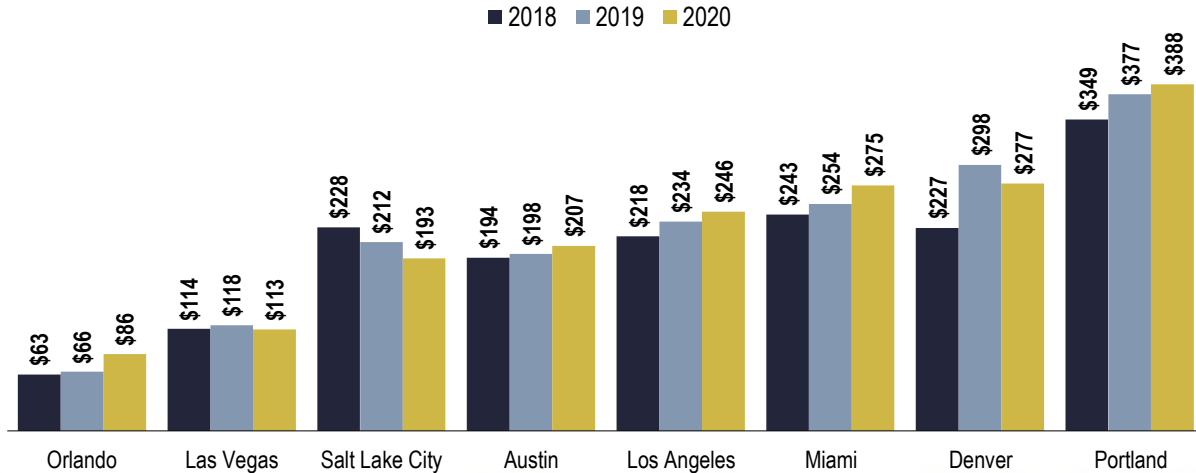


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## Per Capita Actual Investment In Transit Total Expenditures



Source: Federal Transit Administration; Applied Analysis. Note: Locations included large western metros most similarly positioned to RTC Southern Nevada. Florida locations were included because of the similarity of the tourism economy to Nevada. Population refers to service area population. [1] With exception of Orlando, FL.



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**FOLLOW UP TOPIC:**  
**ADVERTISING REVENUE**  
(KARLOS LASANE)

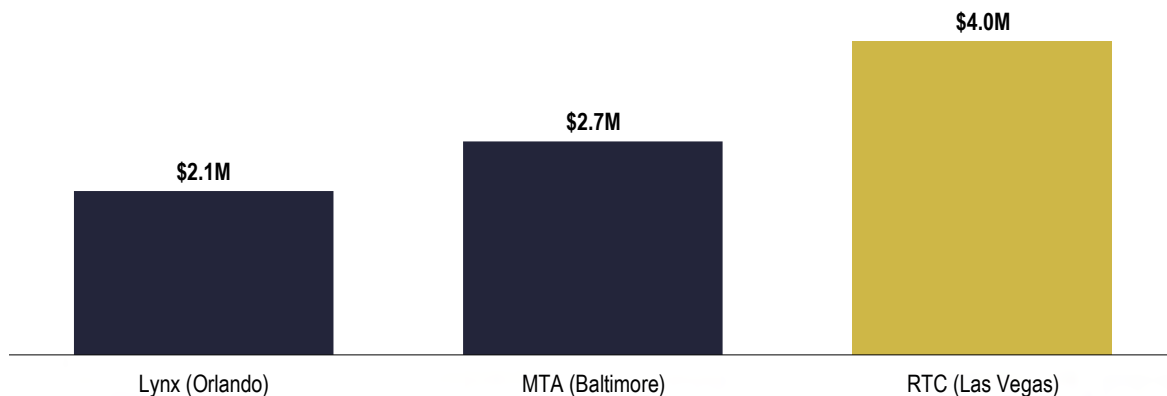


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# Transit Advertising Revenue

## Peer Agency Comparison | 2019

**1.5x – 1.9x** Greater Advertising Revenue Received by RTC in 2019



Source: RTC. Note: MTA = Maryland Transit Administration.



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### TRANSIT ADVERTISING FACTS

#### RTC Transit Advertising Program

The RTC has worked with Vector Media since 2014 to sell advertising space on its fleet of buses and at transit shelters. Within its contract, Vector provides a minimum annual guaranteed amount to the RTC or 55% of net revenue, whichever amount is greater.

As of March 30, 2022, Vector Media has paid the RTC a total of \$23,464,871.60 since 2014.

As of February 2022:

- 953 ads placed in a total of 1,982 spots on RTC vehicles (48% occupancy)
- 1,598 ads placed in a total of 4,620 shelter ad faces (35% occupancy)

At the onset of the COVID-19 pandemic, with businesses shutting down, laying off employees and pulling back on budgeted items like marketing and advertising, Vector Media suffered a drop in projected advertising revenue for the year. As a result, they requested relief from their minimum



annual guarantee. We contacted other transit agencies – some whose transit advertising services contractor was Vector Media and others that contracted with different vendors – and found that we were not in a unique situation.

The board-approved amendment in November 2020 waived Vector's quarterly MAG payments due April 1, 2020 through June 30, 2020, and July 1, 2020 through September 30, 2020.

The amended MAG is \$1.5 million or 60% of net revenue, whichever is greater, for contract year October 1, 2020 to September 30, 2021.

The amended MAG is \$1.75 million or 60% of net revenue, whichever is greater, for contract year October 1, 2021 to September 30, 2022.



### TRANSIT ADVERTISING FACTS

#### Original Contract Payment Structure

Contract Year	Minimum Annual Guarantee	OR	Share of Net Revenues
10/01/2013 to 9/30/2014	\$2,500,000	OR	55%
10/01/2014 to 9/30/2015	\$2,675,000	OR	55%
10/01/2015 to 9/30/2016	\$2,850,000	OR	55%
10/01/2016 to 9/30/2017	\$3,025,000	OR	55%
10/01/2017 to 9/30/2018	\$3,200,000	OR	55%
Options Years	Minimum Annual Guarantee	OR	Share of Net Revenues
10/01/2018 to 9/30/2019 (1st Option)	\$3,600,000	OR	55%
10/01/2019 to 9/30/2020 (1st Option)	\$3,750,000	OR	55%
10/01/2020 to 9/30/2021 (1st Option)	\$3,900,000	OR	55%
10/01/2021 to 9/30/2022 (2nd Option)	\$4,300,000	OR	55%
10/01/2022 to 9/30/2023 (2nd Option)	\$4,500,000	OR	55%



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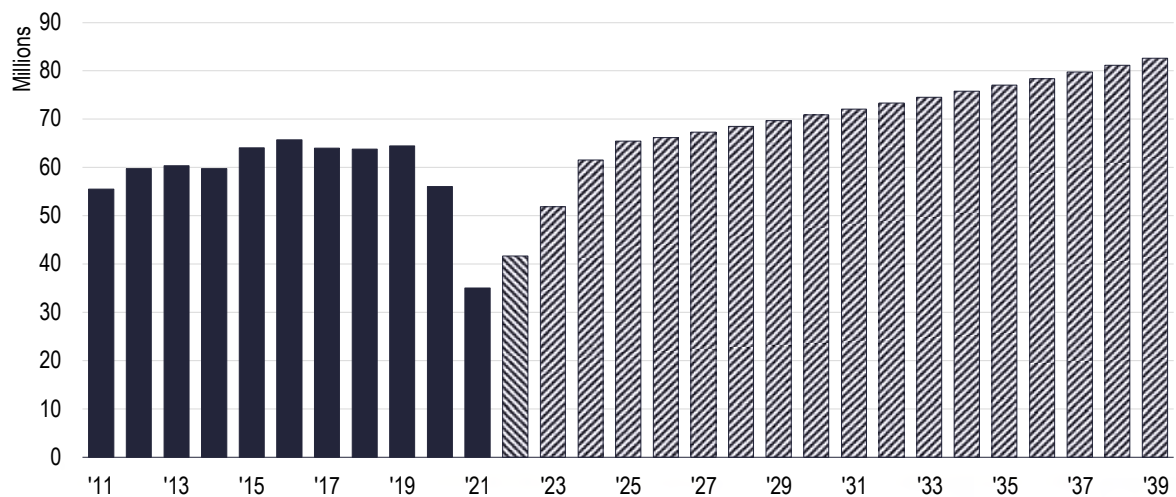
# FOLLOW UP TOPIC: FUTURE DEMAND (KEN EVANS)



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## Transit Ridership

Historical and Projected Demand | Fiscal Years



Source: RTC of Southern Nevada; Applied Analysis.



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# **FOLLOW UP TOPIC:**

## **DEFERRED CAPITAL OUTLAY**

(DAVID FROMMER)



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## **Extending Capital Replacement of Fixed-Route Buses**



RTC Buses Are in Operation For  
**12 Years** (500,000 Miles)



### **Considerations**

- Traffic
- Extreme Heat
- EPA Regulations
- Service Breakdowns



### **Maintenance Cost**

13-Year-Old Bus  
**\$0.93/Mile**

New Bus  
**\$0.07/Mile**

Note: New bus maintenance cost does not include fuel.



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## Extending Capital Replacement of Paratransit Buses



RTC Buses Are in Operation For  
**5 Years** (150,000 Miles)



### Considerations

- Traffic
- Extreme Heat
- EPA Regulations
- Service Breakdowns



### Maintenance Cost

6-Year-Old Bus  
**\$0.22/Mile**

New Bus  
**\$0.05/Mile**



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## Additional Annual Expense for Deferred Replacements

**\$16.3M**

Fixed-Route Buses

**\$1.9M**

Paratransit Buses

Source: RTC of Southern Nevada. Note: Estimates.



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# FOLLOW UP TOPIC: MEDICAID REVENUE RECOVERY



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## Medicaid Reimbursements

Pre-COVID - 2019

**\$45.04**

Paratransit  
Cost  
Per Trip

**\$21.42**

Medicaid  
Reimbursement  
Per Trip

Source: RTC of Southern Nevada



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# FOLLOW UP TOPIC: SOCIAL ISSUES AND SUBSIDIES (DR. TIFFANY TYLER-GARNER)



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## Mobility Services, Programs and Supplemental Services

Updated 4/19/22

The Regional Transportation Commission of Southern Nevada (RTC) prioritizes equity, accessibility and sustainability among its initiatives, projects and programs.

### EQUITY

- Reduced Fare passes, which is 50-percent off the regular fare, are available for veterans, youth ages 6-17, students, 60+, senior citizens over the age of 50, persons with disabilities, Medicare eligible persons, and mobility-impaired customers. College students who attended a Nevada System of Higher Education school are also able to receive an even deeper discount of 75% with the semester pass through the M-Pass program.
- Local nonprofits are eligible for our **Welder Pass** program that enables them to purchase transit passes at a 50-percent discount all year-round.
- Local nonprofits can also apply for free bus passes through the **Therapist Pass Grant Program**, which allows organizations to request up to \$1,500 in transit passes every 18 months.
- Additionally, employees who are a **Club Ride** partner may purchase discounted **62 Ride** transit passes for employees in bulk at a 10-percent discounted rate.

### ACCESSIBILITY

- During the pandemic, the RTC helped the community get back to work with its **Trip Assist** program, offering two complimentary, seven-day passes for those recently furloughed or returning to work. Recipients of these passes have taken more than 115,000 trips.
- Thanks to the **Helping Observe Properly for Everyone (HOPE)** grant, we are studying potential on-demand services for low-income populations currently underserved by traditional public transit. The goal is to improve access to jobs, healthy food, and community services, while improving transportation efficiency and access to essential services for valley residents who experience high barriers to meeting basic needs.
- The RTC has a **paratransit vehicle donation program** for local nonprofits to obtain retired vehicles, allowing them to use them for their own needs.
- Thanks to a federal grant and partnership with the City of Las Vegas, the RTC's **GoRide** project will deploy an autonomous circulator between downtown Las Vegas and the Las Vegas Medical Center to connect Southern Nevada's most vulnerable populations, including elderly residents and persons with disabilities, to key facilities and vital services like healthcare, education, and employment.

### SUSTAINABILITY

- This month, we launched the **Pink at the Pump** campaign, which encourages commuters to be seen by anyone who refuels their driving alone. Participants who sign up for the RTC Club Ride program can receive free carpool match reports, 30 days of free RTC bike share, or 14 days of free public transit service, including RTC On-Demand.
- In March 2021, the RTC published agency's **Zero Emissions Bus Rollout Plan**, which outlines the necessary steps to convert 100 percent of our fleet to zero-emission vehicles by 2035. If funding is available, the fleet conversion will yield numerous benefits for Southern Nevada, including emissions reductions, improved air quality, and decreased noise pollution, which is especially true for disadvantaged communities that are disproportionately exposed to harmful pollutants.

Beyond traditional bus service and paratransit service, the RTC helps subsidize supplemental transportation services with community partners.

#### RIDE ON-DEMAND

In 2018, the RTC launched the **Ride On-Demand** program with Lyft to offer passengers customers a same-day transportation option. Additionally, the RTC partnered with Tango Car to provide wheelchair accessible vehicles for clients.



#### COMMUNITY MOBILITY PROJECT

In an effort to increase transportation and mobility options for eligible seniors, persons with disabilities, and low-income residents, the RTC developed the **Community Mobility Project** as a reimbursement program to match eligible transportation expenses for non-profit organizations that provide transportation services. Examples of reimbursed non-profits include Caspary Health & Human Services, dignity needs, helping hands of Vegas Valley, Nevada HAND, and Opportunity Village.



#### SILVER RIDER

The RTC provides **Silver Rider**, which is rural transit service in Laughlin and Mesquite, through the Southern Nevada Transit Coalition.

#### VEHICLE DONATION PROGRAM

Local nonprofits can request to be added to a waitlist to receive a **donated transit vehicle** that has been retired from the fleet to use for their programs or services.



#### RTC CCSD RIDE ON

In October 2021, the RTC launched **Ride On** in partnership with the Clark County School District to provide transportation services to and from school for its area high schools, using the RTC transit system.



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**AGENDA ITEM #5**

# **LEGISLATIVE UPDATE**

## FROM RTC STAFF



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## FEDERAL PRIORITIES & GRANT OPPORTUNITIES



Equity



Safety



Climate



Modernization



## 2023 LEGISLATIVE SESSION TOPICS OF DISCUSSION

- ① TRAC Recommendation(s)
- ② RTC Board Recommendation(s)

### AGENDA ITEM #6

## **NDOT'S AWG**

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### ADVISORY WORKING GROUP UPDATE

# Funding Transportation & Infrastructure for the Next Generation

Nevada Sustainable Transportation Funding Study

April 28, 2022



Sondra Rosenberg, Deputy Director  
Nevada Department of Transportation

Nevada's growing population and broader inflation in construction costs are straining the existing system.

## Population Growth

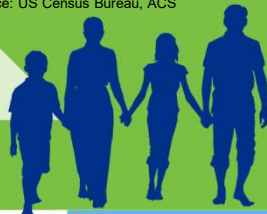
Source: US Census Bureau, ACS

**15%**

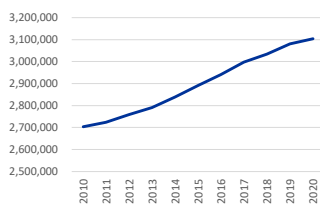
Nevada Population  
Increase, 2010 - 2020

**7%**

US Population  
Increase  
2010 - 2020



NV Population Growth  
2010 - 2020



## US Construction Costs



**15%**

Increase  
Jan. 2020 -  
Oct. 2021

Source: FRED Economic Data, 2021

## Vehicle Miles Traveled

U.S. Federal Highway  
Administration

**34%**

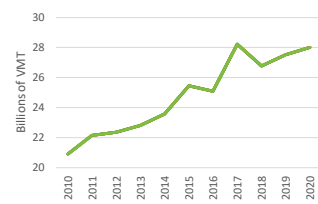
Statewide Increase  
2010 - 2020

**11%**

US Increase  
2010 - 2020

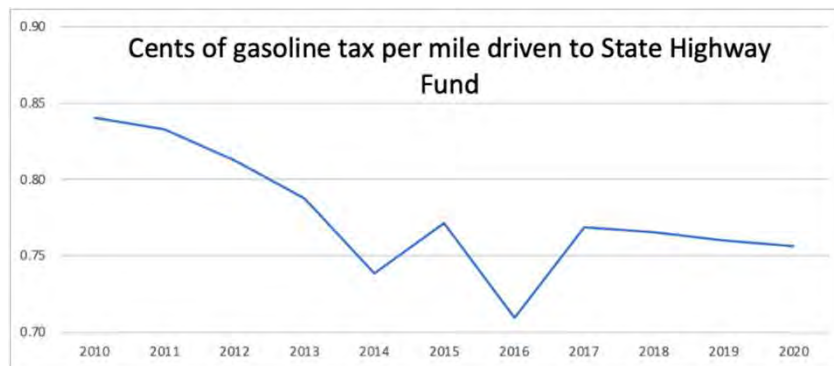


NV Vehicle Miles Traveled  
2010 - 2020



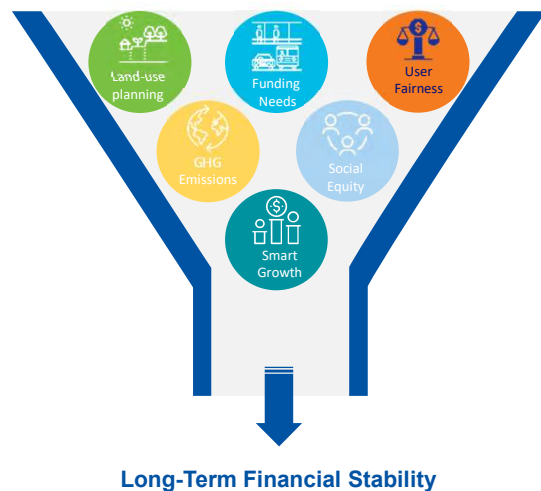
## The erosion in gas tax revenue will accelerate as more vehicles use less gasoline (or no gas at all).

A new generation of drivers, vehicles, technologies, and fuel sources has arrived. A next-generation funding method is needed to pay for the roads.



## Legislature directed NDOT to conduct an in-depth study of sustainable transportation funding.

- Assembly Bill 413 (2021) directs the Nevada DOT to convene an Advisory Working Group (AWG) to study transportation needs of the state and recommend sustainable funding options.
- The momentum behind this AWG traces to SCR3 from 2019, which directed a study on transportation funding and electric vehicles.





## Legislative study:

- An examination of the financial sustainability of the **State Highway Fund** must be undertaken and the recommendations must be included in the final report due to the Legislature by December 31, 2022. This must include an assessment of at least **two alternative transportation funding approaches** that have been identified.
- **Consistent with AB 413**, new approaches to **multimodal** transportation funding **for all users** must take into account the need to improve **social equity, user equity**, and reduce **GHG emissions**. Finally, the role that **land use and smart growth** strategies can play must be considered.

## The Sustainable Transportation Funding Study is in the final stretch

The Advisory Working Group last met on April 12 to further narrow the list of potential sustainable transportation revenue sources. At the June meeting, they will decide which of the final five options to recommend.



## Five remaining revenue options for analysis and consideration

### Longer-term sustainable statewide revenue sources

- Distance-based charge for light-duty vehicles (RUC)
- Increase value-based rate of governmental services tax (GST) *f*

### Near-term statewide revenue sources

- Increase rate of flat per-gallon gas and diesel excise tax
- Increase the basic vehicle license fee
- Add inflation index to flat per-gallon excise tax rate

### Better suited as local revenue sources

- Street utility fee *f*
- Cordon charge in urbanized areas
- Ride-share surcharges + *f*
- Land use impact fees +

### No longer under consideration

- Parcel delivery fee + *f*
- Add a tax on tires *f*
- Add fee based on vehicle engine type
- Land use impact fees
- Carbon tax + *f*
- Add fee based on vehicle weight
- Add fee based on vehicle fuel economy rating
- Add fee based on vehicle age

- Weight-distance-based charged for medium- and heavy-duty vehicles
- Taxes on electricity consumed by electric vehicles *f*
- Add a tax on EV batteries *f*
- Payroll tax *f*
- Value added tax on goods movement *f*
- General fund transfers *f*
- Income tax *f*

#### Key:

● ● ● ● = Guiding Principles composite rating. + possible policy recommendations forthcoming *f* = flexible transportation funding

## Conclusions

- ❖ By December 2022, the AWG will recommend to the Legislature *how* statewide transportation revenue should be raised in the future. At minimum, these revenue mechanisms must be capable of covering for expected declines in the state's gas tax revenue.
- ❖ In addition, the AWG recognizes that unfunded needs currently exist. The AWG may recommend *near-term transportation revenue mechanisms* to address the growing backlog of unfunded programs and projects.
- ❖ More specific details, including which revenue sources to implement, specific tax or fee rates, timing of new revenue and expenditures, appropriation levels for various programs and projects, and more – will be up to the Legislature to decide.

More information:



[www.NVTransportationFuture.org](http://www.NVTransportationFuture.org)    [info@NVTransportationFuture.org](mailto:info@NVTransportationFuture.org)

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**AGENDA ITEM #7**

# **DISCUSS FUNDING**

## **SOLUTIONS FOR THE RTC'S BASELINE TRANSIT SYSTEM**



## MAIN OBJECTIVES



SOLVE FOR  
BASELINE TRANSIT  
SYSTEM FUNDING



LOOK AT  
FUTURE MOBILITY  
PROJECTS



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## MAIN OBJECTIVES



SOLVE FOR  
BASELINE TRANSIT  
SYSTEM FUNDING



LOOK AT  
FUTURE MOBILITY  
PROJECTS



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## **BASELINE FUNDING**

Cost associated with maintaining consistent service levels and complying with federal requirements on a going forward basis.

This does not include enhancements to the existing transit system. This only preserves what we are currently providing or required to provide.



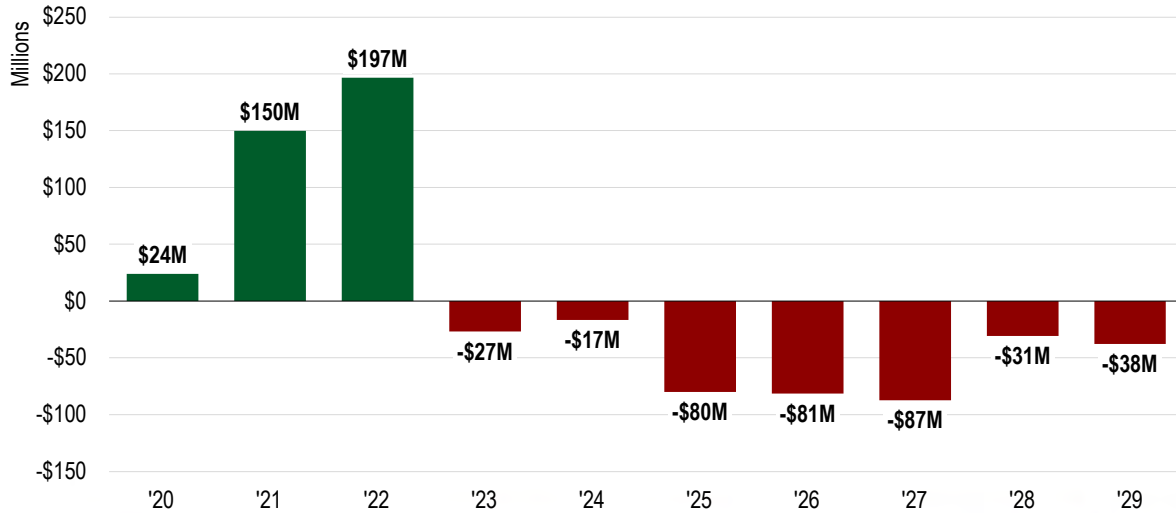
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## **DEFINING THE FISCAL CLIFF**



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## Transit Projected Budget Surplus/Deficit

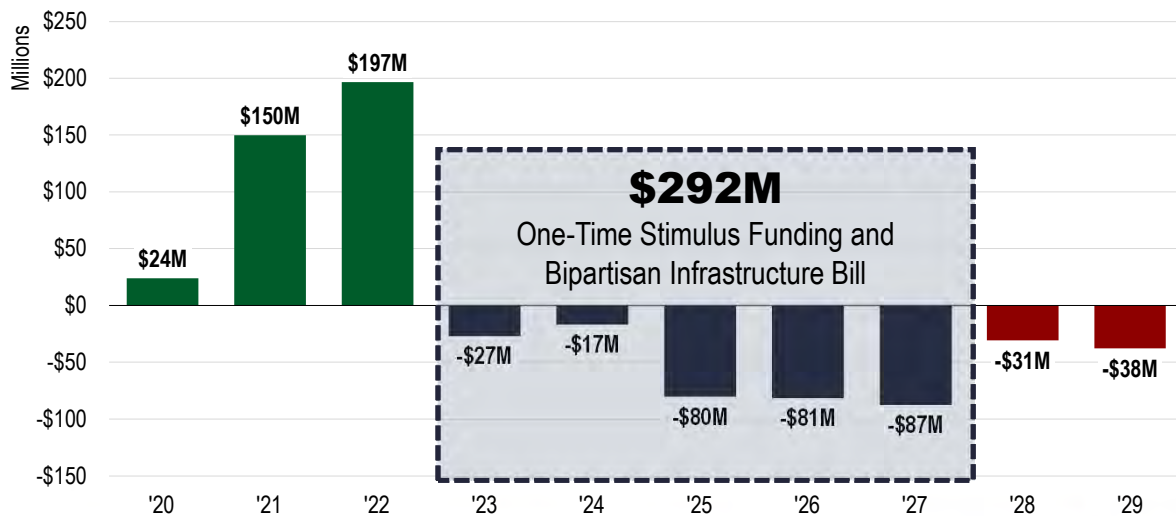


Source: RTC of Southern Nevada. Note: Based on current projections effective January 2022 and subject to change due to sales tax, federal grants and capital expenditures



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## Transit Projected Budget Surplus/Deficit

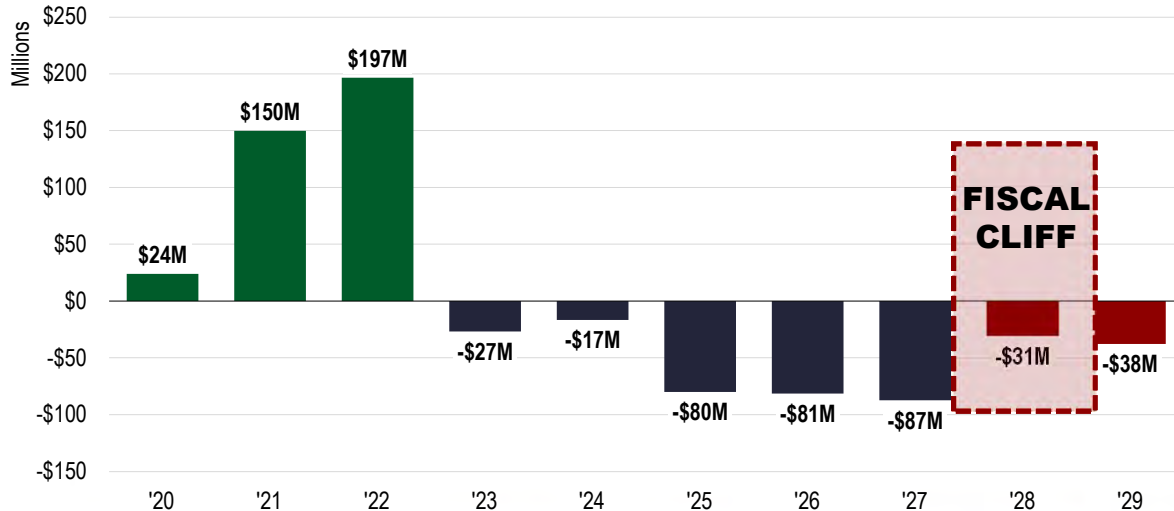


Source: RTC of Southern Nevada. Note: Based on current projections effective January 2022 and subject to change due to sales tax, federal grants and capital expenditures



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## Transit Projected Budget Surplus/Deficit



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



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## Budget Reductions

REDUCTIONS WOULD  
START AS EARLY AS  
**2024**

### +\$69 Million in Reductions

- Cutting Management/Staff Pay
- Cutting Contracted Services up to 15%
- Implementing a Hiring Freeze
- Laying Off or Furloughing up to 15% of Workforce
- Significantly Cutting or Reducing Mobility Service, such as:
  - Transit Routes
  - Senior and Veterans' Services
  - Paratransit Service Area
  - On-Demand Service
  - Game Day Services
- Deferring Capital Projects

Source: RTC of Southern Nevada. Note: Budget reduction estimates are through 2029. Capital projects include bus and land purchases.



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# PRINCIPLES OF EFFECTIVE TAX SYSTEMS



PRINCIPLE			
1	<b>Revenue Stability</b> (Is it volatile?)	10	<b>Simplicity</b> (Is it easy to understand?)
2	<b>Vertical Equity</b> (Does everyone pay equally?)	11	<b>Horizontal Equity</b> (Do higher earners pay more?)
3	<b>Ease of Compliance</b> (Is it easy to comply with the tax?)	12	<b>Ease of Administration</b> (Are the rules known and simple?)
4	<b>Transparency</b> (Do taxpayers know it exists?)	13	<b>Revenue Sufficiency</b> (Will it address revenue needs?)
5	<b>Nexus</b> (Does it intersect with transit?)	14	<b>Uniformity</b> (Is the tax application uniform?)
6	<b>Competitiveness</b> (Are competitive imbalances created?)	15	<b>Neutrality</b> (Is it preferential to a specific group?)
7	<b>Exportability</b> (Will it apply to visitors?)	16	<b>Integration</b> (Is there overlap with existing taxes?)
8	<b>Flexibility</b> (Will it adapt to future changes?)	17	<b>Legality</b> (Is it constitutionally allowed?)
9	<b>Predictability</b> (Is it easy to determine likely revenue collections and timing?)		

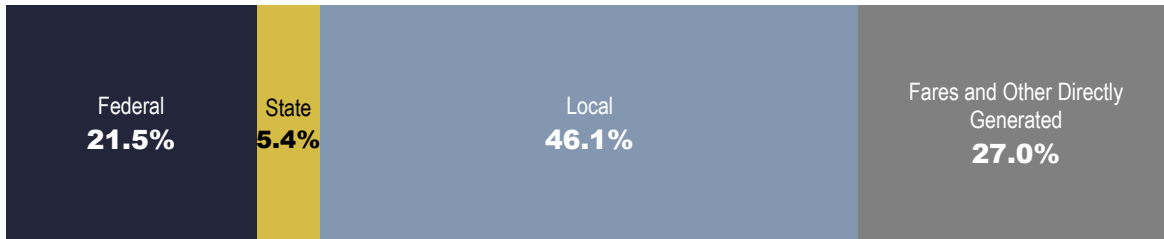
# PRINCIPLES OF EFFECTIVE TAX SYSTEMS



PRINCIPLE			
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## National Share of Transit Funding by Type

All Organizational Types



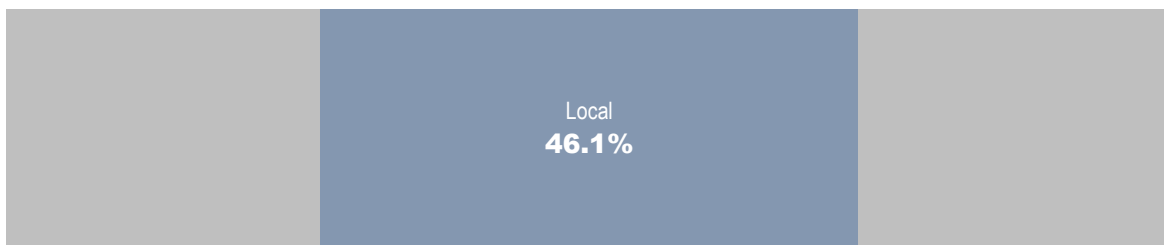
Source: Federal Transit Administration. Note: Local includes taxes and fees levied directly by transit agencies.



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## National Share of Transit Funding by Type

All Organizational Types



- General Fund
- Sales Tax
- Property Tax
- Income Tax
- Fuel Tax
- Other Tax (Payroll, Utility, etc.)
- Tolls
- Other Funds (Registration Fees, Vehicle Licensing, etc.)

Source: Federal Transit Administration. Note: Local includes taxes and fees levied directly by transit agencies.

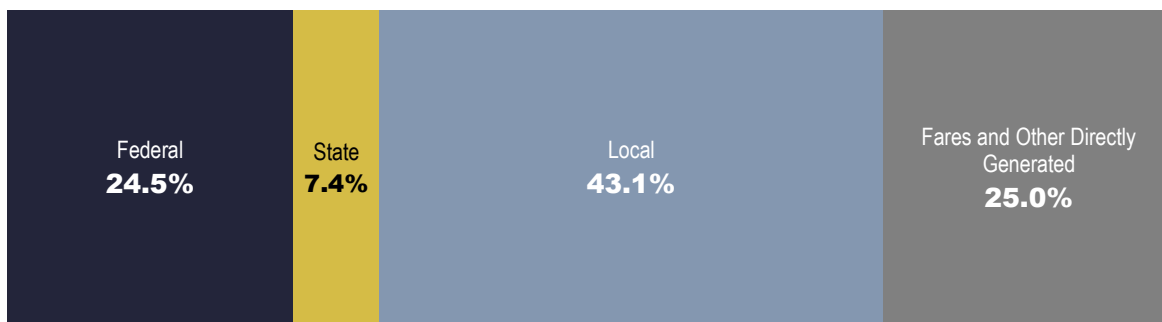


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## Nevada Share of Transit Funding by Type

### All Organizational Types



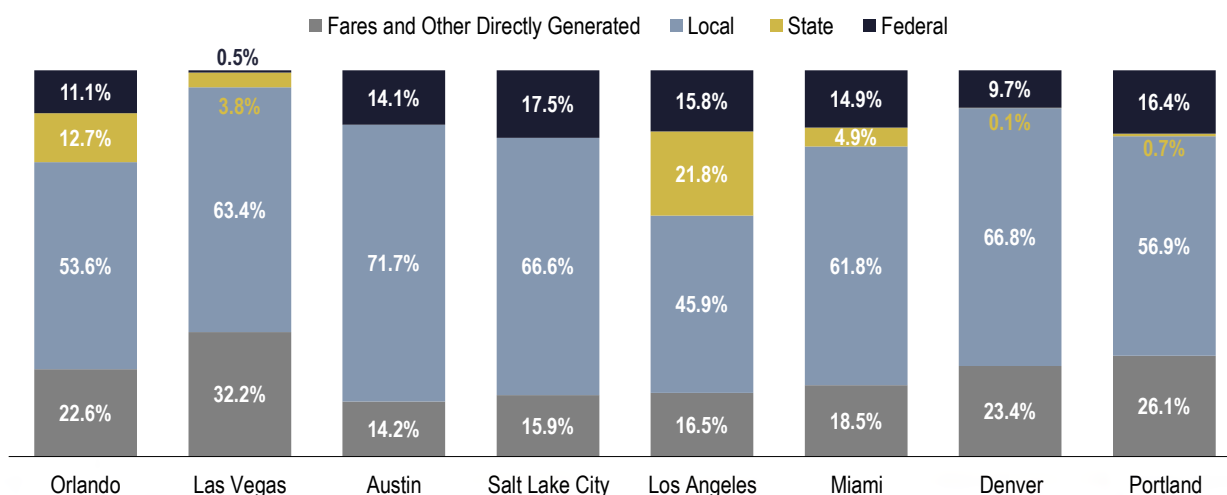
Source: Federal Transit Administration. Note: Local includes taxes and fees levied directly by transit agencies.



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## Operating Funds

### By Source | 2019



Source: Federal Transit Administration; Applied Analysis. Note: Locations included large western metros most similarly positioned to RTC Southern Nevada. Florida locations were included because of the similarity of the tourism economy to Nevada.



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## Discussion | Alternative Revenue Suggestions



### Taxes Considered, but Not Pursued



## Industry Specific Tax Example



**Tax or Fee Description**  
**Tourist-Related Taxes :**  
 Either an increase in an existing tax  
 or the creation of a new tax  
 specifically targeting tourists and the  
 tourism industry.



**Live Entertainment  
Tax (LET)**



**Gross Gaming Tax**



**Room Tax**

Note: For discussion purposes only.



## Options to Increase Baseline Funding

Potential Fees or Taxes for Consideration			
	<b>Alternative Conveyance Fee</b> (Uber, Lyft, Private Conveyance)		<b>Broadened Sales Tax Base</b> (Services Tax)
	<b>Delivery Fee</b> (Grocery, Food and Parcel Delivery)		<b>Vehicle Surcharge Fee</b> (Registration Fees, Vehicle Type)
	<b>Increased Transit Fees</b> (Residential)		<b>Road Usage Fee</b>
	<b>Increased Transit Fees</b> (Resort Corridor)		<b>Congestion Charge</b> (Ride Share, Taxi, All Drivers)
	<b>Sales Tax Increase</b>		<b>Other Options?</b>




## Options to Increase Baseline Funding

Option Requires Legislative Action

Potential Fees or Taxes for Consideration			
	<b>Alternative Conveyance Fee</b> (Uber, Lyft, Private Conveyance) ✓		<b>Broadened Sales Tax Base</b> (Services Tax) ✓
	<b>Delivery Fee</b> (Grocery, Food and Parcel Delivery) ✓		<b>Vehicle Surcharge Fee</b> (Registration Fees, Vehicle Type) ✓
	<b>Increased Transit Fees</b> (Residential)		<b>Road Usage Fee</b> ✓
	<b>Increased Transit Fees</b> (Resort Corridor)		<b>Congestion Charge</b> (Ride Share, Taxi, All Drivers) ✓
	<b>Sales Tax Increase</b> ✓		<b>Other Options?</b>






## 2/3 Majority Required

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



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



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## Alternative Conveyance Fees



### Tax or Fee Description:

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

# 39.4M

2019 BASE (TOTAL RIDES)

# \$0.50/Ride

POTENTIAL IMPOSED FEE

# \$19.7M

REVENUE POTENTIAL (CLARK COUNTY)

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



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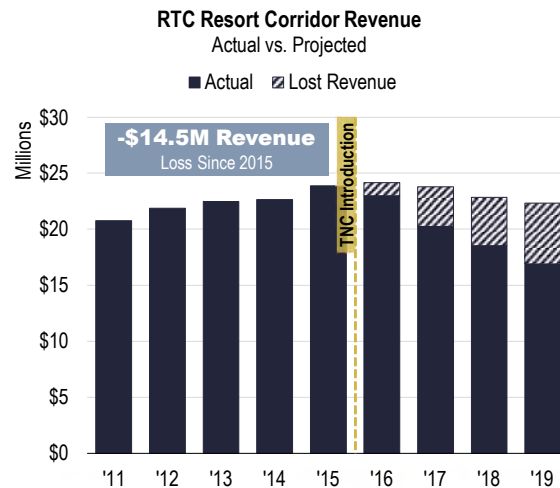
**RTC Resort Corridor Ridership**  
Actual vs. Projected

Legend: ■ Actual, ▨ Lost Ridership

**-9.4M Ridership**  
Loss Since 2015

**TNC Introduction**

Year	Actual Ridership (Millions)	Lost Ridership (Millions)	Total Ridership (Millions)
'11	13.2	0.0	13.2
'12	14.2	0.0	14.2
'13	14.2	0.0	14.2
'14	14.0	0.0	14.0
'15	14.5	0.0	14.5
'16	14.5	0.5	15.0
'17	12.8	2.5	15.3
'18	12.0	3.0	15.0
'19	11.2	3.8	15.0



Source: Applied Analysis. Note: TNCs began unregulated operations in Nevada in October 2014 but shut down a month later after a court injunction on behalf of the state. The legislature passed laws in the 2015 session allowing TNC operations in the state, and TNCs began regular operations in the second half of 2015. Projected values based on the historic ratio of Strip route ridership to Las Vegas visitor volume if TNCs had not been introduced.

A map of the United States with states shaded in light gray. States imposing TNC taxes are shaded in dark gray/black: California, Nevada, Wyoming, North Dakota, West Virginia, New York, New Jersey, Connecticut, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Alabama, and Mississippi. Cities imposing TNC taxes are marked with yellow pins: San Francisco, Los Angeles, Portland, Seattle, Denver, Minneapolis, Chicago, New York City, New Jersey, Connecticut, Delaware, Maryland, and Atlanta.


● Cities Imposing TNC Tax  
■ States Imposing TNC Tax

TYPES OF TNC FEES	
Type	Value Range
Per Trip (\$)	\$0.10 - \$6.25
Revenue (%)	0.33% - 3.25%
Sales Tax (%)	State Specific

**There is WIDE VARIATION in the types of TNC fees imposed**

Note: Data compiled from various sources

## Delivery Fees



**Tax or Fee Description:**  
A fee imposed on deliveries, including parcel delivery (UPS), grocery delivery (Instacart) and food delivery (Grubhub). Fee may be applied on a per delivery basis or as a share of total revenue.

**107.9M**

2019 BASE (TOTAL DELIVERIES)

**\$0.30/Delivery**

POTENTIAL IMPOSED FEE

**\$32.4M**


REVENUE POTENTIAL (CLARK COUNTY)\*

Source: Applied Analysis. Note: Taxable base for Clark County. \*Estimates are preliminary and based on national totals. Given the changing nature of the delivery environment, these estimates are subject to change as newer or more specific data become available. For discussion purposes only.



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## Increased Transit Fees | Residential



**Tax or Fee Description:**  
An increase on the current user fees charged to transit riders of RTC Southern Nevada services on residential routes.

**10.5M**

2019 BASE (TOTAL PASSES SOLD)

**15%-25%**

FEE INCREASE

**\$3.8-\$6.0M**

REVENUE POTENTIAL

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



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## Increased Transit Fees | Resort Corridor



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

**1.7M**

2019 BASE (TOTAL PASSES SOLD)

**12%-25%**

FEE INCREASE

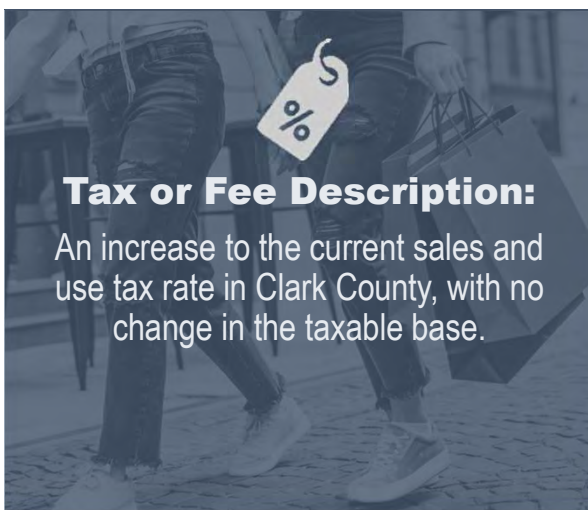
**\$1.1-\$1.7M**

REVENUE POTENTIAL



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## Sales Tax Increase



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

**\$45.9B**

2019 BASE (RETAIL SALES)

**8.375%**

CURRENT TAX RATE

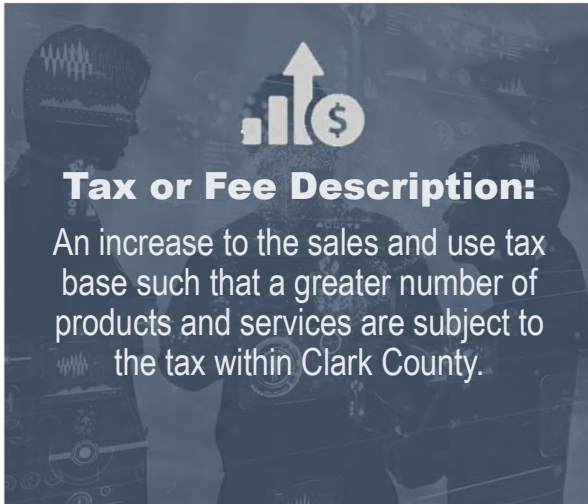
**\$57.4M**

REVENUE POTENTIAL  
(CLARK COUNTY 0.125% INCREASE)



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## Broadened Sales Tax Base



### Tax or Fee Description:

An increase to the sales and use tax base such that a greater number of products and services are subject to the tax within Clark County.

# \$45.9B

2019 TAXABLE BASE (RETAIL SALES)

# \$5.0B

TAXABLE BASE INCREASE (0.25% TAX)

# \$12.5M

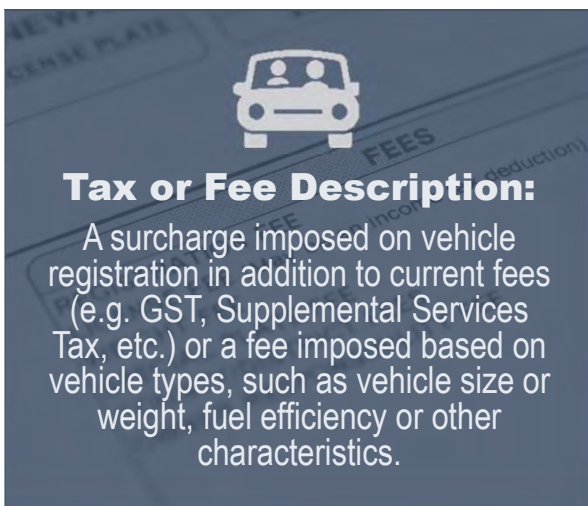
REVENUE POTENTIAL (CLARK COUNTY)\*

Source: Nevada Department of Taxation; Applied Analysis. Note: Taxable base for Clark County. Assumes that the taxable base increase will be taxed at a different rate from the current sales tax rate. \*Total revenue potential, does not account for distribution to various entities. For discussion purposes only.



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## Vehicle Surcharge



### Tax or Fee Description:

A surcharge imposed on vehicle registration in addition to current fees (e.g. GST, Supplemental Services Tax, etc.) or a fee imposed based on vehicle types, such as vehicle size or weight, fuel efficiency or other characteristics.

# 2.5M

2019 BASE (VEHICLE REGISTRATIONS)

# \$2.00/Vehicle

POTENTIAL IMPOSED FEE

# \$5.1M

REVENUE POTENTIAL (NEVADA)

Source: U.S. Department of Transportation Federal Highway Administration. Note: Nevada total motor vehicle registrations for 2019 includes private and commercial motor vehicles (including taxicabs) and publicly owned vehicles. For discussion purposes only.



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## Road Usage Fee



Source: U.S. Department of Transportation Federal Highway Administration. Note: Nevada 2019 annual vehicle miles traveled in both rural and urban areas. For discussion purposes only.



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**28.8B**

2019 BASE (VEHICLE MILES TRAVELED)

**\$0.01/Mile**

POTENTIAL IMPOSED FEE

**\$287.9M**

REVENUE POTENTIAL (NEVADA)

## Congestion Charge



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



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**19.5M**

2019 BASE (RIDESHARE STRIP TRIPS)

**\$0.50/Ride**

POTENTIAL IMPOSED FEE

**\$9.8M**

REVENUE POTENTIAL (CLARK COUNTY)

## Discussion | Potential Revenue Options

Potential Fees or Taxes for Consideration			
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## Discussion | Potential Revenue Options

Potential Fees or Taxes for Consideration			
	<b>Alternative Conveyance Fee</b> (Uber, Lyft, Private Conveyance)		<b>Broadened Sales Tax Base</b> (Services Tax)
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**AGENDA ITEM #8**

# **TOPICS OF INTEREST**

## AND CLOSING REMARKS



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**AGENDA ITEM #9**

# **FINAL CITIZENS**

## PARTICIPATION



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TRANSPORTATION RESOURCE ADVISORY COMMITTEE & COMMUNITY COLLABORATION