



**LET'S GO**  
TRANSPORTATION RESOURCE ADVISORY  
COMMITTEE AND COMMUNITY COLLABORATION

WE'RE GOING PLACES. LET'S GO TOGETHER

## AGENDA ITEMS

- 01 Citizens Participation**  
Conduct a Comment Period For Citizens Participation
- 02 Approve the Minutes**  
Approval of Minutes Meeting of November 21, 2024  
*(For Possible Action)*
- 03 TRAC Resolution**  
Review, Discuss and Potentially Vote on Revised Recommended Strategic Actions From the RTC  
*(For Possible Action)*
- 04 Next Steps**  
Conduct a Discussion on Next Steps for TRAC
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## RECOMMENDED STRATEGIC ACTIONS

Resolution of the Transportation Resource Advisory Committee (TRAC) to Reassess Strategic Actions for Strengthening Southern Nevada's Transportation Infrastructure and Transit System  
November 21, 2024

**Whereas** southern Nevada is experiencing ongoing growth, both in population and economic activity, intensifying demands on its transportation network and transit systems. With a projected population nearing 3 million by 2050, the Regional Transportation Commission of Southern Nevada (RTC) must establish a comprehensive, resilient infrastructure that ensures equitable access, environmental sustainability and economic competitiveness;

**Whereas**, the current transportation funding structure, heavily reliant on fuel taxes for roadway construction and maintenance, as well as sales tax for transit services, have proven insufficient to address the current and increasing needs of our community. Without sustainable funding, roadway construction and maintenance activities will be significantly reduced while the RTC faces potential transit service reductions due to budget limitations;

**Whereas** ensuring the safety of all users of the transportation network—pedestrians, bicyclists and motorists—is critical to building a sustainable and inclusive system, investments in a multi-modal approach, including initiatives such as complete streets, pedestrian and bicycle-friendly infrastructure, and new transit security measures, are essential for fostering safe, efficient and integrated mobility options across southern Nevada;

**Whereas** a need exists for equitable roadway funding contributions from all vehicle types, including electric vehicles and hybrids, which compute for road usage but not proportionally to maintenance and construction costs, TRAC acknowledges that implementing a road usage parity fee system for electric and hybrid vehicles would enhance fiscal sustainability and equity in infrastructure funding;

**Whereas**, establishing and maintaining stable adequate and predictable revenue streams for transportation is essential to meet current needs and ensure foundational mobility for Nevada's residents. Without a baseline revenue solution, RTC's ability to sustain economic vitality, recommends the following actions:

**1. Extension of Fuel Revenue Indexing (FRI)**

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## RECOMMENDED STRATEGIC ACTIONS

### 1. EXTENSION OF FUEL REVENUE INDEXING (FRI)

TRAC endorses RTC's pursuit of a legislative extension of Fuel Revenue Indexing (FRI) during the 2025 session. Recognizing that FRI is not a sustainable long-term solution for roadway funding, TRAC does not oppose the inclusion of a sunset provision during a period in which state and local policymakers actively work together to develop and implement more equitable and modern funding framework. This framework should address the clear and growing disconnect between how roadway funds are generated and how roadways are used, particularly in the context of evolving vehicle technologies and travel behaviors. That said, an immediate extension of FRI is critical to address the mounting shortfall in unfunded roadway construction and maintenance needs. Securing this extension will provide near-term fiscal stability, enabling RTC to strategically address other pressing transportation funding needs, such as public transit.

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## RECOMMENDED STRATEGIC ACTIONS

### 2. SUPPORT FOR EQUITABLE ELECTRIC, HYBRID, AND ALTERNATIVE POWER VEHICLE FEES

TRAC supports the Nevada Department of Transportation's (NDOT) efforts to establish a parity fee system ensuring electric and hybrid vehicles contribute fairly to roadway upkeep. Recognizing that other alternative fuels and power sources, both existing and emerging, may similarly impact infrastructure funding, TRAC encourages state and local policymakers to incorporate flexibility for future technologies as its funding parity framework continues to evolve. TRAC recommends a collaborative approach with NDOT to implement this parity framework during the 2025 legislative session and beyond.

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## RECOMMENDED STRATEGIC ACTIONS

### 3. IMPROVE COORDINATION AND COMMUNICATION FOR ROADWAY CONSTRUCTION

At any given time, hundreds of active work zones and lane restrictions may result from roadway projects, utility work, and private development within public rights-of-way. While TRAC recognizes the importance of these investments in maintaining and enhancing transportation infrastructure, the simultaneous management of multiple work zones can significantly disrupt residents and businesses. TRAC recommends that RTC strengthen coordination with local entities and utilities to optimize roadway construction schedules. Additionally, RTC should enhance real-time traffic and transit alerts, provide weekly construction and event updates and ensure comprehensive access to longer-term project information through the Seeing Orange website and other communication channels.

## RECOMMENDED STRATEGIC ACTIONS

### 4. DEVELOPMENT OF TRANSPORTATION-LINKED REVENUE SOURCES FOR PUBLIC TRANSIT

Recognizing that stable, predictable and equitable transit funding is essential to regional mobility, TRAC supports the RTC's development of additional revenue sources with a direct nexus to transportation infrastructure and transit services. Such funding mechanisms should ensure that activities contributing to roadway use and maintenance are appropriately aligned with their use of public rights of way and impact. This revenue structure should, where possible, provide critical support for public transit, addressing current budget shortfalls and enabling the future development of transit networks. TRAC further recommends that the RTC explore sustainable and innovative funding options and present a comprehensive revenue model to the Legislature, incorporating best practices from other states where applicable.

## RECOMMENDED STRATEGIC ACTIONS

### 5. SEPARATION OF BASELINE AND ASPIRATIONAL FUNDING NEEDS

TRAC underscores the importance of distinguishing between funding required to sustain current transit operations and funding needed to pursue future mobility improvement projects. Maintaining this separation ensures that baseline funding sources focus on preserving existing service levels, while aspirational initiatives remain dedicated to expanding mobility options and addressing emerging transportation needs. Assuming baseline funding needs are met, this approach prevents future initiatives from being encumbered by operational deficits, allowing for a more targeted and transparent allocation of resources. Clear delineation also supports more effective communication with stakeholders and the public, reinforcing confidence in the strategic use of transportation funds.

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## Upcoming Events

- **Legislative Bus Tour**
- **Transportation Day**




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## TRAC Reconvening

- Post Legislative Session
- Topics:
  - Legislative Session Recap
  - Aspirational Projects




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# THANK YOU




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