



WHO WE ARE

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC)

The Regional Transportation Commission of Southern Nevada (RTC) is a regional entity that oversees public transportation, traffic management, transportation planning and funding for Southern Nevada. We are essentially the transit agency and the metropolitan planning organization under one umbrella.

RTC AREAS OF EXPERTISE

Transit Authority

Overseeing contracts for Public Mass Transit, ADA Paratransit, and Club Ride.

The Regional Transportation Commission of Southern Nevada (RTC) transit fleet consists of 40 routes. In 2014, RTC Transit carried nearly 61.7 million passengers in the greater Las Vegas Valley. RTC Transit consists of 31 general market routes, The Deuce, Strip & Downtown Express, Centennial Express, Westcliff Airport Express, Boulder Highway Express, Henderson & Downtown Express, and the Sahara Express.

The RTC's Club Ride Commuters Services is a free program that helps commuters in the Las Vegas Valley find cheaper and easier ways to get to work. Club Ride shows you the alternatives to driving solo to the office, including carpools, public transportation, biking, and more.

Traffic Management Systems (FAST)

Controlling Ramp meters, Timing and coordinating of signals, Dynamic message signs, and Traffic Camera.

FAST (the Freeway & Arterial System of Transportation) is a transportation management quasi-agency providing traffic signal coordination services to the four local entities in the Las Vegas Valley, plus Operation and Maintenance services to the Nevada DOT for its freeway ITS.

Transportation Planning Agency (MPO)

Planning and coordinating Streets and Highways.

Designated under federal law as the Metropolitan Planning Organization (MPO), the RTC is responsible for overseeing the transportation planning process for Southern Nevada. In addition, the RTC directs funding generated from various local, state, and federal funds for transportation purposes.

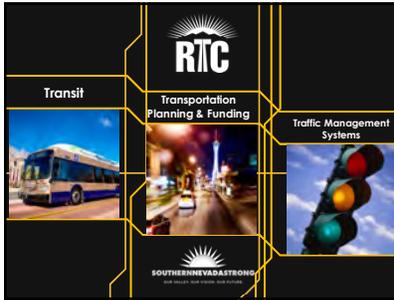


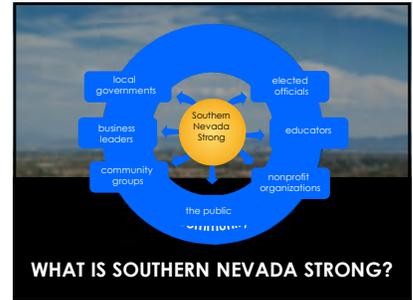
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RTC 101 Presentation





THE RTC CAN BOND APPROXIMATELY
\$700-\$800 MILLION
TO BUILD
**223 ROADWAY
TRANSPORTATION
PROJECTS**

PROGRESS REPORT THROUGH SEPTEMBER 30, 2016

CONTRACTS AWARDED 161	LOCAL SMALL BUSINESSES 76
AMOUNT AWARDED \$401M	JOBS CREATED 5,179

10-YEAR EXTENSION

RAISE UP TO **3 BILLION**

TO FUND NEARLY
HALF OF SOUTHERN NEVADA'S
UNFUNDED PROJECTS

AND COST MOTORISTS
UP TO A QUARTER A DAY

COORDINATION & ACCOUNTABILITY



SEEING ORANGE CAMPAIGN
SEEINGORANGENV.COM OR 702-928-CONE (2663)

TRANSPORTATION
RESOURCE ADVISORY
COMMITTEE &
COMMUNITY
COLLABORATION

TRAC

FREIGHT
RAIL



NEVADA
CENTER FOR
ADVANCED
MOBILITY



RTC

Additional RTC Fact Sheets



RTC TRANSIT

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC) TRANSIT SYSTEM

The RTC's vision is to provide a safe, accessible, and efficient regional transportation network that enhances the quality of life for Southern Nevada's residents and visitors. Transit is an important component of this vision, as it helps to reduce traffic congestion.

ABOUT THE SERVICE

- The RTC currently has **38 transit routes**, nearly **400 fixed-route transit buses** and **3,217 bus stops**.
- The RTC has many **Frequent Service Routes** that **run every 15 minutes** or better on weekday afternoons and every 20 minutes or better during other daytime hours, everyday: Route 109 - Maryland Pkwy; Route 113 - Las Vegas Boulevard North; Route 201 - Tropicana, east of Rainbow; Route 202 - Flamingo, east of Rainbow; Route 206 - Charleston; Deuce on the Strip; Strip & Downtown Express (SDX); Sahara Express (SX) and Boulder Highway Express (BHX).
- The RTC owns and operates **five transit centers** and **three park and ride** lots.
- To improve transit service for residential commuters, the RTC operates **three express routes** and **four bus rapid transit (BRT) routes**: Centennial Express (CX), Westcliff Airport Express (WAX), Downtown & Veterans Medical Center Express (DVX), Henderson & Downtown Express (HDX), Strip & Downtown Express (SDX), Sahara Express (SX) and Boulder Highway Express (BHX).
- The most popular transit route in Las Vegas is the **Deuce on the Strip** and revenue from this route helps fund other transit routes throughout the Las Vegas Valley.
- According to the National Transit Database, the is **RTC ranked No. 1** in the amount of operating costs recouped through fare revenues.

RIDERSHIP

- In Fiscal Year 2015, RTC transit carried more than **66 million passengers** and more than **50,000 bicycles** per month. Also, more than **15 million miles** were traveled with an **89.1% on-time performance** (based on more than 71 million departures that occurred within five minutes of the scheduled departure time).
- On an average weekday, the RTC transit system experiences more than **190,000 boardings**.
- **Eight transit routes** experience more than **9,000 boardings per weekday**: Route 109 - Maryland Pkwy, Route 201 - Tropicana, Route 202 - Flamingo, Route 206 - Charleston, Deuce on the Strip, Strip & Downtown Express (SDX), Boulder Highway Express (BHX) and Sahara Express (SX).





10-YEAR EXTENSION OF FUEL REVENUE INDEXING

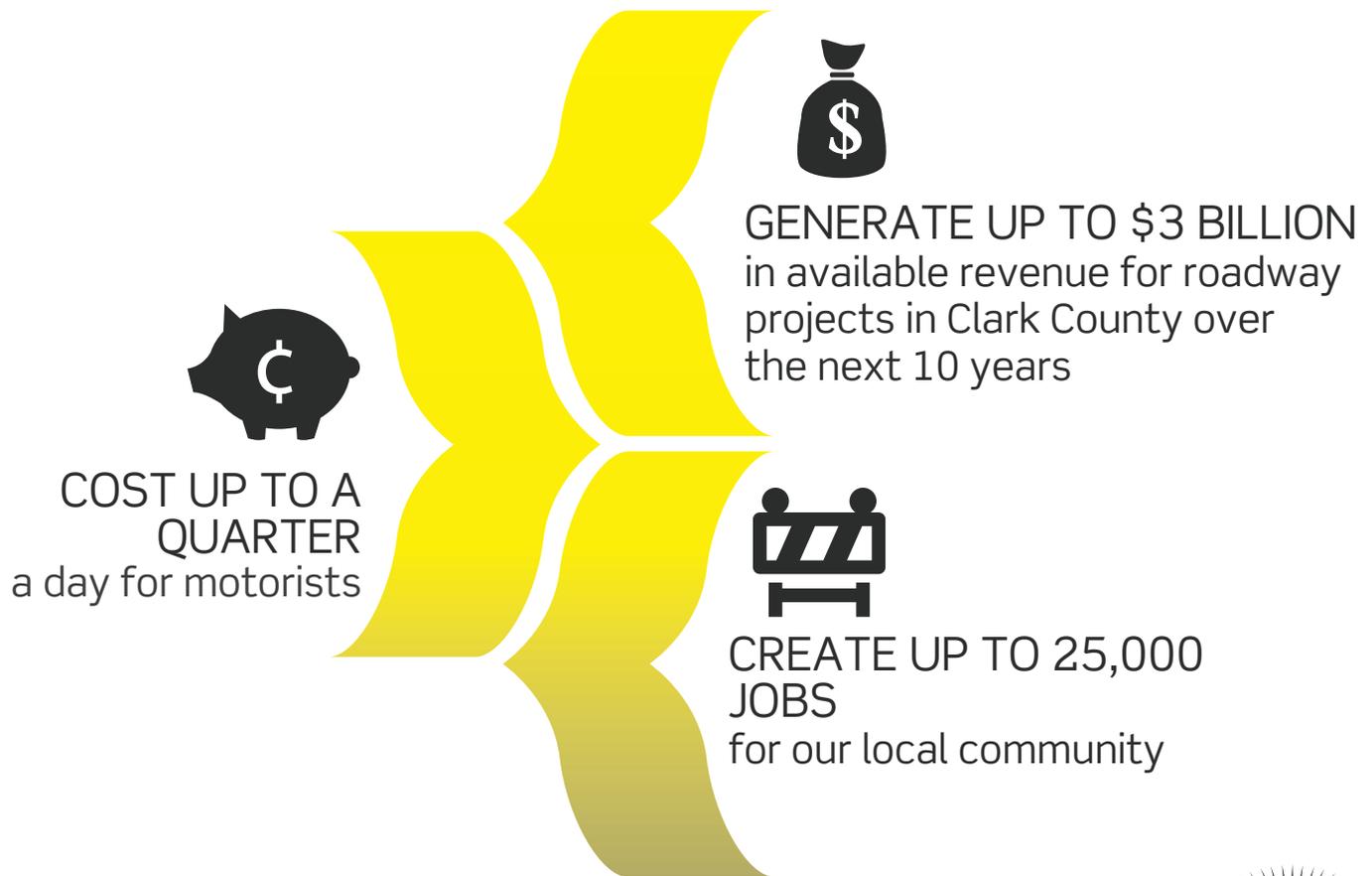
Investing In Our Community, One Gallon At A Time

WHAT DOES THE 10-YEAR FRI EXTENSION DO?



The continuation of Fuel Revenue Indexing will help fund roadway projects to continue creating jobs, reducing congestion and improving safety. Making transportation infrastructure a priority will help ensure that Southern Nevada is prepared to meet the transportation needs of our growing community for the next 10 years. By 2025, Clark County is expected to grow to 2.7 million people, along with more than 53.1 million visitors traveling to Las Vegas.

A 10-year extension of Fuel Revenue Indexing will:



SEEING ORANGE?

frequently
asked

QUESTIONS



Q: What is Seeing Orange?

A: Seeing Orange is a resource for getting more information about road construction projects – such as roadway improvements, new commercial developments, utility maintenance, etc. and how they may impact your commute.

Q: Why was the initiative launched?

A: As the economy continues to recover and population and development increase, Southern Nevada is seeing an influx of construction projects throughout the valley. We understand that these cones can be frustrating, so we launched Seeing Orange as a resource for gathering construction information so you can better plan your commute.

Q: Why did the RTC partner with Waze?

A: The RTC partnered with Waze, the free, real-time, crowdsourced navigation app to help drivers better navigate around construction projects in the valley. Through the Waze Connected Citizens Program, the RTC is participating in a free, two-way data exchange where Waze provides the RTC with real-time, anonymous, Waze-generated incident and slow-down information directly from the source: drivers themselves. In

exchange, the RTC provides Waze with the valley's planned construction and road detour information to return one of the most succinct, thorough overviews of current road conditions today. Drivers are encouraged to download Waze for real-time updates on traffic and road conditions and navigating the valley using the fastest route. To download the free Waze app, visit www.waze.com. For more information on Connected Citizens, visit www.waze.com/ccp

Q: When I see cones in my neighborhood, how do I find out how long they will be there?

A: For questions about construction or construction cones in your area, visit SeeingOrangeNV.com or call 702-928-CONE (2663) to submit your inquiry and someone will work with each entity to provide you an answer in a timely manner.

Q: Why are traffic management tools such as cones and directional signage left in project areas with no workers present, or no work under way?

A: The traffic control company must have the work zone set up prior to any work activity and must take down after all work is completed. This can create blocks of time when no work

is visible. Additionally, there may be physical conditions that must remain protected 24 hours a day, which would require work zones to remain in place between work shifts. Finally, work zone equipment along one street may be in place to establish an actual work area on an intersecting street. Therefore, no work would be visible to motorists on that street.

Q: Why is a project completed, only for the same road to be torn up again a few weeks later?

Commuters may see construction projects on the same stretch of road for several reasons. Work occurs when funding is available. At times, money may be immediately available for some, but not all, maintenance or improvement work. When funding becomes available for the remainder of the project, it can move forward again. Some projects include multiple types of infrastructure features, such as storm drains, sewer lines, water lines, excavation and paving. Oftentimes construction of these features may be spaced out due to temperature requirements, such as pavement curing.

Q: Are there rules and regulations governing the placement and removal of construction traffic management tools such as cones? Does this apply to barricade companies?

A: Yes, there is a manual published by the Federal Highway Administration (FHWA) that determines the placement of all traffic control devices along roadways, including work zone

equipment. The RTC is also convening key partners from local and state jurisdictions, utility companies, barricade companies, and local developers through the Regional Project Coordination Committee (RPCC) to better understand the problem and develop possible solutions that could help alleviate some of the concerns of the traveling public. A key component of the RPCC is the development of a new cone management working group, comprised of staff-level employees – the people out in the field – who meet regularly to discuss active construction projects, share information and plan cone coordination.

Q: When a street is being paved and cones are out, who is responsible for when cones and directional signs are placed and removed - the paving company or the barricade company?

A: All permits are issued to the general contractor, and they are directly responsible for the actions of the barricade company. The general contractor is the direct point of contact.

Q: What about utilities? Are they governed by the same rules as contractors?

A: Utilities must obtain permits from the agencies with the exception of emergency work. In those cases, they are allowed to perform work and file the permit later. Franchise agreements usually govern utility company requirements.





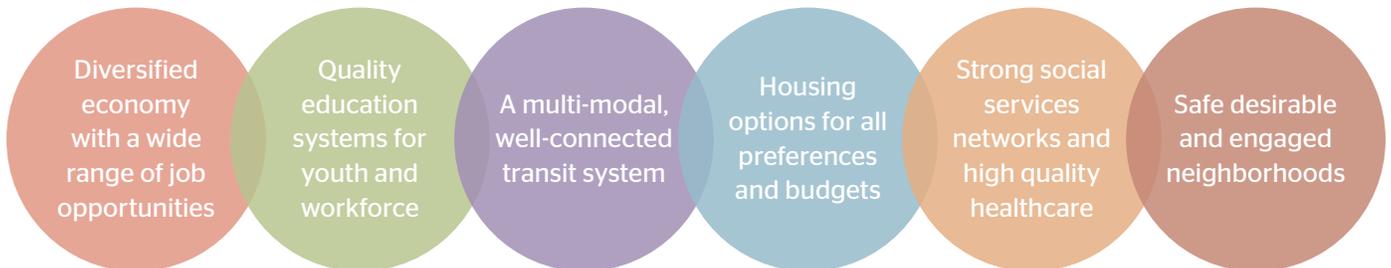
SOUTHERN NEVADA STRONG QUICK FACTS

Led by the RTC and community stakeholders, Southern Nevada Strong is a collaborative effort to plan, build and invest in complete communities that will provide access to:



SOUTHERN NEVADA STRONG

Making Southern Nevada more livable, prosperous, and sustainable has countless near and long-term benefits for residents and businesses, including:



For more information, visit us at southernnevadastrong.org



SOUTHERN NEVADA STRONG FAQs

1. What is Southern Nevada Strong?

Southern Nevada Strong is a collaborative effort to create and sustain neighborhoods where residents can have access to quality education, a variety of housing choices, good-paying jobs and transportation options. The goal is to empower people to create communities with different choices in education, housing, employment and transportation.

2. What is the Southern Nevada Strong Regional Plan?

The Southern Nevada Strong Regional Plan is a blueprint for improving economic competitiveness and education, investing in complete communities with robust housing options, and increasing transportation alternatives. Developed from the feedback of Southern Nevada residents, it is the region's first federally recognized regional plan that provides voluntary and visionary recommendations for growth.

3. How did Southern Nevada Strong come to be?

On behalf of the Southern Nevada Regional Planning Coalition, the City of Henderson applied for, received and administered a \$3.5M planning grant from U.S. Department of Housing and Urban Development in 2011. Using grant funds and \$1.5M of in-kind support from 13 regional partners, Southern Nevada Strong brought an unprecedented number of Southern Nevadans together to envision a brighter future and develop the Regional Plan.

In 2015, Southern Nevada Strong transitioned from the City of Henderson to the Regional Transportation Commission of Southern Nevada (RTC), the region's Metropolitan Planning Organization, for ongoing administration and implementation. Guided by the plan, the RTC is working with local governments,

public agencies, elected officials, business leaders, community groups, nonprofit organizations, and residents to make Southern Nevada stronger.

4. Why is Southern Nevada Strong important?

By 2030, nearly 900,000 new and diverse residents will call Southern Nevada home, growing our region's population to nearly 3 million. We need unprecedented regional coordination, community engagement, and a clear plan to ensure that Southern Nevada is a great place to call home for current and future residents.

A federally-recognized regional plan helps make Southern Nevada significantly more competitive for public and private grant resources than it has ever been in the past. These funds can be used for region-wide projects that impact the entire community and have the potential to increase the quality of life for all residents.

5. How is Southern Nevada Strong being implemented?

Southern Nevada Strong supports community partners to implement the Regional Plan by:

1. Providing practical tools, trainings and technical expertise that help the regional partners and community groups to accelerate implementation of Southern Nevada Strong initiatives.
2. Identifying funding sources for the regional partners that will enable them to implement the recommendations identified in the plan.
3. Modeling best practices for project development and funding that have seen success in other similar cities.
4. Educating, engaging and empowering Southern Nevadans to take action to create and maintain the communities they want to live in.